

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, Washington ❖ Volume XV No. 10 ❖ Oct 2007

NEXT MEETING:

2nd Thursday of the Month
October 11th, 2007
7:30 PM

LOCATION

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

Chapter Web Page

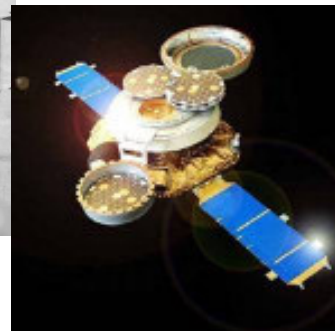
www.eaa26.org

SEPTEMBER MEETING

It's ALL High Tech!

We tend to look at people in past eras as having it easy because they didn't have cell phones or personal computers. But every era's advances are "high tech" to those who live during that time.

For the October meeting, Ron Wanttaja will examine the impact of technological advancements during some key periods, with an emphasis on aviation. Who had the hardest time "keeping up"...people living in 1807, 1907, or in 2007?



FUTURE EVENTS

Dec [TBD]: Chapter 26 Christmas party

January 1: New Year's Day fly-out, Thun Field, 11:30 AM

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PRESIDENT'S MESSAGE...

Time to Step Up

Autumn is in the air, the leaves are turning color, the days are shorter, and the forecaster is talking about snow in the mountains. All signs that our ambiguous summer is no more! The Fall does however offer some scenic flying, and in the last few days we've had some windier conditions to test our flying skills a little more. It's also a good time to clean up the tools laying about the hangar so they don't rust with the damp air, fill out the logbooks you've been neglecting all summer, and of course if the airplane is outside check the tie down ropes for security.

As we head towards the winter months many of us spend more time at home, working on projects, surfing the net, and dreaming up projects in the garage for the winter. As you spend some of your time with these indoor endeavors please consider the opportunity to help EAA Chapter 26 by volunteering for one of the many chapter positions that are open. With elections coming in November I have so far had no volunteers – Either for one of the Officers positions, or to help with other activities such as publishing the newsletter or arranging for fly-outs and project visits. Many thanks go out to our current volunteers for their dedicated efforts, some serving multiple terms in their positions. And of course more power to those who will continue to serve our chapter. But several of us find increasing demands from jobs and family, and perhaps a need for a change of focus for a while.

The jobs are varied and not too difficult. If you jump into something that is new to you there are several of us that can help with mentoring. With email and the internet the sleuthing required for some of the tasks is fun and relaxing! The Presidents job for example requires a little planning for each meeting, writing the Presidents column for each newsletter, and guiding the entertainment the second Thursday of the month. The newsletter editors job can be a great way to express your creative side and let others see what you can do! Arranging project visits can be a great way to meet new and interesting people, even if they aren't ready to show their aircraft yet. And of course the Treasurer keeps track of all the money, and if you're good with the details this is the job for you!

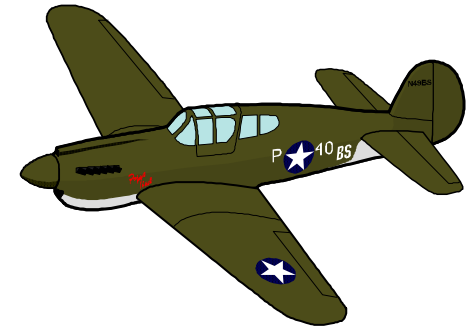
You Chapter awaits you – Volunteer!

Ross

Photos from the Picnic – by Ross Mahon



RV-7 with Subaru Engine



Crider's Hangar Door





CITY OF JACKSONVILLE REPEALS ANTI-HOMEBUILDING ORDINANCE

The Jacksonville Florida City Council has voted unanimously to repeal a city ordinance that prohibited working on or storing airplanes in residential areas.

The council voted 15-0 in favor of City Bill 955, which repeals the so-called Everett Ordinance prohibiting parking, storing, repairing, and operating flying craft and airboats in residential districts. The vote was originally scheduled for Tuesday night, but prolonged budget discussions forced the council to adjourn and reconvene Wednesday afternoon to finish its agenda.

"Fifteen of 19 council members were present and all voted with us," said Milford Shirley, the President of EAA Chapter 193.. "It was well worth the wait." Close to a dozen EAAers were on hand Tuesday night, and most showed up again Wednesday for the vote.

DIRECT FINAL RULE FIXES N-NUMBER PROBLEMS FOR POWERED PARACHUTE/WEIGHT SHIFT LSAs

The FAA has remedied some unforeseen flaws in the Sport Pilot/Light-Sport Aircraft Rule by issuing a direct final rule regarding the placement, orientation, and size of N-numbers for powered parachutes and weight-shift control light-sport aircraft.

