

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, Washington ❖ Volume IX No. 3 ❖ Mar 2011

NEXT MEETING:

2nd Thursday of the Month
March 10th, 2011
7:30 PM

LOCATION

Opportunity
Skyway Bldg.
6524 Warsaw St.
S. (N.W. Corner of
Boeing Field)

Chapter Web Page

www.eaa26.org

MARCH MEETING

Liberty V12 Engine Progress Report

- Steve Crider will be talking about the overhaul of the Liberty V12 engine.



FUTURE EVENTS

- Mar. 29 – Apr. 3:
Sun 'n Fun,
Lakeland, FL
- June 11-13:
Golden West
Regional Fly-In,
Marysville, CA
- July 6-10:
Arlington Fly-In,
Arlington, WA
- July 25-31:
EAA Air Venture
Oshkosh,
Oshkosh, WI

Cirrus to be Acquired by Chinese Aviation Company

February 28, 2011 — Cirrus Industries, Inc., and China Aviation Industry General Aircraft Co., Ltd. (CAIGA) have entered into a definitive merger agreement, with CAIGA acquiring Cirrus, the companies announced jointly on Monday. The transaction is expected to close around mid-2011, according to the announcement, which did not disclose the selling price.

“This transaction will have a positive impact on our business and our customers because we share a common vision with CAIGA to grow our general aviation enterprise worldwide,” said Brent Wouters, Cirrus’s president/CEO. “CAIGA brings new resources that will allow us to expedite our aircraft development programs and accelerate our global expansion.” Wouters also noted there would be a positive impact on jobs and job growth. “Through this transaction, CAIGA will invest in our employees in both Minnesota and North Dakota by committing to the continued use of our world-class production facilities.”

Dale Klapmeier, Cirrus chairman and co-founder, added “On behalf of everyone at Cirrus, we are thrilled to make this announcement. With this transaction, Cirrus will continue to develop and build the best, most exciting aircraft in the world. The original dream remains alive and well at Cirrus. We are just embarking on our next chapter on a global stage.”

CAIGA, headquartered in Zhuhai in the Guangdong Province of China, provides general aircraft products and related services. Its main businesses include the R&D and manufacturing of light piston aircraft, turboprop aircraft, jet, amphibious aircraft as well as their parts & components. It also provides services including general aviation operations, pilot training and aviation clubs. The company had total 2010 revenue of \$2.9 billion.

Light piston aircraft is one of the company’s business focuses “We are very optimistic to begin our partnership with Cirrus and add Cirrus’s strong brand as the cornerstone in our aviation product portfolio,” said CAIGA President Meng Xiangkai. “We look forward to working with Cirrus’s management team to build upon Cirrus’s proven success and to further expand production volume in order to cement Cirrus’s existing leadership position in the global general aviation industry, as well as to produce greater job opportunities in Duluth and Grand Forks,” he added.

The transaction is expected to close around mid-2011 and is subject to customary closing conditions, including clearance under the Hart-Scott-Rodino Antitrust Improvements Act and by the U.S. Government’s Committee on Foreign Investment in the United States (CFIUS), as well as obtaining all relevant Chinese Government Approvals.



Ice Pilots Coming to Nat Geo

February 24, 2011 —Those in the United States who’ve always wanted to watch *Ice Pilots NWT*, the Canadian reality TV series featuring Buffalo Airways, an airline that still uses DC-3s, will be in luck this spring. The series has been on in Canada only, but according to a tweet this week from @IcePilotsNWT, the series will come to Nat Geo starting in May. “#IcePilotsNWT is ready to take to the airwaves in the US! Starting this May, *Ice Pilots NWT Season 1* will be airing on National Geographic,” @IcePilotsNWT tweeted.

And posted on the Facebook page was, “You asked and we made it happen! Ice Pilots NWT is ready to take to the airwaves in the US! Starting this May, *Ice Pilots NWT Season One* will be airing on National Geographic. Stay tuned for air date info.”

Here’s [a video](#) featuring Buffalo Airlines created before AirVenture 2010, where the airline participated in the 75th anniversary celebration of the DC-3.

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PRESIDENT'S MESSAGE...

