

EAA Mount Rainier Chapter 326 Newsletter

Thun Field - January 2005

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Meeting Notice

Tuesday, January 11th, 7 PM
CAP Building, Thun Field

Program: Van's brother Jerry will talk about the VanGrunsven boys in the early days.

Refreshments: Gordy

Adjournment: TBA

Some actual news in this newsletter:
Terry O'Brien has started building an RV-10

Gordon Klawitter New President

Gordy was born and raised right here in Puyallup, two miles west of Thun field. "High School was not for me so I enlisted in the Air Force as soon as I could." After Basic in 1952 at Parks AFB in Pleasanton, CA, he was sent to Donaldson AFB in Greenville, SC. "They were flying the C-82 Packet...remember Flight of the Phoenix. They had never seen a 17 year-old Airman and were at a loss with what to do with me. They sort of adopted me and made me a "student engineer" on the C-82. That was a source of amusement since there was no such position. I was kept busy with all the odd chores and errands, but they liked me and we got along great."

After a year at Donaldson, Gordy went to A&P school at Sheppard AFB and from there he was assigned to Albrook Air Force Station in Panama. He was a flight mechanic on the SA-16 Albatross. "Best job I ever had." Just keep in mind that Gordy says that about every job he ever had. He was married there in 1955. Gilda and Gordy are still going strong.

In Dec 1956 he was assigned to Pope AFB in Fayetteville, NC where he worked in Transient Alert.

In Sep 1957 Gordy was coaxed into re-enlisting but he said only if he would be assigned to McChord. He got it and was assigned there as a Flight Mech on the C-119. Later on he was put in charge of Base Flight which consisted of two blue canoes, U-3A (Cessna 310) and an L-20 Beaver. In Sep 59 Base Flight was moved to Adair Air Force Station 13 miles north of Corvallis, Oregon. "What a deal, I was my own supervisor in charge of myself. We stayed in the Kemp Hotel while base housing was being built and then moved into brand new Capehart housing. It was grand. This was the HQ for the Portland Air Defense Sector."

Gordy started flying in Corvallis. He bought a Champ for \$1800. Later, he started a flying club there and leased back the Champ. Another member leased back a TriPacer. They also got a surplus T-34 from the Air Force. Gordy got his Private in 1960.

In 1963 Gordy got orders to Vietnam. He went to Pope AFB for training on the C-123 and got to Tan Son Nhut Air Base, Saigon in August. "It was a one-year tour and we hauled everything from prisoners to pigs on all kinds of airstrips. The C-123 was a great airplane for that mission. The French still had a flying club there and got flying time in their J-3 Cub.

"I came back to Mather AFB at Sacramento to be NCOIC of Base Flight which had T-29's and U-3's. Gilda wanted us to go back to Panama so I volunteered and we got orders to Howard AFB in Sep 1965. We were there two years and I worked in Quality Control.

"I wanted to retire in Tacoma and found an opening in recruiting. They sent me to charm school and then to the Air Force recruiting office in Tacoma. I really enjoyed that job. I gave a lot of presentations around the area and enjoyed that too."

Gordy retired in 1972 after 20 years and went into car sales. "One day I was delivering a car in Renton and just as a lark, I stopped into Boeing to inquire about a job. They had been laying off and I didn't expect anything. They asked me to fill out a resume so I wrote out my job experience. To my amazement they asked "when can you start?" I said anytime and they said "how about 6:43 AM tomorrow morning?"

Thus began a new career with Boeing. Gordy was a mechanic for 6 months, an inspector for 10 years and with Customer Product Assurance for 11 years. "Such a deal...I had a Boeing credit card for all customer related expenses. Extravagant lunches took their toll and I gained 20 pounds."