Effective November 13th, 2007, N-numbers must be at least 3 inches high, can be applied to non-structural surfaces, and can be affixed in a horizontal or vertical (stacked) orientation.

The size clarification removes the vagueness of the rule that

stated N-numbers were to be "as large as practicable." The placement change allows aircraft owners to place their N-number on a plate, fuselage pod, or other non-structural surface when there exists no suitable structural member on these types of aircraft. Vertical orientation also provides flexibility for some aircraft owners who otherwise lack a practical horizontal area to affix an N-number.

SENATE FINANCE COMMITTEE INCHES S.1300 CLOSER TO HOUSE BILL

The day after the U.S. House of Representatives soundly passed its GA-friendly HR 2881 FAA reauthorization bill last week, the Senate Finance Committee approved a version of S. 1300 that mirrors the excise tax increases included in the House bill. (Avgas from 19.3 cents to 24.1 cents per gallon, 21.8 to 35.9 cents per gallon for non-commercial jet fuel, and maintaining the 4.3 cent-per-gallon tax on commercial airliner jet fuel).

Unfortunately the bill still includes the \$25 user fee on IFR flight plans for all turbine-powered aircraft. Many observers, however, feel an expected amendment to do away with the user fee has a good chance of passing when S. 1300 is debated on the Senate floor, bringing the bill into conformity with the House bill.

CESSNA ANNOUNCES PLANS TO ACQUIRE COLUMBIA AIRCRAFT

Cessna Aircraft Company is seeking to acquire parts of Columbia Aircraft Manufacturing Corporation. Says Cessna Chairman, President and CEO Jack J. Pelton. "We believe the combination of this superb product line and Cessna's world-class support structure and brand will be unbeatable."

Want to volunteer?

See any chapter officer about different ways you can help our chapter. You can be a program chair or just help for an event. There's lots to do!



R.I.P. Boeing Surplus

1972-2007

It is with deepest sorrow that we must report the passing of Boeing Surplus. This long-time Kent resident's generosity was legendary to the local homebuilding community. Boeing Surplus skinned many a T-18, provided the bolts for holding together planes from Fly Babies to Glasairs, and make sure that the tool cabinets of local builders brimmed with exotic tools and that their hangars had rows and rows of seats with garish airline upholstery.

Boeing Surplus was popular with the kids, too, providing many an odd piece of aviation hardware to grace bedrooms, basements, and backyard gyms. Two of this editor's favorite toys (a 727 pilot seat and a B-29 autopilot formation stick) came from the smorgasbord racks in the big concrete building.

It must be admitted that Boeing Surplus had been going downhill for quite a while—many of its best products were denied to builders ten-fifteen years ago, and this parsimony resulted in little more than rows of obsolete office supplies and tattered gloves. Still, one must honor Boeing Surplus for the fine friend to the homebuilder it had been in its younger days.

Final rites will be in December, including a 21 rivet-gun salute by Chapter 26 members.

Marketplace

RV-8A project for sale. Empennage complete, wings about half finished, fuselage kit untouched. Could still be built as RV-8 taildragger at this point. Includes a complete set of Avery tools and Boeing Surplus work tables. Any reasonable offer will be accepted (builder has lost medical). Contact Bill Kelly (Lake Tapps area), 253-826-1218 billkelly67@hotmail.com

Wanted: Lycoming O-235 engine, will consider any version, prefer run out engine in need of overhaul. Ross Mahon 425.827.2493 or Rossair@aol.com

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.

Airpark Home Seattle / Port Orchard. Vaughan's Airpark. Charming 3br. 2-1/4ba. Country Farmhouse style home with wrap around verandah & upgrades, on 2.47 acres with loafing shed and cross fencing for horse. Perimeter security fence. Attached kitplane - taildragger hangar / workshop / garage. Quiet location near Seattle ferry. \$410,000 -obo. <http://mysite.verizon.net/resun6v1> (253) 857-4330 after 6PM or lv. msg .

The Condition Inspection

By David VanDenburg

Reprinted from "EAA Safety Wire" July 2007

Pilots all know that every aircraft registered in the United States requires an Annual Inspection once every 12 calendar months. Does this requirement apply to amateur-built aircraft as well? If so, what does this inspection consist of and who can do it?

First of all, Amateur built aircraft also have a requirement for an inspection every 12 calendar months, but it is not called an "Annual Inspection." It is called a "Condition Inspection" and is somewhat like an Annual, but there are differences. For example, an Annual Inspection must be done by an appropriately licensed aircraft mechanic. This means an individual who holds a license with an Airframe and Powerplant rating and an Inspection Authorization (A&P with IA).