I am just back from the 2011 Northwest Aviation Conference and Trade Show. Actually, I really did only the Trade Show part of it, since I did not attend any conferences.

The show seemed better attended than last year, but that could be my imagination. The parking lot at the Puyallup Fair Grounds was crammed. But it was very obvious that most people took a right and headed for the gun show. I turned left.

After my appeal for programs Frank Bryant suggested I look up Spence Campbell, owner of the Aviation Training Center. So I did. Spence specializes in simulator training, particularly instrument training. Spence is very engaging, and yes, he would like to put on a program. Great.

I stopped by the EAA Ch 326 booth. They had two RV's there, including an RV-12, the Light Sport airplane. I finally figured out how the spars work. Something I have been puzzling over for a couple of years now. The airplane has removable wings with sailplane like crossed spars in the middle. Sailplanes generally have a fork and a tongue, but not this one. Just one tongue for each wing. Something fancy would have to be done with the inboard ends of the spars, to get them to not line up. If the wings were symmetrical the spar ends would occupy the same space. I could not see a dog-leg or anything like that. At Puyallup I finally saw it. The builder had the wings next to each other, spar root to root. One spar was a little forward, the other a little aft. They could cross next to each other in the fuselage. The builder confirmed it, from root to tip, the spars were in different locations. Well anyway, it interested me.

I have never seen an early model of the Heath Parasol, until last weekend. The Air and Auto Museum in Hood River, Oregon was at the Trade Show again. This time with the Heath and a recreated old speedster car. The Parasol had a converted Henderson motorcycle engine. Standard original equipment for the time. And, according to the restorer, the airplane weighed only 300 pounds. Much lighter than any other Heath I have seen. But there was another mystery, and I failed to ask about it. The Henderson had been converted to dual ignition. There was an extra spark plug in each cylinder head. Was that period authentic or did they think it needed some help? Inquiring minds want to know, though this one was not quick enough to ask.

Here is another mystery. At an engineering job I had twenty-five or so years ago, I used an annual weather summary for one weather station. It happened to be Seattle. The summary, on one 8 ½ by 11 sheet of paper had a daily list of high and low temperatures, precipitation, cloud cover and I am not sure what else. All contained in bar graphs on that one sheet for one year. I have not found this again anywhere, so I started asking the weather bureau people at airplane shows. None has been able to find it yet. I know I did not dream it up, but I can't prove it.

I stopped by the Snohomish Flying Service booth, the folks at Harvey Field. Do they have a Light Sport trainer? Why yes, two in fact. I knew about the Champ with almost no electrical system. But now they also have an Evektor Sportstar. One of those little low-wing, Rotax 912 powered, tricycle gear planes from the Czech Republic. As airplanes go it looks kind of homely to me. But I think I might have to get myself in gear and get checked out. It has been a long time.

I noticed the sun has actually been still high in the sky after work. Oh boy, spring is coming. Even daylight savings time is happening next week. The idea of flying is starting to sound like fun again. At the March 10th meeting, this Thursday, Steve Crider will be talking about the Liberty engine. It will be fun. Hope to see you there.

-Ron Borovec



Cecil's new address:

Cecil Hendricks
 North Auburn Rehab
 2830 I st NE
 Room 4
 Auburn, Wa.
 253-561-8100

I just wanted to thank Jerry Parris for donating his collection of older aircraft magazines. They will make a great contribution for our Library. Tracy Hach.

Hi, Tracy. I haven't been active in the Chapter for quite a few years now but I used to enjoy participating. I built a Berkut which was completed in 1999 and now resides with my brother in Boston.

I was cleaning out our basement a few months ago and discovered a collection of old Sport Aviation and Kitplanes magazines, specifically:

- . Kitplanes 1985-1993 (various issues), 1994-2006 (complete)
- . Sport Aviation 1994-2008 (complete)
- . Aviation Consumer 1993-2007 (complete)

Do you think anyone in Chapter 26 would like some or all of these magazines? I'm not interested in selling them—price is \$0. If no takers, I'll just go ahead and recycle them.

