

# WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, Washington ❖ Volume XVIII No. 5 ❖ May 2010

## NEXT MEETING:

2<sup>nd</sup> Thursday of the Month  
May 13th, 2010  
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

Program for May

### *Douglas World Cruiser*

Bob Dempster will be our speaker at the May 13<sup>th</sup> meeting. His topic will be the Douglas World Cruiser, which he is building from scratch and plans to take on a round the world trip.



## FUTURE EVENTS

June 11-13:  
Golden West  
Regional Fly-In,  
Marysville, CA  
July 7-11:  
Arlington Fly-In,  
Arlington, WA  
July 26-Aug. 1:  
EAA Air Venture  
Oshkosh,  
Oshkosh, WI

## Learn to Fly Day

March 12, 2010 - Don't forget to mark May 15 on your chapter calendars as International Learn to Fly Day. It's not too late to plan a chapter event for that day, if you haven't already. The event doesn't have to be elaborate. It can be as easy as taking someone for an orientation ride or inviting someone out to the airport for the day. With a little more planning, you can host an airport open house or a pancake breakfast that's open to the community. You may even want to set up a display in your local mall or other venue to help share the spirit of aviation. For more information and ideas, visit our International Learn to Fly Day website, [www.LearnToFly.org](http://www.LearnToFly.org). Don't forget to post your activities on the calendar of events, either. [www.EAA.org/calendar/](http://www.EAA.org/calendar/)

By Budd Davisson [Flight Training](#), July, 2003

### ***"A first airplane ride only happens once, so treat your first passengers nice"***

About the only thing better than flying (the more obvious things excepted) is sharing the experience. Somehow, inviting someone into your world makes it seem that much more special. And that's generally the first thing we do after getting our license: the ink is still wet on our license when we start badgering everyone we know into going flying with us in an effort to show them what we've just discovered. A few of us, however, let our excitement get the better of us and start the experience off with "...Wait'll you see this!"

### ***There is a reason airsick bag manufactures are thriving and we don't want to contribute to that business through our own thoughtless behavior.***

The first time we do anything in life is always important, whether it's our first kiss, our first solo or our first airplane ride. We carry that memory with us forever and when we're taking someone for their first little airplane ride we want to leave them with a pleasant memory, not a painful one.

The number one rule of taking up our first passengers is to be as empathetic as possible. Put yourself in their place. You were there once. Try to remember what it was like to be inserted into a truly three-dimensional world where you are suspended in space by a machine that makes strange noises and has no visible means of support. Let's face it troops; it can be pretty scary. Making matters worse, part of the population views "little airplanes" as being unsafe and unnecessary.

The more we fly, the harder it is to remember how it was at the beginning. Take rolling into an innocent bank, for instance. Nothing the average person has ever ridden in (airliners and roller coasters don't count) would roll into a bank during a turn. They've never looked out the window and seen the ground out there on a wing tip. In an airliner that view bothers only a small number of people, but in a little airplane it feels like an unnatural act and many people react badly to it. To most it's simply an uncomfortable feeling. To others it can set off all sorts of emotional alarms. If you don't think flying along looking over your shoulder at the ground is an unnatural thing to do, notice how some of your passengers will instinctively lean away from the turn the instant you bank the airplane. Don't laugh. You probably did it too in the beginning.

If you were to boil everything, which worries people about little airplanes down to a single phrase it would have to be "lack of understanding." Assuming that this is their first ride and they are among your first passengers, then there is a major lack of understanding on their part that can be compounded by a minor lack of understanding on yours. We'll get back to their lack of understanding in a minute but let's focus on the new private pilot and what he or she either doesn't understand or has forgotten.

A percentage of what you don't understand about people you are taking for a ride goes back to the empathy thing. You have to put yourself in their shoes. But sometimes that's difficult to do because you may have a basically different mindset than your passengers do, whether you know it or not.

In terms of mental make up, anyone who learns to fly is on the edge of the bell-shaped curve in a lot of areas. One of those areas is a willingness to try new things. You're a little more adventurous than most. There's also a possibility that you are more mechanically oriented and enjoy machines, although it's not uncommon to run across pilots who don't know squat about the machines they are flying. You also probably adapt to new situations and new environments quickly. We're not pointing these things out because they make us superior beings. We're pointing these out because the mental components that came together and made you want to become a pilot don't necessarily exist within the general population. If they did, there would be more pilots.

