

EAA Mount Rainier Chapter 326 Newsletter

Thun Field – February 2009

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Meeting Notice

**Tuesday, February 10th, 7 PM
CAP Building, Thun Field**

Program: Greg Doyon and Bill Coyner will talk about Clover Park's professional pilot and maintenance programs.

Refreshments: Joe Andre

Chapter 326 Formation Training

This program is off to a good start. On the last three Saturdays, we briefed the formations with everyone together in airport conference room. The first was weathered out but the practice briefing was time well spent; we flew on the 2nd and third Saturdays. We've been able to generate 6 airplanes / 12 pilots, with a 50/50 split of formation veterans and rookies. Our objective is to become competent in 4-ship formation; right now we're into the basics of 2-ship. Everyone flying RV's or Rocket's is welcome. Not everyone will find it to their liking; it requires a lot of practice and commitment. But so far, we are having a good time at it.

From the Secretary

January 13, 2009 – EAA Chapter 326 monthly meeting.

Kevin Behrent called the meeting to order as our new Chapter President.

Joining Kevin is Marv Scott as Vice President. Norman Paulk is Treasurer, Andy Karmy Web Master & Secretary, Dave Fritchie Young Eagles Coordinator, & John Brick as Newsletter Editor & program coordinator. Marv Scott & Jim Triggs as flight advisors. Smitty & Marv are Tech counselors.

Many thanks to Jeff & Sandy for their service over the last 2 years.

Jackets & Pullovers are ready for delivery. They will be handed out at the February meeting. Jackets are \$60, pullovers are \$26. Treasurer report. As of January \$5891.28 in the bank.

Upcoming programs:

Feb Clover Park – Flying & Maintenance programs.

May Emerald Ridge – High School aviation program.

Arlington Camping – please pay up if you have a spot from Kevin, and there is one spot free if you are interested in camping with the group.

NW Aviation Conference 21st & 22nd of February. We need volunteer's for Saturday & Sunday to man the booth. Along with setup on Friday & teardown on Sunday.

Formation training & practice: Starting Saturday 1/17/09. Meet in the airport conference room at Thun field. No experience necessary, just a desire to learn standard procedures and formation skills. John Brick is coordinating this activity.

Tonight's program is a large-scale chapter project report & show and tell.

The Coal Plant

If you are flying from Thun Field to Chehalis, it would be hard not to notice the steam plumes from two big smokestacks on your flight path. From the look of things, it can't be much; just some wind indicators out in the middle of some ugly countryside. Actually, what goes on there is very important. Here's what I was able to find on the internet.

It is known as the Centralia Power Plant and Coal Mine, or the Centralia Complex to its owner, TransAlta. It was bought by TransAlta in May 2000 for \$554 million. TransAlta is a power generation and wholesale marketing company. Founded in 1909, they have transformed from an integrated, regulated Alberta-based utility to become an international power generator and wholesale marketer of electricity. They generate electricity – fueled by coal, natural gas, water, geothermal energy and wind – and sell it to wholesale customers in various regions of Canada, the U.S., and Australia.

The Centralia Complex, is an integrated power generation facility with a total of eight generating units. These operations have the net capacity to generate 1,653 megawatts (MW) of electricity for the Pacific Northwest. Power generation comes from two coal-fired units, four natural gas and one steam combined-cycle units and one hydro unit.

The Centralia Coal Plant has a net capacity of 1,404 MW and has been in commercial operation since 1971. According to TransAlta, the installed pollution control technology make this facility one of the cleanest coal-fired power plants in North America.

The Centralia Gas Plant a 248 MW natural gas combined-cycle plant began commercial operation in August 2002. The operational flexibility of combined-cycle technology enables power generation to occur in two ways. This plant is configured with four gas turbines, the same used in aircraft engines, which generate up to 180 MW in 'simple-cycle' mode. 'Combined-cycle' takes place when waste heat from the gas turbines is used

to produce a steam supply into the steam turbine, adding an additional 68 MW of electricity.

