

EAA Mount Rainier Chapter 326 Newsletter

Thun Field - January 2006

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Meeting Notice

Tuesday, January 10th, 7 PM
CAP Building, Thun Field

Program: Electrical Basics: Andy Karmy

Refreshments: Not too late to volunteer for this one.

First Flight RV-4 John Brick

I started building in May 1995. Why it took so long I have no idea. I was otherwise unemployed so I have no excuses. And it seemed like I worked on it every day. I suppose the good part about that is that the cost of building got spread out so it didn't seem like a lot of money (except for the few unavoidable chunks). I didn't have any deadlines and didn't break my back at it so I always looked forward to the work and didn't get burned out. Guess that's why I'm anxious to start building another. That'll be after I find the nerve to mention it to Pat.

My riveting helpers were my daughter Laura, and her husband Winslow...payback for all that babysitting. They ran the gun while I bucked. Ray Blatt helped with riveting and everything else. He was available whenever I asked and his building experience was invaluable.

I decided to paint the airplane at home; a very traumatic ordeal. I made every possible mistake: bad choice of primer, dirt in the paint, moisture in the paint, oil in the paint, compressor too small for the job. I did all the prep work but had a pro shoot the paint. Seems like every part got painted at least three times. Was it worth the trouble? NO! Would I do it again? Probably...now that I know how. Anyway, I like the way it looks so I'm happy with it.

The FAA inspected the plane on Dec 21st. C.M. Debreuil was the Aviation Safety Inspector (ASI). I asked for Charlie but they explained that they occasionally send their own inspectors in order to stay current. The inspection was straightforward with no surprises.

The first flight was on the Friday before Christmas. Paul Good flew chase with my daughter Laura aboard shooting video. We took off on runway 16 and climbed to 4000 feet staying within sight of the airfield. I set the power at 25 squared and roared around the patch at speeds approaching MACH crit. Indicated airspeed around 175 knots seemed high considering I had no wheel pants or gear leg fairings. My airspeed indicator had a bad case of jitters so it wasn't possible to get a good check from Paul. My ground crew was on freq copying the temps and pressures as I read them, or so I thought, but they chose to ignore

that duty. All I got was a call from Jose "How's it roll, John?" And then another from my chase "One more for the camera." I flew a simulated traffic pattern at altitude and approached a stall with full flaps. Then we headed back. The landing looked a lot better on camera than it actually was...love it when things turn out that way. As they say, the flight was uneventful, but I say fantastic. Lots to learn about this beautiful machine and I'm really looking forward to it.

Engine

Aero Sport Power IO-360-B1B
9.2:1 compression ratio
Airflow Performance fuel injection
B&C Starter and 40 Amp Alternator
Vacuum pump
Slick mag w impulse coupler for bottom plugs
Light Speed Plasma III ignition for top

Propeller

Whirl Wind 200RV
McCauley hub
Carbon fiber composite blades (2)
Constant Speed
Jihostroj governor

Fuel Tanks: 53 gal total.

IFR Panel

PS Engineering PMA-6000M Audio Panel
SL30 Apollo (now Garmin) Nav/Com
SL70 Apollo (now Garmin) Transponder
IC-A200 ICOM VHF Com
Bendix/King KLN94 GPS
Mid Continent MD-200-306 CDI/Glideslope
TruTrak Digiflight 200 VS Autopilot
Sigma Tek vacuum gyros
Electric turn coordinator
Electronics International Engine Gauges

Electric Trim

Electric Flaps

It Was a Very Good Year

First Flights

Terry Allen	RV-7A
Brad Peltola	RV-8
Gordy Klawitter	RV-7
Dick Migas	RV-9A
Alan Reiter	RV-7A

Harry Nelson	Harmon Rocket II
John Brick	RV-4

Looking at our roster:

Flying	Building
RV-4 10	4
RV-6 3	1
RV-6A 3	1
RV-7 1	2
RV-7A 2	2
RV-8 1	7
RV-9 1	4
RV-9A 2	4
RANS S-9 ESP	Long EZ (2)
RANS S-10	Skybolt
Midget Mustang	Tandem Flybaby
Skybolt	Vision
CH701	DR1
Glastar	Thorp T/S-18
Harmon Rocket II	Kitfox
Thorp T-18	Viperjet
Thorp S-18	Glastar
Thunder Mustang	Hummelbird
Varieze	KR-2
Thunder Gull	Q-200
Phantom UL	Zodiac 601 XL
F-104 LSR	Glasair IIS RG

