

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, Washington ❖ Volume IX No. 11 ❖ Nov. 2011

NOVEMBER MEETING

Program for November 2011:

The program will be presented by Larry Sciortino. In his own words: I will give a talk about some of my airline flying experiences. My plan is to attempt to answer some of the questions an airline pilot hears frequently, i.e., "have you had any close calls?", etc. I'll recount a few unusual pulse quickeners (mine, at least), and do my best to answer questions - remembering all the while, of course, that many in this chapter devoted their brains and hands to designing and building the very airplanes I enjoyed flying for 35 years.



NEXT MEETING:

2nd Thursday of the
Month
Nov. 10th, 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

FUTURE EVENTS

FAA Seminar: Coming to you soon! The new class B and other airspace dilemmas!
Dec 3, 2011 at 10:00 am Seattle Terminal Radar Approach Control
825 S. 160th

Arlington Fly-In

July 11-15, 2012

July 23-29, 2012

EAA Airventure, Oshkosh, WI

www.museumofflight.org/calendar

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PRESIDENT'S MESSAGE...

Chapter elections are coming up this month. The hard part is already done. We have a full slate of able volunteers to lead the chapter for another two years. I say that with some trepidation. Without taking anything away from the chapter officers and other volunteers, everyone in the chapter plays an indispensable role.

Reflecting on the Chapter, this November and Thanksgiving season reminds me of people I remember playing important roles. Since I have a very imperfect memory for names and dates, don't blame me too much if you are left out.

Cecil Hendricks filled many roles. I particularly remember his reporting on project visits as a Technical Counselor. And he often got up just to talk about interesting aviation things he had recently experienced. I don't remember much about renovating the original Fly Baby, but I know Cecil had a guiding hand in it. That was important for the Chapter.

I don't remember his name, but when the Chapter met at the Museum of Flight, our Chapter Treasurer looked at our finances and saw we were headed down hill. For the health of the chapter, he told us we needed a dues increase. We voted the increase in and the chapter has been financially sound since.

For many years Tom Susor led the Chapter's Young Eagles program. He devoted considerable time, effort and leadership to it and the program did very well. The chapter benefited and many young boys and girls had a positive first exposure to aviation.

Merrill Kleinmann was president for several terms and he had a vision of a more active and stable chapter. He wanted us to have a place we could call our own. I am not sure of the direct causes, but I think his vision contributed to our ending up in the Opportunity Skyway space. I think it is a good fit for us.

I remember it was on Steve Crider's watch when the chapter experienced a significant fatal accident. It was a difficult time and I am sure many people contributed to the effort to support and acknowledge the many people who were hurting. I don't know the details. I recall thinking that Tamara Nason was an active and very strong support person.

I think the Chapter newsletter editor is one of the harder working members of the team, about which I am sure Tracy Hach would agree. Tracy has put a lot of effort into our newsletter the last two years. Other editors who stand out for me are Tim Martin and Ron Wanttaja.

Ron Wanttaja and Steve Crider are people in the Chapter who have come forward many times to make interesting and informative presentations. Something I appreciate a lot and I am sure our members do as well.

Ross Mahon is an all around great pilot and very experienced airplane guy. He has been involved with so many different airplane projects, his own and others, that he has a great depth of experience. I suspect Ross thinks he has too many projects, but they just seem to gravitate to him.

On a wider stage I would acknowledge Tom Poberezny for leading EAA for many years and particularly for launching the Young Eagles program. This is a great program which combines young people, the future of aviation and an opportunity to make a contribution.

Last I point out Paul Poberezny and Jack Cox. Paul obviously started the whole EAA thing and had the vision and drive to make it work. A pilot and a people person, he directed and moved the whole enterprise forward. To me Jack Cox, as editor of Sport Aviation, shaped the whole designer, builder, enthusiast approach to the sport aviation movement. For me, the two of them shaped the golden age of EAA and Sport Aviation. I grew up in it and loved it.

Thanks to everyone, especially those I didn't mention. I appreciate what you do.

Editors Note: Everyone with a GPS or involved in aviation or boating should keep an eye on this questionable deal:

House Small Business Committee Asks FCC to Halt LightSquared Waiver

November 1, 2011 – On Monday, House Small Business Committee Chairman Sam Graves (R-MO), a longtime pilot and EAA member, along with eight committee members sent a letter to Federal Communications Commission (FCC) Chairman Julius Genachowski requesting that the agency not proceed with LightSquared’s waiver until federal testing determines that there will be no interference with all types of GPS devices. The members also request that the FCC report its action plan regarding the proposal to the committee. ([Read the letter.](#))

LightSquared is proposing to build a ground-based broadband network that could interfere with current GPS technology and impact millions of small businesses.

