

WIND IN THE WIRES



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

VOLUME XV NO. 5

May 2007

NEXT MEETING:

2nd Thursday of the Month
May 10th, 2007
7:30 PM

LOCATION

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

Chapter Web Page

www.eaa26.org

FUTURE EVENTS

May 19: General Aviation
Day, Paine Field, Everett
June 16-17: 9th Annual
Gathering of Warbirds,
Olympia Airport
July 11-15: NW EAA Fly-In,
Arlington
July 21-22: EAA/Port of
Port Townsend Annual
Fly-in, Port Townsend
July 27-29: Concrete Fly-In
July 28 – *Cruise the Narrows*
Car/Plane show at
Tacoma Narrows

MAY MEETING

Aerolab Aircraft

Bill Sayre, local dealer, will speak about the homebuilt aircraft kits from the Italian company, Aerolab. Aerolab produces the LoComp, HiComp, and the BiComp, small two-seat tandem homebuilts featuring aluminum spars and ribs, and a welded steel-tube fuselage. The planes are designed for the Rotec R2800 radial engine or the Czech-made Mikron MIIC, and are Sport-Pilot legal.



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Last Meeting

At the April meeting, Chapter members approved the new Bylaws. These are based on EAA's standard, with a few changes to reflect Chapter 26 tradition.

The adopted version is identical to the draft on the chapter web page:

http://www.eaa26.org/bylaws_draft.pdf

PRESIDENT'S MESSAGE...

Rust-Busting

The flying season has begun, the weather is cooperative, the airplanes are annualized, and the pilots are..... rusty? Remember to start out your busy flying season with a few minutes hitting the books. Take a look at the FAR's again and see what's new – You don't have to buy a copy of that big thick book (Although it's not a bad idea to have one that's reasonably current), you can look the information up online (here's the email address that will take you to the fountain of, er, knowledge...

http://www.faa.gov/regulations_policies/

What do you need to do to be current? How many take offs and landings? Flying at night? Flying cross country? Minimum equipment required? What to do if something fails, what is your 'Minimum equipment list'? Although many of us fly experimentals there are many things we still need to comply with.

I read a little blurb somewhere that mentions an increase in ramp checks by the FAA, and I know they are hiring more 'Safety' people, so are you ready? Can you find your pilots license? Is your medical current? How about the aircraft documents – Is the airworthiness certificate there? Is your registration in the airplane, does it match the address on your drivers license if you own the airplane (and is that your current address?). Does the airplane have a pilot operating handbook and/or experimental operating limitations on board? As always the devil is in the details!

But all the regulations aside, are you primed and practiced, ready for the flying season? Have you dusted off the weight and balance recently, do you know what your marginal loading conditions are that might get you into trouble? Speaking of trouble – Do you have an emergency checklist? Have you thought through different scenarios such as engine failure on take-off? Smoke during cruise flight? What are your weather minimum? How far can you go on that tank of gas, and what do you need for reserves?

The flying season is here, go out and have fun! Just be prepared to be safe.

Ross

News from National

From www.eaa.org

2007 EAA AIRVENTURE NOTAM NOW AVAILABLE

The official EAA AirVenture Oshkosh 2007 Notice To Airmen (NOTAM) booklets are hot off the press and ready to be mailed out to pilots planning to fly to The World's Greatest Aviation Celebration on July 23-29. The Oshkosh NOTAM is also available in easy-to-print PDF document form on the AirVenture website (<http://www.airventure.org/2007/flying/notam07.pdf>). Those who have already placed their booklet orders can expect to receive their copies soon, while others can call EAA Membership Services at 800/JOIN-EAA (564-6322) and order a free copy today

AAAA 'SETS RECORD STRAIGHT' ON FAA'S USER FEE ISSUES 'FACTS'

The Alliance for Aviation Across America (AAAA), which includes EAA as a member, has issued a strong rebuttal to the FAA's so-called "fact sheet" document that seeks to thwart general aviation's objections to the Bush Administration's user fee and tax increase proposal. In "Setting the Record Straight on FAA's Recent Claims," the Alliance called FAA's information "just the latest round of rhetoric that has been put out by the FAA and the commercial airlines since the introduction of their proposal, which would purposefully transfer billions of dollars of the airlines' tax burden onto businesses and communities that rely on small planes."

