

EAA Mount Rainier Chapter 326 Newsletter

Thun Field - December 2006

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Christmas Party

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

No gift exchange.
Bring the family.

Back by popular demand, musicians Keith Klawitter and Mike Jaap

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.

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 9th, 1PM. Cleanup will be immediately afterward to include returning tables and chairs. That means a few trucks would be nice.

From the Secretary

November 14th, 2006
EAA Chapter 326 meeting

Gordy called the group together.

The program tonight was about Thun field by Mike Esher and Bruce Thun.

New AWOS system is up and running at Thun on freq: 128.575 & phone: 253-848-2748 this new system gives visibility & ceiling, along with winds etc.

Fuel prices are \$3.84 a gallon and prices are set by Spanaflight. They set the prices based upon the fuel prices in effect for each load of fuel taken on and then keep the price stable until the next refill. Mogas is not currently being considered. Jet A is being evaluated but no plans are currently in place.

2006 the airport got 2.5M in grants to support enhancement projects. A new beacon is being installed soon. Runway lights are working and running 7 x 24 currently until repairs are completed to allow PCL via the radio.

A new entrance is being constructed for the airport that includes a 4-way traffic light. This is funded as part of the Wal-Mart construction. The lot in the front of the airport is also being developed into retail and will improve the entrance road and parking lot area near Spencer Aircraft.

On the North side of the airport construction will start again for more retail (Target & Lowes) in the cleared land. As part of the road construction a new airport entrance will be constructed to gain access to a new 40 acres on the east side of the runway. That land is being offered up for lease with the intent to develop runway access and infrastructure to support other aviation businesses on the east side.

Investigation into WAAS support for Thun is just beginning to provide future precision approaches over the next few years.

Runway enhancements: 2009 is a target for starting the widening of the runway with construction summer 2010. The plan is to straighten the dog leg in the taxiway near the north end in 2007.

Hanger space: renovation of the county hangers is targeted for 2007. Seven options were evaluated. The proposal is to renovate the existing hangers with new doors, electrical, roof, and build two more rows in the tie down area and public bathrooms.

Meeting min for the business part of the meeting follow.

Treasurer report: \$1,766.52 checking – \$2,281.29 savings

Thirteen members paid up today. There are many more of you that have not paid yet for 2007. Please get your payment mailed in to Norman or bring your dues at the meeting in Dec.

Visitors Dave Fritzsche, Jack Jolette, and Paul Westcott joined us today.

Christmas party planning. Entertainment is being arranged. The weekend before the party cleanup and setup will be accomplished. Please come out and help with the work as many hands make light work!

Dave Thomas – Viper Jet project update. Hydraulic install is underway. Heat shielding and engine install is wrapping up soon. Target is to test run and taxi by summer of 2007.

Arlington camping reservations are underway as of the 15th of November. John Brick will post the chapter group site area and you can personally register your own site in the same area.

Andy Karmy – Chapter Secretary / Webmaster

Ray Blatt Obituary

Raymond K. Blatt, 69, of Spanaway, died Saturday, Nov. 18, 2006 at his home after an extended illness.

He was born to Henry and Alice Blatt in Honolulu on June 6th, 1937. Ray vividly remembered the destruction of Pearl Harbor, witnessing it from his front porch as a five-year-old. They moved to California where his father became a civilian flight instructor training military pilots. After the war, Henry started a flying school at Oxnard. Like his father, Ray was a lifelong aviator. He earned all the pilot ratings at earliest eligible age. He started military service with the California Air National Guard and served in the Air Force flying B-26's, F-86's, F-4's, and Lockheed Constellation's. He served as an advisor to the fledgling Vietnamese Air Force in the early days of the war. After military service, he flew acceptance test flights on Boeing 737's. As an avocation, Ray was an avid airplane builder, both model airplanes and "homebuilt" aircraft. He was prominent in the experimental and ultralight community. He enjoyed flying his own aircraft and helped many others build theirs. Career-wise, Ray also worked in the marine industry, commercial fishing and towing barges up to Alaska, then long haul trucking until he retired.

He was preceded in death by one daughter, Lynelle; and his sister Shirley.

Surviving are his wife of 29 years, Judy Blatt; three children, Teri, Kelly, David; eight stepchildren, Darlene, Victor, Randy, Mike, Cathy, Mary Ann, Christine, Lori; many grandchildren and two great grandchildren.

A memorial service will be held on Saturday, Dec 16th at 11 a.m. at Holy Disciples Catholic Church, 10425 187th Street E., Puyallup. In lieu of flowers, please send donations to the EAA Chapter 326 Young Eagles Fund.

Manifold Pressure

At Ruby's we had a rousing "discussion" of manifold pressure with half-truths aplenty, all vigorously defended. Unable to get his point across, Lance resorted to an underhanded courtroom trick...calling an expert witness. Foolishly assuming we cared about the truth, Lance emailed me a copy of John Deakin's article "Manifold Pressure Sucks!" Here are some main points of that article. This is about normally-aspirated engines with a constant speed prop ...no turbo or super charging..

Think of the manifold pressure gauge measuring suction, not pressure. Zero manifold pressure would be a perfect vacuum, but the lowest reading you'll normally see is about 12 inches at idle. About the highest you'll see is atmospheric pressure, around 29 or 30 on a standard day at sea level when the engine is shut down.

How do you know your MP gauge is reading correctly?

- On the ground before start, get the altimeter setting from AWOS, or set your altimeter to field elevation and read the altimeter setting. Then subtract the field elevation...1 inch per 1000 feet. So at Thun Field, 538 feet, subtract 0.5 from your altimeter setting, say 29.50, and your MP gauge should read close to 29.

