

# WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, Washington ❖ Volume XVII No. 9 ❖ Sept 2009

## NEXT MEETING:

2<sup>nd</sup> Thursday of the Month  
Sept 10th, 2009  
7:30 PM

## LOCATION

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

## Chapter Web Page

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

## SEPTEMBER MEETING

### Stall Spin Awareness

All pilots who fly airplanes or gliders are supposed to receive stall/spin awareness training (albeit not necessarily flight training). But many pilots and instructors remain confused about stalls and spins—especially the differences between incipient spins and developed spins.

Bruce Williams' presentation uses videos captured with the Extra 300L's on-board cameras to illustrate a variety of stalls, spins, and recoveries from unusual attitudes.



## FUTURE EVENTS

Sept 12: Chapter 26  
Picnic (Crest  
Airpark)

Sept 12-13: Oak  
Harbor Fly-In

Sept 13: Olympia  
Fly-In



### **South Africans Complete Around-the-World Journey**

South Africans Mike Blyth and James Pitman have arrived home safely at Springs Airfield, Johannesburg, South Africa, on Thursday to complete their incredible around the world flight in a light-sport aircraft. The journey took 39 days (July 18-August 27), with visits to 13 countries, covering approximately 45,150km (just over 28,000 miles). They made the flight in their production prototype Sling, a specially modified LSA designed and built at their company, The Airplane Factory.

### **Amateur-Building ARC Report Makes its Last Rounds; FAA Final Policy on Homebuilding Imminent**

Members of the FAA's Aviation Rulemaking Committee (ARC) on amateur-building have circulated and signed their final report for publishing in the Federal Register. This report entails a comprehensive set of recommendations for FAA consideration as the agency prepares to issue its final policy revisions regarding interpretation and enforcement of the amateur-built experimental aircraft rules.

According to Earl Lawrence, EAA vice president of regulatory affairs and co-chair of the ARC, the report incorporates all of the major principles for which the EAA amateur-building community has rallied and fought throughout the past 18 months.

Because final policy declarations from the FAA typically mirror ARC recommendations, Lawrence and the amateur-building community are hopeful for a favorable outcome. EAA expects the FAA to publish the ARC report, the revised policies and Advisory Circulars yet this month.

### **EAA and IAC Mourn the Loss of Vicki Cruse**

EAA and the International Aerobatics Club are mourning the tragic loss of IAC President Vicki Cruse, who perished in a plane crash while participating at the World Aerobatics Championships in England earlier today. She was 41.

Cruse was flying as a member of the USA Unlimited Aerobatic Team in the biennial world meet held at Silverstone, Buckingham, England. A local spokeswoman said the authorities were notified early Saturday afternoon (U.K. time) that a single aircraft taking part in the competition had come down on the circuit.

American team manager Norm DeWitt said Cruse was flying the early-round "Q" program when she lost control of her Zivko Edge 540 aircraft by what appeared to be a mechanical problem in flight.

"The USA lost one of its most outstanding pilots, and the IAC lost the finest President we have ever had," DeWitt said.

### **EAA's 'Hints For Homebuilders' Hits Century Mark**

EAA has marked the 100th episode of Hints for Homebuilders, the popular video series on the EAA website. The series, featuring short, informative, helpful tips from experts on all aspects of amateur aircraft building was launched in March of 2008 and became instantly popular among EAA members and homebuilders – so much so that the total number of downloads is approaching 1 million, according to Charlie Becker, EAA director of member programs.

"With 100 videos posted to the website and nearly 1 million plays, Hints for Homebuilders' success has exceeded our wildest expectations," Becker said.

### **2009 OFFICERS**

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### **PRESIDENT'S MESSAGE...**

## **Summer's End**

The unofficial end of summer, Labor Day.

Seems like only yesterday when it was warming up around Seattle. Like many others, I'm getting ready to head outdoors for the long holiday weekend, camping and hiking, something I don't get to do near as often as I'd like. Just like vacation or weekends, summer always seems too short. I'm sure we have more than a few nice weather weekends and weeks ahead of us, but we know those days are numbered.

