

# EAA Mount Rainier Chapter 326 Newsletter

Thun Field – November 2011

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## Meeting Notice

**Tuesday, November 8th, 7 PM  
CAP Building, Thun Field**

**Program: New Pierce County Airport Administrator, Deb Wallace will talk about plans for the airport.**

**Refreshments: Ken Finney**

## From the President

Wow, just like that the seasons change. Fall is here in full swing with the first snow on the passes just last night. Some of the best flying is coming soon with those cold clear days! (I know, not what the non-locals think of when talking about Seattle winters). I need to get out to the hangar and finish up my projects to get back in the air!

So there is some big news in the Seattle area that will soon affect pilots. The Seattle Class B airspace will see it's first major overhaul since being established in 1974. The basis of the redesign was to accommodate increased traffic and a shift in capability of the established fleet of aircraft. They need more airspace for instrument approaches while at the same time eliminating unused airspace and returning it to the rest of us! Overall I think it's good news. I know many of us (me included) may not get every update to our various GPS devices on a regular basis. I would encourage everyone to get the update this time around to make sure you have updated airspace as we fly in close proximity to the SEA class B on a regular basis. The new airspace will be in effect on Dec 15<sup>th</sup> 2011.

Fly Safe!  
Andy Karmy

## From the Secretary

Andy started meeting at 7:03 pm

Visitors:  
Jim and Kathy Moore are building an RV-12.  
Fritz Bright from Buckley is now proud owner of Curt Bryant's RV-12 project.  
Paul Ohman recently made the first flight at Thun Field in his RV-10.

Ben Watson from South Prairie trying to reach out to the aviation community on behalf of Angel Flight West.

Treasury report from Norm Pauk:

Checking:  
start \$3,947.79  
deposit 15.00  
withdraw 383.30  
ending \$3,579.49

Savings balance \$879.41  
106 paid members

Ben Watson came to our meeting to raise awareness in the aviation community of Angel Flight West which is a non-profit group that started out of Santa Monica. Pilots fly kids and wounded warriors to their doctors and or hospital appointments.

Scheduled for Dec. 9 is an "Auction for Angels". There will be 2 hours of music, food, and a silent auction at Clover Park from 7:00pm to 9:00pm. Ben is asking for any aviation donations, so if you have something pertaining to aircraft or aviation that you would like to get rid of please consider donating your item for the cause. See article below.

Andy has asked that members go online to update their info on the web page. Many of our members need pictures. If you have a favorite shot of your own mug, send it to Andy for uplink.

Ken Finney, who is building a Belight, said that Myth Busters, on TV's discovery channel, will use the Belight to determine if "Can they repair an airplane with duct tape and still make it fly." Ken should link up with our own "duct tape pro" Bill Lucas if the myth is un-debunked.

Tacoma Narrows airport restaurant is now open for business.

John spoke of RV's with nosewheels. When on rough terrain (and sometimes just a bump on the wrong cycle) the nosewheel wants to dig in or fold back with sometimes-disastrous results for a minor pilot error. There is a website "Antisplat Aero" and the device fits on bottom of the gear leg like an overload spring on a vehicle. Very interesting. See article below.

Projects:

Kevin is pretty much done with his RV9 after ten years in the making, but has not flown her yet. He has the FAA (Charlie) sign-off and the Ken Seager transition training. Looking forward to seeing her in the air soon.

Doug McArthur is 95% complete with his RV9-A. He is now working on his instrument panel complete with a glass panel and GDL 650 Garmin. That baby will be full of bells and whistles.

Rod Weatherbee made a suggestion that before you cut out your instrument panel to print your panel out on paper of how you think you would like it and tack it up on a wall. Sit in front of it a few days to make sure its what you really want.

Randy and Kerry are finished with their Super 8, (RV-8 w IO 540) signed off and now has 4 hrs on the hobbs. Top speed of 240mph. RK-8 is the type for this one.

Harry Nelson (Harmon Rocket re-build) is waiting on the painter and wants to fly it before the end of the year.

