

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, Washington ❖ Volume IX No. 10 ❖ Oct. 2011

OCTOBER MEETING

Program for October 2011:

The program will be Jim Larson. He will show us his photographs of the Me-262 project and other aviation subjects.



(Credit: Jim Larson)

FUTURE EVENTS

Tom Skerritt Tops Museum's Top Gun Day Action on Oct. 15

Film star to field audience questions after "Top Gun" movie screening

Oct. 15 is Top Gun Day at The Museum of Flight. Activities include photo ops with the Museum's F-14 Tomcat, free Navy pilot call sign badges for kids, Top Gun products and a 1 p.m. screening of the 1986 major motion picture about hot-shot Navy fighter pilots, "Top Gun," followed by a special appearance by internationally known actor Tom Skerritt.

www.museumofflight.org/calendar

NEXT MEETING:

2nd Thursday of the Month
Oct. 13th, 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

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PRESIDENT'S MESSAGE...

Chapter elections are this month. The chapter needs a few good men, or women, to run things for the next two years. Consider volunteering to do something to make your EAA chapter run.

Also, it would help a lot if many people took on lining up programs for the chapter meetings. We have had great presentations by chapter members and non-members. People like to talk about their projects and pet subjects. More people thinking of speakers would make it easier to line these people up to present programs.

On a lighter note, I was reflecting on homebuilt airplanes I have flown, or been given a flight in. I have known many homebuilt airplanes but the number flown is very small.

When I had just returned to the Seattle area, probably in about 1979, I was visiting a little airport. Not sure which one. A gentleman and his son were pulling a homebuilt twin out of a hanger. Would I like a ride? Of course. Also of course this was Jim Wickham and his Model B. We went for a flight, Jim and son in the front, I was in the back seat. By that time I had been a member of EAA for 15 years. That was the first time I flew in a homebuilt. This is the same Wickham Twin which Ross Mahon now owns, maintains and flies.

My next homebuilt flight was in 1988. The Fly Baby would be honored at Oshkosh. Cecil Hendricks was going to fly his Story Special, the father of the Fly Baby, so to speak. Geof Sharples would fly the Fly Baby to Oshkosh; someone was needed to fly it back. Cecil recruited me. For the few people who don't know, this airplane was the real deal, the prototype of Pete Bowers' Fly Baby, renovated by Cecil and the Chapter some years before. I got a tailwheel checkout at Crest and flew the Fly Baby about 8 hours, never more than an hour at a time, to get up to speed.

I flew the Fly Baby four short flights at Oshkosh and then we flew about 24 hours in 4½ days to get home. Frank Snedeker and his wife flew his Traveler and handled the radios. Cecil and I flew nearby. The Story and Fly Baby had max ranges of less than 200 miles, so we made a lot of short legs. As it turned out, not short enough. Pete Bowers was taller than I but he must have had shorter legs. I found out I was scrunched into a little box that I did not fit. I was already barefoot and would intermittently stretch my legs by putting my feet behind the rudder pedals. It took me two days to figure out how to get a knee out from under the instrument panel so I could stretch a different way. By the time we got back home I could hardly walk. It was a great trip.

I learned the practical trick of trimming an airplane with a pencil. We taped a piece of pencil to one side of the elevator trailing edge as a trim tab. It took just a flight or two to get the right length. At the beginning of each leg with full fuel in front of the cockpit the Fly Baby wanted to descend a little. As it burned off fuel it would go neutral and finally tend to climb a little. That was about right.

Cecil gave me a ride once in his T-18 while coming back from Arlington. I am not sure, but I think it might have been after a Fly-In. That was a fast airplane. I remember that as a pilot, Cecil flew like a kid rides who grew up on a pony. He was a natural pilot. Needless to say, my 300 or so hours in the last 40 years have not turned me into a natural pilot.

But I have been around a lot of beautiful airplanes. And flown a few.

Ron Borovec

Members React to Medical Exemption Proposal

October 6, 2011 – As expected, the EAA/AOPA proposal to allow driver's license medical certification by those who fly recreationally under certain guidelines has drawn a considerable number of questions and reactions from EAA members and other aviators.

The proposal, introduced jointly by both organizations on September 24 during AOPA Summit, is still being finalized and will be formally submitted to the FAA in early 2012. The exemption process would include a required online aeromedical education component that EAA and AOPA believe would enhance aviation safety and knowledge of aviation medical factors. Many of the questions involved the limits on aircraft horsepower, passengers allowed, daytime/VFR operations, and other details announced during the September 24 presentation. Some of the most prevalent questions will be answered in the coming weeks through e-*Hotline*, *Sport Aviation*, and other EAA communications.

"The success of medical self-certification in aviation allowed EAA and AOPA to explore a way of expanding use of the process to allow its wider use and even enhance aviation safety," said Sean Elliott, EAA's vice president of industry and regulatory affairs. "We know that there will be many questions and suggestions from aviators in the coming weeks regarding the proposal's details and background of particular elements within it. We will continue to update everyone on this effort, especially as we prepare for formal application to the FAA next year."