### ***If you were to boil everything that worries people about little airplanes down to a single phrase it would have to be "lack of understanding."***

The differences in our thought patterns sometimes make it difficult for us to understand other people's fears and anxieties. The longer a pilot flies, the better he becomes at recognizing when a person needs kid glove treatment. A brand new pilot hasn't developed that understanding yet and, even if it's there, it is sometimes over-ridden by their excitement at showing what they've just learned. It's this urge to show what you know that sometimes leads to an uncomfortable flight for a passenger.

Going back to the passenger's lack of understanding: most fear or apprehension of any kind in any situation is based on a fear of the unknown. This is another way of saying they don't understand much of what is going on. If they did understand what was happening, it wouldn't be unknown and their apprehension wouldn't be as great. So, the best way to make them enjoy the flight is to work at eliminating the very cause of their difficulties, their lack of understanding. There are some things we can't cure, like a fear of heights, but we can definitely explain things in enough detail that they'll at least understand what's going on, and in so doing, fear it less.

It's not necessary a passenger know every little nit noid about the flight but a general understanding will go a long way and that can start with a gentle pre-flight briefing. You don't have to make it a formal or intense affair ("...and then I'll increase the back pressure and the nose will..."). In fact, the more rigid you make it, the more likely it is that it'll raise apprehension, not lower it.

Just make the flight and what they can expect part of your normal conversation as you get ready for the flight. Tell them a little about the airplane, "...this is a Cessna 172 and is probably the most common, most reliable airplane ever built. It is aviation's Chevy." Tell them a little about the operating environment, "...yeah, this is a busy airport, but I'll be talking to the tower all the time and they'll..." Try to give an image of what lies ahead without resorting to a chalkboard and bar charts.

To give a better understanding of the machine, have them peak over your shoulder while you're doing a preflight. This will do two things; first, it will help them understand how the airplane flies and second, it will help paint a picture of you as being more professional. Don't forget: most of those first passengers will be friends and family, none of whom will have ever seen you around an airplane. They only know you from their social contact with you and, for all you know, they think you're a flake. Doing a thorough pre-flight with them watching should strengthen your image, which in turn will make them more comfortable with the flight.

***Be patient and explain everything to them while, at the same time, inspiring confidence because of your professionalism***

When you strap them in the airplane try to remember that even the panel of a lowly Cessna 152 can look complicated until it's explained. Rather than go through the flight with them totally in the dark, give them something to not only do, but also make them a part of the experience by letting them in on the secrets of the instrument panel. "This is the speedometer, this is a tachometer, and this tells us how high we are. The short hand is thousands the long hand is hundreds of feet...etc." It only takes about two minutes of explaining for the average airplane panel to suddenly become no more complicated than any luxury car on the market.

Incidentally, don't talk about a passenger getting sick unless they bring it up. Getting sick in an airplane is very much a mind game that can become self-fulfilling. If someone is convinced they are going to get sick, they probably will. The trick is to keep them diverted. If, before the flight, they make comments about getting sick, deflect them by saying something to the effect, "...oh, don't worry. That kind of thing virtually never happens. And it's largely in your mind, anyway."

It's your job as pilot to monitor your passenger's well being and, if he or she is looking a little queasy, give them something to do (let them fly), which will take their mind off their physical condition and make a bee-line for home without making it too obvious. Then direct all the air inlets in the cockpit directly on them and try to remember where you put the sick-sacs. This is why you keep one folded up in a shirt pocket where it can't be seen but you can get to it quickly. And don't think it's common for passengers to get sick, because it isn't. It's an extremely rare occurrence and it's up to you to make sure it doesn't happen.

For the entire flight, make it a regular procedure that before you do something, you give a short preamble as you talk your way through the sequence. It's not necessary to talk them through the start, however, unless they show an interest in the mechanics of the airplane.

Once you're taxiing though, show them how moving the throttle affects the tachometer. At the same time, they'll hear how the noise changes.

While doing the run-up explain what you're doing. It'll add significantly to their comfort level if they see you are continually cross checking the machinery to make sure everything is okay. They have no way of judging whether you know what you're doing or not, but, if you at least look and act professional, they'll assume you're in control of the situation. Only you will know the truth.