Another prominent landmark is the water reservoir about 7 miles east of the stacks on the Skookumchuck River. The Skookumchuck Dam has one small generating unit and supplies water to the Centralia Complex to meet its operational requirements. This earth filled dam was constructed in 1970 to supply water to the Centralia Coal Plant and in 1990 a small powerhouse was added to enable 1 MW of hydropower generation from the dam.

TransAlta purchased the Skookumchuck Dam and related facilities in 2004. A portion of the water is used by the Washington Department of Fish and Wildlife for a fish hatchery approximately 0.5 miles downstream of the dam.

According to a 2006 Department of Energy tabulation, of the top ten electrical power generating plants in Washington State, the Centralia Plant ranks third, behind the Grand Coulee and Chief Joseph hydro plants. Another website said it generates enough electricity each year to supply a city the size of Seattle.

On another TransAlta website, they say that TransAlta stopped active mining operations in Nov 2006 and is now focused on compliance and reclamation activities. The objective of reclamation is to provide a landscape which is equivalent, or better, than either its original use or an acceptable alternative to that which existed prior to disturbance. Once reclamation is complete, the reclaimed land supports a variety of land uses, such as agriculture, woodlands, wildlife habitat, recreation and wetlands. YGBSM!

This is somewhat surprising because the last time I flew over the plant, the area surrounding the stacks seemed to be inundated in fresh coal. By the way, only bona fide terrorists are allowed to loiter in the vicinity, the rest of us are strongly advised to avoid the airspace above or in proximity. jb

Van's Rvator

Ever since Van's stopped mailing out hard copies, I've been forgetting to go to their website to read the latest Rvator. In the last issue, there is an article on the perils of "fast taxi" in preparation for your first flight (don't do it!). Another good read is Paul Dye's article on what instrumentation you need, or don't need.

Here's the link. Back issues are there too.

http://www.vansaircraft.info/Download_rvator.htm

Air Force One

With the Presidential transition taking place, Air Force One has been on center stage quite a bit lately. As an aviation enthusiast, constantly seeing this beautiful plane got me wondering; what's going on in there? Does Air Force One have an emergency escape pod as rumored? What's the history behind the planes? Here is everything you ever wanted to know about Air Force One.

To start, Air Force One is not one plane in particular. Any U.S.A.F. aircraft carrying the president is referred to the call sign of "Air Force One" by air traffic control. That being said, the main Presidential fleet used on a day to day basis consists of two fully customized Boeing 747-200B VC-25's with the tail codes of 28000 and 29000. Each plane cost \$325 million dollars to build and can accommodate 70 passengers and 26 crew members. The first Presidential aircraft was put into use during the administration of Franklin D. Roosevelt. The aircraft used was a reconfigured Douglas C-54 Skymaster with the nickname "Sacred Cow." The actual call sign "Air Force One" came about during the Eisenhower administration when an Eastern Airlines commercial flight with the same call sign as the Presidents plane caused mass confusion.

Over the years, the type of aircraft used to fly the President changed somewhat frequently. The C-54 was replaced by the C-118 Liftmaster. The Liftmaster was then replaced by the Lockheed C-121 Constellation, which was replaced by the Boeing 707. Ultimately, the Boeing 747 came in use during the administration of George H.W. Bush.

Now that you probably know more about the history of Air Force One than any President does, let's jump into the fun stuff. What's on the thing?

The front of the plane is typically referred to as the "White House" of the plane. This is where the President's executive suite is located. The suite includes the President's sleeping quarters, two bed-convertible couches, a bathroom with a double sink and full shower and an Oval Office in the air where the President can address the entire nation in front of a 50 inch plasma screen television. The plane also includes a conference room, workout area, two galley kitchens capable of serving 100+ people at once, separate quarters for guests, secret service and aids, one doctor, one nurse, furniture hand-crafted by master carpenters, 87 phones and 19 televisions.

