

EAA Mount Rainier Chapter 326 Newsletter

Thun Field – October 2010

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Meeting Notice

**Tuesday, October 12th, 7 PM
CAP Building, Thun Field**

Program: Women Pilots of WWII: Bruce Hughes

Refreshments: Rick Glatthaar

Minutes: 14 September 2010

Kevin opened the meeting at 7 pm.

Norm Pauk gave the Treasurer's Report.

Marv Scott briefed the results of the Sept 12th Board of Directors Meeting:

-Christmas Party will be on Tuesday evening, Dec 14th, at 6 pm in Kevin's hangar. Setup will be Sunday afternoon, Sept 12th, at 3 pm.

-February trade show: looking for members to bring aircraft parts, big and small.

-New slate of officers: Don't be afraid of the Chapter President job. Most of the work is done by the Board and others assigned to specific tasks such as Young Eagles, Newsletter, Treasurer, Webmaster, etc. The main job of the President is to emcee the meetings.

-Next Board meeting will be on January 9th.

APRS Tracking. Here is a flight path-tracking device that is small, cheap, effective, and has no subscription cost (FREE). It is becoming very popular...check Van's Air Force website. One glitch is that in order to use an APRS transmitter, **you must hold a license in the Amateur Radio Service**. There are three tiers of licenses: Technician, General, and Extra. Passing the exam for the lowest level, Technician, will give you privileges in the 2-meter band where APRS is customarily used. There is no need to learn any Morse code, the knowledge base is modest in size, and study guides are available with the entire exam question pool and correct answers. The exam consists of 35 multiple choice questions pulled from the 392-question pool. Tests are often administered by local hams (Amateur Radio license holders). Kevin suggested partnering with a local radio club to get this rolling.. George Lightener is a license holder and radio club member.

Dinner at the RAM: Last Thursday of the month, every month except November and December.

Kevin read a letter from EAA thanking us for sponsoring an Air Academy attendee. Their letter included a statement of appreciation from Ben Littlefield thanking the Air Academy and commenting on the special things that he enjoyed the most.

Dave Fritzsche talked about the Young Eagle Next Step Program. This is sponsored by Sporty's. Dave asked to see who would be interested in mentoring a young person who is interested in this path to becoming a pilot.

Dave also wants to add an assistant Young Eagle Coordinator to our list of job assignments. Volunteers contact Dave at fritzsche@eskimo.com or 253-848-1699.

George Lightner suggested that the Chapter begin looking for a permanent facility of its own, preferably a hangar on the field. Monthly rent for CAP building (for all of two hours) keeps going up and there is no guarantee that it will always be available to us in the future.

Kevin will host another paint workshop (Stewart Paint Systems) sometime in the latter half of October. They will be using his aircraft to demonstrate taping. A Saturday, barbeque, multiple guns... everybody that wants to can shoot.

Paul Wescott has a paint booth set up at his home. Contact him 360-455-9710 (Olympia) if you have some parts you want to shoot.

Tonight permanent clip-on name tags were issued for the first time. Seemed to work fine. Just remember not to take them home.

The presentation for this evening is about the DC-3 out here on the ramp and its trip to Oshkosh. Rosie Thun gave the presentation and it was outstanding. She was aboard and kept a diary of daily events. So very interesting.

Tom Brown told about his a free ride on the Goodyear Blimp. He was one of the lucky five selected at Oshkosh. He won something else that day too... can't remember.

Jim Triggs told about his trip to Oshkosh with a friend in an RV-12. While staying overnight in Brookings, SD, they endured a recording setting storm. A nearby town received a world record hailstone, 8 inches in diameter, 1 pound 15 ounces. The RV-12 got tipped up with tail striking the ground. The servo tab on the elevator was damaged and a couple ribs needed to be replaced. Fortunately there was a shop on the airport with all the tools and materials needed. Building ribs was nothing new to Jim, so it was quick work. Along with a few other repairs, it was a one-day job. Flew to Oshkosh the next day and got diverted to Appleton along

with many others. Jim was impressed with the Appleton controllers handling what took a 16 page NOTAM for Oshkosh.

Jim Hill also told of his travails dodging tornadoes enroute to Oshkosh in his motor home. He said that despite all the wet ground and difficulties in Oshkosh for hundreds like him, no one was complaining. They just dealt with each problem as it came and things worked out fine.

jb

Chapter Dues for 2011

As usual, we begin collecting \$15 annual dues at the October meeting. Make check payable to EAA Chapter 326. Pay our Treasurer, at the meeting, or mail to

Norman Pauk
12012 SE 260 PL
Kent, WA 98030

What Is It With the Ultralight Industry?