Give a little explanation of the takeoff before you actually do it and don't try to narrate it as it happens. If you're a low-time pilot, you're going to be busy enough and don't need the distraction. Once you have more flight time you can give a blow-by-blow description during takeoff, but right now, we just want you to get off the ground safely and smoothly

Before you make your first turn climbing out of the pattern let them know it's coming. "I'm going to turn right and notice how, when the wing is down, you don't feel anything."

Don't do anything quickly or without telling them first. One of the real temptations as a young, new pilot is to show off what the airplane will do. Cranking the ailerons in for a snappy roll into a turn may make you feel good, but it doesn't do anything to raise the passenger's comfort level.

There's also the "watch this" syndrome where the two favorite activities are stalls and the ever-popular slight negative G push over. These are not passenger favorites. Ditto high G turns. Regardless of how much fun you're having, an unsuspecting passenger will definitely not going to be enjoying themselves. If you do things like this you deserve a good smack up along side the head for being such an uncaring dummy. Shame on you! They are up there at your invitation and they have placed their trust in you. Don't ruin that trust.

Treat the throttle as if it is connected directly to your passengers' nervous system because nothing will turn them white faster than an unannounced power cut will. It is surprising how few new passengers actually give any thought to engine reliability. In many cases the pilot is more concerned about the engine quitting than the passenger is. However, yank it closed just one time and you'll be amazed how quickly the specter of engine failure becomes very real to the rest of the folks in the airplane. In fact, of all the things that can catch them unawares and make them the most nervous, making a power change is it.

Even as you begin letting down into the pattern, let them know the power is coming back. Then, as you come up along side the runway on downwind, describe the pattern you will fly and talk about how the power is going to change several times. Then, even though you've given them plenty of warning, as you bring the power back, make sure you say, "...and now the power is coming off. Watch how we glide."

If there is a bottom line to all of this it is that we should act like sales people every minute we're in an airplane with passengers. Trying to prove what a superior pilot we are is ridiculous because non-pilots don't have the background necessary to judge if we are good or bad. All they know is whether they had fun or not. As sales people our goal should be to make them want to come back and sample our wares again. As they are walking away, we want to hear them say, "I can hardly wait to do this again." **BD**

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## PRESIDENT'S MESSAGE...

Just a reminder that Bob Dempster will be our speaker at the May 13<sup>th</sup> meeting. His topic will be the Douglas World Cruiser, which he is building from scratch and plans to take on a round the world trip, of course.

On a happy note, the Washington State Aviation excise tax did not pass. A variety of aviation organizations including EAA, AOPA and the Washington Pilot's Association banded together, with citizens like us, to lobby against the proposed tax.

At the federal level an FAA temporary funding bill was passed without new user fees. The very late and much anticipated final bill also appears to also not have new user fees. This is a victory for general aviation.

I looked up "FAA user fees" on the web. In researching this article I found our FAA's actual response page to user fee objections. It was all very, very reasonable. Maybe it was oriented toward the non-pilot. I think pilots would have a very different reaction. What is reasonable to an FAA bureaucrat does not look good to me. We want the freedom to fly. They don't get it.

Since I just mentioned free flight, we all know fly-in season is coming right up. If you include Florida, it has started. Sun-N-Fun has already happened. I think some of our members made the trip. Now there is a thousand dollar hamburger.

Of course there are many other fly-ins. Here are some:

Our own Arlington Fly-in is coming up July 7<sup>th</sup> to the 11<sup>th</sup>, 2010, Wednesday through Sunday. This is the biggest one in the northwest USA. I have heard it is the biggest after Oshkosh and Sun-N-Fun. Always a great show. We do not have a meeting in July, which would have been that week, so you can be there.

The Friday Harbor Airport announced their first fly-in to celebrate their 50<sup>th</sup> anniversary. EAA members were specifically invited. The Friday Harbor Airport Fly-In and Open House is Saturday, July 24<sup>th</sup> 10:00 AM to 4:00 PM.. The event will have free admission for everyone and free parking for cars and participating aircraft."

Then there is very definitely the biggest one, the Oshkosh Fly-in, July 26<sup>th</sup> – August 1<sup>st</sup>, 2010, Monday through Sunday. Be there if you can. If not, we will share Fly-in pictures at our August meeting.

