

# WIND IN THE WIRES



The Newsletter of EAA Chapter 26 ❖ Experimental Aircraft Association ❖ Seattle, Washington

VOLUME XIV NO. 5

May 2006

## **NEXT MEETING:**

2<sup>nd</sup> Thursday of the Month  
May 11<sup>th</sup>, 2006  
7:30 PM

## **LOCATION**

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

## **Chapter Web Page**

[www.eaa26.org](http://www.eaa26.org)

## **Flyout**

11:45am, May 13th, Port  
Townsend airport restaurant.

## **FUTURE EVENTS**

June 8 – General Meeting  
June 11 – RV Fly in  
Scappoose  
June 24<sup>th</sup>- Astoria EAA Swap  
Meet  
July 5-9 – Arlington Fly-In  
July 21-23 – Concrete Fly-In

## **MAY MEETING**

### **Chapter History: The Bluebird, and the KIRO-TV Video**

The Wickham Bluebird is probably the oldest four-seat homebuilt currently flying. Tim Davies will show photos illustrating his restoration of this historic aircraft.

In addition, we'll show some of the video shot during the KIRO-TV news article on homebuilts that featured a batch of Chapter 26 airplanes about fifteen years ago (see page 4).



### 2006 OFFICERS

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#### ***Want to volunteer?***

See any one of the officers about different ways you can help our chapter. You can be a program chair or just help for an event. There's lots to do!

### PRESIDENT'S MESSAGE...

#### **Dusting off the Rust**

The May flowers are out in bloom, a result of April showers and sunshine! There have been some really nice flying days, with unseasonably warm temperatures and sunny skies! As we dust off the winter rust and cobwebs, practice our touch and goes, and enjoy the great part of the world we live in, take a few minutes to brush up on your knowledge of Federal Aviation Regulations – Yeh, the FAR's, the big book full of endless small size text that works well to hold a chart flat on a windy day, or as a wheel chock. The FAR's are available on line, and they have some interesting additions in the name of Light Sport Aircraft – It's great to actually see the regulations in print. For pilot requirements look at FAR 61.301 - .329 (Online go to <http://ecfr.gpoaccess.gov> and look at Title 14). There might be a few new items in section 91 as well....!

I've flown with a couple of different pilots lately (Who will remain nameless!), who had recently purchased new handheld GPSs to help with the navigating..... Unfortunately more time was spent playing with the buttons than looking outside the airplane – Remember that a good visual scanning technique has at least **75%** of your time spent looking outside the airplane!

If you have any ideas for project visits or meeting presentations please let me know. We are always looking for projects under construction, either a new aircraft or one being rebuilt – Both are of interest. If you know people with interesting experiences that might like to give a presentation at the monthly meeting recommendations are appreciated!

Have fun!

Ross

**Chapter Fly-Out: 11:45am, May 13th, Port Townsend airport restaurant.**

After lunch those interested can walk over to the Aero Museum and get a tour from the local youths who are restoring aircraft. Museum hours are 9:00am to 4:00pm.

For more info - <http://www.ptaeromuseum.com>

## News from National

From [www.eaa.org](http://www.eaa.org)

### AVIATION LEGEND SCOTT CROSSFIELD LOST IN FATAL CRASH

EAA is extremely saddened at the loss of legendary aviation pioneer Scott Crossfield, EAA 430120, who died when his Cessna 210 crashed Wednesday after encountering severe weather north of Atlanta, Georgia. Crossfield, a former test pilot and the first person to successfully fly at both Mach 2 and Mach 3, was 84.

### EAA, MEMBERS KICK OFF FLYING SEASON AT LAKELAND

EAA members, staff, and volunteers experienced a great spring kick-off to the flying season at the Sun 'n Fun Fly-In at Lakeland, Florida, April 4-10. EAA held what amounted to an event within the event, featuring its popular Member Village, a wide variety of EAA-led forums and workshops, sport pilot/light-sport aircraft activities, new member benefit announcements, and more.

### EAA BRINGS LIGHT-SPORT AIRCRAFT TO ARLINGTON FLY-IN

EAA's Northwest EAA Fly-In at Arlington, Washington, will include a Light-Sport Aircraft Mall at this year's event July 5-9. The LSA Mall offers attendees the opportunity to view a variety of these new recreational aircraft in one place. All aviation enthusiasts are welcome, from experienced pilots to those just discovering the possibilities of flight, to have their questions answered by an EAA sport pilot expert.