Thanks. -- Jerry Parrish

Executive Jet Approved to Replace Paper Charts With iPad
February 17, 2011 — The iPad, along with a mobile application provided by Jeppesen, has won approval by the FAA to be used in lieu of paper charts on Executive Jet Management aircraft, a subsidiary of NetJets Inc. The approval to use the iPad as the sole reference for electronic charts in all phases of flight is the first of its kind. Electronic Flight Bags (EFBs) have been approved for use for several years but the iPad is by far the most compact tablet computer employed to date as an EFB.

Executive Jet, with cooperation from the FAA and Jeppesen, tested the iPad in 10 aircraft over 250 flights. Using Jeppesen's Mobile TC application as many as 55 pilots evaluated its use in all phases of flight. In addition, the iPad underwent decompression testing to 51,000 feet as well as non-interference testing. "Executive Jet Management was pleased to collaborate with Jeppesen and the FAA on this leading-edge iPad EFB solution and to support the introduction of this technology to the industry," said Robert Garrymore, Executive Jet Management president. "The collaboration with Jeppesen and the FAA was key in making this innovation possible and we are proud to be a part of it."

The FAA authorized the iPad for Executive Jet as a Class 1 portable, which means it must be secured and viewable during critical phases of flight. While there are no restrictions for use of the iPad and other EFBs under VFR rules, air carriers both scheduled and non-scheduled must earn approval to implement EFBs in their operations. Part 91 commercial and private operators and pilots may use Class 1 and Class 2 (mounted) EFBs as long as they don't replace any systems or equipment required by the regulations.

See these two advisory circulars regarding the FAA's requirements for using EFBs:

[2003 advisory circular \(AC 120-76A\)](#) - Addresses airworthiness, certification, and operational approvals

[2007 advisory circular \(AC 91-78\)](#) - Addresses when pilots are allowed to replace some paper information with electronic sources

Submitted by Ross Mahon:

Here's an article from the current edition of the 'FAA Safety Briefing' web magazine - some comments by our current FAA administrator Randy Babbitt. Here's the link to the magazine. http://www.faa.gov/news/safety_briefing/2011/medi a/MarApr2011.pdf

Where I Stand on Safety
J. RANDOLPH BABBITT
FAA ADMINISTRATOR

I am one of you—an airman. As a teenage lineboy, I spent hours fueling the planes I dreamed of flying. The airport was my second home. My passion for aviation became the driving force behind single and multi-engine ratings, a CFI, an ATP, and an eventual airline career. My passion for aviation, its people, and safety is the driving force behind my “day job.” As FAA Administrator, I am honored to lead the most professional aviation safety organization in the world. I’m passionate about safety, and I’m determined to see the general aviation safety record improve.

My staff and I anguish over accidents that take the lives of our pilots, families, and friends. When I read through the fatal GA accident reports, I often shake my head. Why do GA pilots still have so many accidents that defy logic? Understanding the “why” is critical to the “how” of preventing accidents and allowing us to focus on the joy of our favorite pastime. That is why I am privileged to introduce and encourage your participation in the 2011 FAA Safety Team Safety Standdown.

This year’s theme is Stand Up to Error, Stand Down for Safety, and that is exactly what I am asking you to do. You can participate at the main Standdown site in Lakeland, Fla., on April 2, at one of the more than 90 Standdown events around the country during the month of April, online at www.FAASafety.gov, or through your perusal of this magazine. Our research shows several critical areas where training and focus can improve GA safety performance.

The FAA Safety Team Safety Standdown and FAA Safety Briefing teams have worked closely together to bring you workshops and articles targeted to these specific areas.

The first, Positive Flight Attitude, is at the top of my list. Don’t confuse getting paid to fly with being a professional pilot. Every one of us needs to be committed to professionalism, whether you are a student pilot or a grizzled veteran. Each of us must approach every flight as if our lives depended on it because our lives do depend on it—and not just our lives. Professionalism should characterize every action we take.

The second is Going Beyond Preflight. Did you check the forecast with the same diligence you displayed when you were on page one of your first logbook? Did you do a thorough preflight, notwithstanding that icy wind? Are your charts up-to-date and in your hands?

The third focus area is En Route Cruise. Are you lackadaisical, or are you paying the kind of attention professionalism demands? That means doing the right thing even when no one is looking. It means precision piloting: staying on altitude, on heading, and on task.