However, the local unofficial end of summer is...

Our Annual EAA Chapter 26 Picnic, on Saturday 12 September. Big thanks to our hosts, Steve & Lynda Crider, for opening up their house and hangar at Crest airpark on Taxiway H.

Sort of continuing off the theme from June's aerobatic presentation, Bruce Williams will be doing a presentation on Stalls/Spins. Since we are open to visitors, Bruce will try to set this up so it is eligible for FAA WINGS credit and go out in a FAASTeam e-mail. Hopefully this helps draw in some new folks to the world of experimental aviation. A convenient advertising mechanism since our membership has been shrinking the past few years.

On the subject of membership, it's getting near that time to start thinking about elections. I've certainly learned a lot about what is involved in keeping the chapter going and it has been a great learning experience. The work of many helps keep it from overwhelming any one person's (sometimes little) spare time. However, as I've hinted to in the past (and when my arm was originally gently twisted in November 2007!) this 787 thing is gonna fly soon! On top of that now, this 747-8 thing is gonna fly soon! (The perfect storm... 2 major test programs, 9 test aircraft) Another 2-year term as your President would not go as well as the past 2 years, and my attendance will not be very reliable, nor my ability to organize speakers. Time to pass the baton.

(Continued Next Page)



### ***President's Message, Continued***

I will stay on as your chapter Webmaster (unless someone is itching on volunteering), as well as a Technical Counselor. I'm also setting the stage for my next big adventure in experimental aviation, building an airplane! Over the next year or two, I will work on finishing my private pilot license, and be prepping myself and someplace on my property for construction of the Wickham Model F twin. Thanks to Johnny Therrell for

getting me started with some riveting tools, clecos, and some spare aluminum. I'm signed up for the EAA SportAir sheet metal workshop in Arlington this October (since my background is mostly composites). Hopefully the new "Wanted" ad in our classifieds attracts a compatible building and flying partner (or two, or maybe three) to help tackle the adventure that will be the Model F project.

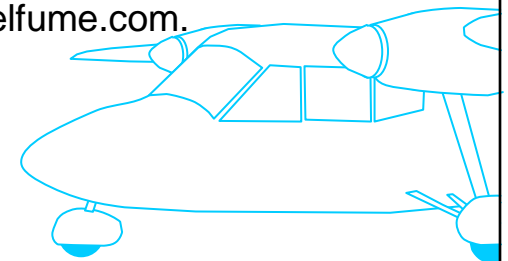
See you on Thursday!

Oddball

### **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](mailto:dieselfume@dieselfume.com).



# Chapter 26 Picnic



**Chapter 26 will hold its annual picnic on Saturday, the 12<sup>th</sup> of September, at Steve and Lynda Crider's hangar at Crest Airpark (17644 SE 299th Place, Kent WA 98042).**

Arrive: Any time after noon

Eat: Between 1:00 and 2:00 (flexible, had requests to eat earlier last year) It is actually an afternoon of eating!!! Stay until food is gone or you get tired of talking and looking around!!!

Bring: Side dish and or dessert or even munchies for early birds to snack on. .

Beverages, the main course of burgers, hot dogs, and fixings .will be provided. As usual everything to eat and drink with will also be there.

## FLIGHT Magazine Archives Available Online

FLIGHT INTERNATIONAL magazine is one of the world's pre-eminent aviation magazines.

It started out as the newsletter for the British Aero Club in 1909, and became famous over the years for their outstanding coverage of international aviation, including gorgeous detailed cutaways of famous (and not-so-famous) aircraft and engines.

They have now placed their entire archives online...dating back to 1909! Check it out:

<http://www.flightglobal.com/pdfarchive/index.html>



Flight, January 23rd, 1909.

# Flight

A Journal de

OFFICIAL

No. 4. Vol. I.]

