

# WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, Washington ❖ Volume IX No. 5 ❖ May 2011

## NEXT MEETING:

2<sup>nd</sup> Thursday of the Month  
May 12th, 2011  
7:30 PM

## LOCATION

Opportunity  
Skyway Bldg.  
6524 Ellis Ave S.,  
Seattle WA 98109  
(N.W. Corner of  
Boeing Field)

## Chapter Web Page

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

## MAY MEETING

Program for May 2011:

Presenting our program at the May 12th meeting will be Jessie Havens. He will be discussing his R/C models. A great way to break into aviation. Many of you have indicated you also have model planes. I invite you to bring your model to the Chapter meeting this Thursday.



Seraph 2 by Ike Aerospace

## FUTURE EVENTS

- May 21, 2011 **General Aviation Day**  
Everett, WA
- May 21, 2011 **Learn to Fly Day**  
Anacortes, WA
- May 21, 2011 **Learn to Fly Day**  
Port Angeles, WA
- May 25-30, 2011 **B-17 Tour Stop**  
Seattle, WA
- Jun 19, 2011 **Bellingham Fly-In**  
Bellingham, WA
- Jun 25, 2011 **Fantasy Field Fly-In** Chehalis, WA,
- July 6-10: **Arlington Fly-In**,  
Arlington, WA
- July 25-31: **EAA Air Venture**  
Oshkosh, WI

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## PRESIDENT'S MESSAGE...

Our member, Jessie Havens, will present our program this month on his R/C models. Spring is happening and I am thinking of flying. So I have started working to get myself actively flying again. I am looking at light sport pilot. I have a private license but am planning on the driver's license medical. Probably more important I have not actively flown for 21 years. I am working my way back through the King Private Pilot Course. There is way more info than I remember from 40 years ago. Back then I just bought the FAA book, studied it and passed the written. I don't need a written now since I already have the private ticket. But it does seem like I should know this stuff. I certainly will need much more than a Biannual Flight Review. Hopefully I won't be starting from scratch.

There does seem to be more to do. It looks like I need renter's insurance. Flying might be simple but aviation seems awfully complicated sometimes.

Thinking to do something simple, I took myself to a local model meet last weekend. Beautiful weather. The Northwest Electric Flyers were out for a picnic and a fun fly. It was great to see a bunch of people out flying small planes, big planes, all kinds of planes. Of course, in this context, a small plane has about an 18 inch wingspan and probably weighs max 8 ounces. The pilots don't get their butts off the ground, but they flew and when they smacked a couple airplanes they just laughed. Electric flying models now can be very big, expensive and sophisticated or small, simple and cheap. Pretty neat.

Know someone who might be interested in experimental or sport aviation? Maybe they are not even sure they are really interested. EAA headquarters has just the deal for you and them. The plan is a Chapter Complimentary Trial Membership. As chapter members we can have EAA give them a six month trial membership. Magazine and all. I am sure Chapter 26 would be happy to do the same thing. We give them a chance to get to know us and EAA. Of course we think we are so great they will want to join EAA and our Chapter when they get to know us. If you have any questions call or email me or Google EAA trial membership.

The Fly-in season is really starting and I am getting notices of events. Saturday, May 14, EAA Chapter 492 at Bowers Field, Ellensburg, WA, will have a pancake breakfast, from 8 to 10 AM. Call 509 925-5431 for more info.

Presenting our program at the May 12th meeting will be Jessie Havens. He will be discussing his R/C models. A great way to break into aviation. Many of you have indicated you also have model planes. I invite you to bring your model to the Chapter meeting this Thursday. See you there.

-Ron Borovec

## 'Synergy' Project Revealed

By [Ric Reynolds](#), News Editor, EAA 642317



Unveiled Friday, April 30, at the CAFE Electric Aircraft Symposium, the double-box tailed Synergy aircraft is a potential breakthrough in aircraft design.