Curt Bryan has finished the empennage, and now working on the fuselage of his Onex.

Ed Shadle with the North American Eagle project flew to speak with the commanding general of Edwards AFB. The air force wants to assign test pilots to work with the project.

Andy spoke about "Scud running, To fly or not to fly"

- 1) Situational awareness - know where you are and your surroundings
- 2) Slow down - if low to the ground slow down to maneuvering speeds. This will help in decision-making.
- 3) Wait around for a possible opening.
- 4) Leave an out - make sure you can get out if the weather gets worse.
- 5) Make sure database is up to date at least once a year.
- 6) Carry charts in case GPS quits.

Remember knowledge could save your life and possibly someone else's.

Guest speaker was Rod Weatherbee, the new owner of Spencer's Aircraft. Rod says although he lives in Oregon, he was born and raised here and has everything but an instructor rating.

As the new owner of Spencer's, Rod would like to beef things up and make Spencer's competitive. Rod says he would welcome feedback and support to help build up the aviation community. Rod has already dropped fuel prices 20 cents less than Chehalis. That's a step in the right direction. Spencer's will be open 7 days a week from 7am to 6pm. Rod is very proud to announce the movement the SIM Flight Center from the restaurant building, to Spencer's. It is a full motion simulator which can test your skills over and around mountains, wind sheer and can fly up, down or sideways. Rod welcomed the EAAers at the meeting to stop by that night after the meeting for a "test flight" and a 10 percent discount on all merchandise. Seems like everyone took up the offer. You can check it out at

<http://www.simflightcenter.com/>.

Special thanks go to Kevin for snacks and sodas and to Tom Brown for his "special fall treats"!

Kerry Albritton, Secretary/Photographer

## Angel Flight West

<http://www.angelflightwest.org/index.php>

Auction for Angels - AFW Fundraiser

**Date:** 12/9/2011

**Location:** Clover Park Technical College

**Time:** 7:00 PM

**Contact:** Melinda Denton - melinda@cbspokane.net

The Clover Park Aviation Club is hosting a Silent Auction benefiting Angel Flight West.

It will be held at the Clover Park Technical College, South Hill Campus, 17214 110th Avenue East, Puyallup, WA 98374.

Please join the fun to help make this event a success!

And if you have some aviation related parts / equipment / tools to donate for the auction... here's a good cause.

## RV Nose Gear Mod

There is an interesting mod being discussed on the 'RV Builders' site: details here -

<http://www.youtube.com/watch?v=f4JL1xyAhBA&feature=related>

and at

<http://www.youtube.com/watch?v=LYnT1z23HVI&feature=related>

## Landing the RV-8

RV-List message posted by: Kevin Horton

Two comments:

1. Each homebuilt aircraft has its own, individual ASI instrument error and static system position error. The sum of these errors may be more than 10 kt on some aircraft. Thus the final approach IAS that is perfect for one aircraft may be completely wrong on another aircraft. Be careful taking someone else's numbers as the gospel and assuming that they will work for you in your aircraft.

2. The 1.3 Vso "rule" is not universally correct. Large aircraft have historically used an approach speed of 1.3 times the stall speed, with both speeds measured in calibrated airspeed, not indicated airspeed (there has been a recent change to 1.23 times the stall speed, but they changed the way the stall speed is measured, so the approach speeds haven't really changed). Most aircraft have large static source position errors at the stall speed, and the sense of the usual error is to make the indicated speed lower than the calibrated speed. I used to fly a C182 that had a ridiculously low indicated airspeed at the stall. If I were to fly final at 1.3 times the indicated stall speed I would be much too slow in that aircraft, and would risk having a hard landing if there was the slightest wind gust.

We need to keep in mind that this 30% margin over the stall speed is actually quite a few knots on a big aircraft, as the stall speed is fairly high. But 30% of a 50 mph stall speed is a much smaller margin than 30% of a 100 mph stall speed. A 20 mph wind gust will cause both aircraft to lose 20 mph on final, so the smaller aircraft may need more than 30% speed margin to allow for the gusts.