EAA and other general aviation organizations joined several non-aviation groups to form the AAAA, which presents united, broad-based opposition to the administration's FAA reauthorization proposal currently being debated in Congress.

FAA REMEDIES AMPHIBIOUS LSA, LIGHTER-THAN-AIR ISSUES WITH DIRECT FINAL RULE

An FAA direct final rule issued April 9 solves two lingering light-sport aircraft (LSA) certification issues that EAA has been working to fix since the original Light-Sport Aircraft (LSA) Rule issued in September 2004. The action allows special-LSA certification of amphibious aircraft with a retractable landing gear, plus increases the maximum takeoff weight for lighter-than-air LSA from 660 lbs. to 1,320 lbs. Both fixes remedy what the FAA called "unintended consequences" of the original rule that created exceptions to the otherwise rapid growth of the LSA category of aircraft.

"We're very pleased this has been done," said Earl Lawrence, EAA vice president of industry and regulatory affairs. "EAA's has been vigilant in assuring that these problems were resolved so that our members and other aviation enthusiasts who wish to fly these types of aircraft will get the full enjoyment from them."

BUYER BEWARE ON AUTOFUEL STC'D AIRCRAFT

Several recent instances have come to light where aircraft sellers have attempted to pass their aircraft off as having an autofuel supplementary type certificate (STC). Subsequent records checks with the two STC holders (EAA and Peterson Aviation) did not confirm this, and there were no placards on the aircraft. There have also been more ramp checks for autofuel STC documents at airports recently.

EAA and Peterson are the only organizations that issue these placards since the program began in the early 1980s. If you are buying an aircraft that has been advertised or you were verbally told that the aircraft has an autofuel STC, and that is a factor in determining your final purchase decision, check to make sure the aircraft does indeed have the STC.

Contact Petersen Aviation through www.autofuelstc.com or you can contact EAA by e-mailing dwalker@eaa.org, or call 920-426-4843 to see if the records are on file.

The Songs They Sang

By Ron Wanttaja

Part 4: Give Me Operations

*Don't give me a P-38,
The props they counter-rotate
You'll loop, roll, and spin, but then auger right in,
Don't give me a P-38!*

*Give me operations, way out on some lonely atoll
For I am too young to die,
I just want to go home!*



Bob Stevens

Roy Rogers and Gene Autry used to sing songs about their horses. Military pilots of the 20th century sang about their airplanes.

Kinda strange, when you think about it. One rarely hears songs about other military weapons. Ditties about the Colt .45 pistol or M-1 Garand rifle are non-existent, and if there are songs about the M4 Sherman or M48 Patton tanks, I certainly haven't come across them.

It might be because the dual nature of flight—a plane might give the pilot limitless freedom, but it's also the venue of a fight to the death. It might be that the idiosyncrasies of the different aircraft types give them personalities that lend themselves to songwriting.

Or it might just be that the pilot has more spare time to write songs than the ground-pounder does.

Whatever the reason, there are lots of songs about airplanes. Tunes came from a wide variety of sources, some common, some a bit esoteric. An early-century song called "The Great Ship Titanic" was turned into "The Boeing Tanker." Country tunes like "Wabash Cannonball" are used for several, such as this one about the Republic F-105 Thunderchief of the Vietnam era:

*Listen to the jingle, the grunting and the wheeze,
As she rolls along the runway, by the BAK-9 and the trees.
Hear the mighty roaring engine as you leap off in the fog,
You're flying through the jungle in Republic's Ultra Hog....*