Gordy retired for good in 1994. He had been flying with the Gray Army Flying Club and he owned a '76 Cherokee Cruiser...still has it. In '97 he bought a Smith Miniplane. "I had tailwheel time but I was going to have to teach myself how to fly this little single seat bi-plane. While learning to taxi, I decided to ground loop it at about two miles-per-hour. That scared me so bad I just sat there shaking. Now I really had second thoughts. I was flying out of Olympia and had a couple hangars there. I didn't want my friends to see my first flight so I took off early and went to Chehalis to practice landings. After 10 tries I still had not got it on the ground safely. There are no windows in the floor like you see on some acro planes and there is no forward visibility at all. You can only see out the side. I gave up at Chehalis and headed back to Olympia. I can't explain it but to my amazement that landing was the best I ever made in the Smith. I also taught myself acro and found that to be a lot easier than landing...the Smith was made for acro and I enjoyed the heck out of it.

"One day the original owner wanted to fly the Smith again and he talked me into trading airplanes for the day. He had an

Acro-duster. We took off together but on landing he ground looped it and I had to rebuild the lower wing.

"The Olympia EAA Chapter had Ken Scott from Van's fly the new RV-7 to one of our meetings. I really liked the look of it and decided to build. I sold the Smith to finance it and bought one of the new Pailca hangars at Thun Field. Now that I'm almost done building, I'm having second thoughts about the choice. I had resale on my mind at the time but as Jose' keeps reminding me...you build what you want, not to sell. Maybe I should have built an 8. We'll see."

Paul Yarbrough New Treasurer

Paul enlisted in the Air Force in 1978. After Basic at Lackland AFB in San Antonio, Paul went to tech school at Goodfellow AFB, Texas to become a communications analyst in the Intelligence career field.

His first assignment was in Berlin. "We worked on an antenna covered hill about 300 yards from the Berlin Wall. I could walk outside and look into East Germany. My job was writing reports on intercepted communications. We lived on Templehof airport and had most of the facilities of a regular air base there."

Next Paul was sent to Osan Air Base, Korea. "Same job on another hill. My unit was the 6903rd Electronic Security Squadron...better known as Skivvy 9." Paul married Sun there in 1983.

In 1984, Paul was assigned to the National Security Agency at Fort Meade, Maryland. While there, he entered a commissioning program and attended the University of Maryland from 1984 to 1987. He graduated with a degree in Electrical Engineering. Then he went to Officer Training School at Lackland in 1990. "Every time I go to Texas I get yelled at."

Now an Air force Lieutenant, Paul was sent to Offutt AFB in Omaha to do electronic warfare testing on the B1B and B-52. He developed test programs and then went to ranges at China Lake and Eglin for testing and evaluation. Later on he worked on the Cheyenne Mountain upgrade. Paul went to night school at the University of Nebraska and got a Masters Degree in Business (MBA).

Next, Paul was assigned to the Boeing, Air Force Plant Representative Office in Kent. Defense Contract Management was the job. He also had a desk at Boeing Field. He worked mostly on AWACS but also the F-22. That job ended in 1997.

"I wanted to stay in Seattle so I took a job as Commander of the Support Flight for recruiting in Washington, Oregon, and Alaska. I worked at McChord. We were responsible for logistics, real estate, vehicles, computers, personnel and finance. Then in 2000, having fulfilled my 10 year obligation from being commissioned, I retired after 22 ½ years.

"While at McChord, we opened a Teriyaki restaurant in Graham. Sun worked at several and thought it would be easy to do better. She runs the restaurant and I do the bookkeeping and other errands. It is doing pretty well...as long as we do all the labor.

"I took a job with Rockwell Collins in Cedar Rapids, Iowa. "Senior Software Engineer" was my title. Pay was good, so I commuted back to Puyallup frequently. I figured I would have lots of spare time without my wife to keep me busy, so I picked up an RV-9A tail kit from Van's and took it with me. I convinced Rockwell that flying experience would help me in my job and would you believe they paid for the whole thing up through Private Pilot. I had started the ground school several times before but never was able to get beyond that until then.

