

EAA 326

February 2014 - #182

Thun Field Thunder

Newsletter of EAA Chapter 326, Puyallup WA



Next Meeting
Tuesday Feb 11th, 7pm

CAP building Thun Field

Program: Mike Latta -
Interstate restoration project

Refreshments: TBD

Tuesday January 14, 2014

Randy called meeting to order

Visitors:

- Harlan Damron from Gig Harbor has been out of aviation for a while. He has his PPL and is interested in building. Harlan joined the chapter.

- James Mc Afee has worked for McDonald/Douglas as a metallurgic

engineer. He has a RV-6A project (wings riveted) that has followed him from St.Louis to Puyallup. James also joined our chapter.

Welcome to both of y'all!

Norm was in Mexico and still did his job!

Beginning Balance



Burger Burn



Flying over Enumclaw



RV8 Fuselage

\$6,262.28	
Deposits	325.00
Withdrawals	0
Ending Balance	\$6,587.28

Andy Karmy passed around the refreshments list. If you did not sign up but would like to be on it, give Andy a shout. Andy has been working on the website, redesigning and making it simpler for anyone logging on. If you have something you want posted on the website, please send it to him. The members only is still the same. Newsletter Editor still wanted. Andy wanted to make it clear that he is only a temporary newsletter editor and he is making the site easy for anyone with interest to take over. Basically, you gather data, some being from the secretary and biographer, some snippets of interest off the internet thrown in and process it.

Joe Andre said we now have a new regulator for pumping up struts.

Tom Brown no news, but enjoyed the awesome lenticulars over Mt. Rainier

Kevin spoke about Team Flight 1 and 2
 Team Flight 1 is fixing to start working on the finishing kit and the instrument panel.
 Team Flight 2 has finished the empennage and are now working on the fuselage. The rear spar is complete. Kevin says they could sure use some temporary space to store the empennage until the hangar on the end is finished and available.

Harry Nelson wants to sell his trailer and is offering our chapter first option to purchase. He was asking \$3,500 for the trailer. It is an enclosed 8 x 20 foot trailer complete with hitch and levelling bar. Randy asked Harry if the price was negotiable and Harry said he would take \$3,000.00. Kevin said he and Team Flight have used the trailer in the past and it worked great for them. There was a vote to purchase the trailer from Harry Nelson for \$3,000.00 and all present were in favour

of the purchase.

Steve Dickinson said the FAA representative was going to speak on engine maintenance, but was unable to show for the presentation. February we will have the Sail Plane assoc. and the Pierce County Sherriff in March.

The Northwest Aviation Conference will be held on Feb. 21 - 23, 2014 at the Puyallup fairgrounds. We will have two booths again. Team Flight will supply a project for one of the booths. Curt Bryan volunteered to bring his Gyrocopter for the second booth. Volunteers needed for Setup on Friday, Feb. 21, working the booth on Saturday and Sunday, and tear down on Sunday. This is our chance to show folks what our chapter is all about so come out and help us to spread the love of aviation.

Kevin is now taking reservations for our chapter group camping spots for the Arlington Airshow. Cost is \$100.00 for three nights, July 10 thru 12 (Thursday, Friday, and Saturday) This includes one 3-day pass. Please let Kevin know if you are interested.

Duane and Amy Tenino are looking for hangar space. He must have his RV-6A out of the hangar he is in now by June 1st. He is looking either to share space or rent. Please give him a call if you know of anything. He has been on a waiting list at Pierce Co., but it won't be ready in time.

Newsflash: Just found out that Duane and Amy purchased a hangar at Thun field!

Thanks to Randy and Kerry for refreshments and a very **Special Thanks** to Tom Brown for his famous soda he brought to celebrate my PPL!

Randy and Tom passed out awards, first to each other then to Andy Karmy, Smitty, and myself. Those that were not present, but had awards were Darrin Dexheimer, Marv Scott (2), Jim Triggs, and Charlie Cotton.

WANTED

EAA Chapter 326 Newsletter Editor

John Brick has retired after many years of service. We need a new editor to continue the chapter communications, Please consider stepping up to this important role.



Contact
Randy
Albritton or
Andy Karmy
for more
information.