Last, but not least, is maneuvering Flight. Loss of control in maneuvering flight often results from inattention to airspeed. See page 20 for some basic airspeed awareness tips, and always remember that attention to airspeed is critical.

Aviation in our country has never been safer. Still, we can—we must—do better. I hope this year’s Safety Standdown gives you food for thought, as well as concrete ways to improve your safety practices.

On the Wreckord

Recent Homebuilt Accidents from the NTSB Web Page Mar. 2011, Submitted by Ron Wanttaja

Stits Playmate - Florida: The pilot was at 2,000 feet and planned on making a base leg entry for landing. He applied carburetor heat and reduced power. The engine lost power and the propeller started to windmill. He attempted a restart; however, the engine started momentarily and lost power again 2 to 3 seconds later. The airplane continued to descend and he turned to line up with the runway, when he observed a telephone pole. He immediately slipped the airplane to the right to avoid the pole, but the landing gear collided with a wire in between two telephone poles. Examination of the aircraft revealed no sign of fuel onboard or smell of fuel at the crash site, while the pilot stated he had 17 gallons at takeoff.

RV-7 - Oregon: The pilot was landing at a 1,800-foot-long grass airstrip. He flared the airplane approximately one-fourth of the way down the runway, the airplane bounced, and he added power to soften the second touchdown. The pilot felt that a go-around was too dangerous so he applied the brakes. Just as the airplane came to a stop, it slid into a ditch at the end of the runway. The pilot had been into the airstrip numerous times in his other airplane of the same make/model, but the previous airplane was equipped with a constant speed propeller and seemed to float less down the runway.

Long-EZ - Texas: The Long-EZ was in level cruise flight at 3,500 feet when the engine suddenly vibrated then seized. The pilot lowered the nose gear and made a forced landing on rolling brush and rock-strewn terrain. Touchdown was "firm." During the landing roll, the landing gear was sheared off and the canard wing was crushed.

Inspection of the crankshaft revealed it had sheared at the rear of the number three connecting rod journal. Multiple origin fractures, possible from over stress, were noted. The back sides of the main bearing shells were very shiny, indicative of bearing movement and loose thru-bolt torque. Case fretting was noted in the center main bearing saddle parting surfaces. The report listed possible causes of the bearing movement and case fretting: (1) maintenance on the ignition system, (2) vibratory stresses from an incompatible combination of propeller and engine, (3) an out-of-balance or out-of-track propeller, and (4) previous damage to the propeller. The pilot had installed a Hertzler "Silver Bullet" composite propeller to the extended hub. According to Aero Sport Power, this propeller had not been tested to determine if there were amplified propeller harmonics to the crankshaft.

The engine manufacturer recommended a propeller made of wood and heavier than the composite propeller, giving the propulsion system more of a flywheel effect.

Avid Flyer - Michigan: The pilot was landing on a slush-covered runway. During the rollout, the airplane swerved hard right and into a snowbank, where it nosed over. Examination revealed that the brake pin lubrication had dried out and the right brake caliper would not release.

RV-6 - Washington: The airplane bounced on landing on a privately-owned grass strip. The nosewheel clogged with dirt, dug into the soft dirt, then collapsed rearward. The airplane subsequently nosed over and came to rest inverted, which resulted in substantial damage to the left wing and vertical stabilizer.

Avid Heavy Hauler - Idaho: Immediately after takeoff, at approximately 300 feet above ground level, the engine lost power. The pilot performed a forced landing to a snow covered field. During the landing roll, as the airplane slowed, the tundra tires broke through the surface crust sinking deeper into the snow. The airplane nosed over and came to rest inverted. The pilot said the Rotax engine manual recommended using an electrical fuel pump, however, this airplane did not have one installed. The pilot stated that even though the airplane was a high wing design, the high angle of attack during takeoff likely prevented the gravity feed system from delivering fuel fast enough to maintain engine power.

Davis D-2A Texas: The pilot had not flown for ten months. When he took off, the winds were calm, but 45 minutes later, they were at 15 knots gusting to 22. When he returned to the airpark, he overflew the runway and checked the wind sock, but the direction of the wind "did not register" to him. He approached the runway in the downwind direction and tried to land. He noted the airplane was sinking and he went around, again checking the wind sock. Again he approached the runway from the downwind direction and again he began to sink. He made a second go-around. On the third attempt to land, the airplane struck the runway "hard" and bounced, bending the nose gear and jamming the rudder. The airplane went into the soft dirt, the left wing tip dug in to the ground, and the airplane overturned.