Probably the strangest was Edith Piaf's "Mi'Lord," a song about a French courtesan mocking the pretensions of a potential English customer, being used for a song about the OV-10 Bronco forward air control aircraft:

*Dear mom, your son is dead, he bought the farm today
He crashed his OV-10 on the Ho Chi Minh highway
It was a rocket pass, when he busted his [biblical beast of burden]
Hmmmm, hmmmm, hmmmm....*

The "Grand Old Man," though, of the airplane-song clan is the classic, "Give Me Operations." It's not a song about a single aircraft. It provides a simple lyrical framework to



Continued Next Page

The Songs They Sang (Continued)

give an aviator/songwriter a hook to write about any aircraft they flew. Or are about to fly. Or knows someone who flew one. Or once heard about.

Bill Getz's 1982 book, *The Wild Blue Yonder: Songs of the Air Force*, gives thirty two verses, for about twenty-five different aircraft types (several versions exist for some planes). A cursory glance online finds lyrics for aircraft types not included in Getz' book, such as the F-4C Phantom and the F-82 Twin Mustang:

*Don't give me an F-82,
that monster from out of the blue
You won't understand, just who's in command
Don't give me an F-82!*



"Give Me Operations" lends itself to just about any aircraft—even homebuilt ones. A few years back, I attended a Missouri fly-in where Chuck Slusarczyk, EAA Hall of Famer and the designer of the CGS Hawk, was one of the attendees. Chuck, whose nickname is "El Pollo Loco" ("The crazy chicken"...don't ask!) is a real character; famed for his hilarious stories as well as his killer homemade brandy (aka, "Muzzleloader").

Like me, he's a fan of the old pilot songs. When we knew we were going to see each other at the fly-in, we both sang "Give Me Operations" verses for each others' planes at the late-evening party:

*Don't give me a CGS Hawk,
It's got a Rotax, and I'd rather walk
It's ugly and slow, like El Pollo Loco
Don't give me a CGS Hawk!*



It might be an indicator of how well the party went that night from the fact that Chuck doesn't remember singing a verse about the Fly Baby....

Probably for the better, really.

Lyrics for "Give Me Operations" almost always blast the aircraft named, but let's end this month's article with one of the few known lyrics that are positive about a certain airplane.

What plane? The P-51 Mustang, of course...

*Just give me an old '51
With praise for the work it has done,
It's tried and it's true, and will take care of you,
Just give me an old '51!*

*Just give me my old Mustang
For defending democracy's cause
For I am too young to die
I just want to go home....*



The End

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

Airpark Home Seattle / Port Orchard. Vaughan's Airpark. Charming 3br. 2-1/4ba. Country Farmhouse style home with wrap around verandah & upgrades, on 2.47 acres with loafing shed and cross fencing for horse. Perimeter security fence. Attached kitplane - taildragger hangar / workshop / garage. Quiet location near Seattle ferry. \$410,000 -obo.
<http://mysite.verizon.net/resun6v1> (253) 857-4330 after 6PM or lv. msg .

Ten Common Problems To Look For During a Technical Counselor Visit

By Chuck Burtch

After serving as an EAA Technical Counselor for some twenty-five years, I'd like to share my experiences and the most common problems found. I have to say I've looked at a lot of great-looking projects of both plans and kit type. The problems I've mentioned below are from over twenty-five years of visits and these problems are not the norm. The bottom line is our goal to have safe, airworthy airplanes and not cut up someone's project. The project is a learning experience with the end product suitable for safe flight.

The ten most common problems that I have found over the years are:

1. Not enough threads exposed out of an elastic stop nut.
2. Elastic stop nuts used on drilled bolts that are intended for castle nuts.
3. Weight and balance not complete and no idea how to calculate it.
4. Landing gear or tail wheel mounted out of alignment.
5. Unapproved changes on restoration of certified vintage aircraft.
6. Bolts pointing up instead of down
7. Plywood gussets on wing ribs that curl up at the edges. Builder used weights instead of staples on aircraft nails to attach gussets during glue set time.
8. The use of Teflon tape on fuel system pipe threads instead of approved pipe dope
9. The use of non-aircraft hardware, hoses, etc.
10. Aircraft paperwork. This includes a builder's log with project construction photos, material and kit receipts and your Technical Counselor visit reports.