## A PLEA FOR BR

Now is essentially the time for the man, Scotsman, and Irishman, every enlightened Manxman, the wheel in deadly earnest, aeronautic industry within a thousand who does not for waking up to an appreciation of mechanical flight; an axiom which may be taken as palaver. There is nevertheless of those who fully admit the indictment, will yet continue the thought, instead of applying in a practical form to them, so, to one and all, this week's urgent appeal, the exact nature divides itself under three of all we would, however whatever is done, or is left to have an extremely potent history of the era of flight written. The handicap with subsequent progress, and the play in competition with the next few decades, depends which may seem to-day to be while, similarly, the very respect in which the masses of the people, hangstanding and prestige that days on which we are already of good luck, we have for precedent of an almost which to foresee possible of course, to the automobile years; and may, without

JANUARY 23, 1909.

*Flight*

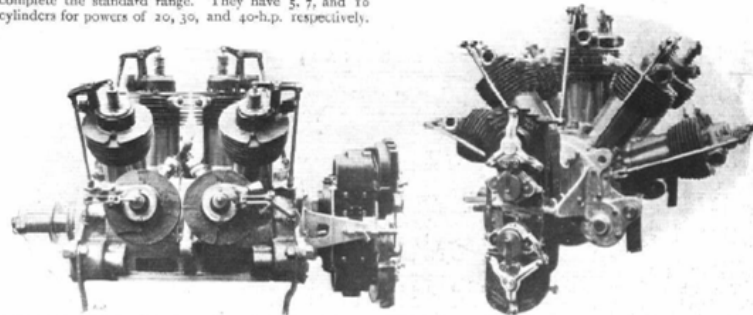
pump and the carburettor mixing chamber; the carburettor itself is outside. The valve push-rods are operated by a camming in the crank-chamber, and the propeller-shaft is driven by bevel gearing. The cylinders lie in one plane.

### R.E.P.

Three models, having the same bore and stroke, complete the standard range. They have 5, 7, and 10 cylinders for powers of 20, 30, and 40-h.p. respectively.

### Antoinette.

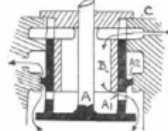
The manufacturers are specially building this year, for aeroplanes, a 50-h.p. installation which is the same as is used in their own monoplane. It is peculiar for the system of "steam-cooling" that has been adopted; the water being allowed to boil in the jackets but being subsequently condensed. Twelve litres



PARIS AERO SALON.—Two views of the 10-cyl. 40-h.p. R.E.P. Engine. The valves in the cylinder-heads control the inlet and the exhaust.

All are designed on the same principle (see *The Automobile Journal*, November 30th, 1907) with radial cylinders set in two planes upon a semi-circular base. The 10-cyl. engine, which is virtually two 5-cyl. engines in line, has four planes of cylinders, and there are cammings at each end of the crank-shaft.

The induction and exhaust-valves are formed in one, and the exhaust-gases escape direct into the atmosphere through perforations in the valve-chamber walls.



The valve in question is illustrated by the accompanying diagrammatic sectional sketch, and consists of a peculiar-shaped hollow piston, A, operated by a central stem and having a port, A<sup>1</sup>, and an external lip or ridge, A<sup>2</sup>.

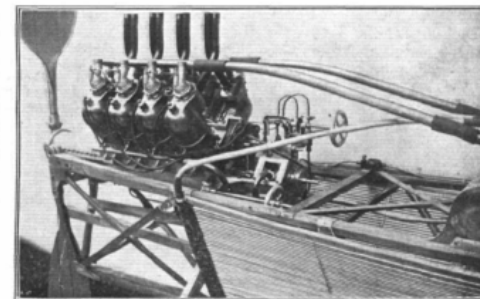
The piston works between a fixed internal sleeve, B, and the outer valve-chamber casting, C. The arrows show the direction of the gases, those on the right indicating the path of the fresh mixture and that on the left the path of the exhaust. When both valves are closed, the flanged head on the bottom of the piston comes up against the seating on the valve-casing, which thus takes the pressure direct during the explosion stroke.