### EAA AIRCRAFT FINANCING PROGRAM ANNOUNCED

EAA has announced the addition of a member benefit to make the dream of aircraft ownership more attainable. In partnership with AirFleet Capital, Inc., the EAA Aircraft Financing Program, the most comprehensive aircraft-loan offering in the industry, was unveiled at the Sun 'n Fun Fly-in at Lakeland, Fla.

"Acquiring aircraft financing has become much simpler for EAA members," said AirFleet Capital President Steve Smestad. "We offer a one-stop-shopping solution...With our breadth of offerings for both type-certificated and experimental aircraft alike, we can tailor financing to be as unique as EAA's diverse members," Smestad said. AirFleet Capital provides financing for new and used amateur-built, type-certificated single and twin pistons, turboprops, jets, and helicopters.

## **Save (Chapter 26) a buck or two**

Printing costs and postage for each copy of the Chapter newsletter runs about a dollar per copy per month. If you have an email address, you can opt to receive the newsletter electronically instead, and save the chapter more than \$10 per year. PLUS you'll get it in full color!

The newsletters themselves are running about 600K in size...not too bad, even for dial-up users. What's more, the newsletter itself is never emailed to you...the newsletter is loaded onto the chapter web page, and you receive just the link to access it.

If you're willing to receive the newsletter electronically, contact Ron Wanttaja at [ron@wanttaja.com](mailto:ron@wanttaja.com).



## Young Eagles Report

Renton, April 29th

The Young Eagles event at Renton Airport had a great turn out of pilots and planes, but not so many future flyers... A total of seven young eagles got their first rides, after waiting for the ceiling to lift and before the rain started. 8 Pilots showed up with a range of airplanes including a biplane, a turbo prop, several factory built aircraft, and Dave Nason in his beautiful Falco! Unfortunately the rain storm came in quickly and it was intense, soaking both people and aircraft. With the visibility below minimums some of the aircraft were stuck at Renton. Many thanks to Tom Little and the WPA Green River chapter, as well as Tom Susor (Who stepped in to help for Kent Loos), and of course the pilots and aircraft owners. The next event is scheduled for May 6th, at Arlington.



## Young Eagle Events 2006

*Planes, Pilots, and Ground Crews Wanted*

May 6<sup>th</sup>: Arlington

May 20<sup>th</sup>: Paine Field General Aviation Days

July 5-9: EAA Arlington

For more information, contact Kent Loos at  
gofly77@comcast.net or call 206-818-9937



Cecil Hendricks and Ervin Louck with some of the aircraft assembled for the TV show

## Chapter 26 on KIRO-TV: 15 Years Ago

By Ron Wanttaja

It all started when a writer from a small local paper interviewed me about my then-new book, Kitplane Construction. They wanted a picture, so I met their photographer at the airport so he could shoot Fly Baby N500F as well. I posed in the cockpit in all my flying regalia...leather jacket, helmet, silk scarf, the works.

The morning after the photo session, I got a call from a producer from KIRO-TV. The newspaper reporter had tipped them that I might be a good subject for an interview to run on their evening newsmagazine. They wanted to film me and the Fly Baby..

Small flags waved in my little brain. I got the general impression they wanted to do a "look at the odd little man with his odd little airplane" type of story.

Instead, I suggested they might want to do a larger story on homebuilts in general. I suggested that I'd be able to arrange a bunch of homebuilts to shoot, and could even dig up a photo airplane for air-to-air work.

She quickly agreed. That left me the problem of actually \*arranging\* all the things I promised. So on the morning of April 22<sup>nd</sup> 1991, six homebuilts sat ready on the ramp at Auburn airport. They included Cecil and his Thorp T-18, Terry Dazey's Long-EZ, Ervin Louck's RV-6, Bill Sprague, Stoddard-Hamilton's director of marketing, with the company Glasair IIS demonstrator, Jim Smith and his Sonerai IILT, and me in ye olde Fly Baby. The mixture was a good one; wood, tube, metal, and composite aircraft, kits and plans, as well as a mix of old and new. I prevailed on Stan Brown and his 1943 Stearman, "Ramp Rooster", to act as the camera plane.

