

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, Washington ❖ Volume XVII No. 11 ❖ Nov 2009

NEXT MEETING:

2nd Thursday of the Month
November 12th,
2009
7:30 PM

LOCATION

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

Chapter Web Page

www.eaa26.org

NOVEMBER MEETING

The Effect of Air Travel on Newsletter Deadlines

OK, folks, I'll fess up: I'm leaving town for a bit, and since I'll be gone when the newsletter would normally publish, I have to mail it a week early.

This means, sadly, that it has to go out the door before the Program for the November meeting is settled. Telling our Esteemed Chapter President™ of the new deadline only three days in advance didn't help....

So...for November, it's the dread **Mystery** program!

Will it consist of ninety minutes of uncomfortable silence?

Will it be a 100-picture slide show of your Editor's visit to North Dakota? ("Here's the snow on the side of the house. Here's the snow at the front. Here's the snow at the neighbors....")

Will it be a ninety-minute riff on "La Grange" by the ECP™ (See page 4)

There's only one way to know: **BE THERE!**

FUTURE EVENTS

Nov 11: WW II
Tactical
reconnaissance
pilots, Flying
Heritage Museum,
Paine Field

Nov 21: History and
Development of the
T-6 Texan, Museum
of Flight, Seattle

Feb 20 & 21:
Northwest Aviation
Conference and
Trade Show,
Puyallup WA



FAA Kit Evaluators Tune-Up New Kit Approval Process at Sonex

The FAA's National Kit Evaluation Team (NKET) was in Oshkosh for the first in a series of training events for the people who will assess new kits under the revised amateur-built policy released earlier this month. A team of nine evaluators spent three days at Sonex Aircraft, LLC, using one of the manufacturer's approved kits as a test bed to establish a baseline for future new kit evaluations.

"I'm here with my team to essentially practice and obtain the protocols and procedures that we are going to use, establish our methodology, and make sure we employ a standard in evaluating amateur-built manufactured kits from here forward" one NKET member said.

Sonex CEO Jeremy Monnett, who served on the FAA's 2006 Aircraft Rulemaking Committee (ARC) for amateur-built aircraft, was eager to have his company participate in NKET training after the approval process for some pending Sonex kit additions were halted by an industry-wide FAA moratorium last year.

"Sonex has treated [this process] just like it was an FAA evaluation team visiting the factory, observing the parts, using the new documentation to go through and assign point values to [different builder categories]," Monnett explained. "The FAA is interested in knowing what Sonex does for builders and what builders have to do."

The FAA selected Sonex because its aircraft are of sheet metal design, which is one of the most popular types of aircraft construction material.

Operation Migration No Longer Flies 'Naked'

Operation Migration launched its ninth southward journey last month, its experimental light-sport aircraft (E-LSA) leading 20 young whooping cranes from Central Wisconsin to their wintering grounds in Florida. This year, however, marks the first time the aircraft won't be "flying naked" – that is, without insurance protection – thanks to the EAA Aircraft Insurance Plan.

Bob Mackey of the Falcon Insurance Agency, administrator for the EAA Plan, described his meeting with Operation Migration CEO and Co-Founder Joe Duff at AirVenture this year. "I was surprised at the fact that they were not able to get coverage before," Mackey said. "I immediately realized that our program might just work for them, so Joe and I discussed their insurance needs and subsequently came up with terms for the insurance package."

Long-Idle Warner Aircraft Engine Comes to Life

A rarity occurred this week at EAA's Kermit Week's Maintenance Hangar in Oshkosh as EAA's Ryan SCW, strictly a display airplane at Pioneer Airport's Ryan Hanger, had its engine started for the first time in about a quarter century.

"We kind of felt sorry for it," said John Hopkins, EAA director of aircraft maintenance, "and we had some free time for our volunteers, so we decided to give the airplane a dose of re-preservation."

Eventually, it fired up successfully. "It is really nice to hear the bark of the Warner and see fresh oil flowing through its veins," wrote Sean Elliott in an email that afternoon.

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PRESIDENT'S MESSAGE...

Volunteers Needed!

It's November already? Yep, and the annoyance of political ads fills the airwaves. EAA Chapter 26 has some challenges not with the number of candidates vying for elected positions, but the lack of them. By this I mean that we have had no candidates stepping up to the plate for 3 of 4 positions. We have several officer positions that need to be filled due to work ramping up, moving, or filling an already vacant position.

