

# EAA Mount Rainier Chapter 326 Newsletter

Thun Field – February 2010

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## Meeting Notice

**Tuesday, February 9th, 7 PM**  
**at Rainier Welding Supply 2624 112th St.**  
**(on 112th just west of Steele St. near McChord AFB)**

**Program: Welding class / demonstration by Lincoln Electric**

**Refreshments: Kevin Behrent**

## From the Secretary

January 12, 2010 – EAA Chapter 326 Monthly Meeting

Kevin called the meeting to order at 7:02 sharp!  
Tonight's meeting was a project review of Kevin's RV9A.

Jeff & Sandy provided refreshments for the evening.

2010 Dues are due. We have about 50% participation thus far, so come on guys, get your dues paid ASAP.

Visitors

Doug Reese – building a Zenair. Visiting from Olympia.

Treasurer report: \$5033 in the bank.

Starting in February we will have Name Badges to help get used to everyone's name.

Arlington Airshow camp sites. There are some spots left with the group camp site for \$95. Contact Kevin Behrent.

NW Aviation Conference Feb 20<sup>th</sup> – 21<sup>st</sup> at the Puyallup fairgrounds. We will need volunteers to staff the booth and talk to people, look for a sign up sheet at the February meeting.

Andy

## Mt Whitney to Death Valley

**27 Jan 2010**

John Brick

Leaving here Wednesday, we had to wait for the fog to lift, and it never really did, so we launched anyway around 11:30. Stopped at Oroville, CA for cheap gas and got into French Valley at 5:30. Sunset there was 5:15 so it wasn't really dark yet. I don't like taxiing around strange airports at night. But as we were

descending to land, the sunset was spectacular... combination of clouds and LA smog made it blood red. Our car was waiting and we were checked into Pechanga Casino by 6:30.

Pat had free room reservations and used her "comps" (points she builds up on her slot machine card) for free meals at the buffet too. She had comps left over from last year. Guess that's why she gets mail with some kind of deal from them almost every week. It's rare to come out ahead overall though, and she didn't this time either. I never hear the exact amount unless she's ahead of course. None of your business, she says. Which reminds me, I have a W2G from Angel of the Winds casino for \$2500 that I have to pay taxes on. They tell me that you can deduct losses, but the way I read the tax code, yes, but it's like any other deduction; they all have to add up to exceed the standard deduction: \$11,400 I think. But all in all, I don't mind because I get to fly to some neat places and Pat stays in the casino while I go fly some more. We're both happy with that.

On Thursday, the weather was perfect and I was able to fly exactly as I had planned. Went from French Valley to Mojave and then up the highway past Inyokern / China Lake to Lone Pine. Climbed up and found Mount Whitney (14,505')... not as easy as I thought because the whole area is full of peaks above 14k. But after measuring the distance on the map from Lone Pine to the peak, I got a fix on it... ain't GPS great! Circled the peak a few times and then descended directly to Death Valley, only 73 nm from highest to lowest in the country. I got an altimeter setting from Joshua Control while still at altitude and then glided down to Badwater Basin. I had the coords plugged into my GPS... good thing because the terrain is so devoid of landmarks that it would be difficult to find otherwise. The elevation is minus 282 feet, so when my altimeter was more than 200' below sea level I was satisfied that I had arrived. I circled around a while to marvel at the landscape and became alarmed when my speed seemed to be nearing stall. It wasn't, but it seemed that way. The wind was howling down the valley but the air was smooth as glass. I didn't think to check the ground speed but at times I was screaming along, inches above the white salt crust and then turning back, scaring myself at how slow I was moving. The landscape was a mix of reddish brown channels and whitish salt flats. Recent rains left water in the pools and creeks. Awesome.

