

# WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, Washington ❖ Volume XVII No. 5 ❖ May 2009

## NEXT MEETING:

2<sup>nd</sup> Thursday of the Month  
May 14th, 2009  
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)

## MAY MEETING

### Autonomous Searching and Target Identification

Autonomous search systems have been "the next big" things for years. Having a system that doesn't require human input to search for a particular target has obvious benefits for trying to find "the needle in the haystack," whether the needle is a submarine under the ice cap or an injured pilot in the jungle.

Unfortunately, many modern autonomous systems actually require significant human involvement. Often, the amount of human support and infrastructure required for these autonomous systems exceeds that of their manned counterparts!

Christopher Lum believes a mixture of "heterogeneous agents" holds the key to solving the problems of automated search systems, and has tested his theories in flight.

Come hear all about it!



## FUTURE EVENTS

May 16: Summer Thunder 2009, Chilliwack BC

June 6: Wally Peterson Memorial Fly-In, Chelan

June 27: Fantasy Field Fly-In (near Chehalis)

July 8-12: Arlington Fly In

# The Gweduck Flies Again!



Ross Mahon reports: "Flew the Gweduck...Buzz Nelson and I as pilots. Airplane behaved OK, a few points to work on, but overall great to have it in the air!"

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## PRESIDENT'S MESSAGE...

### First Flights!

Nope, not the 787... On Saturday, 2 May, Test pilots Ross Mahon and Buzz Nelson had a successful first flight of the Gweduck! First flight was from off the water, and initial reports are the airplane behaved OK, a few points to work on but overall great to have it in the air! I'm sure we will all be itching to hear more details at Thursday's meeting. Meanwhile, here's the video on You Tube.

[http://www.youtube.com/watch?v=NakXEfQcibc&feature=channel\\_page](http://www.youtube.com/watch?v=NakXEfQcibc&feature=channel_page)

On a similar theme of First Flights, next Wednesday at Aviation High School, Test Pilot Capt. Brien Wygle will speak about "Thoughts of the First Flight of the Original 747." See the meeting announcement on the next page for more details.

### *Rant Mode On.....* **More TSA and Customs BS:**

Most of us still fly at our smaller local airports without much interference from the Feds. However, when we make a trip cross-country or across borders we've got some new hurdles to jump.

How bout that fun weekend trip to Canada?

For those of us that occasionally play tourist up in Canada, you now have to fill out a "Manifest" about 9+ pages of names and numbers about you and your airplane. All the I's dotted and T's crossed 60 minutes before you leave or arrive, and it must be electronically submitted. I've never flown into Canada, so I can't speak to how good or bad things were. If something you have filled out the computer doesn't like, then your form will be tagged with a system error. Each error eats away at your document's "sufficiency rate" - 10% each error. Documents less than 100% sufficient are subject to penalties. What sort of penalties? Not some little few hundred dollar speeding ticket, try \$5000 for your first paperwork screw-up? And what if that airport you stopped at near the border to fuel up doesn't have internet? They don't provide a phone number (as far as I can tell). That



Continued on Next Page

## *President's column, continued*

would be expecting the government would staff up to feel the pain of their own stupid rules. And let's say you are traveling along near the border and forced to land in the US due to an emergency? In that case they provide you some leniency and shave 30 minutes off, but you are still required to notify Customs 30 minutes before arrival!! (and of course they will consider your inability to transfer this electronic manifest if you don't happen to have internet access from your airplane...)

<http://edocket.access.gpo.gov/2008/pdf/E8-26621.pdf>

Then there's the TSA...

That little airport you were planning to fuel up at that happens to have some hint of airline service? (Bozeman, MT come to mind for anyone?) If so then TSA is going to have fun making life a pain for GA. Show up without your background checked ID badge issued by the airport under it's own rules (forget standardization so one badge works everywhere) then you might have an interesting time heading back to your airplane after taking a leak. Oh, but the airport already had a working security plan that separated the little guys from the big guys and dealt with sparsely staffed facilities? Well take what works and throw it out the window, because the airport are being told to voluntarily comply with the new and confidential "Operation Playbook" rules. What about notices of proposed rulemaking and public comment? Not for the little guys, only the bigger guys (and the proposed TSA large-aircraft security proposal aka LASP) are entitled to full disclosure of the rules and complain before implementation.

