

EAA Mount Rainier Chapter 326 Newsletter

Thun Field - December 2005

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Christmas Party

Monday, December 12th, 6PM
Kevin Behrent's Hangar, Thun Field

No gift exchange.

Bring the family.

Separate area for kids to play and watch movies.

This being a pot luck and volunteer affair, there is no charge to attend. Kevin's hangar is #6, at the north end of the row of new blue hangars on the left of the entrance drive. Please

do not park along the taxiway in front of the hangars.

do not walk / drive on the new grass in front of the hangars.

Food: The Chapter will provide ham and turkey and soft drinks. To supplement the Christmas feast and festivities, please bring to the table: last name beginning with;

A-G bring a favorite dish.

H-R bring a salad.

S-Z bring a dessert.

Decorating and set up will be Saturday afternoon, Dec 10th, 1PM.

From the Secretary

Tuesday, November 08, 2005

Gordy again called us to order this month.

2006 Dues are due now. A cheap \$15 for the year will get you untold help and advice, along with a monthly side show and live dancers.

Visitors included - James Smith who is building an RV8

Project updates:

Mike & Arleen Picked up their engine for their RV7A

Ed Shadle - had a great test run of the American Eagle down at Edwards AFB. Runway 9 was used and is 5 miles long. Stable systems test at 250 mph F104 Rocket-sled.

Randy Thomas from Para-tech parachutes gave the evening presentation. Dave Thomas (Randy's brother) showed us his ViperJet project. WOW it's really looking nice now. Should fly in 2006.

That's it for this month - Andy

First Flight Harmon Rocket II Harry Nelson

Here's a little run down on the first flight of my Harmon Rocket II.

The Harmon Rocket II (which stands for 2 place) is constructed by combining an RV-4 Kit with a Harmon Rocket kit. I built a Harmon because at the time (12 years ago) an F-1 Rocket wasn't even thought of yet, other wise I would have more than likely built an F-1 (It's a quick build kit and a lot less headache).

The airplane has an O-540-A1D5 engine that was converted to an IO-540 by installing an Experimental Precision fuel injection system on it. I'm running two new slick Mags on it (I'm a Mag kinda guy) and it makes about 260HP at 2775 RPM. It swings an 80 inch constant speed 2 bladed Hartzell prop.

In building it, I wasn't too concerned about saving weight. I figured that 260 HP on a plane that weighs the same as a Cessna 150, weight wasn't a issue. With that said, I was quite surprised when the scales only came up to 1185 lbs. This seems to be about the norm for Harmon Rockets. As far as panel and avionics go I kinda went with what I knew. It's pretty much a Cessna 150 in the cockpit (in fact I use the radios out of my 150 for the Rocket... I can only fly one plane at a time). Everything else is "Steam Gages," however I do have a Micro Vision Engine monitor system in it and a Garmin 196 GPS in front.

The Inspection went off with out any problems on the 12th of Nov. Dave Latham was looking at flying it on the 13th but the Weather didn't help us any. So on the 14th (my 41st birthday), we got a break in the weather and Dave got in it and launched it into low orbit (so to speak). The thing climbs like a raped ape. First flight was about a half hour and everything seemed to work as advertised. All Temperatures and pressures were well within limits and there were no leaks that were noted. As far as trim goes, the ball was centered and the elevator was faired with the Stab, and control forces seemed to be just a little heavier that what you would find on a RV-4 according to Dave. It did seem to have a little right wing heavy as the speed approached 200 mph. Dave fixed this by doing the old aileron crimp trick and it seemed to fix it on the next flight. The airplane is still very aerodynamically dirty, the gear leg fairings are not on and the fiberglass stuff was just basically put on to fly, there's a lot of cleaning up still to do. However as it is now, at 24 squared, it seems to like to fly @ 205 mph.(not bad for a beer can I put together in the garage).

I couldn't be more happy with the airplane, I think that it will turn out to be a good friend over the coming years. I look forward to getting out of Phase I Testing, getting it painted in January and start flying it to some air shows.

As I said before, I have been building this thing for 12 years now. I have threatened to turn it into a very expensive flower pot

more than once. I would still be calling it all kinds of names if it weren't for the help I received from the Chapter. I would especially like to thank Dave Latham!! Without that guy, this wouldn't have happened. He put up with a lot of fiberglass, fiberglass, and more fiberglass on this project. I can't thank him enough for his patience and knowledge... And then he strapped the thing on his back and flew for first flight!!!!!! Thanks Dave!!!

Well if anyone wants to swing by and see it, it's in hanger 84 on the south end of the field.

I'm going to have to go to the Hospital now and get this stupid grin surgically removed off my face.