### J.A.P.

British-built 8-cylinder V engine. The cylinders are made of cast iron, and are air-cooled by perforated fins. The base is made of aluminium, and supports the cam-shaft outside between the cylinders. All valves are operated mechanically.

of water are carried in a small cylindrical tank and the water is pumped through the jackets, where it becomes more or less converted into steam by the time it returns to the tank; the jackets are electrolytically deposited in copper. Only the exhaust-valves are mechanically operated, the induction-valve is atmospheric.

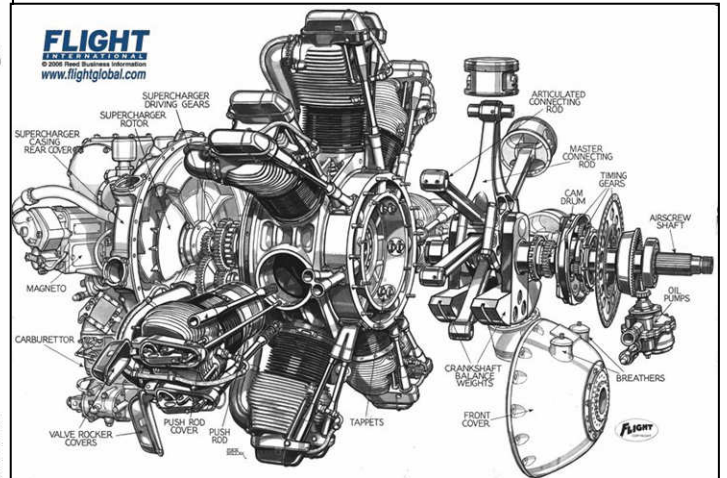
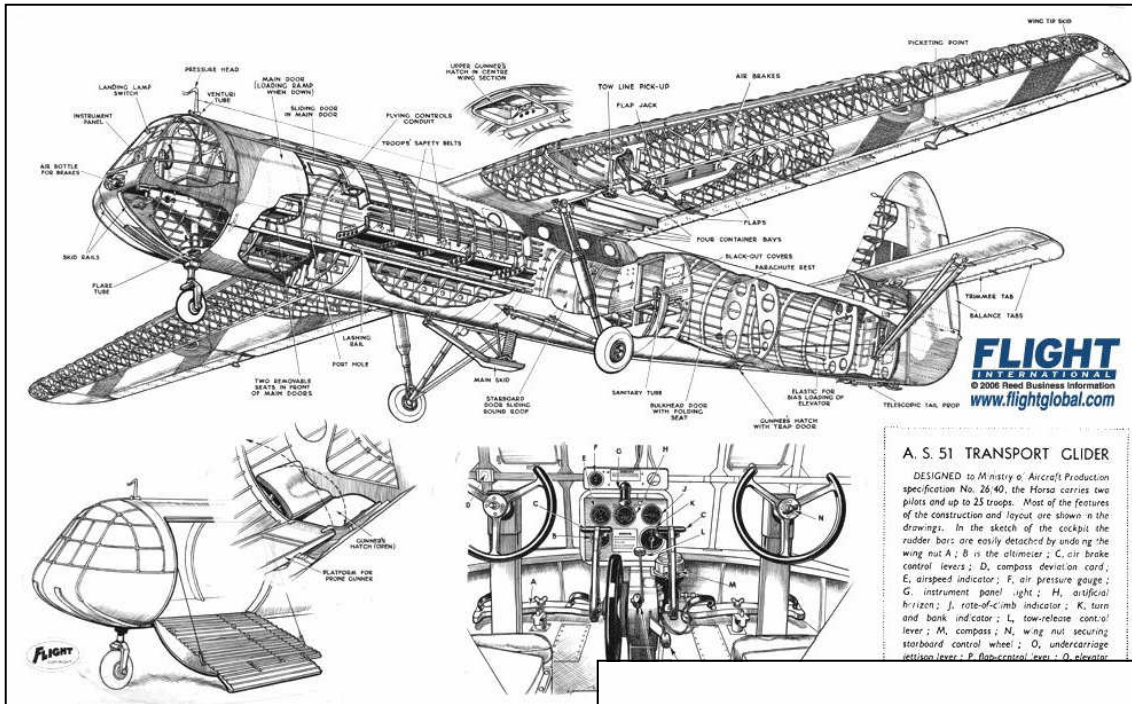
On one end of the crank-shaft is the propeller, and on the other is the water-pump. The cam-shaft is driven by exposed gears and drives the fuel-pump which injects petrol into each induction-valve chamber. The fuel-pumps (there are two) have a variable throw by means of an eccentric mechanism. Accumulator ignition is employed in conjunction with a distributor mounted between the cam-shaft and fuel-pump.



