

# EAA Mount Rainier Chapter 326 Newsletter

Thun Field - October 2005

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## Meeting Notice

**Tuesday, October 11th, 7 PM  
CAP Building, Thun Field**

**Program:** Top Secret. If I told you I would have to....

**Refreshments:** Dennis Ward

## From the Secretary

September 13<sup>th</sup>, 2005

Gordy called the meeting to order.

Mike and Arleen provided refreshments.

Visitors:

Bill Catlin – Was building an Acro Cubby, now working on 150hp Cessna 150's.

Randy Brooks – RV9A

Project reports:

Mike – RV4 working on engine baffles.

Jim – Wiring his RV7 & Randy just painted the wings.

Luis – Zenith wings finished, starting to wire the fuselage.

Earl – Painting his RV9A - AT HOME!

Kapowsin airport update. They have finished their legal battle with the skydiving operation. Commercial skydiving is not allowed anymore. There are nine homes or lots for sale currently if you are interested in moving to an airpark community.

The program was provided by **Dean Hunter**. He told WAR stories with a capital W! Dean walked us through an amazing life career of military flying and adventures. If you missed the program, you really missed an interesting evening.

## Dr. W. Dean Hunter

From growing up in a small American town during the trying times of World War II, to serving his country, the experiences related by Dean Hunter in his book "For Love of Life and Country" are humorous, thoughtful, tragic, and joyous. For Love of Life and Country is an American as John Wayne and apple pie. This book details his life encapsulating the impulses, ideas, discoveries, and beliefs that have formed and nurtured Americans over the past five decades. Dean's invincible beliefs,

his love of life, and devotion to his country carry him from the Boy Scouts of America as an Eagle Scout through high school, into the U.S. Marine Corps' rigorous boot camp training and on into combat in Korea. The book then takes him through his twenty-year service as an Air Force pilot, including five years as a fighter pilot in the Southeast Asia conflict and beyond.

Dean Hunter has published many articles. He holds a bachelor's degree in sociology from San Diego State College, a master's degree in counseling from Ball State University, and a doctorate in educational leadership from Seattle University. He was an associate professor of aerospace studies at the University of Puget Sound, and a high school teacher and principal. Dean raced on down hill skis in Europe in the Mediterranean Sports Conference and was later the varsity ski coach for the University of Puget Sound. Dean was selected as one of the Most Outstanding Vocational Teachers in Washington State, and as the Most Outstanding Chapter Advisor in the nation for the Sigma Chi fraternity. Dean was later inducted into the Constantine Chapter, the highest honor internationally for Sigma Chi. He served as a member of the First Air Commando Squadron, and at that time was listed as one of the highest-decorated young officers for heroism in the U.S. Air Force. His decorations include the Silver Star, Distinguished Flying Cross, Bronze Star/"V" device, fourteen Air Medals, plus forty-nine other medals and awards, some from foreign nations.

As the world and our own country experience the continual threat of terrorist's attacks on a daily basis, it is important to reaffirm America's patriotism and resolve. Dean Hunter, a true American hero and veteran of three of three wars feels that Americans need to understand how vastly important it is to continue to believe in the values and goals of this great nation. Dr. Hunter is available as both a motivational and entertaining speaker.

*Here's an excerpt from a Pacific Flyer review of Dean's book:*

"Although he was trained as a fighter pilot and got his wings in an F-86 Sabrejet, the Air Force immediately transferred him to a Strategic Air Command base where he flew B-47 bombers. During that time, he got into an inverted flat spin in the bomber but saved it; he had a fistfight with his aircraft commander who narrowly missed a mountain peak in the fog and once punched out his co-pilot in a B-52 with such force the man's oxygen mask wouldn't work."

*Maybe we can get a book report from you guys who bought the book!*

## Annual Membership Dues for 2006

Dues collection for 2006 begins now. The EAA deadline for

Chapter renewal is December 15<sup>th</sup> and Gordy has to submit our new roster with the renewal paperwork. So, **\$15 please**. Do your best to pay up this month. Makes checks payable to EAA Chapter 326. An envelope is included with this newsletter. It is addressed to our Treasurer, Paul Yarbrough. Those who don't get the hard copy newsletter should mail their dues to Paul.

We are not authorized to collect dues from anyone that is not an EAA member. Chapter liability insurance is one of the factors in that. So we need your **EAA number and expiration date**. All chapters are required to forward their rosters to EAA with that info.