I returned to Mojave via the Trona gap. All the restricted airspace is pretty intimidating at first glance, but a closer look finds navigable gaps. Three sectionals converge on my route so I took the trouble to cut and paste old ones and buy three new ones. Joshua Control is good about flight following too. They were busy though... lots of military activity. I heard a U-2 climbing out of Edwards, F-18's in the supersonic corridor, some poor fighter pilot pissed because his tanker was reserved for Red Flag only, actually that wasn't his and by the time everything got sorted out and his tanker showed up he had already given up and went home... unhappy. White Knight was circling in the pattern when I landed at Mojave.

Gas at Mojave was \$3.90, lowest anywhere. I had planned to give Dick Rutan a call but guess who was at the gas pumps ahead of me. We had coffee while watching the White Knight in the traffic pattern. It had a Longeze chase but the Spaceship wasn't aboard. When it finally landed, it taxied within a few feet of my RV and with its four jets cooking I was afraid it might blow me over. I had seen it on static display at Oshkosh but it's really cool to see it in action. Must be a common sight at Mojave though because nobody seemed to take much notice.

I left Mojave and went over to Santa Paula (SZP). Nice little airport in a pretty valley that opens out onto the ocean. It gets more press now that aviation writer Barry Schiff moved there. Chatted with some guys at the restaurant and then headed back to French Valley. I'd planned to land on the famed 16R at Van Nuys but it was getting too late, and besides as I flew over, I could see them landing on 34.

Back at the hotel in time for a nap before dinner with Pat's relatives. What a wonderful day.

Friday, we left French Valley at 8 am and landed at home at 2 pm. We stopped at Carson City, just south of Reno for gas, \$3.90 again. I was concerned about the weather. Northern California was all rain so we went east of the mountains, good weather and tailwinds most of the way. Weather deteriorated north of Redmond, OR but was able to stay VFR. Flew the Columbia gorge to get west of the Cascades and back into the rain. From there it was a short ride home.

About French Valley (F70). It's southeast of Los Angeles near Temecula. Not sure what goes on at the Jet Center. There were only two other airplanes on the ramp. But George opened the hangar and let me stay inside at no charge... just like last year. And I didn't even buy gas (\$5.15). The hangar looks very clean, and large enough to hold five Citations. It was empty except for my little RV-4. Love that place.

I have to brag on my wife. She is the perfect passenger. Doesn't say much, reads her book, naps, never complains about turbulence, pours me coffee, never needs a pit stop, and trusts me way more than I deserve.

Life is good. jb

### THE IO-233-LSA

*Traditional Lycoming performance in a lightweight package for your light sport aircraft.*

100 hp @ 2,400 rpm  
 ASTM LSA Conformed  
 Electronic Spark Ignition  
 Throttle Body Fuel Injection  
 \*Unleaded Gasoline Approved  
 Roller Tappets

#### Performance:

Max Continuous hp – 100 @ 2,400 rpm  
 Max Continuous hp – 116 @ 2,800 rpm  
 Max Recommended TBO (hours) – 2,400

#### Cylinders:

Number of Cylinders – 4  
 Bore (inches) – 4.375

Stroke (inches) – 3.875  
 Displacement (cu. inches) – 233.3  
 Compression Ratio – 8.1:1

#### Fuel:

ASTM D910 100LL  
 Lycoming Approved 91/96UL  
 \*Lycoming specification fuel based upon D4814 or EN 228 automotive fuels  
 GPH Consumption @ 75% power – 5.25  
 GPH Consumption @ 65% power – 4.5

#### Dimensions & Weights:

Height (inches) – 21.0  
 Width (inches) – 32.0  
 Length (inches) – 27.0  
Dry Weight (pounds) – 200-210

#### Oil:

Sump Capacity (quarts) – 6

#### Engine Mount:

Conical or Dynafocal

#### Standard Equipment:

Dual Electronic Spark Ignition  
 Throttle Body Fuel Injection  
 Lightweight 14V Alternator  
 Optimized Oil Sump  
 Streamlined Accessory Housing  
 High Speed Induction System  
 Lightweight Starter  
 Roller Tappets

### Integrated Back-up Battery System IBBS



The *Integrated Back-up Battery System, IBBS*, is an electronic system that combines a Ni-mh battery pack, a charger and switching logic in one convenient package. The IBBS provides an engineered solution to enable an endurance bus for critical loads found in aircraft. It simplifies the wiring and installation of a source of back-up power by integrating all of the

key elements into a single enclosure. The IBBS system provides back-up power to electronic loads such as EFIS, GPS, Autopilots, and engine monitor systems.