PARIS AERO SALON.—View of the Antoinette installation, showing part of the condenser used to convert into water any steam which is formed in the cylinder-jackets.

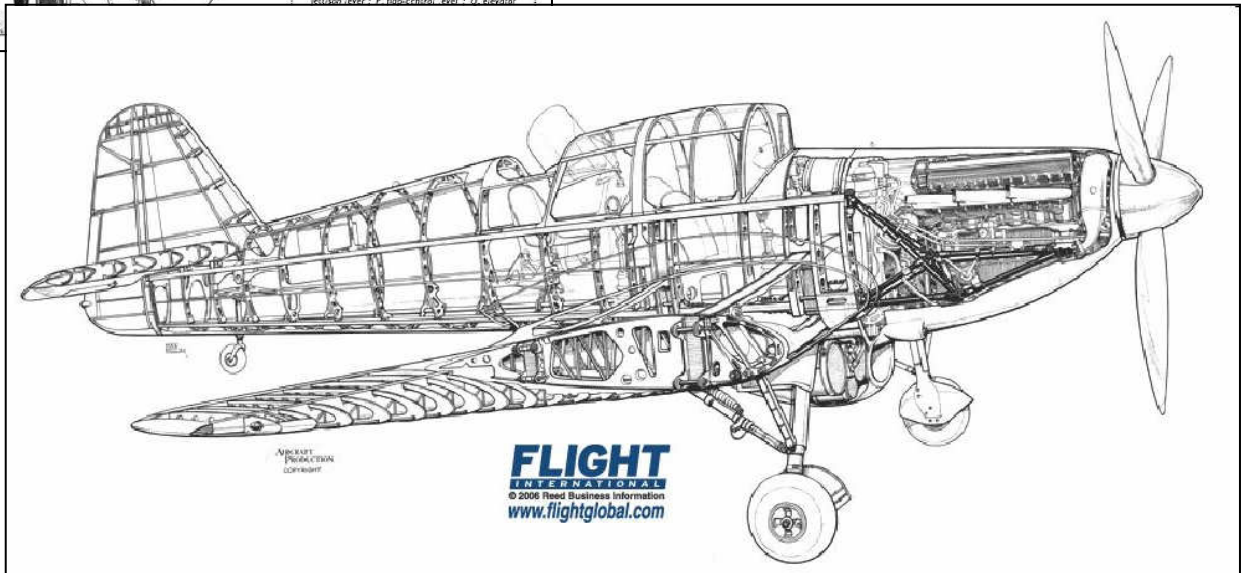
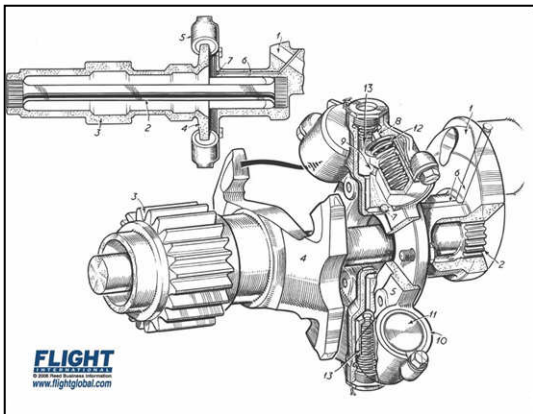
# FLIGHT Magazine Has Their Famous Cutaway Drawings Online, Too!