Position	Current	Status	Nominations/ Candidates
President	Tom Osmundson	Open	None
Vice-Pres	Ron Borovec	Will Continue	---
Secretary	Don Davis	Will Continue	---
Treasurer	Tony Livic	Open	None
Young Eagles	Vacant	Open	None
Newsletter Editor	Ron Wanttaja	Open	Tracy Hach
Web Editor	Tom Osmundson	Will Continue unless someone else interested	

Also as of this writing (30 Oct), I have had a no write in, called in, or e-mailed nominations of folks suggesting other members that they think would be good at doing a particular position. These are valuable tools for the nominating committee to use for following up on potential candidates, and in general for the group gentle arm-twisting!

Christmas and New Year's

On a more festive topic, December's meeting will be the Christmas Party. Current plan is the same as last year. Similarly, we will have our annual Fly-Out to Thun Field on New Years Day. Slight change from last year, if the weather is bad, folks can drive instead of fly. Same bat time, same bat place.

(Continued on Next Page)

President's Column (Continued)

The season for “Projects”

As the daylight gets shorter, temps cool, and the rain becomes frequent (or constant), we experimenters tend to hide in the garage, shop, or hangar. As those have suggested in the past, pick a few key projects to focus on and don't bite off more than you can chew in one season, lest you delay the airworthiness of your machine when the sun reappears. Build a list, and pick your top 5. Items that have a lot of bang for your buck (or time) are good candidates.

Of course some of our projects did not begin airworthy, so for those, keep hammering away at those rivets, or keep sanding and sanding and sanding. In my case with the Wickham Model F, I have a box full of rolled up drawings to pour through and understand, building a list of questions for quizzing potential project partners, understanding what modifications of existing parts may be necessary for my goals, defining my list of goals or desirable qualities or aircraft performance objectives... As you can see, I'm still working on building the list, let alone picking the top priority tasks out of them!

One step closer to making noise and metal shavings was my recent experience at the Sportair Sheet Metal Workshop in Arlington last weekend. Since my background has been primarily steel and composites, aluminum and rivets is newer territory for me. For the price, it was well worth having a class set up to visit many different basic sheetmetal techniques in such a compressed time format.

“By the time the 787 flies, you're gonna look like ZZ Top!”

So ever since starting this beard, with the goal of not shaving it off until 787 flies, I keep hearing this same comment from many different co-workers. This phrase has nearly become reality during this years Halloween costume contest at work.

What was Oddball going to be this year? Oh, of course, one of the Tres Hombres, Billy Gibbons of ZZ Top. The costume went together surprisingly quick, even the part of installing a handle to be able to spin the fuzzy guitar! Add a music soundtrack recorded on my cell phone, and you have the sound and the look of a “Sharp Dressed Man.” The question is now, will I be Santa Claus this year? Yet to be determined...

Oddball



Olympic TFR

This is a summary/condensment...please consult the full NOTAM!

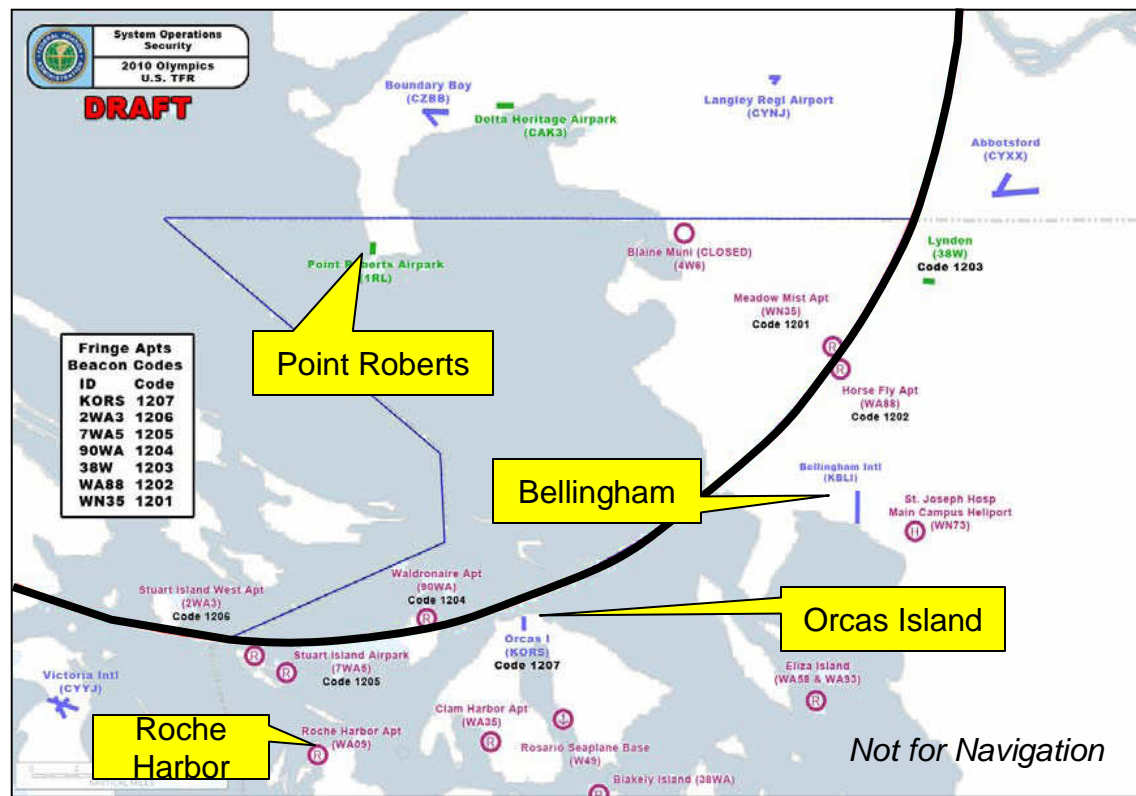
The 2010 Olympic and Paralympic Winter Games will be held this coming January 29 –March 24, 2010 in British Columbia, Canada. Associated with the Olympic Games will be a Temporary Flight Restriction (TFR) *that will extend into the United States*. The restricted airspace will be in effect 24/7 during the entire period covered by the NOTAM.