From EAA Safety Wire – Flight Advisor and Technical Counselor News, April 2007

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:

EAA 26,
c/o Tim Davies
34003 – 42nd Ave. S.
Auburn, WA 98001

On the Wreckord

Selected March-April Homebuilt Accidents from the NTSB Web Page

Wag-A-Bond - Nevada: On the landing rollout, after the tail wheel contacted the pavement, the pilot noted a "high frequency shimmy," and the airplane swerved to the right. He attempted to correct the direction of travel with the application of the left brake. The airplane pivoted on the right main landing gear, which caused the left main landing gear to fold under the airplane. The intact compression springs for the tail wheel rudder steering assembly was found about 75 feet behind where the airplane came to rest, near the runway edge.

RV-3 – Utah: The aircraft bounced several time on landing, then started to swerve from side to side. It then departed the side of the runway, encountered soft terrain, and flipped over onto its back.

Zenair CH-601 – Washington: The pilot reduced his power to about 1,850 to 1,950 rpm (about 1,500 rpm below normal cruise), and began to loiter to the west of the traffic pattern, to allow traffic to clear. Soon thereafter the aircraft's engine quit, and the pilot began looking for a place to make a forced landing. During the landing sequence, the pilot had to maneuver over some power lines, and just after he did so, the aircraft mush/stalled onto the soft terrain and flipped over onto its back. The pilot did not apply carburetor heat when the engine lost power, and was unaware that there was only a one degree difference between the temperature and the dew point.

Avid Flyer – Florida: The pilot reported a loss of engine power during cruise flight, and the accident happened as he was attempting a forced landing in an open field. The pilot performed a series of descending, spiral turns over the intended landing site. The witnesses said that as the airplane continued the series of turns, it abruptly nosed down, and struck the ground nose first.

RV-6 – Texas: Aircraft collided with terrain while executing an instrument approach to the Alfred C "Bubba" Thomas Airport (T69), near Sinton, Texas. The airline transport pilot, sole occupant of the airplane, was fatally injured. At the time of his last medical examination, the pilot reported having accumulated a total of 18,730 flight hours. Winds were about six knots, temperature 73 degrees Fahrenheit, dew point 71 degrees Fahrenheit, 5 miles visibility in mist and a scattered sky at 10,000 feet. One fatal.

Fly Baby – Arizona: Witnesses reported hearing a series of "popping" and "banging" sounds followed by the airplane falling to the ground in multiple pieces. One fatal.

Marquart Charger – California: Pilot was low turning from base to final approach and added power, however, the engine did not respond. The pilot chose an open field for an off airport landing, and intentionally ground looped the aircraft to avoid a collision with a fence. The pilot stated that after the accident he had pulled up the weather current at the time of the accident and noted that the temperature and dew point fell into the range of serious icing at glide power.

Lancair – Nebraska: Aircraft collided with the terrain approximately 7 miles north of Scottsbluff, Nebraska, following a loss of control. A witness reported hearing variations in engine sounds as the airplane was maneuvering at an altitude of about 1,000 feet above the ground. The witness stated the nose of the airplane then dropped and the airplane rotated one and a half turns to the right as it descended to ground impact. Two fatal.

Wheeler Express – Florida: Approaching to land at Sun-N-Fun, the airplane entered a right downwind for runway 27R, and the pilot was advised to turn base, and not overshoot the runway. While turning base to final, the airplane entered a descent and descend nearly vertical to impact. One witness reported to the FAA inspector-in-charge (FAA-IIC) hearing the engine rev-up before impact, while another witness reported to the FAA-IIC hearing a sputtering sound from the engine. Two fatal.