Harry Nelson

North American Eagle vehicle revs up to shatter land speed record

Article by Senior Airman Jet Fabara in Edwards AFB News

11/04/05 – EDWARDS AIR FORCE BASE, Calif. – It looks like a plane, sounds like a plane and even goes as fast as a plane, but it never leaves the ground. What is it? It's the North American Eagle land speed vehicle and it's trying to bring back the world land speed record to the United States.

As part of this feat, the NAE team tested this 52,000 horsepower, F-104-based vehicle here Oct. 24 through 27.

The current land speed record, held by the British since 1983, is 763 mph and the NAE team has been looking at breaking that record by reaching 800 mph, said Ed Shadle, owner, driver and co-builder of the NAE vehicle.

"Originally, this vehicle was an F-104 A-model that was built at Lockheed in Los Angeles and delivered to Edwards on Aug. 29, 1957," Mr. Shadle said. "It spent its entire life at Edwards and was used as a chase aircraft on the X-15, XB-70, SR-71 and flown by significant test pilots in its time such as retired Maj. Gen. Joe Engle, Scott Crossfield, the late Sen. Pete Knight, Bill Dana and retired Brig. Gen. Chuck Yeager."

The aircraft-to-vehicle renovation started about eight years ago and it was in pretty tough shape when the NAE team acquired it and began slow-speed tests in the northwest, Mr. Shadle said.

Tech. Sgt. John Zambrano, a NAE land speed vehicle engine mechanic from the 62nd Maintenance Squadron at McChord Air Force Base, Wash., said the chance to work with this land speed vehicle was an opportunity he couldn't miss.

"I've been on the team for more than a year, and I found out about it through an e-mail on base," Sergeant Zambrano said. "A co-worker and I jumped on the opportunity to volunteer. Once we got more involved with the project, it was so interesting that we both decided to stay on the team."

During the four-day test, the team conducted mid-speed test runs not exceeding 400 mph and mainly measured significant technological equipment such as the magnetic braking system and speed brakes, which were indigenous to the F-104. They tested the steering and other handling characteristics and gathered data

so they could assess whether the vehicle was getting too much lift, Mr. Shadle said.

"Overall, the speed brakes worked perfectly and the magnetic braking system exceeded our requirements," Mr. Shadle said. "We were especially concerned with the aluminum brake rotors exceeding their heat limits, but that did not occur and they were actually much cooler than we expected. During the test run, the NAE ran smooth and straight with little steering input."

Sergeant Zambrano and others on the team said the goal of bringing that record back to the U.S. is something that keeps them focused.

"It's outstanding to be able to use my Air Force training on jet engines like the one the NAE has and bring the world land speed record back to North America," Sergeant Zambrano said.

In addition to this test, the team's main purpose while here at Edwards, was to test various functions on the NAE in conditions similar to what they will encounter at the Black Rock Desert in Nevada, where the NAE plans to achieve the land speed record.

"I think this was really significant bringing [the vehicle] back home to Edwards," Mr. Shadle said. "We're excited about the work that's being put into the vehicle as we build up to making speed runs at the Black Rock Desert and eventually accomplishing the ultimate goal by Fall 2006."

RV-6 Wheel Shimmy

Recently I have been plagued by a persistent, unresolved nose gear shimmy in my RV-6A. I tried adjusting the breakout force (higher) and different nose tire pressures. Nothing helped. Then last Sunday I had a friend videotape me taxiing at the speed (18 knots) where the shimmy could be counted on. There was no oscillation in the horizontal plane consistent with shimmy. But there was an obvious Up/Down motion of the nose wheel assembly.

This led to the checking of the balance and it was significantly out of balance. After balancing the nose wheel/tire I again taxied and there was no longer a vibration at/above 18 knots. However, there was another vibration above 23 knots. Not encouraging. I considered taking off the wheel/pant to see if that was factor but was able to get someone to observe me taxiing at that speed. Lo and behold it was not the nose wheel but the left main. So I remove it and not only was it out of balance but out of round. It was an Air Hawk but perhaps something I did caused the out of round condition.

I replaced both main tires and balanced them and this morning flew. No vibrations!

Analysis/recommendations:

I was incorrectly diagnosing the vibration of the nose wheel/tire as shimmy when it was out of balance.

I incorrectly diagnosed a main wheel/tire vibration as nose wheel/tire shimmy/vibration.

From now on I will balance every wheel/tire after changing the tire. The left tire had a weight on it but I am not sure that it was from the previous tire change.

If I develop a vibration again my first step will be to have someone on the ground visually observe and/or videotape the wheels/tires to isolate the offender(s). Had I done that first I would have quickly resolved the problem without all the failed fix attempts.