Ron Borovec

## On the Wreckord

### Recent Homebuilt Accidents from the NTSB Web Page May 2010

KR-2 – Montana: The non-certificated pilot reported that during the takeoff roll, as the tail of the airplane lifted off the runway, the airplane “suddenly took off and went straight up.” He stated that the flight instructor pushed forward on the stick and the airplane subsequently rolled to the left and impacted the ground in a nose-low attitude. A Federal Aviation Administration inspector observed that the right seat seatbelt and shoulder harness were securely fastened and snug against the right seat. The right seat and surrounding area was intact and exhibited no evidence of a person sitting in the right seat at the time of the accident.

According to local law enforcement personnel, there were no reported local hospital admissions by a person being involved in an aircraft accident other than the pilot.

Long-EZ – California: After an uneventful landing, the pilot noted that the left brake was inoperative and the airplane began to veer to the right. Despite the pilot's control inputs, the airplane exited the runway and subsequently impacted an unoccupied stationary vehicle. Examination of the brake system revealed that the brake control cable was routed through the middle of a neoprene plastic housing, which was an attachment point for the rear foot pegs.

The neoprene plastic housing was attached to an aluminum sliding fixture that was mounted to the interior fuselage structure. A compression sleeve band attached to the brake cable allowed the cable to engage the neoprene plastic housing when forward pressure was applied to the rear foot pegs to actuate the brakes. The inspector stated that a small amount of sideways pressure was applied to the brake cable under the rear cockpit floor. The cable compression sleeve contacted the aluminum sliding fixture. Subsequently, normal pressure was applied to the forward left foot peg with restricted forward movement noted.

Glaster – Washington: The pilot turned right base with the intention of landing at a grass strip adjacent to the runway. During the turn, a glider reported that it was on the left downwind for the same landing area. The pilot then elected to overshoot the final turn in order to allow room for the glider to land. During the final turn, the pilot allowed the airspeed to decay and the airplane began to stall.

He applied full engine power, but the airplane descended and impacted the ground, collapsing the right main landing gear and causing substantial damage to the forward fuselage.

Velocity - California: The pilot had performed maintenance on the airplane and was taking the airplane out for ground run and test flight. During takeoff with a crosswind, the pilot tapped the right brake to maintain runway centerline, then he noted that the right brake did not feel right. At 70 knots, the roll and lift were not feeling right, and the pilot decided to abort the takeoff. The right brake failed as the airplane exited the runway onto the taxiway, and the airplane spun to the left onto the grass, which caught fire from the brake. The pilot reported that it took at least 10 minutes for the fire department, located on the airport, to respond to the site.

RV-6A - Arizona: Witnesses reported that the takeoff was normal, but on climb out the engine began to sputter. The airplane appeared to "dip" and then recovered followed by a high pitch revving sound emanating from the engine. Witnesses then saw the airplane rocking back-and-forth and then the left wing "dropped," the airplane stalled, and entered into a nose dive before impacting the ground. Two fatal.

Bakeng Duce - Texas: During the second flight of the airplane, the engine lost power and the pilot made a forced landing on a residential street. Witnesses said the airplane veered off the street into a ditch and struck a mailbox. Examination of the aircraft by Federal Aviation Administration inspectors revealed a partially crimped forward fuel tank vent tube.

Prescott Pusher - Ohio: As the airplane approached its destination, the cabin-entry door inadvertently opened, departed the airframe, and struck the pusher-type propeller. The airplane experienced a significant loss of engine power and the pilot performed a forced landing into a nearby wheat field. The door latch-pins were designed to engage the fuselage using three capturing latch assemblies installed in the fuselage sidewall. These capturing latches functioned collectively using a single door latch handle. A post-accident inspection and testing of the fuselage-mounted latch assemblies and their common latch handle failed to reveal any anomalies or damage.

## Marketplace

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

AIRCRAFT 1954 Story Experimental #2, N1338N, Continental A65 \_\_\_\_\_ \$10,000.00

AIRCRAFT 1956 Tri-Pacer N9950D; Converted to Pacer and restored to new condition

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\_\_\_\_ \$700.00\*

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](mailto: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 [jitherrell@comcast.net](mailto:jitherrell@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](mailto: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

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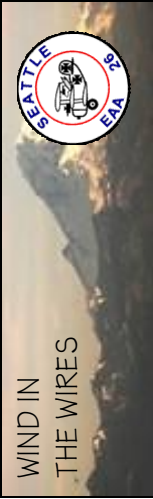


# NEWSLETTER



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THE WIRES



The Newsletter of EAA Chapter 26