[View the photo gallery](#)

**April 29, 2011** — It's not very often that a true breakthrough in aircraft design comes along, but John McGinnis, EAA 797858, is quietly confident he has one. McGinnis, of Kalispell, Montana, unveiled his new aircraft design, Synergy, at the fifth annual CAFE Electric Aircraft Symposium (EAS V), which started today and runs through tomorrow, April 30, in Santa Rosa, California. He provided EAA an opportunity to preview the project, which McGinnis believes will achieve performance capable of winning the \$1.65 million NASA/CAFE Green Flight Challenge scheduled for this July. We think it looks really cool, too!

Describing it as half futuristic sailplane-half fighter jet, McGinnis designed the roomy five-to seven-place Synergy after studying nearly 80 years of aeronautical research by such aviation luminaries as August Raspet, Fabio Goldschmied, John Roncz, Burt Rutan, Paul MacCready, and Bruce Carmichael.

The "Synergy" name derives from the idea that the aircraft synergizes six proven aeronautical principles into a single, extremely efficient package. They are: Laminar flow, Non-planar configuration, Wake-immersed propulsion, Open thermodynamic cycle, Pressure thrust, Optimum volumetric displacement waveform.

Synergy's signature shape, revealed for the first time here and on [Oshkosh365](#), features an innovative "double box tail" - as opposed to a box wing, which have been known to have safety issues. The double box tail creates extremely low induced drag - described by

McGinnis as the "glider-like efficiency of a 46-foot wingspan packed into a much stronger 32-foot package."

Like the canard designs that inspired its drag reduction priorities, Synergy is designed to be incapable of unintentional stalls and won't spin in computer simulation, he added.

McGinnis built a 1/4-scale electric-powered technology demonstrator R/C model that successfully flew for the first time in 2007. He says the full-scale technology demonstrator will achieve higher speeds and greater fuel efficiency per horsepower than any comparably spacious airplane.

Synergy is also noteworthy because it's the first aircraft designed around the DeltaHawk engine, a turbocharged, liquid-cooled, 200-hp diesel currently undergoing FAA certification at the company's headquarters in Racine, Wisconsin. McGinnis says he was among the first buyers of the experimental powerplant.

A modular design means economical construction as a future kit aircraft should be possible, and this is part of the long term plan for Synergy. More immediately, McGinnis has entered Synergy into the \$1.65 million NASA/CAFE Green Flight Challenge scheduled for this July 11-17 in Santa Rosa, California, and hopes to make a follow-up flight to AirVenture Oshkosh later in the month. He has been building the full-size, proof-of-concept technology demonstrator over the past two years, greatly aided by 3-D modeling capabilities at his design firm, mc squared design. However, with less than three months to go, time is running out. "Synergy is a true grassroots effort, being funded by friends, family, and the generosity of strangers," McGinnis said, and sharing the expensive part of his workload has been difficult. Although competing in the GFC remains his top priority, he has always considered it "a bonus of excellent timing," as getting to Oshkosh was the original goal. "We're committed to this as a critical technology demonstration for general aviation, prize incentive or not," McGinnis said.

McGinnis is anxious not to over-hype his project and understands that many people will be skeptical until a full-size aircraft has actually flown and demonstrated its performance, which he will not make claims about. He has openly shared many of his ideas via Internet message boards in Oshkosh365, which have stimulated vigorous discussion. One consistent theme of feedback is to commend John's spirit and wish him well in his endeavors, with many appreciating the challenges involved in attempting to raise the bar of aeronautical performance.

**Link from Frank Bryant: Subject: COOL plane pix!!!**

<http://vimeo.com/18135369>

### **Armed Forces Day Free For Active Military**

*May 21 flag ceremony, exhibit preview and lecture begin free military admissions at Museum through summer*

The Museum of Flight begins a program of free admission for active military personnel with I.D. and up to five members of their family on Armed Forces Day, May 21. The discounts will continue through Labor Day 2011. Events on May 21 include the 8:30 a.m. opening of a new exhibit of scale models of World War I aircraft, a military flag raising ceremony in recognition of Armed Forces Day at 11 a.m., and a 2 p.m. lecture about the use of Zeppelin airships in war and peace.