By Scott Severen

What happened to the ultralight enthusiast? Where have the ultralight days gone? I've pondered these questions with many friends and associates. It's not a simple answer – there are several forces acting on ultralight flying activity.

Some have said, "Remember when you could get a brand-new Quicksilver for \$4,995?"

Yes, I do! But how come there isn't a bunch of people hanging around the airpark wanting to learn to fly an ultralight? Where are the ultralight rallies in which a gaggle of enthusiasts would fly around the state? Go to any grass strip (or even airports with paved runways) and look in the hangars. I'll bet you'll see many of the ultralights that were flying yesteryear, sitting beneath layers of dust and dirt. Why aren't they being flown?

The days of an ultralight manufacturer having 170 employees and selling 3,400 units in one year are gone – that was a moment in time. It took 12 months after the infamous 1983 ABC 20/20 television report, "Ultralights: Flying or Dying," for production from the largest ultralight manufacturer to become stable again. While it misrepresented the reality of why and how the incident occurred, 20/20 wasn't the reason the market was far less than stellar. In two years following the program, the sale price doubled. That's a classic example of economies of scale, which are forces that can act on any industry.

The ultralights were swallowed up by the light-sport rule! Yes, I've heard that many times. Well, the original intent of the Aviation Regulatory Advisory Committee (ARAC) meetings that created the light-sport rule was to address fat single and two-seat ultralights. The direction changed through the 10-year process to create light-sport, which absolutely created new markets and opportunities. Light-sport became the fastest growing segment of aviation: In just over 5 years, over 100 models were available! Awesome! But the ARAC meetings didn't fix the "ultralight problem."

Part of the light-sport aircraft (LSA) concept was that it would give a legal place for fat single and two-seat ultralights to go. LSA changed the requirements for both trainers: the vehicle and instructor. It increased the burden on the manufacturer and instructor, and hence, the consumer. So far, it appears the burden was increased such that manufacturers, instructors, and consumers aren't drawn there. There aren't many two-seat ultralight type special LSA being sold. Market sensitivities exist. Who will purchase an LSA that will only fly 75 knots when you can get one that flies 125 knots? Who will purchase what was once a \$15,000 to \$20,000 two-seat ultralight for \$45,000 to \$60,000? Ultralights simply aren't LSA. The operational parameters are different. And Part 103 still exists!

The pioneers created simple lightweight/high-drag flying machines – evolved from hang gliders – to fly for fun. There was a time when a powered ultralight had to be foot-launchable! The vision was more of low and slow birdlike flight than of transportation. "Ultralighting" of the eighties and nineties occurred through a unique set of conditions. It was new technologies applied to an age-old dream. The activity and the vehicle were simple. The climate within the FAA was balanced with a few key personalities that believed in and championed the idea. Ultralight enthusiasts still had the option of operating outside the regulatory environment – why were they not? I believe people want to abide by the rules. Certainly the change in the regulatory climate has had an effect on ultralight sales. Not that a change wasn't needed, but the changes might not be appropriate for the activity.

Let's look at some other activities, for example, go-carting. In the '40s and certainly through the '50s and '60s, every kid and many adults built or had a go-cart. The '60s were the fad era, and carts were everywhere! The carts got bigger and more sophisticated, but eventually every kid on the block couldn't or didn't want to afford them. It wasn't the plain and simple go-cart anymore. It's a typical market cycle for an idea to be introduced, become wildly popular, then settle into a less popular but steadier business. The pendulum swings to achieve balance, and so swings the ultralight pendulum.

There's energy in the ultralight world! Look at PPGs – powered paragliders: generally single place, moderate cost, and relatively simple to operate. Access is easy and doesn't require a facility. They're a bit more complicated to learn than personal watercraft but still pretty simple. It's the same with powered parachutes. Simple is important.

There are several manufacturers providing ultralights. Belite is making splashes in the market with its carbon-winged wonder. The Flightstar e-Spyder debuted recently, bringing not only an ultralight to everyone, but adding electric reliability and reduced operational hassles as well. On other fronts, M-Squared offers the Breese XL, a true ultralight, and CGS reintroduced the Hawk with a small engine. There are some cool gas- and electric-powered single-seat trikes that take advantage of Part 103. All niches within a micro-industry – and other manufacturers have projects in the works!