“While LightSquared’s aim to increase broadband to rural areas is a noble goal, we must find a solution without jeopardizing established GPS systems and further burdening small businesses,” Graves said. “Under the current LightSquared proposal, small businesses would be left to foot the bill that will easily cost billions to replace or retrofit their current GPS devices.

“Small companies should not be required to spend one dime on account of this plan - and that is why we are calling on the FCC to put a hold on the waiver until all federal tests make clear there will be no interruptions to current GPS systems.”

The letter was signed by House Small Business Committee members Mike Coffman (R-CO), Mick Mulvaney (R-SC), Scott Tipton (R-CO), Jeff Landry (R-LA), Allen West (R-FL), Renee Ellmers (R-NC), Richard Hanna (R-NY), and Bobby Shilling (R-IL).

On October 12, Chairman Graves held a full committee hearing to examine LightSquared’s proposal and its effect on small businesses. Witnesses included small business owners, as well as LightSquared Executive Vice President Jeff Carlisle.

EAA has also been deeply involved in the issue as a member of the Save Our GPS Coalition, which includes GPS users from across the aviation, agriculture, maritime, and law enforcement communities.

Online Videos for the Homebuilder in You

November 1, 2011 – Homebuilding is the heart and soul of what EAA was built on, and there are a variety of ways to pique your interest or take in valuable information.

You can also gain valuable homebuilding tips – all from the comfort of your home and free of charge.

Since debuting in 2008, more than 200 online videos from the Hints for Homebuilders series have provided helpful instruction and insight from experienced homebuilders on composites, tube and fabric, sheet metal, and wood construction methods as well as general building subjects.

Join the more than 2 million who have view these videos to date and check out the [Hints for Homebuilders channel](#).

Want to see an actual homebuilding project take shape? Tune in weekly to the DreamBuildFly online project.

EAA Multimedia Journalist Brady Lane and his aircraft building partner, Caleb Ihrig, have been building a Bearhawk aircraft and showing their work live online since earlier this year. Last Thursday, their project and online video blog were highlighted in a [front-page story in the Milwaukee Journal Sentinel](#). The feature explained how Brady and Caleb decided to build an airplane, why they chose the Bearhawk, and the challenges and success they experience while part of a live online event.

Watch Brady and Caleb continue their build project live every Tuesday night from 6:30-9 p.m. CDT at www.DreamBuildFly.com.

Link from: Tracy Hach

[Finding ethanol-free fuel?](#)

See:

<http://pure-gas.org/index.jsp?stateprov=UT>

Links from: Frank Bryant:

Open House at Edwards AFB

<http://home.comcast.net/~bzee1a/Edwards09/Edwards09.html>

Incredible WW II story, one of many, but spectacular just the same.

For those of us who were born and lived through WWII, this will put a lump in your throat. For those who afterward, it's a valuable historical film of how dedicated our armed forces are...no matter what war it is.

Please take the time to watch this video. It is a powerful statement of heroism against impossible odds,

So long ago....It is up to us to remind the Americans coming now to maturity, of this great bravery by these great guys....

Heroism at it's best! copy & paste if you must

<http://voxcispublicus.homestead.com/morrow.html>

Interesting story from: [Experimental Aircraft Info](#)

Birds and Bird Sanctuary Areas, I

In the old days when aircraft were made of wood and linen and men of steel, birds had no problem avoiding these low and slow aircraft. But these days aircraft are fast and make less noise, birds have trouble staying out of the flight path.

Certain areas in your country can be designated as bird sanctuaries and flight in such an area involves a higher risk of bird strike.

The pilot has the responsibility to see and avoid. But in the case of birds that could prove difficult. Most bird strikes happen between 50 and 800 feet AGL, although the risk is not zero at higher altitudes.

The impact of a bird on the windscreen, or even if it is ingested in a turbine, is enough reason for a distress or even an emergency situation as the amount of energy, even with a small bird is very high due to the velocity of bird and aircraft, is more than enough to create a lot of damage.

In this article we discuss the effects of a bird strike, as even a small bird can have big consequences for the aircraft and those on board.

Bird Hazards

Piston engined aircraft have an advantage compared to turbine powered types, they make more noise thus warning the birds to get out of the way. Do keep in mind that some high speed piston aircraft do not give the birds time enough to move out of the way. Think Lancair types. Higher speeds lead also to greater impact forces and possibly more serious results.

A collision has enough energy to create a problem for the aircraft, shattering windscreens, tearing open skins, rupturing hydraulic lines, destroying propellers, turbine blades and more.. you get the picture.

Impact Energy

According to Newton, kinetic energy is defined as: $E = 1/2 * m * v^2$, with m (mass) in kg, v (velocity) in meters per second and the result in Joules or kgm^2/s^2 .