Integral to the IBBS is a nickel metal-hydride battery pack and a matched charging system to ensure the battery is properly charged and maintained. The system also includes switching circuitry to provide a stable source of output power during normal and emergency operations. The IBBS system also provides signals to other equipment such as EFIS systems to communicate the operating state of the back-up bus as well as the state of the battery.

The IBBS system connects to the standard aircraft power bus and provides an output to critical equipment that requires back-up power. Additionally, the IBBS system provides surge and sag protection for connected equipment, allowing operation of critical equipment during engine starting.

The IBBS system is suitable for use with equipment such as Garmin GNS-430/w, GNS-530/w, G3X series of avionics, Grand Rapids Technologies EFIS systems, Advanced Flight Systems EFIS, Dynon EFIS, and MGL EFIS, TruTrak Autopilots and EFIS.

Weight: 2.5 lbs

Retail pricing information:

IBBS-12v-4ah \$375

IBBS-harn 10ft. wiring harness \$85

<http://www.tcwtech.com/IBBS.htm>

## A B-52 Happening

January 10, 1964, started out as a typical day for the flight test group at Boeing's Wichita plant. Pilot Chuck Fisher took off in a B-52H with a three-man Boeing crew, flying a low-level profile to obtain structural data.

Over Colorado, cruising 500 feet above the mountainous terrain, the B-52 encountered some turbulence. Fisher climbed to 14,300 feet looking for smoother air. At this point the typical day ended. The bomber flew into clear-air turbulence. It felt as if the plane had been placed in a giant high-speed elevator, shoved up and down, and hit by a heavy blow on its right side.

Fisher told the crew to prepare to abandon the plane. He slowed the aircraft and dropped to about 5,000 feet to make it easier to bail out. But then Fisher regained some control. He climbed slowly to 16,000 feet to put some safety room between the plane and the ground. He informed Wichita about what was happening. Although control was difficult, Fisher said he believed he could get the plane back in one piece.

Response to the situation at Wichita, and elsewhere, was immediate. An emergency control center was set up in the office of Wichita's director of flight test. Key Boeing engineers and other specialists were summoned to provide their expertise. Federal Aviation Administration air traffic control centers at Denver and Kansas City cleared the air around the troubled

plane. A Strategic Air Command B-52 in the area maintained radio contact with the crew of the Wichita B-52.

As Fisher got closer to Wichita, a Boeing chase plane flew up to meet him and to visually report the damage. When Dale Felix, flying an F-100 fighter, came alongside Fisher's B-52, he couldn't believe what he saw: The B-52's vertical tail was gone.

Felix broke the news to Fisher and those gathered in the control center. There was no panic. Everyone on the plane and in the control center knew they could be called upon at any time for just such a situation. In the emergency control center, the engineers began making calculations and suggesting the best way to get the plane down safely. The Air Force was also lending assistance. A B-52, just taking off for a routine flight, was used to test the various flight configurations suggested by the specialists before Fisher had to try them.

As high gusty winds rolled into Wichita, the decision was made to divert the B-52 to Blytheville Air Force Base in Northeastern Arkansas. Boeing specialists from the emergency control center took off in a KC-135 and accompanied Fisher to Blytheville, serving as an airborne control center.

Six hours after the incident first occurred, Fisher and his crew brought in the damaged B-52 for a safe landing. "I'm very proud of this crew and this airplane," Fisher said. "Also we had a lot of people helping us, and we're very thankful for that." The B-52, Fisher said, "Is the finest airplane I ever flew."



I joined a health club last year, spent about 400 bucks. Haven't lost a pound.

Apparently you have to go there.

end

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**Chapter 326 Website**      <http://www.eaa326.org>

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