EAA Chapter 326  
C/O Paul Yarbrough  
11133 171<sup>st</sup> St. E.  
Puyallup WA 98374

### Cylinder Choices

**Q:** What is your preferred cylinder for a parallel valve O-540. Superior, ECI Titan, or Lycoming?

**A:** All of the offerings out there are great products. Each has a separate set of benefits and features that might suit one person better than another. If infrequent use was going to be an issue, as it would be in my case, I think that I would opt for the ECI Nickel Carbide Titan cylinder. It can't rust and to me is therefore the best when the engine doesn't fly often. The Nickel Carbide coating has proven to be the most durable cylinder wall surface as well.

The wear issue isn't a big thing as nitrided and thru-hardened wear very well, but the wear protection along with the rust protection that the nickel carbide surface offers would be my choice if infrequent use was an issue.

As far as head construction goes they all are slightly different but perform about the same over a 2,000 to 2500 hour run. Some offerings, the Superior Investment cast heads to be specific, are better against head cracking, especially if the plan is to run the cylinders to two TBO runs instead of replacing them at the 1st overhaul. This is also a good option if the engine will be subject to hard use, with frequent power changes, like a flight school might present.

The Lycoming cylinder has been around the longest and is a great product with an extremely proven track record. It's what the others copied and modified slightly to get into the cylinder business. All are running the latest materials in the valve guide area and valve guide wear isn't much of an issue in recent years, since they have all switched over to the high chrome type exhaust guides. So if infrequent use or abusive operational temperature changes aren't in the cards for you then any one of them will do and the Lycoming option is standard and the least expensive on the TMX IO-540. If the others suit your needs better due to the mission statement of the aircraft, you might think along different lines for the reasons stated. It is difficult to weigh all of the different features that the three manufacture's present and apply them to every individual customer's needs. Everybody is different and his or her operational habits are all different, so what is preferred for one isn't necessarily the right thing for another.

Generally speaking, they all are good products and any of them would be a good choice. If it were mine and as I said infrequent use would be a definite issue for me, I would go with the ECI Nickel Carbide for that reason.

Mahlon Russell  
Mattituck

### Auburn Airport Sees Open Skies Steve Maynard; The News Tribune July 29th, 2005

Two couples flew in this spring for a concert at the White River Amphitheater. One woman chartered a plane from Santa Barbara, Calif., to gamble at the Muckleshoot Casino. A businessman from Salem, Ore., arrived by air every weekday morning for a consulting job in Kent. And a woman from Eugene chartered a flight to get cancer treatment at Auburn's hospital.

Customers like these are helping make Auburn Municipal Airport soar as the fourth-busiest in the Puget Sound region. Now city leaders are planning aggressively to expand the centrally located airfield in the next few years, which could lure more business from other airports in Pierce and King counties. "I really think it's a diamond in the rough," said Janelle Garcia, who manages the 88-acre, city-owned airport. "I want it to reach its potential."

In light of Southwest Airlines' plans to move and build a \$130 million terminal at Boeing Field in Seattle, Auburn officials already are talking with King County and with pilots about shifting some small aircraft parts suppliers and corporate planes from the county airport.

The city also is talking with King County Metro Transit about buying the Park & Ride lot on 15th Street Northeast to lengthen the runway to handle more small turbine jets. And there are plans to construct a three-story building with offices, shops and a restaurant at the south end of the field. The structure – about half the size of a Fred Meyer store – would create a new airport gateway.

Garcia says many people are surprised to learn Auburn even has an airport – let alone the busiest behind Sea-Tac Airport, Boeing Field and Paine Field in Everett. "We're kind of the best-kept secret," Garcia said.

Not to pilots, however.

Auburn Municipal Airport – also called Dick Scobee Field in honor of the fallen Challenger astronaut from Auburn – has 450 takeoffs and landings a day. Garcia said it could add up to another 78 a day and grow by up to nearly 20 percent. Besides being home to 277 planes, the airport also has a flight school and a maintenance shop. About 170 hangar bays – many of them condominiums selling for \$50,000 and up – are almost all sold or leased. There's room to grow on 3 acres to the south and 23 acres on the west side of the airport.

The main draw is the central location, say pilots and rival airport managers. It's close to Seattle and Tacoma but away from the worst traffic bottlenecks, and it's convenient for the growing populations in South King and Pierce counties.

On a sunny summer day, a steady buzz comes from small planes descending over fast-food restaurants and the Park & Ride lot to touch down on the 3,450-foot-long runway. Pilots flying propeller-driven planes for recreation and business already create steady traffic. Nearly two-thirds of Auburn's business comes from planes not based at the airport, Garcia said.