A "Condition Inspection" on an amateur built aircraft, however, can be done by any A&P (no IA required) or by the builder of the aircraft if he or she has applied for the "Repairman's Certificate." This certificate is like having IA privileges for that specific aircraft only. After all, if you built the aircraft, you should know enough about it to be able to determine if it is in a condition for safe operation.

Another difference is the logbook entry. Both inspections require an entry into the aircraft maintenance records. The wording for an Annual Inspection comes from 14 CFR Part 43. The wording for a Condition Inspection, however, is different, and comes from the Aircraft's Operating Limitations, which are issued to the aircraft as a part of its airworthiness certificate. If a homebuilder has a local A&P do the Condition Inspection, it's important to provide him or her with the operating limitations so that the correct entry can be made in the aircraft's records.

The actual inspections are basically the same. Those of us flying certificated aircraft probably have factory-provided checklists for the Annual. Piper, Moony, Cessna, etc. all supply checklists for Annual Inspections. But what about us homebuilders? I know some kit manufacturers provide checklists for their products, but for the most part, we're "on our own".

Not to worry, the "Friendly Aviation Administration (FAA)" has taken care of us. Appendix D to 14 CFR Part 43 (available at www.faa.gov) is a list of the minimum items that must be included on a 100 hour, Annual or Condition Inspection. Note that this is the minimum. You will want to use this document as a starting point and expand your checklist to cover the specifics of your aircraft.

In fact, you will probably add items from time to time as you discover issues or hear of issues others are having with similar aircraft.

14 CFR part 43 requires a mechanic to use a checklist for an Annual. This regulation does not apply to homebuilders, but the operating limitations still require the aircraft to be inspected at least in accordance with the scope and detail of appendix D to Part 43.

Build a checklist and use it every time you do a Condition Inspection.



On the Wreckord

Recent Homebuilt Accidents from the NTSB Web Page

Titan - Virginia: The pilot purchased the airplane on July 22, 2007, and called the owner of a local airpark and said that he planned to come to the airpark to practice taxiing the airplane on the runway. Later that day, the owner of the airpark noticed that he did not see the airplane. He noted fresh tire marks on the grass runway, consistent with an airplane taxiing back and forth several times. The plane was found three days later, about 1/2 mile from the airpark. The airplane struck trees, prior to impacting the ground. Initial examination of the airplane did not reveal any obvious catastrophic malfunctions. One fatal

KIS TR-2 - Missouri: After takeoff, the pilot noticed that the airplane was flying left wing heavy. He said that he climbed to pattern altitude where he attempted a turn to the right. The right turn required more aileron input than was normal and he decided to return to the airport. He said that he then made a left turn which became steep and he attempted to level the wings using right aileron at which time he felt something "let go." He was no longer able to control the airplane and it subsequently impacted trees and terrain.

Examination of the airplane after the accident revealed that the left aileron push-pull control rod was separated into two pieces. Examination of the separated end fitting had portions of two rivets at 90 degrees to each other within the shank portion that inserts into the aluminum tube. The rivet shanks appeared to be machined or filed flush with the outside diameter of the insert. The aluminum pushrod tube had no evidence of drilled holes corresponding to the end fittings rivet locations, and no manufactured or shop formed rivet heads were present.

Lancair IV - Kansas: Aircraft was destroyed when it collided with terrain following a loss of engine power 3 miles southeast of Sylvan Grove, Kansas. Visual meteorological conditions prevailed at the time of the accident. FAA inspectors found evidence of catastrophic engine failure due to oil starvation induced by an unsecured oil line to the wastegate actuator. One injured.

SNS-7 – Michigan: About 7 minutes after takeoff while in cruise flight at 1,000 feet above ground level, the engine sputtered. The pilot began a turn to return to the airport and as he turned about 90 degrees, the engine quit completely. He elected to land in a farm field and during the landing he struck trees at the approach end of the field. The pilot stated that he believed the engine failure was due to a blocked fuel vent on the main tank of the airplane. Subsequent examination of the airplane revealed no anomalies with regard to the airplane or its engine.

BD-4 – Texas: The pilot lost directional control of the airplane during the landing roll. The pilot reported that the tailwheel developed an excessive shimmy resulting in the loss of directional control. He first noted that the airplane started a slight drift to the left, which was followed by an uncommanded turn to the right. The airplane exited off the right side of the asphalt runway, into the grass. The airplane subsequently nosed-over and came to rest in an inverted position. The right steering chain was found separated from the steering arm of the tailwheel assembly. The reason for the separation could not be determined. Two minor injuries.