I feel confident ultralights are coming back; there are too many people who dream of simple flight, and many with the passion and ability to make it a reality. It will be a different market than before: Have you ever moved from a place you lived, and then went back years later to visit? It was different, wasn't it?

Timing comes into play; regulatory framework is a factor, and quality, ease of use, and ownership fit into the equation. There are sparks out there, and there's a current out there with lots of activity going on behind the scenes. The human spirit and desire to fly are very strong. There are exciting times ahead, and we are the ones that will make them!

Scott Severen began flying hang gliders in 1973. He's an FAA-rated single engine land pilot, logging over 2,000 recreational and advanced flight instructor hours in powered and nonpowered air vehicles, and over 1,000 hours in general aviation experimental and light-sport aircraft as a test pilot and flight conformance check pilot. His aviation career includes founding Lone Star Airpark and serving as president of the Light Aircraft Manufacturers Association, Airpark Owners and Operators Association, TEAM Aircraft, and United States Ultralight Association. He has been involved in the development and marketing of the Thorpedo light-sport aircraft. Scott lives with his family near Dallas, Texas.

Safety Trim

Safety-Trim is an electronic speed controller designed specifically to operate the electric servo trim tabs found on many experimental category aircraft. Safety-Trim does more than just provide the switching and speed control functions typically used to operate standard servos. It provides an important safety feature that greatly reduces the possibility of runaway trim conditions. The technology implemented in Safety-Trim ensures that the servo(s) being operated are not accidentally driven to the limits of their travel. Safety-Trim guards against runaway trim conditions caused by common problems such as stuck, welded, or inoperative input switches, inadvertent contact of input switches and failed electrical components. Additionally, Safety-Trim provides a way to recover from an inoperative switch allowing the pilot to get the plane trimmed back to neutral.

Here's how it works:

Every time a button is pressed on a trim switch, Safety-Trim provides regulated power to the connected electric servo for no more than 3 seconds. If a button sticks or is inadvertently contacted, the servo actuation is automatically limited to 3 seconds of movement. By setting the output voltage on the speed control feature of Safety-Trim you decide how much trimming occurs to your plane during each button activation. If you let go of a trim switch button before the 3 seconds are up, the servo stops moving immediately.

Additionally, Safety-Trim has a Reverse switch that allows you to recover from a stuck or failed trim switch and get the plane trimmed back to normal. Simply move the ON/OFF/Reverse switch to the reverse position and you'll get up to 3 seconds of reverse trim for each actuation.

Models are also available with 2 speed presets that allow separately adjustable trim speeds for different configurations.

<http://www.tcwtech.com/Safety-Trim%20Page.htm>

Reno Calamity



As faithful fans of our own George Giboney, we were horrified at the disastrous turn of events. George was on his way to winning the Super Sport Gold on Sunday when he pulled up in mid-race with engine problems. Given the way they push those engines, such happenings in Reno racing are not that rare. In fact, on Friday, after winning the Super Sport heat race, George pulled up with Mayday as he crossed the finish line. A sudden spike in engine temp was found to be caused by a blown head gasket and radiator. So George and crew, Harry, Dave, Smitty, spent Friday night and Saturday making repairs. George test flew it early Sunday morning and everything clicked. Nothing to do now but wait for the big finale.

George dead stuck his airplane onto runway 26. A very strong crosswind and other race planes still in the circuit complicated his approach. George simply did not have enough altitude to complete the turn to final. He touched down smoothly with wings level but at quite an angle to the runway. The aircraft was headed toward the east end parking ramp and hit a berm or something and then cartwheeled into smithereens... a horrific sight. No fireball or explosion, and to the relief and astonishment of everyone, George was up walking on his own and signaled to the crowd he was okay. In later newscasts, George said he found himself sitting, seatbelt on, parachute on, and nothing in front of him, not even the instrument panel.

This time it was found that the engine had thrown a rod. Earlier in the week, the same thing happened to John Parker's Thunder Mustang. Something about those Falconer V-12's? Gusty high winds caused cancellation of the remaining event... the preeminent Unlimited Gold that everyone waits for. First time in 47 years!

Although there isn't much left, George and crew were able to get the wreckage into their trailer and bring it home. No telling what George's plans are now, but you have to give him credit for starting from scratch, building a beautiful, award winning Thunder Mustang, converting it into a competitive race plane and doing what it takes as a pilot to join the ranks of the world's best.

jb

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