The facility is self-supporting, generating about \$500,000 a year. How quickly it expands depends on how soon companies invest, said Auburn Mayor Pete Lewis. Grants from the Federal Aviation Administration could help. Lewis said the airport, which opened in 1969, is a community asset. "They have to have a better product to survive," Lewis said. "If we do these improvements, it allows better access to a business community we would like to have in Auburn."

Other airport managers have heard about Auburn's plans but say they aren't worried. Mike Esher, administrator for Pierce County Airport-Thun Field in South Hill, said Auburn's expansion wouldn't significantly hurt his growing business. "It wouldn't concern me at all," Esher said. "We have a waiting list to sell hangars."

Catherine Mitchell of the City of Tacoma said Auburn's expansion wouldn't likely take away business from Tacoma Narrows Airport near Gig Harbor because the two are far enough apart. One exception could be competition for business jets and other business from Boeing Field, Mitchell said.

The Auburn airport is in an industrial area north of downtown. Senior housing sits a few blocks south, and there are homes and apartments three blocks east. The city tries to quickly resolve noise complaints it receives – usually about loud helicopters, Lewis and Garcia said. Improvements started in 2004 when the city hired Garcia as managing member of the Airport Management Group. The runway was repaved last year. Garcia wants to lengthen it to 4,000 feet to handle more turbine props and jets. He also wants to start selling jet fuel – perhaps this year – and add global-positioning satellite navigation by spring 2007 for instrument landings in bad weather.

The expansion plans worry some longtime pilots like Bill Ashby of Bonney Lake. "I like the airport the way it is now," said Ashby, 74, who's been flying out of Auburn for nearly a quarter-century. "It's convenient." He fears that rates could go up for the two hangar bays he rents from the city for his three planes: one for \$246 a month and the other for \$127 a month. "The concern for little guys like us is the price is going to force us to move – or possibly give up flying," he said. Johnnie Swecker of Des Moines has been taking off and landing planes at Auburn for 30 years. Swecker, 75, and his wife, Janette, 72, are both pilots. "It's adequate for my needs as it is," said Swecker, adding that he doesn't object to an expansion. "It's the most convenient for our purposes."

Bill Vandenberg, a developer from Surrey, B.C., has nearly finished the final eight of 46 hangars he's built at Auburn's airport. All but a few have been sold – most to buyers in Seattle and Bellevue who want to protect their planes and are attracted to the location. Vandenberg says Auburn has optimistic airport plans that he hopes will bring success. "There's a lot of planes moving here," he said. "I think the future's pretty good."

## Satellite Processing of ELT Signals on 121.5 MHZ to End in 2009

The FAA issued a notam announcing plans to end satellite processing of emergency locator transmitter (ELT) distress signals broadcast over 121.5 MHz and 243 MHz on February 1, 2009. This comes at the request of the Cospas-Sarsat program, an international search and rescue program that uses satellite-aided tracking and is part of a transition to 406-MHz ELTs whose signals provide more information with greater accuracy than the current ELTs. "AOPA recognizes the benefits of the 406-MHz ELT but opposes any attempt to force pilots to upgrade. The unit alone costs about \$1,000, with installation adding more to the cost. So the decision whether to upgrade or to keep the 121.5-MHz system should be left to the discretion of each aircraft owner," said Rob Hackman, AOPA manager of regulatory and certification policy. ELTs that transmit over 121.5 MHz will still satisfy FAA requirements and be legal after the transition date, but they will provide limited assistance in the event of an accident because a satellite will no longer receive their signals. They will still be monitored by the FAA and Department of Defense from the ground. The new 406-MHz ELTs use digital technology to transmit information specific to you and your aircraft, including your GPS coordinates and personal contact information.

For more information please visit [www.sarsat.noaa.gov](http://www.sarsat.noaa.gov)

## Locked Out of your Car?

### OOPS, I bit one this one.

How come Greg Pyke was the only one to yell foul on this. Turns out this is one of those urban legends, thoroughly debunked on the internet by the most casual search on Google. Anyway, here it is again for your amusement.

"I didn't believe this, so I had to try it. You can open your car doors using your remote via a phone. It's nice to know if you lock your keys in the car. Call home and have someone press the unlock button on your spare keys while you hold the phone up to the car. I didn't believe it so I tried it, and it worked! Now, why is that?????"

Sorry but I have to call you on this one. If it did work, it was because he walked outside his house and these remotes are good for up to 300ft. Greg Pyke

## Hangar Available at Thun Field

Space available in heated hangar to share with other RV type aircraft. Can fit project, RV, Pitts, or Cessna type aircraft.

Contact Terry O'Brien 206-915-7370 [rvflyer@comcast.net](mailto:rvflyer@comcast.net).

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