Vacuum in the intake manifold (where MP is measured) is affected by:

1. Engine RPM

- Viewed from the intake manifold, the engine is a vacuum pump. More rpm...more suction...lower MP.

2. Throttle plate opening

- Wide open throttle...sucking through a big straw ...less resistance, less vacuum, higher MP.
- Closed (partially) throttle plate ...sucking through a little straw ...more resistance, more suction, lower MP.

3. Air filter and intake pipes/plenum

- Restricts airflow somewhat causing increased suction ...lower MP. This generally results in a 1" loss in MP on a full power run up.

By itself, MP is not a measure of power.

- When the engine is not running, MP is near maximum.
- With wide open throttle, changing rpm will not change MP much if any, but the change in air and fuel flow will change power significantly.

Ram air pressure.

- Some aircraft gain a small amount of MP from the ram effect of airspeed. This could offset induction losses and maybe even increase MP above ambient in really fast airplanes. RV's maybe?

John poses some good questions to illustrate application of these basic principles.

- Induction leak?
- Clogged filter?
- Erroneous MP gauge?

Okay, I've done my best to abbreviate John Deakin's article but destroyed all its clarity in the process. You really have to read it yourself. Pictures too! If you have internet access go to <http://www.advancedpilot.com/downloads/prep.pdf>

FAA Policy for Carrying Current Charts

The only FAA/FAR requirements that pertain to charts are:

- Title 14 CFR section 91.503 (Large and Turbojet powered aircraft)
- Title 14 CFR section 135.83 (Air Carriers-Little Airplane)
- Title 14 CFR section 121.549 (Air Carrier-Big Airplanes)

The FAA has rendered interpretations that have stated the foregoing. The subject of current charts was thoroughly covered in an article in the FAA's July/August 1997 issue of FAA Aviation News. That article was cleared through the FAA's Chief Counsel's office. In that article the FAA stated the following:

"You can carry old charts in your aircraft." "It is not FAA policy to violate anyone for having outdated charts in the aircraft."

"Not all pilots are required to carry a chart." "91.503..requires the pilot in command of large and multiengine airplanes to have charts." "Other operating sections of the FAR such as Part 121 and Part 135 operations have similar requirements."

..."since some pilots thought they could be violated for having outdated or no charts on board during a flight, we need to clarify an important issue. As we have said, it is NOT FAA policy to initiate enforcement action against a pilot for having an old chart on board or no chart on board." That's because there is no regulation on the issue.

..."the issue of current chart data bases in handheld GPS receivers is a non-issue because the units are neither approved by the FAA or required for flight, nor do panel-mounted VFR-only GPS receivers have to have a current data base because, like handheld GPS receivers, the pilot is responsible for pilotage under VFR.

"If a pilot is involved in an enforcement investigation and there is evidence that the use of an out-of-date chart, no chart, or an out-of-date database contributed to the condition that brought on the enforcement investigation, then that information could be used in any enforcement action that might be taken."

If you, as an FAA Safety Inspector, Designated Pilot Examiner, Flight Instructor, or other aviation professional are telling pilots something other than the foregoing then you are incorrect.

<http://www.naco.faa.gov/index.asp?xml=naco/faq#q2f>

Arlington Camping Reservations

Because Area A was being gobbled up fast, Kevin Behrent reserved sites in Area A, row B sites 6,7,8,9 and row C sites 6,7,8,9. The sites are numbered left to right with site 1 being at the fire lane.

They are reserved for one adult, five nights starting Wednesday, July 11th. \$75 for campsite and one bracelet.

Area A
Chapter 326

site B8

Kevin Behrent site B7
Smitty Smitty site B9
John Brick site C9
Hugh Farmer site C8
George Lightner

Call Kevin 906-6674 to get one of the two remaining sites he is holding. Otherwise go to the Arlington Website to find a space.
<http://www.nweaa.org/>

Overheard at the Hangar Inn Remarks about RV 7, 8, & 9 Pilots

1. "He has reached rock-bottom and has started to dig."
2. "I would not allow this pilot to breed."
3. "This pilot is really not so much of a has-been, but more of a definite won't be."
4. "Flies well when under constant supervision and cornered like a rat in a trap."
5. "When he opens his mouth, it seems that it is only to change feet."
6. "This fella has delusions of adequacy."
7. "He sets low personal standards and then consistently fails to achieve them."
8. "This pilot is depriving a village somewhere of an idiot."
9. "He pilot should go far, and the sooner he starts the better."
10. "Got a full 6-pack, but lacks the plastic thingy to hold it all together."
11. "A gross ignoramus - 144 times worse than an ordinary ignoramus."
12. "He doesn't have ulcers, but he's a carrier."
14. "I would like to go hunting with him sometime."
15. "He's been working with glue too much."
16. "He would argue with a signpost."
17. "He brings a lot of joy whenever he leaves the room."
18. "When his IQ reaches 50, he should sell."
19. "If you see two people talking and one looks bored, he's the other one."
20. "A photographic memory but with the lens cover glued on."
21. "A prime candidate for natural de-selection."
22. "Donated his brain to science before he was done using it."
23. "Gates are down, the lights are flashing, but the train isn't coming."
24. "He's got two brains cells, one is lost and the other is out looking for it."
25. "If he were any more stupid, he'd have to be watered twice a week."
26. "If you give him a penny for his thoughts, you'd get change."
27. "If you stand close enough to him, you can hear the ocean."
28. "It's hard to believe he beat out 1,000,000 other sperm."
29. "One neuron short of a synapse."
30. "Some drink from the fountain of knowledge; he only gargled."
31. "Takes him 2 hours to watch 60-minutes."

end

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