Our Red Cross Mississippi Experience **Michael and Arlene Dougherty**

We were called to go to Biloxi, MS the same day we received a call that our airplane engine had been test run and was ready to be picked up. The latter we put on hold and left for Mississippi on October 6th. As the plane circled to land at the Biloxi/Gulfport Airport, we could see the many FEMA blue-tarped roofs below and then the total devastation of everything along the Gulf Shore. From the airport, we were shuttled to the Navy Seabee Base in Gulfport. We found our cots in the shelter which was to be our “home” for the next three weeks. This shelter was in a very large warehouse on base. It was divided into four rooms, D for the firefighters and overflow of RC workers, C for just RC workers, B for Church Groups, A for the Washington State Incident Management Team. This latter group manages the facilities and operations for firefighting crews.

The first night we were there, Red Cross numbered 720 volunteers. This experience proved to be a real blessing as our evenings were spent getting acquainted with many people from literally all over the world with a common purpose in mind.

Adjacent to the sleeping shelter, Blagg, an outfit out of Redding, CA, provided the food for all. They hauled in about 12 trailers for cooking, preparing, and serving the food and beverages. The food was excellent, but the caloric content was for hard working firefighters, so we had to be circumspect in our

choice of food. Several tents were set up with tables and chairs for our dining pleasure.

There were also trailers hauled in with multiple shower facilities, one for the men and another for the women. Each shower contained a sink, mirror, and stall adequate for doing the job. They were kept very clean. We also had paper towels for drying that worked surprisingly well. We did have to contend with porta-pottys, not necessarily my favorite.

There was a trailer for having our laundry done. We would deliver it and then pick it up clean and folded the next day. Another trailer was there for getting packed lunches, again very large portions, probably 6000 calories a bag. Other trailers consisted of sinks with hot and cold water and mirrors for washing hands (cleanliness very accentuated in this operation) brushing teeth, drying hair etc.

We were shuttled to our work destinations by 15 passenger vans or rental cars, unless you could walk to your work place as Mike was able to do at the Warehouse.

The next paragraph is Mike’s summarization of his work.

Working in the warehouse for me consisted of loading trucks with food and supplies for the Red Cross kitchens and shelters. The warehouse is approximately 1½ football fields in size. It gets filled from 18 wheelers that bring mostly canned goods from food suppliers. Much of the stuff is donated but most is purchased by the Red Cross. An auxiliary warehouse consists of a nearby field with several dozen refrigerated trucks containing the perishable items. The daily orders come into the warehouse via FAX and the schedule is set for the day. From the warehouses the food gets delivered by 15 ft. or 24 ft. trucks to 5 large kitchens and 8 shelters where it is cooked and distributed via ERV’s (Emergency Response Vehicles). The shelters were housing around 700 area residents towards the end our stay. A kitchen prepares as many as 15,000 meals per day. After the trucks are filled at the warehouse, I drove to the kitchens and shelters. This was an opportunity to see most of the gulf coast and to talk to many different volunteers. It was frequently challenging during the first few days to find the destinations as most signs were blown down and many deliveries were at night. Lots of physical work and long hours but each day was rewarding.

Arlene’s continuation.

My first assignment was to the Warehouse. As I wasn’t a fork-lift driver or a truck driver, I transferred to the Finance Dept. at Headquarters. I spent the next two weeks checking for fraud and sad to say, it is rampant. I worked alongside paid temps and my supervisor was the supervisor of these paid temps, a great lady. Our numbers doubled from 15 to 30 and we still were unable to make a dent in the work to be done. It was imperative we get this data entered into the database quickly so as to nip the fraud “in the bud” as it continued as we worked. The military from Keesler AFB assisted in this endeavor too. Incidentally, Keesler AFB suffered much damage from the storm too.