<http://www.flightglobal.com/staticpages/cutaways.html>



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**A. S. 51 TRANSPORT CLIDER**  
DESIGNED to Ministry of Aircraft Production specification No. 2640, the Clider carries two pilots and up to 23 troops. Most of the features of the construction and layout are shown in the drawings. In the sketch of the cockpit the rudder bars are easily detached by undoing the wing nut A; B is the altimeter; C, air brake control levers; D, compass deviation card; E, airspeed indicator; F, air pressure gauge; G, instrument panel light; H, artificial horizon; J, rate-of-climb indicator; K, turn and bank indicator; L, tow-release control lever; M, compass; N, wing nut securing starboard control wheel; O, undercarriage jettison lever; P, flap-control lever; Q, elevator.



## **On the Wreckord**

### **Recent Homebuilt Accidents from the NTSB Web Page**

Stits Flut-R-Bug - California: The engine started running rough, and the pilot made a precautionary landing on a road. The pilot opined that the carburetor-equipped airplane engine had encountered a plugged fuel line, water in the fuel, or vapor lock. The pilot had the airplane towed by car to a better location on the road, and performed a prolonged engine run-up.

He then attempted takeoff from the road. Seconds after becoming airborne and climbing between 40 and 50 feet above the ground, the engine started sputtering and nearly quit. Landing on the road was no longer an option because it turned and he was unable to see ahead for possible vehicular traffic. The airplane impacted an oak tree, adjacent to the road.

Wittman Tailwind – California: During the landing roll on the asphalt runway, a weld joint failed in the left rudder pedal separated and the pilot was unable to maintain directional control. Subsequently, the airplane ground-looped and exited the right side of the runway.

Quicksilver Sport – California: According to the pilot, of the amateur-built airplane, he was cruising about 500 feet above the Pacific Ocean when the airplane's control stick appeared to be bind while the plane was banking to the left. He put his airplane in the water about 600 feet from the coastline. A witness reported that prior to the crash he had observed the airplane flying straight and level in a southerly direction about 20 feet above the water, 100 yards from the beach, and approximately 50 yards (horizontally) from surfers. The aircraft was recovered; no discrepancies were found in the flight control system.

Thunder Gull - California: During cruise, the pilot noted that the two-cylinder engine's cylinder head and exhaust gas temperature gauges decreased in temperature. Thereafter, the number 1 cylinder (rear) stopped producing power, and engine power was partially lost. The pilot made a forced landing on upsloping, rough terrain. Examination of the engine revealed that the spark plug had come out of the engine's rear cylinder head. The pilot had changed the spark plugs about 2.5 hours prior to the mishap.

Lancair – Colorado: When the airplane was at rotation speed, the airplane's "tip-up" canopy opened "slightly." The pilot, not certain he'd be able to stop on the remaining runway, elected to continue the takeoff. The pilot climbed to pattern altitude without further event, and reduced power. The pilot said the canopy then "assumed a much more open position, and started to oscillate up-and-down (6 to 12 inches)." The pilot said the canopy caused the airplane to become very difficult to control in pitch, and that he was getting "at least 6-inch [control] stick movements (normal movement is 1 to 2-inches)." The pilot then tried to resume a full-power climb attitude, hoping to alleviate the situation; however, he reported that it "only exaggerated the situation." The pilot reported that the large oscillations of the canopy, restricted forward visibility, and the violent pitch changes made the landing approach to the runway difficult. In order to get as much control as possible, the pilot said he tried to maintain 110 knots with "significant power." The airplane impacted the ground short and to the left of the runway.

## ***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