NEWSLETTER

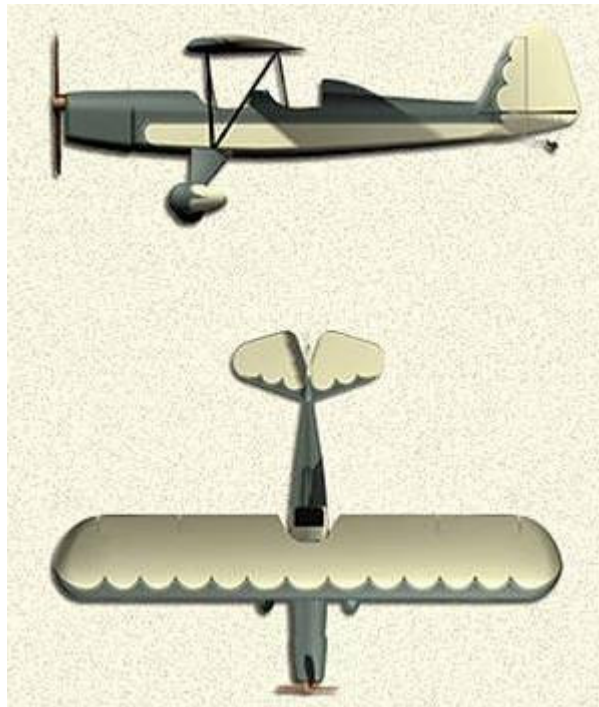
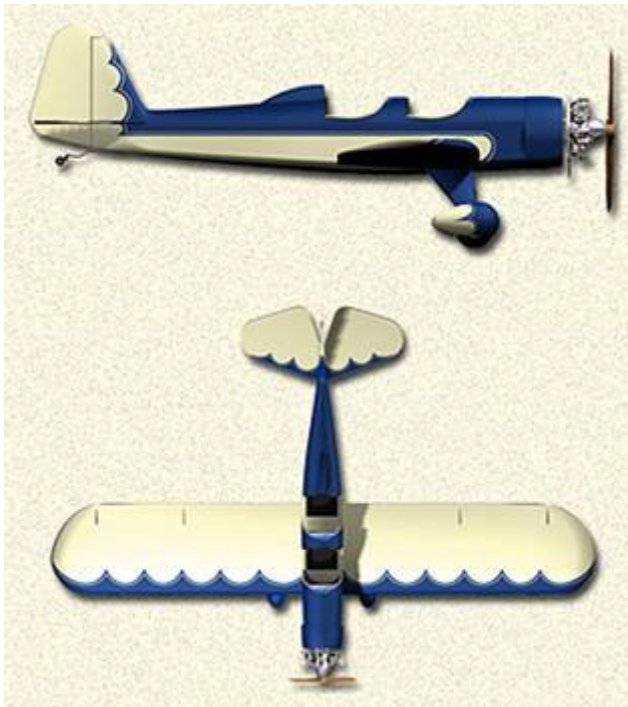
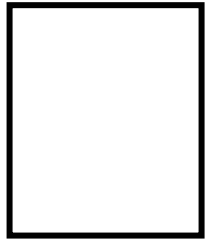
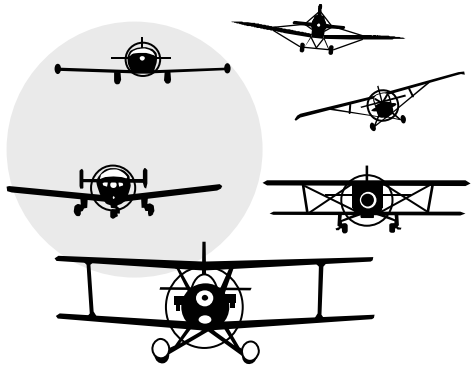


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The Newsletter of EAA Chapter 26



This Month's Program: Bill Sayre of Aerolab NW