Pilots of VFR aircraft within Canadian and US domestic airspace departing inside, arriving inside, or transiting through Olympic TFR must adhere to the operating rules and procedures that will be in place during the Olympic Games, including the filing of VFR flight plans and use of transponder codes.

The Olympic TFR covers the airspace from the surface up to, but not including 18,000 feet MSL. In general, the southern circle of the TFR is centered on the Vancouver International Airport (YVR) and has a 30 NM radius. This radius will enter the U.S. just west of the LYNDEN Airport (38W) and arc southwest to a point just north of EASTSOUND/ORCAS ISLAND Airport (ORS) and then arc westward to STUART ISLAND WEST Airport (2WA3). The arc continues west northwest until it enters Canadian airspace again.

The following flight operations are prohibited within the Olympic TFR:

- Flight training, practice approaches, aerobatics, soaring, skydiving, ultralight, hang gliding, ballooning, etc.
- No flight training will be allowed in the Birch Bay training area west of Bellingham, WA
- No loitering or scenic flights near the boundary of the TFR
- No Student Pilot solo flights within the TFR
- No takeoff and landing practice at the “Fringe Airports”
- No aerobatic flights including stalls, spins, and steep turns
- No touch and go landings from any airport within the TFR



Olympic TFR (Continued)

Symposiums with briefings by Nav Canada, FAA Airspace Security, NORAD, and Flight Service will take place on Nov. 10 and Dec. 3 in Seattle at the Museum of Flight theater from 6:30 to 8:30 p.m., and on Dec. 2 in Bellingham at the Western Washington University Academic Instruction Center, room 204, from 6:30 to 8:30 p.m. These three symposiums will have representatives from Seattle Center, Seattle Approach Control, Whidbey Island Approach Control, and Customs and Border Protection there to answer any specific questions pertaining to their area of expertise.

Local briefings by the FAAS team will take place throughout November.

FAA Notam: <http://www.eaa26.org/FAAolympics.pdf>

NavCanada NOTAM: <http://tinyurl.com/ycutvaj>

Date	Time (all PM)	Location
Nov. 12	6:30 to 8:30	Port Angeles Airport Terminal Briefing Room
Nov. 13	6:30 to 8:30	Bremerton National Airport, Avian Flight Center
Nov. 16	6:30 to 8:30	Port Townsend, Port Townsend Aircraft Services
Nov. 17	7 to 9	Harvey Field, Snohomish
Nov. 17	6:30 to 8:30	Friday Harbor, Westwind Aviation
Nov. 18	6:30 to 8:30	Orcas Island, Airport Conference Room
Nov. 18	6:30 to 8:30	Olympia, Jorgensen Aviation
Nov. 19	6:30 to 8:30	Puyallup, Clover Park Technical College, Aviation Training Center
Nov. 20	6:30 to 8:30	Chehalis, Central Aircraft Repair
Nov. 24	6:30 to 8:30	Everett Community College, Aviation Trades Building C to 80, Paine Field

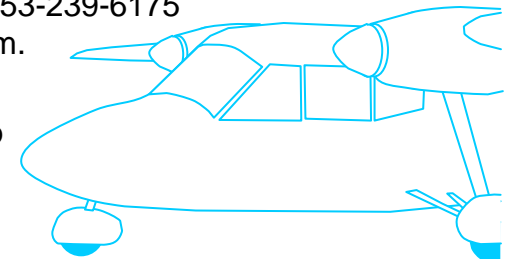
Wanted: Partner(s) for share in building partially complete Experimental Twin Project

Looking for 1 to 3 financial partners for building a one of a kind, locally designed, partially complete, experimental light twin, Wickham Model F. Closest comparable factory type configuration is the Partenavia P68, except slightly lighter than an Apache or Twin Comanche. Aluminum, 6 place, 38' 8" span, 160 sqft area, est 2100 empty, 32-3600 gross, fixed mains, retractable nose wheel, sorta STOL. Engines could be 150 to 180 hp. Design is evolution of Wickham Model B twin based at Paine.