"I finished the tail kit and started on the wings in Cedar Rapids. But then the program was canceled and I was laid off. Back home I finished most of the building. Right now my fuselage is up at Arlington where NSI is doing an EJ25 Subaru engine installation...and they are taking their sweet time at it."

Paul bought one of the new hangars at the south end of Thun Field and he is the manager of Outback Hangars LLC, the hangar association of those units. He also recently bought a partially built Mong SC3 single seat bi-plane...looks like a Pitts. It has an O-320 engine. Most of the remaining work is fabric covering. "Not sure if I'm going to finish that project. It was a good buy, but it is way beyond my flying skills. I'm thinking about reselling I now."

Paul and Sun have two kids. Their son recently graduated from the University of Washington and their daughter graduated from high school last year.

Lance Newman New VP

Lance grew up in Seattle. He went to high school in Issaquah and college at Western Washington in Bellingham. He graduated from the University of Texas at Arlington, UTA, with a degree in Electronic Technology in 1985.

Lance came back to Seattle and started working for Siemens Medical Solutions. He repairs and maintains medical diagnostic equipment such as magnetic resonance, computerized tomography, x-ray, ultrasound, etc. He lives in Maple Valley and travels to medical facilities in Seattle and the surrounding area.

Lance got a job in Tyler Texas after college and started flying at Pounds Field there. "I almost made it to a Private but when I took the job in Seattle, I got too busy. I married Judith in 1995. She worked for Boeing so I was able to join the Boeing Flying Club and finish the Private. They have a Citabria and I got a tailwheel endorsement and some spin training also.

"A friend gave me a ride in his RV-6 and I loved it. At the time, choices from Van were the 3, 4, and 6. I started on the RV-6 empennage kit in 1994. I finished the tail but then stalled until 2000 when I resumed work on it, and then finally finished it last summer. It has Lycoming 160 hp O-320D1A, new from Van's, a Sensenich fixed pitch metal prop, dual Slick mags and it is carbureted. The panel is pretty simple as I wanted something I was familiar with. I have the standard 6-pack of round gauges with vacuum gyros. I have a panel mount GPS and a Rocky Mountain engine monitor. Also manual flaps and trim.

"I have 45 hours on the RV-6 now. At first it seemed a little slower than Van's advertised cruise. I was showing about

155 mph. One day I took a mirror along to look at the tail in flight. I noticed that the leading edge of the elevator was up quite a bit. I looked at the drawings again and rechecked the wing and tail incidence. Turns out that I had to raise the leading edge of the horizontal stab ¼ inch. The next test flight showed a 20 mph increase. The famous RV grin eluded me on the first flight, but this really had me grinning.”

Lance is renting hangar space along with Kim Nicholas in one of the new Pailca hangars on Thun Field.

Lance and Judith have two young ones, a six year old son and a three year old daughter.

O-360 for RV-9

Van's newsletter, *The RVATOR*, 4th issue, 2001 warned against more than 160 hp in the RV-9. Here are some thoughts of Mahlon Russell of Mattituck.

I am an engine guy not a RV 9 guy, so you have to bear with me if I am missing something here, but I can't see any disadvantage to using an O-360 on a 9 other than approximately 14 pounds loss of useful load.

First off any engine using a fixed pitch prop never sees rated horsepower during normal operation. An O-360 is rated at 180 HP at sea level at full throttle and 2700 RPM. The only way you will get to those numbers, with a properly pitched propeller, is at full throttle, at full speed, at sea level. The engine will most likely never see more than 2500RPM during climb or at takeoff power, unless you climb the aircraft very flat with a climb prop on it.

The 180HP O-360 is alternately rated at 160 HP at 2400 rpm, so a 180 HP 360 with a cruise prop on it, will likely only turn 2400 RPM during take off and climb at sea level. Guess what, a true 160HP from the 360 fixed pitch just like you get with the constant speed equipped 320 (160HP + 2700RPM and full throttle). All you have done by turning 2400 is de-rated the engine to 160 HP! Now if the climb is flat or the speed builds up, pull the throttle back and keep it below 2400 RPM for a true 160 HP.