<http://www.eaa.org/govt/>

So much for encouraging people to stimulate the economy with some aviation tourism dollars.

*(rant mode off)*

Back to happier subjects, our presentation for May sounds pretty interesting. Having designed and built remote controlled UAVs for the AIAA DBF competition, a doctoral thesis about autonomous aircraft search and target identification grabs my curiosity.

See you on Thursday!

Oddball

### **First Flights: "Thoughts on the First Flight of the Original 747"**

#### **AIAA Presentation at Aviation High School**

Capt. Brien Wygle, Test pilot and Flight Test VP at Boeing will give a talk titled "Thoughts of the First Flight of the Original 747". This meeting will be held at Aviation High School in Des Moines, WA. Pizza and Pop will be served. \$10 general admission. FREE admission for students and faculty.

You can register online at:

<http://www.pnwaiaa.org/content/reservations-step1.html>





### **New 406 MHz ELT Rule in Canada Put on Hold**

The upcoming transition to a new rule in Canada requiring 406 MHz emergency locator transmitters in nearly all general aviation aircraft operating in that country was put on hold this week, says Kevin Psutka, president of the Canadian Owners and Pilots Association (COPA). “The regulation as written was unachievable because the allowed alternatives (to installed 406 MHz ELTs) do not exist,” says Psutka.

Psutka was quick to say that this development does not eliminate the new rule. “Where it stands: the CARAC will reconvene, and my understanding is that the earliest this will happen is the third week of June,” he said. If everything went as swiftly as possible, a new final rule addressing the Minister’s concerns would be announced no earlier than the end of August.

### **Sport Aviation Magazine on your Computer**

EAA Members are being given a “sneak peek” of an exciting new benefit: *Sport Aviation Digital Edition*, an electronic version of EAA’s flagship publication. The preview can be accessed at:

<http://www.sportaviationonline.org/sportaviation/200905/>

The Sport Aviation Digital Edition is a digital duplicate of the printed magazine. This is an additional benefit being made available at no extra charge to enhance the experience of EAA members – and subscribers will continue to receive their printed versions as before.

Beginning with the next issue (June 2009) the digital edition of Sport Aviation will be delivered to members through EAA’s new online community site – Oshkosh365 - which launches this month.

### **AirVenture NOTAM Now Online**

With just three months to go until AirVenture 2009, it's time to begin preparing for that unforgettable flight to Oshkosh. The first step for any pilot planning to fly to the Oshkosh area for the event is studying FAA's Oshkosh NOTAM, which covers air traffic procedures for the period surrounding and during EAA AirVenture. THIS IS ESSENTIAL READING! While the overall procedure is similar to previous years, there are changes on 29 of the 32 NOTAM pages - so don't rely on previous years' versions or your memory to carry you through.

You can access it at:

<http://www.airventure.org/flying/notam2009.pdf>

### **EAA Strongly Supports New GA Congressional Caucus**

A general aviation (GA) caucus has been formed to alert and inform members of Congress and their staff about the value of GA to the nation’s economy and transportation system.

EAA member and staunch general aviation supporter Rep. Vernon J. Ehlers (R-MI) and Rep. Allen Boyd (D-FL), acting as committee co-chairs, sent a “Dear Colleague” letter inviting other members of the House of Representatives to join the caucus.

The formation of the caucus comes during a period of unprecedented pressure on general aviation from the media, politicians, and national-security interests. Members of the House who have already given their support to the newly formed caucus include Rep. Tom Petri (R-WI), who represents EAA’s home district, and EAA member, pilot, and homebuilder Rep. Sam Graves (R-MO).