New GI Bill Makes Flight Training Fund Available

October 6, 2011 – Changes in the post-9/11 GI Bill took effect this week, allowing veterans to use the benefits to enroll in flight schools as part of vocational training.

According to the *Army Times*, the new benefits offer up to \$10,000 per year to cover flight school fees and tuition. The benefits are not expected to bring a huge influx of flight school students from the estimated 13,000 veterans expected to use the new plan, but including flight schools is a step forward toward making aviation participation for these veterans more accessible.

The program is available for veterans who served in the U.S. military on or after Sept. 11, 2001. It provides up to 36 months of education benefits that can be used anytime up to 15 years after discharge from active duty.

Open Letter From Our Founder: Food for Thought

September 20, 2011 – Having just passed my 90th birthday, I know firsthand time really flies. I want to say thanks to all the chapter folks who sent cards and well-wishes; it's sincerely appreciated.

When I look back at the many years of my involvement with EAA, its members, chapters, and divisions, working with the Department of Commerce, CAA and the FAA, and other government agencies, it's been quite a learning lesson. I know organizations would like to build the pilot population, support the airports, innovations that EAA has accomplished in developing the homebuilt and light plane field – recognizing the need for reliable, cheaper powerplants to propel us along the way. From the early days of homebuilding when there were so many surplus military engines, Continental engines could be bought for some \$25-\$50, but not so today. When one considers the kits of today for some \$100,000, that amount could buy four automobiles at \$25,000 each with a brand new reliable engine.

Looking back at an [editorial featured in *Sport Aviation* magazine](#) (September 1965) written by R.G. Huggins of EAA Chapter 10 (Tulsa, Oklahoma), one could also ask, where are our chapters headed? I think that each chapter should review its future, stability, purpose, and goals. From time to time, we lose a chapter for various reasons (sometimes due to a lack of leadership), but I've often said that should EAA fail, our chapters would continue to exist in the aviation community. People sharing a common interest and passion in aviation, maintaining its high standards, enjoying each other's company and fellowship. I, too, would be interested in receiving any comments relative to what you think of your organization, i.e., where EAA is headed now and into the future. It's good to review our past, present, and future for the overall good of the aviation community. *Let me hear your thoughts.*

Email your thoughts to chapters@eaa.org with "Thoughts for Paul" as the subject line.
Paul H. Poberezny



From: Tom Osmundson

Interim solution that I'm sure will be short lived. 19% reduction in lead, so VLL has 81% of the lead contained in LL. The title of it may pacify some folks, but it won't be hard for them to get cranked up about the small difference in lead content.

Oddball

----- Original Message -----

Subject: Grade 100VLL Aviation Gasoline - American Society for Testing and Materials (ASTM)

From: U.S. Federal Aviation Administration Regulatory and Guidance Library

NE-11-55 - Small Airplane/ All/ All Models

NE-11-55 - Engine/ All/ All Models

NE-11-55 - Large Airplane/ All/ All Models

NE-11-55 - Small/Large Airplane/ All/ All Models

NE-11-55 - Balloon/ All/ All Models

NE-11-55 - Glider/ All/ All Models

NE-11-55 - Rotorcraft/ All/ All Models

NE-11-55 - Airship/ All/ All Models

You are subscribed to the FAA's Gov Delivery service for Airworthiness Directives and Special Airworthiness Information Bulletins, which are also posted in our Regulatory and Guidance Library (RGL) at <http://rgl.faa.gov>

Banty Progress report by Tracy Hach:

Attached is a photo from 10/8/11. Over this last month, I have been making good progress on the new cowl. It weighs about half of the first one. (3 layers of 6 oz FG with vinylester goo)

It has been one month of work to mold, trim, sand, fit, drill, fit, reinforce, sand, drill, cut, drill, reinforce, sand.... (you get the idea). I am getting close to prepping it for exterior primer and paint.

As soon as it was on the fuselage, it was time to see what it would look like with a windscreen. I think finishing this will be a whole new sub-project too. It will be lower than shown.



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

RV-8 – Florida: As the pilot lowered the tailwheel during the landing, the airplane veered to the left. The pilot corrected, and the airplane made "an abrupt swerve to the right." The left main landing gear collapsed and the airplane came to rest upright in grass off the right edge of the runway. In a subsequent interview, the pilot stated that he typically wore a parachute while flying, but was not wearing one during the accident flight. He stated that the absence of the parachute placed him further from the controls than he was accustomed, and that he was unable to move the rudder pedals through their full range of motion.