The first positive note was the arrival of the TV crew (from KIRO Channel 7); the reporter was their science specialist, not some blow-dried "human interest" type. He'd visited Stoddard-Hamilton for a local business report a few years ago, so wasn't a stranger to homebuilts or kit aircraft. The other half of the crew was Janine, the photographer. I offered the reporter a ride on one of the airplanes, and he said no. I left it at that.

I'd contacted EAA and AOPA in advance, so was well prepared for any questions. The other pilots were great... friendly, joshing around, not hostile at all. We were all working hard at giving General Aviation a good image. The plan was to shoot the pilots manning the airplanes and starting up, then some takeoffs, low passes, and landings, then put the photographer in the Stearman for some air-to-air of a few of the planes.

I'd contacted EAA and AOPA in advance, so was well prepared for any questions. The other pilots were great... friendly, joshing around, not hostile at all. We were all working hard at giving General Aviation a good image.

Then one of the guys offered the reporter a ride, and he declined. The pilots felt pretty comfortable with the reporter by then, and started kidding him. He then said, "The last time I flew in a light plane, we had a mid-air. I haven't flown since." Turns out he'd been involved in a collision between two traffic-spotter planes a number of years ago. The guys didn't kid him any more...

After the ground shots, all six homebuilts fired up, taxied out to runway 34, ran up, then took off. I was the last, in the Fly Baby. Mine was probably the slowest of the "high-speed" passes... but I had 500F cooking along at 120 mph as I went by the camera, waving like an idiot.

We then parked our planes and briefed the air-to-air sequence. To minimize coordination difficulties, we planned on only four aircraft for the air-to-air work. Our strategy was to set the fast airplanes (Glasair, T-18, and Long-EZ) in a racetrack pattern over Auburn, while the Stearman flew north and south above Lake Tapps and called each in by radio. Since the Fly Baby didn't have a radio, it would fly above and behind the Stearman, moving in when the last "fast" plane left.

The briefing, attended by the TV crew, warmed the cockles of my heart. All the joshing went away, and everyone turned dead professional. We hashed out the set of procedures to maximize safety... everyone had good inputs.

Stan set the photographer in the front pit of "Ramp Rooster", where she found she could easily aim her camera toward the left-hand rear quarter. Pilots were therefore briefed to come in on the left side.

The Stearman broke ground at 1300 hours, followed closely by the Fly Baby. The other three planes taxied out as we left the downwind leg.

The mission was flawless. I flew about 300 higher and a quarter-mile behind the Stearman, and could clearly see each plane approach, slide into place, and stop. They'd fly in formation for a bit, rocking their wings and following the requests of the photographer. Then they'd peel off, drop behind, and pour on the power for a high speed pass with breakaway.

After the T-18's pass, it was my turn. As it happened, the Tiger broke away just before the Stearman's 180 to stay over the lake. I pulled the power and chandelled down into position.

I had fun. I slid back and forth, and did a couple breakoffs and rejoins. I followed the Stearman back to Auburn, and was the last of the group to land. After parking the plane, I ran over to help Janine hoist the camera out of the front pit of the big biplane. She was frozen solid... and laughing. She'd never had so much fun in her life. She even hung around for the usual post-flight bull session. On the way back to the TV van, she said, "What a nice bunch of guys!"

The TV show turned out pretty well, showing homebuilding (and Chapter 26) in a very good light. A copy of the video (including much unaired footage) is in the chapter library, and we'll show a sampling of the footage at this month's meeting.

*Have any historical photos or stories of Chapter 26 or its members? Ron Wanttaja would be happy to scan them in and reproduce them in the newsletter. Contact him at 253-833-7394 or email at [ron@wanttaja.com](mailto:ron@wanttaja.com)*



## **On the Wreckord**

### **March-April Homebuilt Accidents from the NTSB Web Page**

Loehle 5151 Mustang - Florida: At about 120 feet above the ground, during the initial takeoff climb, the engine had a total loss of power. Pilot lowered the pitch of the airplane and observed trees straight ahead. He elected to veer to the right and then to the left over the remaining runway, to land on the runway. During the landing flare, the airplane hit hard on the runway, breaking up in several sections before coming to a stop.

Rotorway Exec - Utah: Substantially damaged when it settled to a ridge top and rolled onto its left side near Morgan, Utah. Visual meteorological conditions prevailed for the local elk watching flight that originated from the pilot's home approximately 20 minutes before the accident.