The above was a little technical but we need it to understand why a bird strike can cause so much damage. Lets take a bird of 500 grams and this bird hits an airplane traveling at 90 Kts (46,3 meters per second). The kinetic energy of the impact is $1/2 * 0,5 * 46,3^2 = 536$ Joules. The airplane is thus hit with an force of $536 kgm^2/s^2$. And that will make quite a dent...

Doubling the weight of the bird doubles the impact energy, but if the airplane travels twice as fast (180 Kts) the impact is quadrupled! See: $E = 1/2 * 0,5 * 92,6^2 = 2144$ Joules.

Flying low gets a whole new meaning here...

Bird Sanctuary Areas

Birds usually nest in the same place every year. These areas are know as bird sanctuary areas and should be avoided by aircraft, especially when flying low. You may expect large number of our feathered friends near or at large bodies of water. It is wise to overfly these areas by at least 1000'.

Avoiding them

Bird sanctuary areas are established in regions where birds tend to nest and raise their chicks. Some countries mark them on the VFR aeronautical maps and usually require a minimum overfly altitude, 1000 ft or so. Best to fly even higher or circumnavigate these areas if possible.

Bird sanctuary areas are depicted on aviation maps and there should be a section in the AIP explaining in what areas and times of year you can expect birds to migrate to and from warmer places.

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

Zenith CH-601 – North Carolina: The aircraft lost engine power and crashed shortly after takeoff. Examination of the fuel system found water in the fuel line between the engine driven fuel pump and the carburetor, and in the fuel strainer. The pilot revealed that he did not recall taking samples of the fuel via the sump drains during his preflight inspection.

Tailwind - Colorado: As the pilot reached 40 knots on his takeoff roll, the airplane started to drift off the left side of the runway. The pilot thought that he had encountered a quartering tailwind and tried to correct with right brake. The airplane then veered to the right and the pilot applied left brake and rudder. This had no effect. The wheels sank into soft ground and the airplane nosed over. Postaccident inspection revealed heavy black marks from both the left and right tires. The right wheel would not turn even with the brake line removed. When the brake caliper was removed, the wheel rotated freely. The caliper then appeared to function normally.

SE5A Replica - Indiana: The accident occurred during a test flight after the airplane had been repaired from a previous accident. The purpose of the flight was to obtain airborne fuel burn data and to further calibrate the airplane's electric fuel quantity gauge. The airplane's fuel tanks had been filled and drained several times during the previous attempts to calibrate the fuel quantity gauge. The last time the airplane had been serviced with fuel was 5 days before the accident. While on initial climb about 60 feet above the ground, the airplane experienced a total loss of engine power. The airplane stalled as the pilot attempted to restart the engine. The airplane impacted terrain about 60 feet west of the runway, approximately 2/3 down the length of the runway. A postaccident inspection found no evidence of any usable fuel in the airplane's four fuel tanks. Additionally, there was no evidence of a fuel spill at the accident site.

Lancair 320 - Washington: The pilot put the gear handle down on downwind, but at about the same time he experienced a complete electrical failure. With the electrical failure, the pilot had no gear position indicators. He continued on the approach. When the pilot to his normal touchdown height without wheels touching the runway as expected, he initiated a go-around in a left climbing turn back to pattern altitude. The airplane would not roll out of the left turn, but in fact with full right stick and rudder, the airplane continued to a near 90-degree left bank. The pilot reduced power and lowered the nose enough to maintain airspeed just above a stall, then banked enough to get over to runway heading. The pilot added that when he was about 4 to 5 feet above the runway he brought the nose up just slightly and instantly the airplane stalled and collided with the edge of the runway, sliding to a stop on the runway surface.

A post accident inspection of the airplane found that the right-hand flap leading edge structure was located above the trailing edge of the wing's surface, which resulted in an asymmetric flap condition. This condition, and the potential consequences, was the subject of a Lancair Service Bulletin issued two months later.

Zenair CH-601 - Washington: The airplane was equipped with a NSI Subaru four cylinder conversion engine. It had been stored in a hangar for approximately five years before it was purchased by the pilot earlier that month. The last maintenance entry in the airframe and engine logbook was for an annual inspection; however, the entry was not dated. A witness observed the airplane's takeoff roll and reported that it used most of the runway to takeoff. He further stated that the engine seemed to be running normally, however, it did not sound like it was at full power. When the airplane lifted off the ground it was at a high angle of attack and was not climbing very fast. The airplane climbed to about 100-200 feet above ground level and it started to "wobble." The airplane then stalled and spun in.

RV-8A - California: During the takeoff roll, at the time of rotation, the canopy started to slide rearward. As the pilot attempted to close the canopy the airplane nosed over and the propeller struck the runway, substantially damaging the airplane's firewall.

Kitfox – Minnesota: The pilot noted a partial loss of engine power in the float-equipped airplane. His corrective actions did not restore full engine power and the airplane was unable to maintain altitude. He reduced engine power to flight idle and entered a rapid descent to a nearby lake. He noted that the engine continued to operate while in the flight idle position. Due to the size constraints of the lake, the landing was firm and that the airplane nosed over shortly after touchdown. A postaccident examination did not reveal any evidence of a mechanical malfunction.