The major problem was people fraudulently claiming the maximum number of occupants for their household, which was five in order to get the largest benefit and then doing this several

times, even traveling to different states and making claims. The real "lulu" was the guy who got his names from a local cemetery and even used the cemetery address to process his claims. Homeland Security, the FBI and the fraud division of the Red Cross were working with us in solving all of these problems.

We finally sent 14 boxes of filled out forms to Houston, TX, where 400 people were hired to do this work. So completing our aspect of this operation, I transferred to a Kitchen that was in need of workers. Kitchens consist of large tents in parking lots set up for food preparation. So for the final days there, I worked as support on an Emergency Response Vehicle. The particular kitchen I worked at had 19 ERV's that went out into the community and served two hot meals a day, plus doling out a large bag of multiple snacks. The hot meals are cooked by a caterer (many time the Baptists) and placed in Cambros (containers that keep hot meals hot and cold meals cold). Each driver of the ERV has a particular route. I worked on 4 different ERV's and got to finally meet with the clients and see much damage in many different areas. The clients were very appreciative, surprisingly upbeat and grateful for our services. Many, many times we heard, God bless you! I am convinced that the faith these people have is getting them through this disaster. It was very physically demanding work but a rewarding experience after working the fraud aspect of the operation. It wasn't unusual to work 12-13 hour days.

After six days of work, we were able to take a day off, so Mike and I drove to New Orleans one day and on our second day off, toured the beach area of Mississippi. I won't try to describe the devastation as it is indescribable and unimaginable. Astounding sights! No photos or TV coverage can do justice to what we witnessed.

So on October 28th we left Mississippi for Seattle, where our son picked us up at the airport and brought us home. Several days later we drove to Kamloops, Canada and picked up the Aircraft engine. It is now installed on the airplane and gets added to each day. This was a very beneficial experience for both of us.

Arlene

Prop Balancing

Here is an inexpensive way to get a smoother running engine. Ben Favrholt, N66MX, of Porterville, California, submitted it. Note that he is talking about his wood propeller.

Cut a piece of aluminum, making a disk about 3 inches wide and 6 inches long. Glue a suction cup on one side of the disk. You can use one from Aircraft Spruce, P/N 13-00088 at \$2.95.

Next, attach a spring steel reed at the top end of the disk. A coping saw blade will probably work okay. Attach an adjustable weight on the reed. Mount the assembly by suction to the face of one of the instruments on the panel.

In flight, you will see a deflection of the reed due to normal vibration. By experimenting with different RPM's and weight positions on the reed, you should be able to find a combination where there will be harmonic resonance, where the reed will deflect to a much greater extent. Note these settings.

Now paint the outer two or three inches of one blade of the propeller. Obviously, if the deflections are now greater than before, you painted the heavier side of the prop. Now work on the other blade until you get minimum deflection.

It seems simple, but it works. I used a spray can to paint, and doesn't take much paint since there is a long arm and requires little weight to have an effect. I don't know if this will work on a metal prop because of the larger mass.

Okay 326ers, let's have an engineering drawing contest. Extra credit will be given for an isometric of the cockpit mounting. The winner will be awarded the actual article built to spec by Jose's machine shop.

Aviation Maintenance Seminar and IA Renewal

January 21, 2006 at 7:30 AM

Clover Park Technical College

17214 - 110th Ave

This is a two day seminar - Saturday, January 21, and Sunday, January 22. Aviation mechanics will get the latest in aviation maintenance technologies. And IAs can renew by attending 8 of the 10 lectures **plus** the final lecture. Pilots wishing to further their maintenance knowledge are encouraged to attend. There is no charge for the seminar. For further information contact John Rush at 253-863-6537. **On-line registration is mandatory!!!**

Topics to be covered include:

Human Performance in Maintenance by Gordon Dupont.

Sparkplug TLC, by Dick Johnson from Champion Aerospace.

All About Carburetors, by Alan Jesmer from Precision Airmotive.

Propeller Update, by Dick Jacob from Northwest Propeller Service.

Teledyne Continental Engines, by Teledyne Continental Motors.

Aircraft Batteries, by Bob Burkel from Concord Battery Corporation.

Aircraft Tires, by Leah Feig from Michelin Tire

What's New with the FARs, by Terry Butler-Stoddard from FAA, Seattle Flight Standards District Office.

To view further details and to register for this event, [click here](#).

End

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