Harmon Rocket - California: Destroyed by impact with terrain and postcrash fire, following a loss of control near a camping area while performing low altitude aerobatic maneuvers. The pilot performed several aerobatic maneuvers, and passed overhead inverted, waving at the campers. Pilot was exiting the area while performing aileron rolls when the airplane pitched down and impacted the ground in a near vertical, nose down descent. One fatal.

SeaRey - Mississippi: Pilot was flying his single-engine, amphibious airplane about 10-feet-high above the Mississippi River when he realized the landing gear was extended. When the pilot attempted to retract the landing gear, he accidentally pulled the throttle back to the idle position, instead of the manual landing gear release lever. Upon impact with the water, the airplane flipped-over.

RANS S-7 - Colorado: Pilot was attempting to land on runway 15 when the airplane impacted an oil tank on the left side of the runway. The right wing separated, and the right horizontal stabilizer was bent up and wrinkled. The closest official weather observation station (14 miles south) reported, winds from 340 degrees at 21 knots, gusting to 27 knots.

Turbine Legend - Texas: While approaching to land, the airplane's nose landing gear would not extend. Flying in the vicinity of the airport, the pilot repeatedly attempted to extend the nose landing gear to no avail. The pilot then elected to return to the airport with the intention of touching down on the airplane's main landing gear in an attempt to jar the nose landing gear down. While approaching Runway 18 at an altitude of 400-500 feet above ground level (AGL), the engine lost power. The pilot executed a forced landing to a field about one half mile north of the airport.

Eldredge NXT - New Mexico: During cruise at 12,500 feet, the airplane encountered moderate turbulence. Shortly thereafter, the pilot noticed a smell of smoke and then began to observe a haze in the cockpit. The pilot then shut down the engine, feathered the propeller, and initiated a forced landing to a nearby airport. Due to oil on the windshield, the pilot's visibility was reduced during the approach and landing. During the landing, the airplane departed the dirt runway surface and impacted rocks and terrain.

KR-2S - Massachusetts: Airplane was on its first flight, and equipped with a converted 1983 General Motors Corporation Corvair automobile engine. During the initial climb, about 200 feet agl, the engine lost partial power. Specifically, the propeller rpm decreased from 3,200, to 2,300. The pilot was unable to maintain altitude, and the airplane struck trees in a residential area during a forced landing.

*Let's All Be Careful Out There*

# NEWSLETTER

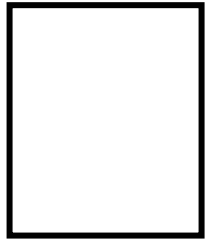
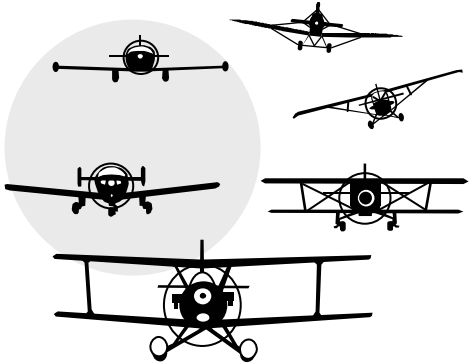


Chapter 26  
EXPERIMENTAL AIRCRAFT ASSOCIATION  
2102 Airport Way S  
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## WIND IN THE WIRES



The Newsletter of EAA Chapter 26



## MARKETPLACE

Wanted: Wanted: Dirty, old, worn-out exhaust parts for Lycoming engines. Looking for old exhaust pipes, tubes, mufflers, and heat exchangers to use for mock-up purposes while developing a new exhaust system for the Wickham B - If you have any stuff you want to get rid of please let me know! Ross Mahon 425.827.2493 or Rossair@aol.com

Commuter II (predecessor to Baby Belle/Safari). 150 Hp Lycoming O-320 has approx. 50 hrs on overhaul. Contact Jim Huber (253) 630-1689.

## EAA CHAPTER 26 - MEMBERSHIP INFO

- Dues are \$16.50 per year, due in **January**.
- If you are a prospective new member we will be happy to send you a couple of complimentary newsletters.
- Please fill out the membership form.
- Make checks payable to "EAA Chapter 26", and pay Treasurer at the next meeting or mail your check to:

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c/o Tim Davies  
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Auburn, WA 98001

(Note: Members who have not paid by March will no longer receive a newsletter. The upper right corner of your mailing label should have a '2006' if you are paid up for this year!)