Velocity - California: Shortly after takeoff the pilot radioed air traffic control that he had a problem closing one of the airplane's doors. A few minutes later the pilot made a second transmission to air traffic control indicating that he intended to return to the airport to land. The pilot subsequently made a forced landing on a golf course about 2 miles from the departure airport, with the airplane coming to rest in an inverted position on the golf course property. One of the airplane's doors was located in a ravine about 1 mile from the main wreckage.

On the Wreckord, continued

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

Buzzard (Modified Kolb) – California: A week before the accident, the aircraft was assembled by a certificated aircraft mechanic. The pilot reported that he had previously flown the aircraft one time, for about 30 minutes. During the accident flight's takeoff roll, the pilot noticed that the aircraft did not "feel right," but he opted to continue. About 250 feet above the ground the outboard right wing "started to flutter in a violent way" and in response the pilot reduced engine power and aircraft speed. He then lost all control. The aircraft impacted the ground in a field and seriously injured the pilot. Examination of the wreckage by an FAA inspector revealed that the bolt that was supposed to attach an aileron pushrod to the outboard aileron bellcrank was lying loose in the bottom of the wing bay; neither the nut nor the cotter pin was recovered. Examination of the opposite aileron bellcrank revealed that the corresponding bolt and nut were not secured by a cotter pin, despite provisions for one. The mechanic who assembled the aircraft stated that he did not install cotter pins in either of the two noted bolts. The pilot stated that he did not inspect the aircraft after assembly or before the flight.

Marketplace

I have a C90-8F engine for sale that would make a good core for a rebuild. I believe prices for these can vary from somewhere around \$2000 to about \$4000. This engine was originally purchased from Gibson Aviation in El Reno, OK. The engine is one of many that Gibson purchased from the French military where they were used in early PA-18's. The engine has complete logs, in French, along with notes from Gibson. The 8F version of the C90 has a flanged prop hub and is hand started. It does have the original Bendix mags and a Marvel Schebler carb. According to the overhaul manual in the link below, this engine is approved for installation of Slick mags. Internal specs, bore & stroke, are identical to the Continental O-200. Operational Times:

Total time: 1805 hours (based on French military logbook) SMOH 999 hours, Gibson's notes indicate it may have had a top overhaul

For further information contact: Chuck Cerar EAA #14440, 425 392-1821 cerars@mindspring.com

Reference: On-Line Manual <http://www.pj260.com/Continental/O-200%20Manual.pdf>

I am selling a project 1948 Stinson 108-3, located in my hangar at Richland, WA (KRLD). It is freshly powdercoated (high-zinc primer, iron phosphate rinse, white topcoat, etc), and has a heavy-case 165 hp Franklin with good prop, spare wings, lots of spare parts, clean paperwork, about 300

SMOH and 2700 TTAF; came from Arizona, was idle for 20+ years. On the trailer. Asking \$10,000 or trade for decent Taylorcraft BC-12D.

please post at clubhouse, put in newsletter, or announce at club meeting. I have lots of pictures that I can email. thanks!

Steve Fribley EAA 243340, (206) 234-1306 seaplanecfi@yahoo.com

I am trying to help my son out with selling his father's Corby Starlet which is located in a storage building in Anacortes, WA. We are going to take pictures of it tomorrow, but we don't believe there are plans or paperwork with it. It has been kept safe and dry. It has an engine and is partially assembled. If you have any information about anyone who may be interested, would you please let us know? It has to be sold soon! Thanks alot. Ginny Matheson Kirkland, WA (707) 483-3266. P.S. I know it was purchased in Texas about 6 years ago and trailered up to Anacortes.

Marketplace

Thorp T-18. O-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

*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

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

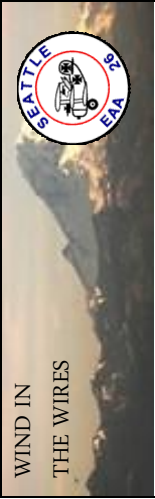
READY FOR LICENSE •FOR SALE BY BUILDER • In hangar at Santa Monica (CA) airport. Has had first EAA inspection. Lycoming O-290 (0 hours since major engine). 2 place side by side. Upgrades on many of the avionics. History of project documented by photos available on Facebook at "Become a Fan of Morie's Plane". Or use <http://www.facebook.com/pages/Become-a-fan-of-Mories-plane/335062068273> • For more information contact [Adrienne Kramer](mailto:Adrienne.Kramer) Owner - located Santa Monica, CA USA • Telephone: 213 300 3097 • Fax: 310 395 4860

NEWSLETTER



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The Newsletter of EAA Chapter 26