**Museum of Flight News Releases** Access this and all other Museum of Flight news releases online at:

[www.museumofflight.org/press/archives](http://www.museumofflight.org/press/archives)

### **Banty Project Visit at Harvey Field next Saturday, May 14 at Noon**

I want to invite everyone to a project visit at Harvey Field next Saturday, May 14 at Noon. Park in the Buzz Inn lot and walk out front (south side of restaurant) and then walk West down the taxiway to the end of the row of hangars on your left. Look for the EAA Chapter 84 sign above the hanger, see below.



### **Banty Progress report by Tracy Hach:**

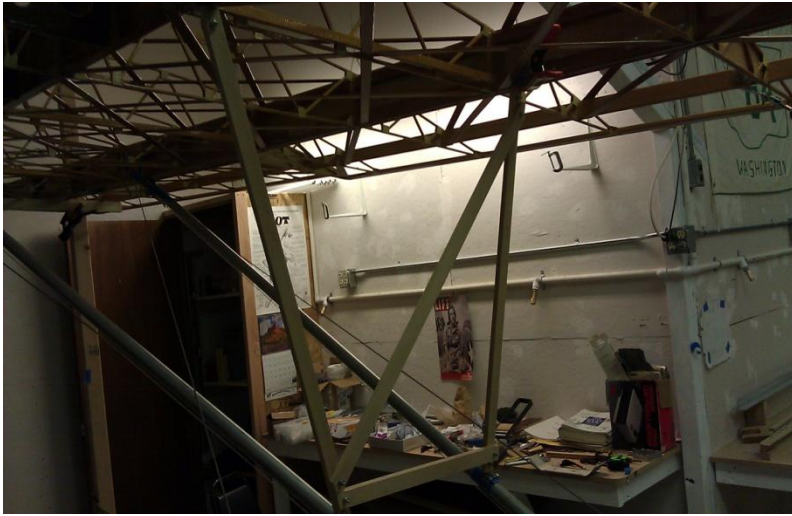
I have been making good progress on the assembly of the wings to the fuselage and many other small details. It is great to have a big space in the EAA Chapter 84 hanger at Harvey field. Again, I would highly recommend completing as much work as possible at home before moving to an airport. In April my progress has reduced to every third day commuting the 20 miles. This is in comparison to every other day in February and 19 trips in March. Now, I am working there and in my Garage in Shoreline and hauling tools and parts back and forth (where did I leave my center punch?)

Help comes in different forms. I had mentioned that I thought I was running out of things to do. Brian Durham (Boeing Engineer and Ch. 84 Member) insisted we make a Things To Do List to make sure I utilized my time properly. On Friday night over an hour and a half, we made a one page list just of big and little things left on the tail and rear half of the fuselage. I think there will be a few more pages worth for the rest of the airplane. That is the next item to do on my Things To Do List.

After a false attempt on Apr. 18, I finally got the wings to fold completely on Apr. 26.



Since then, I have been working on the jury struts, fuel tank assembly and adapting disc brakes.



### Recent Homebuilt Accidents from the NTSB Web Page May 2011, Submitted by Ron Wanttaja

Cozy - Nevada: The pilot was performing stall maneuvers in order to determine whether the canard authority was operating according to specifications. He had tuft strings at various spots on the canard in order to observe the aerodynamic characteristics. He entered a stall at 3,200 feet AGL. The main wing stalled prior to the canard, and the airplane began an uncontrolled descent. The pilot could not regain control as the airplane descended in a flat attitude at 200 feet per minute. The airplane collided with the ground in a slight nose high attitude.

Starlight - Illinois: When airplane touched down for landing, the left main tire locked up and the airplane veered to the left. The pilot applied full right rudder and aileron, but the airplane continued to veer off the left side of the runway. Post accident inspection revealed that left main landing gear rotor and brake exhibited rust with pitting and scarring, and the left tire had a bald spot which was consistent with it being locked up and skidding. The accident flight was the first flight since the airplane had been stored for the winter in a barn.

Defiant - Arizona: The pilot initiated a landing check on base leg and lowered the nose landing gear. Following initial touchdown and immediately upon placing weight on the nose gear, the nose of the airplane settled to the ground and the nose gear handle quickly popped out of the down position. During a post accident examination of the airplane, a Federal Aviation Administration airworthiness inspector reported that the nose gear may not have been "positively" down and locked as witnessed by the alignment/witness marks. The mechanical alignment marks are down by the right ankle of the pilot and extremely difficult to perceive.