Imagine what this will do at altitude, you have a cruise prop installed and 20 extra horsepower at your disposal to use, as you climb to higher altitude. Wow! This is a great way to go for those operating out of higher altitude fields all the time or just fly high all the time.

Some say, it is too tempting and you will break the 160 HP rule or you do most of your flying at low altitude and you don't want to have to manage the throttle so much, so lets have some insurance. We put low compression pistons in the 360 and you now have a 167 HP, O-360 rated 2700 RPM. Guess what! With climb prop we now get 2500 RPM during sea level take off and climb. That's right, a true 160HP at 2500 RPM. And to boot you still have the extra 7 horsepower at your disposal as you go up. The key to all this is you have to regulate engine power with the throttle. This is done everyday, all the time, with a fixed pitch prop and engine combination. If you have a slightly under pitched prop (or as some would call a super climb prop) on a 320, you have to pull the throttle back to prevent exceeding RPM limitations and thus true horsepower output. No different with the

360 with fixed pitch prop at 180 hp or 167 HP. The 2400 RPM 160HP 360 is a certified, Lycoming engine, not something I am making up. The IO-360-L2A used on the more modern C172 RG's is a 160 HP 2400 RPM 360...fuel injected no less! So is the O-360 J2A. The 167 HP O-360 is a certified engine as well; it's the O-360 D series of engines. You can use the same logic with a constant speed prop, use a prop and gov limited to 2400RPM at take off, like the 172RG, and get a true 160HP at 2400 and full mp just like the 320 constant speed guys at 2700 RPM. The down side is no more oomph at altitude. Same with the 167 HP versions, prop gov set to 2500 RPM and you have a 160 hp engine, again with no extra power at altitude.

To me the fixed pitch version of this scenario is the way to go with very little throttle management (no more than an under pitched 320) you get a full 160 HP with plenty of power to keep things going well at altitude. The 360 engine is less expensive if you are purchasing a non vans supplied one, and so is the fixed pitch prop but the performance is the same as the more expensive 320 with a constant speed prop! I know you have to think "Out of the bun" here, because nobody told you about this before and the support from Vans using an O-360 isn't really there. But other than about 14 pounds (heavier) fixed pitch to fixed pitch, a little taller (about 2 inches) and a little wider (1inch) and the carb air box mounting flange being a different size, the rest of the engine is the same as a 320 on the outside.

From what I am told, the 360 will fit on the airplane with the -7 360 cowl and you get the performance of a constant speed 320 for a lot less money with about the same weight up front, if you consider the weight difference of the cs prop on the 320 and FP on the 360. Even fixed pitch to fixed pitch the weight difference is 15 lbs total prop and engine to prop and engine.

From what I have read and been able to discern from experience, whether you use a 360 or a 320, the same fuel burn with either engine should produce the same airspeed +/- a very small percentage for the weight difference between the engines. This of course assumes equal airframes. Lycoming engines have basically the same brake specific fuel consumption regardless of whether it's a 320 or 360. So if it takes X horsepower to move the same given aircraft through the air at a given speed, it doesn't matter if its from a 320 or a 360

I hope the operators of lots of the 360 powered RV9's reply, as I can't see what is undesirable with the 360...but I would sure like to find out if there is a down side. Please shoot holes in this explanation, if I am wrong or if I am missing something, you won't hurt my feelings and I will learn something!!

Mahlon

A human being should be able to change a diaper, plan an invasion, butcher a hog, conn a ship, design a building, write a sonnet, balance accounts, build a wall, set a bone, comfort the dying, take orders, give orders, cooperate, act alone, solve equations, analyze new problems, pitch manure, program a computer, cook a tasty meal, fight efficiently, die gallantly. Specialization is for insects

Robert A. Heinlein ("Time Enough For Love")

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