Marketplace

AIRCRAFT 1983 Thorp T-18, N583C, Home built, w/rebuilt Lycoming 0-290 _____ \$25,000.00

AIRCRAFT 1954 Story Experimental #2, N2338N, Continental A65 _____ \$9,000.00 (Sale!)

Flying Club Membership for sale or make offer for purchase of aircraft.

ENGINE Lycoming 0-290 no accessories _____ \$1000.00

1984 Flatbed Single Axle Trailer, wood bed w/raised fender wells, constructed for moving aircraft. 25 feet X 95 inches; weight 1540 pounds \$600.00* (Sale!)

MOTOR HOME 1991 Gulf Stream 27 feet long, good condition _____ \$10,000.00

ASHFORD, WA Lot at 31316 Mt. Tahoma Canyon Rd. E. unimproved w/drive \$15,000.00*

Contact: cefann@peoplepc.com Please use "EAA" in subject line of E-mail

Thorp T-18. 0-290-D2 135 hp, In annual, First Flight 1993, Cruise speed 160 mph Stall speed 62 mph 2 place, Empty weight 920 lb, Gross weight 1500 lb, Electrical System \$25,000 Ed Ullrich his phone number is 206 878-3062. The aircraft is hangared at Auburn.

Misc building materials for sale. Johnny Therrell is clearing out some building materials. Free: One set of Alaska cedar/mahogany wing ribs and Alaska Cedar main and rear spars for a long wing Whitman Tailwind.

For sale soon: Various woodworking tools, prices TBD. Contact jltherrell@comcast.net, phone (425) 746-6295 Address: 16112 SE 42nd Place, Bellevue, WA

Metal Hangar for sale: Pierce County Airport (Thun Field). 45x50, 45x14 electric bifold door. Heated and insulated, has separate bathroom. \$155k. Contact Gene Endsley, 206-300-1197

RV-10 Tail Section for sale: 95% complete). Skip Feher 425 677-5335

Condo T-Hangar at Olympia Regional Airport, Washington for sale. Hangar Number I-5, 1620 Sq. Ft., 44 ft 4" wide door opening - electrically operated bifold door. Two years old with epoxy sealed floor. 110/ 240 volt , 60 amp electrical service on separate meter. \$89,500. Mike and Arlene Dougherty, 253-880-6690.

Zenair 601 HDS Project for sale: Firewall back, including fairings, LR fuel tanks, and lights. Price negotiable. Terry Wilson, 206 522-4006.

Former EAA member Keith Klinck recently passed away and his wife Helen has his Smyth Sidewinder project up for sale. This is a 1960's vintage design, all metal, tricycle gear configuration somewhat similar to an RV-6. The project has a completed fuselage and many other component parts and aluminum sheet. For more information call Ron Klinck at 425.739.0715.

For sale: Tires – 15/6.00-5, 6ply, 2 tires, 2 tubes. Brand new, unused, with yellow tag. These are retread tires that are heavier duty than standard – With deeper treads and harder rubber they'll last longer than new. \$125 for the set. Ross Mahon 206.550.9526 or Rossair@aol.com

*Wanted: Partner(s) in building Experimental Twin * Looking for 1 or 2 partners for building a one of a kind, partially complete, experimental light twin - Wickham Model F. Similar to Partenavia P68. Aluminum, 6 place, est 2100 empty, 3600 gross, fixed mains, retractable nose wheel. Engines could be 150 to 180 hp. Evolution of Wickham Model B twin based at Paine. No small project, if seriously interested, contact Tom Osmundson, 253-239-6175
dieselfume@dieselfume.com

Chap.326 member Don Hatler is moving to TX, having finished his Glastar; now he has a bunch of parts he doesn't need. Items are available for inspection at hanger 94 at Thun Field. Contact John Brick (253) 230-8516 for hangar access. Contact Don Hatler at reddstang@hotmail.com about prices.(253)569-5386.

NEWSLETTER



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The Newsletter of EAA Chapter 26