RV-8 - Oklahoma: The pilot had just departed the local airport and was in cruise flight, when a blade, from the 3-bladed wooden propeller separated from the airplane. Due to the vibration, the pilot shut the engine down, and elected to conduct a forced landing in a field. During the landing, the airplane missed a fence, bounced, and then flipped over, coming to rest in the inverted position. The pilot added that he had recently installed the propeller, and had about 10-hours of flight time on it. The lost blade was not located.

Glasair - Illinois: The pilot lost engine power while on base leg of the landing pattern and performed an off-airport landing on a farm field. The airplane sustained substantial damage when it touched down on the field's soft dirt. The pilot's accident report did not list any mechanical malfunctions with the airplane reference the accident flight. The pilot's safety recommendation stated, "Recommend that pilot check fuel tank selection and fuel content at start of each phase of flight."

RV-10 - South Carolina: Earlier in the day, the pilot had fueled the Chevrolet-powered airplane with automotive fuel which contained 10 percent alcohol, then flew to another airport to pick up a passenger. On the way back, the flight was flown at an altitude of 9,500 feet above mean sea level and everything seemed normal. While the airplane was on short final, the pilot caught a brief whiff of an odor similar to a gas smell. As the airplane exited the runway an explosion caused the windows and door to be blown out. There was an intense flash of heat and fire; however, it did not last long. The occupants exited the airplane. The pilot returned to the airplane, utilized the on board hand held fire extinguisher, and extinguished the fire on the floor of the cabin. As he was walking away from the airplane towards his passenger, the airplane "exploded" a second time and was engulfed in flames within moments.

Berkut - Colorado: The aircraft was powered by a turbojet engine based on General Electric T58-GE-8F turboshaft design. Shortly climbing through 7,500 feet mean sea level, the pilot made a power reduction. A loud bang was heard and vibrations were felt by the pilot. The pilot scanned the engine instruments and determined that the engine was "rolling back" and losing power. The pilot attempted to return to the airport, but impacted terrain short of the runway. The airplane's landing gear collapsed during the forced landing, and substantial damage was sustained to the fuselage and both wings. An examination of the engine by the owner/manufacture revealed that a malfunction of the fuel controller resulted in conditions conducive for compressor stalls.

Cozy - Arizona: The airplane was in cruise flight at 4,500 feet when the right side hinged cockpit canopy suddenly opened and remained open at approximately a 90 degree up position. The pilot said his headset and several other loose items in the cockpit immediately departed the airplane. Some unknown debris flying out of the cockpit struck and damaged the propeller on the rear of the fuselage. Approximately half of one of the propeller blades separated and the pilot reported a "large vibration" in the engine. The pilot began an emergency descent and headed toward the nearest airport. Approximately four miles from the airport the engine failed. The pilot then executed an eastbound forced landing on a busy five lane road in the city limits. After missing several other vehicles, the airplane struck and damaged the rear of an eastbound automobile. The airplane then struck several sign posts and came to rest partially nose down in a ditch on the side of the road.

## Marketplace

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.

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  
[dieselfume@dieselfume.com](mailto:dieselfume@dieselfume.com)

**THORP T/S-18 KIT & ENGINE** • \$14,000 • THORP T/S-18 KIT & Lyc O290D "0"- SMOH (mo-gas compatible), X-over exhaust,/PS 68"d x 66"p prop. Avionics: Terra – com, nav, obs, txp. Finished: V stab, rudder, stabilator, flaps, ailerons. Wide body fuselage w/gas tank & engine mount. Materials to finish. Tacoma, WA Narrows Airport. Tom Worth – 253-576-2730

1992 **THORP T-18** – N295RS - \$40,000 • 350hrs SMOH Lyc O320 engine. Garmin – gps/nav/com 430WAAS, cdi, txp. Fly two x-country @185 mph on 7 gph (2x – USA). Tacoma, WA Narrows Airport. Tom Worth – 253-576-2730

# NEWSLETTER



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