Propose starting project in earnest within 1-2 years, finish within 10 years. Construction starting at my house in Renton

or nearby location. Twins are not cheap, so looking to share build (and operating) costs with at least 1 but no more than 3 others (so, 50%, 33%, or 25% shares depending on interest). This is no small project. If seriously interested, contact Tom Osmundson, 253-239-6175 dieselfume@dieselfume.com.

Give Tom something to do after the 787 flies!



Save the Fly Baby!

As everyone is well aware, the Howard Hanson Dam is damaged and the US Army Corps of Engineers may have to flood the Green River valley to prevent the dam from collapsing altogether. Auburn Airport, where my Fly Baby is based, might get 1-3 feet of water in a worst-case situation.

For that amount of water, a friend suggested that I just build a raft for the plane in the hangar. With an old-fashioned airplane, I figured I needed an old-fashioned raft design....

Ron Wanttaja



On the Wreckord

Recent Homebuilt Accidents from the NTSB Web Page

Star-Lite - California: During a local flight, the engine lost power without warning. The pilot looked for a field to land in, but overshot the field and impacted desert terrain.

Examination of the engine found that the rear connecting rod at the crankshaft journal was separated and exhibited severe heat distress signatures consistent with oil starvation to the bearing. The respective crankshaft journal displayed a dark black/blue coloration consistent with heat distress. The forward crankshaft journal and connecting rod remained undamaged.

Stewart S51 - Florida: The airplane was flying at a low altitude and a low speed, and appeared to be experiencing engine problems. Many witnesses reported that the engine was "sputtering," and at least one witness reported that the engine had stopped. Most witnesses reported that the airplane was westbound and descending. They also reported that it began to strike trees in the final few seconds of flight.

The airplane impacted the ground between two unoccupied recreational vehicles (RVs). A post impact fire followed, and the two RVs were damaged by airplane debris and the subsequent fire. Several other RVs were damaged by impacts from tree and airplane fragments.

The airplane's first flight since it was owned by the accident pilot was conducted by him on the day prior to the accident. The duration of the first flight was approximately 0.3 hours. The pilot held an airline transport certificate with an airplane multi engine land rating; and he reported 13,917 total hours of flight experience on his last medical application. One fatal.

Zodiac 601HD - Florida: The only witnesses to the accident were two five-year old boys playing in their backyard. They observed the airplane flying overhead and noticed smoke coming from the front and underside of the airplane. One of the witnesses reported one wing was lower than the other and "it was loud." The airplane impacted a tree with one wing, and then impacted the ground at the base of the tree with the top half of the tree embedded in the fuselage. The airplane was completely consumed by the postcrash fire with the exception of the tail section. Flight control continuity was confirmed from the rudder and horizontal stabilizer to the cockpit area. The engine could not be examined due to the severe postcrash fire, and the composite propeller was "shattered." One fatal, one serious injury.

RANS S6S - Georgia: The engine lost power after takeoff and the pilot attempted to return to the runway. While turning at a steep bank angle the airplane nosed down and collided with the ground.

The engine was equipped with two coil packs, one for each cylinder. Both coil packs were removed and the wiring harness to the ignitions switch was also removed. Chafing was observed on 2 wires in the rear coil packs wiring. One wire, light brown in color, was connected to the coil pack and to a ground nut on the alternator. It was observed chafed near a plastic wire connector traversing along the rear of the engine. A second wire was observed chafed at the same location but was black and yellow in color and was connected at the ignition switch and the aft coil pack.

Marketplace

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 or 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

Crest Airpark home for sale by owner: \$580,000. Prime Location, Center Runway View. Extra Large 0.71 Acre Lot, 3+ full bedrooms and 2.5 baths, 2,218 Sq Ft living area above grade + downstairs hangar and extra rooms. Open floor plan, extensive remodel in 1999 New HVAC, Wiring, Plmb, Insln. Master bedroom with large walk-in closet. Great view of Mt. Rainier and runway activities. Home 253 631 8818, Cell 206 423 8240 Photos and details at <http://airporthome.typepad.com/airport-home-for-sale/>

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