So what about the escape pod? My whole life I've heard that one exists, but I never really researched it to find out whether or

TruTrak Service Bulletin

Date: January 21, 2009

Problem

"It has recently come to our attention that some of our servos may have been shipped without the proper thread locker on the servo arm retaining screw. In over 12,000 servos shipped we have only had a few verified cases where this has occurred, however the safety of our customers is of our utmost concern. Due to this discovery, we have made a change in the way we assemble this part of the servo. All newly manufactured servos will be shipped using a Nylok screw with integrated thread locker."

Solution

"The best solution to this potential problem is to simply contact TruTrak and request the new arm retaining screws. We will ship the replacement screws free of charge to anyone wishing to make this change."

Go to the TruTrak website to pull up the full service bulletin and to order replacement screw(s).

<http://www.trutrakflightsystems.com/home.htm>

not it was true. According to the government, no such pod exists. However, my inherent distrust of government combined with my understanding of security based secrecy lead me to believe that the possibility of an emergency escape pod on Air Force One still exists. This, and the fact that there's no reason not to have one! You've got all the money you need, you've got the ability to do it, and it makes sense to have. I have a hard time believing that there ISN'T one. Skygeek

On the ACK website, they say they will not be accepting orders until certification testing is complete, estimating late March to mid April.

ACK 406/121.5 MHz E-04 ELT

Satellite processing of 121.5 ELT beacons has ended. There is no requirement for upgrades in the USA, but Canada hasn't budged on their position. Canada is allowing a two-year transition period after which will be mandatory there.

The all new E-04 ELT is a direct replacement for the more than 62,000 model E-01 ELT's (by ACK) on the market today. The new E-04 fits directly into the current E-01 mounting trays and uses the same remote control panel indicator. The E-04 external antenna will utilize your current antenna mounting and wiring installations.

- Accepts GPS position input data from Bendix/King, Garmin, Nema 0183 GPS
- New antenna is swept back 20 degrees, and features a molded plastic base.
- 5 watts @ 406MHz for 24 hours, and 100 Mw @ 121.5 MHz for 48 hours.
- New simple plug in audible alert indicator.
- New lithium battery pack offers a 5 year battery life, and makes it substantially lighter.
- Can use Ameri-king remote panel indicator



ACK E-04 406MHZ ELT KIT \$585.99
 ACK E-01 TO E-04 RETRO FIT KIT \$545.00
 From Aircraft Spruce

Shelton Lives

Cooperative effort stops incompatible land use plans
 By AOPA ePublishing staff

The combined efforts of area pilot groups, the local AOPA Airport Support Network volunteer, state aviation officials, and AOPA has put an end to a proposal that would have allowed high density residential development near Sanderson Field in Shelton, Wash.

A developer on Jan. 12 withdrew a request to rezone 120 acres of property adjacent to the airport from commercial industrial to commercial residential after meeting with stiff opposition. The proposed rezoning would have conflicted with the airport's overlay zoning, which was introduced in 2006 to bring the field into compliance with Washington State law.

Question: Do airplanes have paper titles?

Answer: Unlike cars, aircraft do not have paper titles. Although the owner does have legal title of the aircraft, there is not a piece of paper called a "title" that conveys ownership of the aircraft. Rather, the bill of sale and the aircraft registration prove title, which in aviation means "legal ownership." These documents are filed with the FAA Aircraft Registry in Oklahoma City, Okla. Before you purchase an aircraft, AOPA recommends a [title search](#). The items checked include the registration form (form 8050-1), the aircraft bill of sale ([form 8050-2](#)), [liens](#), [judgments](#), and foreclosures on U.S.-registered aircraft.

Q: What on Earth can the spacwalks be compared with?

A: Like fixing your roof at night while wearing diapers, ski-clothes and scuba gear over your pajamas.

Q: How does the Urine Processor work?

A: It doesn't.

Q: Does the "wake-up" song actually wake you up?

A: Yes - with these speakers it sounds like the national anthem being played on an electric shaver.

Q: What is it like being in space?

A: No fresh air, no beer, no TV, no sex and no shoes. Try that for two weeks sometime.

Q: What will you do on Thanksgiving?

A: Same as every other day: Lose stuff, look for stuff, and take pictures of stuff. Oh, and use a lot of duct tape.

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