In my opinion, the best way to figure out the best approach speed for your aircraft is to simply try approaches at ever slower speeds on a calm day. Reduce the approach speed by one or two mph each time. The plane will talk to you, and you'll figure out where the lowest practical approach speed is. Now, for "every day" flying, you should add a small buffer above the demonstrated lowest practical approach speed, to allow for a bit of pilot inattention, or minor wind gusts. In flight testing, we have to demonstrate that the aircraft can be landed safely when the approach speed is 5 kt less than the recommended one. Operators typically add another 5 kts over the recommended speed, so they are actually flying 10 kt faster than was shown to be safe during flight testing.

And of course if the winds are gusting, you all know you need to add even more speed.

And we know that you need a higher approach speed at higher weights. And we also know that the stall speed (and thus the required approach) is higher at forward CG than it is at aft CG. Note: the aircraft will handle differently at forward and aft CG, and these handling changes may require different approach speeds at different CGs.

Kevin Horton  
RV-8  
Ottawa, Canada

### No More Medicals?

AOPA and the Experimental Aircraft Association (EAA) on Sept. 24 unveiled plans that, if successful, could greatly expand the number of pilots who could use the [driver's license medical standard](#) currently available only to sport pilots. The two groups are working together to finalize a request to create an exemption allowing pilots flying recreationally to use the driver's license medical standard. In order to ensure and even enhance safety, pilots would be required to complete a comprehensive course on aeromedical factors and self-certification.

Some other probable limitations: day vfr, one passenger, 180 hp or less. The idea is to start small and carefully with a proposal that is certain to get FAA approval. Otherwise it could kill this initiative and delay progress for many years,

### YOU MIGHT BE A REDNECK PILOT IF:

1. Your stall warning plays "DIXIE."
2. Your cross-country flight plan uses flea markets as check points.
3. You think sectionals should show trailer parks.
4. You've ever used moonshine as AVGas.
5. Your 172's wheel pants have mud flaps with a chrome silhouette of a reclining nude.
6. Your toothpick keeps poking your mike.
7. You've ever taxied around the airport just drinking beer.
8. You wouldn't be caught dead in a Grumman Yankee.
9. You use an old sweet mix sack as a wind sock.
10. You constantly confuse "Beechcraft" with "Beechnut."
11. You've never flown a nosewheel airplane.
12. You refer to formation flying as "We got us a convoy."
13. Your matched set of lightweight flying luggage is 3 grocery bags from Walmart.
14. You have a gun rack in the rear window.
15. You have more than one roll of duct tape holding your cowling on.
16. You figure mud and manure in your weight and balance calculations.
17. You siphon gas from your tractor to go flying.
18. You've never landed at an actual airport, even though you've been flying for over 20-years.
19. You've ever ground looped to avoid hitting a cow.
20. You consider anything over 100-ft AGL as High Altitude Flying.
21. There are parts on your aircraft labeled "John Deere."
22. You don't own a current sectional, but have all the Texaco road maps for your area.
23. There's a brown streak down each side of your airplane; exhaust on the right side and tobacco on the left.
24. You have to buzz the strip to chase off the livestock before landing.
25. You use an old parachute for a portable hanger.
26. You've ever landed on Main street for a cup of coffee.
27. The tread pattern, if any, on all three of your tires is different.
28. You have a pair of fuzzy dice and some small copper shoes hanging from the Magnetic Compass.
29. You put straw in the baggage compartment so your dogs don't get cold.
30. You've got matching bumper stickers on each side of the vertical stabilizer.
31. There are grass stains on the tips of your propeller.
32. Somewhere on your plane, there's a bumper sticker that reads "I'd rather be fishing."
33. You navigate with your ADF tuned to only AM country stations.
34. You think an ultra light is a new sissy beer from Budweiser.
35. Just before the crash, everybody on the UNICOM frequency heard you say, "Hey Y'all-Watch this!"

end

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