I went to three auto parts stores to find the lead weights with adhesive backing and none had them. I did get some from a motorcycle shop and from my normal tire store (Discount Tire - half the price of the motorcycle shop).

Conclusion: Now my taxiing is vibration free and my greaser landings are no longer followed by vibration. Smooth landings and a smooth rollout is so sweet.

Ron Lee

Why Buy An Airplane?

For those needing a reason of some kind for buying an Aircraft. Well, here is a little story that I think explains it all as to why I own my own airplane.

It was a beautiful Saturday morning. No winds and the temperature was just right. So instead of mowing the lawn like my wife had planned for me, I decided to go to the airport and take the Sport out for a run. She yells back at me, "WELL IF YOU GO, TAKE YOUR SON WITH YOU." So I ask my son. Want to go flying with dad? In which he says Yea, Can I take my light saber?

You see, my 9 year son thinks he is a Jedi Knight and that our Sport is his personal X-Wing fighter. He is only 4'5 and has to sit on a pillow in order to see over the glare shield and he always carries his light saber just in case we land on a strange planet in which there might be trouble or civil un-rest. Always prepared this one is. So away we go.

THERE I WAS....

We were straight and level at around 6,000ft and I let him take the controls of the X-Wing to do some turns to the left and right. Joshua Approach called and said there was traffic at our 2 o'clock 2 miles opposite direction and my son said to me "Look over there dad, Tie fighter coming right at us". I told him to steer clear of the Tie Fighter because our lasers were out for repair and we were un-armed. No reason to provoke a fight.

So even though he is having a blast, I am starting to get a little bored and thought, "Let's go do a practice approach on the ILS". So I called Joshua Approach, requested the ILS 25 Approach to Palmdale Full Approach and off we went. I maneuvered the X-Wing to the VOR and started the turn outbound to the outer marker. Now my son is just really enjoying this. At the outer marker, the blue light started to flash and you could hear the BEEP in the headset. My son jumps in and said "That Tie Fighter has locked on to us" I said "That's Right" and I started my evasive maneuver on the procedure turn.

My son is listening to the exchange between me and the controller and wants to chime in on the conversion. I said to my son, "Just hang on; will give you a chance". I never should have said that because now he is all excited to talk on the radio. As I start to turn inbound on the turn, the Approach control said

"Contact tower when established on the localizer". So I told my young Padawan Learner "OK, when this needle gets here on the dial, push the radio button and tell the tower that 93 Romeo is inbound on the localizer".

Now imagine this, I am giving basic instrument instruction to a 9 year old, I cannot get adults to say this during training. So before I can give him something simpler to say he keys the mike and says "REBEL BASE, THIS IS RED 5. WE ARE STARTING OUR ATTACK RUN ON THE DEATH STAR".

Good God.

Now this is post 9/11 and before I can key my mike and say anything, the tower jumps on and says "RED 5, YOUR CLEARED FOR THE APPROACH TO THE DEATH STAR. REPORT HITS AWAY"

Now I am waiting for the tower to add "And tell your dad to call this number" But I hear nothing else. So we continue the approach. Now my son is in heaven. This is real life stuff to him and he is doing everything I tell him to do as far as tracking the needle. As we approach the outer marker inbound, the light starts to flash and there is that tone again. "Dad, the Death Star has a lock on us". Yes Son, you keep on the approach, I will worry about the guns.

Everything is going great and now we are approaching the middle marker. My son has noticed the GPS has a red line with an airplane on it and it ends at the Death Star. So he asks me "IS THAT A TARGETING COMPUTER DAD?" Well of course it is, and it shows us where we are to the target. So now he hears Obewan tell him to USE THE FORCE SCOTT and he turns the GPS OFF. Tells me he is OK and does not need the targeting computer because he is using the FORCE.

Now the middle marker light flashes and the tone comes on. I apply full power and the airplane,,,"X-Wing,,," starts a climb. I start the turn to the missed approach path when my son keys the mike and says "HITS AWAY". The tower answers back with "GOOD JOB RED 5, CONTACT REBEL APPROACH ON 126.1"

We go back to Mojave SPACEPORT, and I decide that the X-Wing needs a bath. So out comes all the cleaning stuff and we spend the rest of the day washing and waxing the turbo jets and laser pods.

So you see. This is why I own my own aircraft. You cannot beat this kind of quality time with your kids. And there is no way you can put a price on that.

Jeff Bryant
Beech Aero Club
1975 X-Wing Fighter Model B-19

SNAP-ON GASKET SCRAPER: Theoretically useful as a sandwich tool for spreading mayonnaise; used mainly for getting dog***** off your boot

End

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