## Project Visit: Matt Lum's Cozy

Back in April, Chapter members visited Art Lum's place to view his Cozy project



*The Cozy project fits tightly among the structural members of the garage*



*Matt details the construction method of his Cozy*



***Matt's panel is just a mockup...for now.***

## Project Visit: Matt Lum's Cozy

*Matt explains hot-wiring to Randy Smith and Tony Livic*



*The Cozy project shares the garage with  
Matt's Kitfox on floats*

## **On the Wreckord**

### **Recent Homebuilt Accidents from the NTSB Web Page**

Starduster Too - Utah: The accident airplane was performing a series of aerobatic maneuvers at a low altitude. The airplane was observed in a "flat spin" about 1,000 feet above ground level until impacting the ground where a post-impact fire ensued. Two fatal.

Aventura - Virginia: As the pilot was about to turn base leg, he encountered some turbulence. He increased power and got out of it, only to enter turbulence again. The airplane went into a dive and at one time he only saw the sky, meaning the airplane was inverted. The attitude cut the fuel flow off to the engine. The pilot was able to regain control. However, without engine power he was gliding for the woods. The airplane was too close to the trees, and his only option was to reduce airspeed to near stalling and mush down on the treetops. The airplane then started to fall down about 30 feet and stopped with the left wingtip on the ground and the nose 6 feet off the ground. The reported wind, at an airport about 12 miles northwest of the accident site, about the time of the accident, was from 250 degrees at 9 knots.

Mong Biplane –North Carolina: The pilot was making the first flight for a new airplane. The airplane became airborne after a takeoff roll of 1,000 feet. At 30 feet AGL, the airplane would not climb higher or accelerate above 50 knots. Insufficient runway remained to land and the airplane impacted trees in a fully-stalled condition. The pilot reported there was no mechanical malfunction and the ground adjustable propeller was improperly set.

Cozy Mk IV – Missouri: The pilot was at 6,500 feet when the airplane engine overheated, then quit. The pilot performed a forced landing on a taxiway at a nearby airport. The airplane departed the taxiway and struck a light pole. The pilot was taken to a hospital where he was treated for unspecified injuries.

Even Robots Have Off Days: A General Atomics Predator B MQ-9 unmanned aircraft departed the runway after a hard landing at the Libby Army Airfield, Fort Huachuca, Arizona. The unmanned aircraft was performing a sequence of touch and go landings on runway 26 and upon the third landing of the sequence, the aircraft touched down on the nosegear and porpoised. The nose wheel rim fractured and the nosewheel assembly separated from the strut. The left main gear bent approximately halfway along the main strut and the right main gear failed upward and outward. The aircraft slid about 1500 feet along the runway on the main gear. No injuries

RV-6 - Virginia: The airplane touched down left of the runway centerline, "a little long, but not excessive," and bounced approximately 3 feet high. As the airplane settled toward the runway, the pilot added full engine power, and the airplane touched down a second time. The airplane then lifted off, pitched nose-up, and yawed to the left. The witness observed the flaps extended as the airplane "struggled" to climb. The airplane struck some small tree branches on the left side of the runway, before the pilot correct back toward the right. Shortly thereafter, when the airplane was about 20 to 30 feet above the ground, it began a slow left yaw and roll. The airplane's left wing impacted the runway, followed by the propeller, and right wing, in a near vertical attitude. One fatal.

## ***Marketplace***

Estate sale: Acroport 1 project sitting on gear ready to cover. Acroport 2 project, substantially complete. Two IO-360 engines, additional Acro 2 fuselages, additional parts, materials, and shop tools. Located in heated hangar in Salt Lake City, to be sold by email bids. Contact Lyle at: 1-801-621-2087, or Email: rwacro@gmail.com.

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

### **DUES ARE DUE!**

- 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 Tony Livic  
3546 Gangmarken Ln NE  
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(Note: Members who have not paid by March will no longer receive a newsletter)