Murphy Rebel – Ohio: The pilot heard what sounded like an explosion in the rear of the airplane during cruise flight at 3,000 feet. The airplane then began to vibrate and it sounded as if something was banging on the airplane. The pilot chose a street on which to make a precautionary landing, but the elevator was ineffective during the landing flare. The airplane touched down hard, bounced, and veered off the side of the road. A post accident inspection revealed that 26 of the Avex rivets on the aft bulkhead had failed/worked out allowing the several sections of the aft fuselage skin to pop up. The inspection also revealed that "smoking" was visible around some of the rivet holes indicating that the rivets were loose. When the pilot purchased the unfinished airplane, the riveting had already been accomplished.

Zenith CH-701 - Iowa: The aircraft had not yet flown. During high-speed taxi tests, the pilot inadvertently became airborne. The airplane was about 5 feet above the runway and the nose of the airplane dropped immediately when the pilot pulled back the power to get the airplane back on the runway. This resulted in a propeller strike, a broken nose wheel, and damage to the leading edge of the right wing. Several weeks later, the pilot was again performing high speed taxi runs. A few minutes later, a witness saw the airplane about a mile southwest of the airport in a spin. The airplane went below the tree line then climbed back up. The airplane then entered a left downwind and the pilot made a radio call that he was coming in to land. The instructor stated that when the airplane was on final approach it was "washing side-to-side in slow flight" at which time the pilot added power and performed a go-around. The pilot turned downwind and made another radio call. She stated the airplane looked stable as it turned from base to final. On final approach at an altitude of about 200 feet above the ground, the airplane again looked unstable like it was in slow flight. She stated the engine noise decreased and the nose of the airplane immediately dropped along with the right wing. The airplane then entered a spin and impacted the ground.

Comp Air 8 - South Carolina: The pilot was flying the first leg of a positioning flight with the intention of delivering the airplane to its new owner in Holland. A witness saw the airplane on approach, and stated that the airplane looked "a little wobbly and unstable" before it touched down on the runway. The airplane then traveled off the right side of the runway on to a grass area, and was "swaying side to side" before he heard the engine power-up. The airplane became airborne again, and "went almost straight up, like it was performing an aerial maneuver and appeared to stall and then flipped over upside down and went straight into the ground..."[Soft Break][Soft Break]The airplane's pitch trim actuator was found in the landing position, which was the full nose-up position and would have resulted in a steep nose-up attitude during climb-out, if not corrected by the pilot. The pilot had accumulated about 1,930 hours of total flight experience; however, he only had 5 total hours in the same make and model as the accident airplane.

T-18 - South Dakota: The pilot had recently installed a throttle body fuel injection system in place of the original carburetor, plus new engine baffles and a Vans RV-4 intake scoop. A witness observed that the engine hesitated and failed to run up to full RPM on the first attempt. The engine "went flat and lost RPM" on the second attempt. The third run-up was successful and the engine attained full RPM. The takeoff roll was normal with the engine developing full power. The airplane rotated normally and climbed straight ahead to about 500 – 600 feet above ground level. The airplane entered a left crosswind turn. The witness saw a "brief puff" of dark, black smoke coming from the exhaust. The airplane started to lose altitude as it continued in a left turn. The witness stated, "The aircraft entered a full stall, probably 150 to 200 feet off the ground." The airplane impacted a cornfield in a 50 to 60 degree nose down attitude.

RV-9 - Oregon: The engine had recently been operating erratically and the day before the accident it lost power while the pilot was taxiing. Following numerous failed attempts to restart the engine, it eventually started and began to emit flames from the inlet port and a fire extinguisher was used to suppress the fire. After cleaning the residue left from the extinguishing agent, the pilot started the engine, performed a runup and then departed to fly the airplane back to his home airport. A short time after takeoff, the airplane was observed by witnesses to be maneuvering at a low altitude adjacent to a highway as if attempting to land on the road. The engine experienced a loss of engine power and the airplane collided with trees and powerlines during a forced landing; the airplane came to rest inverted and was partially consumed by a post crash fire.

On the Wreckord, continued

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Avid Aerobat – Pennsylvania: As the pilot was performing a third landing and takeoff, witnesses heard the engine surge before hearing the sound of an impact. The airplane collided with trees before impacting the ground about ¾ mile from the departure end of the runway. Postaccident examination revealed a blocked carburetor jet and excessive contamination of foreign material in both carburetor float bowls, indicating poor carburetor and fuel system maintenance. Once the blockage was removed from the idle jet the engine started and ran normally. The owner recently purchased the airplane.

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

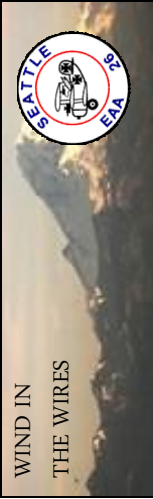
READY FOR LICENSE •FOR SALE BY BUILDER • In hangar at Santa Monica (CA) airport. Has had first EAA inspection. Lycoming O-290 (0 hours since major engine). 2 place side by side. Upgrades on many of the avionics. History of project documented by photos available on Facebook at "Become a Fan of Morie's 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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EXPERIMENTAL AIRCRAFT ASSOCIATION
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The Newsletter of EAA Chapter 26