Randy brought a video clip from EAA Headquarters that told the story of Jim Moss and his Gee Bee QED2. The video included everyone that participated in the building of this fantastic project from the welders, wood craftsman, riveters, electricians to painter. Everyone that worked on the project agreed that working with Jim Moss was like working with a Mastermind of Aviation. Jim built the plane first in his mind with only a single picture to go by. He drew up the plans and a team of folks seemed to appear. We all wanted to be a part of Jim's creation. I remember first meeting Jim at the Arlington Airshow where he had his Great Lakes parked with a Grand Champion plaque next to it. I wanted my picture with him then as I could tell this man was something special. I did not know at the time how special he really was. When I started going to Jim's hangar with Randy to work on the QED I was amazed at the whole thing. From the picture he showed us on the wall, his drawings, everything. This guy was organized and determined! Unfortunately, do to a long battle with cancer, Jim did not make it to see his creation fly. The test pilot is from the Museum of Flight and working with Jim's lovely wife, Judy, has made several flights out of Olympia. He has recently flown her back home to South Prairie. The CG was so far aft to everyone's surprise that now they are working on moving as many items forward as they can. The fuel tanks have been removed to be rebuilt and brought forward. The test pilot says she is very unstable so hopefully all this movement will help. I personally, look forward to seeing her at Arlington this year.

Project Reports

Since we didn't have a guest speaker we went around the room to see how everyone is doing on their projects.

Randy started the ball rolling with our RV-9A project. The instrument panel has been installed, waiting on Kerry to build the cushions and paint the numbers on the tail. All the paperwork is ready to be sent off and the 9 is ready for Marv and Charlie to inspect. She'll be ready to fly on Tuesday! We just bought an O-360 and a constant speed prop for our RV-7 project which we are in partners with Steve Herr. The fuselage is almost done. Still have to rivet on a few panels. We also have a Rotorway Exec 90 that seems to be in a thousand pieces! Randy took the rotor shaft assembly apart for inspection. Everything looked good and the rotor shaft is now back in place. The left skid has been replaced and ordered new blades as the originals were in the shape of a pretzel from being lightly rolled over!

Andy Karmy is building a RV-8. Andy passed around pictures of progress including the instrument panel complete with Dynon Skyview and for show and tell he brought in a brand new JD Airparts's tail wheel for RVs whose claim to fame is radial thrust bearings instead of just bushings in pivot points of the tail wheel neck and his throttle and mixture control. He has the fuselage pinned together with clecoes and ready to take apart and start riveting. The tail is done and the wings are done. Curt Bryan has been helping him out.

Darin Anderson is building a RV9-A. The empennage and the wings are complete. He has rolled the fuselage over working underneath and it looks great.

Mike Latta is involved in an aircraft restoration of a 1942 Interstate Cadet. It has a ninety horse Franklin engine and hasn't flown since 1965 and when he called up the folks that last overhauled the plane all he got was laughter. He found a prop from a seaplane but it will need re-pitching as it over

revs pretty bad.

Paul Westcott finished his RV 9-A in Sept. 2013. Even though Paul has 100 hours flying in a RV-7 he had a test pilot take her up for the initial flight while Paul flew backseat chase in a RV-8. There were a few problems including the ammeter was not showing a charge, brake problems, high EGT. Paul had called Matco about the problem and they sent him an email with all types of problems and solutions to work with. Turned out to be not enough freedom on the master cylinders from the hoses and the bolt hinges. Took four hours to free up the brakes and they work very well after that.. Paul was told to try moving the coil around noting if the high EGT followed the coil and it did so that confirmed the high EGT problem. The ammeter turned out to be wires crossed. Corrections made and she flies beautiful.

John Gallo is building a Thatcher CX-4. There are a little over fifty flying now, mainly in USA, Australia, Canada, and Great Britain. It has European- type wing tips which were rather difficult to build. This plane is scratch built and the plans are rudimentary, causing a lot of parts to be built over, leaving a lot of sheet metal around for little parts. John said he thinks the designer built parts and if they fit he traced them and that was your plan. He has spent the last 1.5 to 2 years building separate parts. He had clecoed the parts together and discovered he was about two and a half inches too long. John debated whether to leave it like that or try to make it the way it should be. For weight and balance he felt he should re-do the parts. Great Britain had issues with the rudder pedals and wanted them hinged to the floor, but John kept his like the original with the pedals hanging from a rudder bar. The original plan had bowden cables going to the rudder pedals. John, along with several other pilots questioned that and sure enough after the third model was built the cables failed. John said that has since been changed to aircraft-type rated cable which is what he was going to use anyway. The next thing he has to build is the tail feathers. Unlike the RV's the tail is the last thing to be built. He is about ready to plan his instrument panel and it should be ready for instruments about the same time the RV-9 is ready. He plans on getting a Great Plains engine and needs a prop. He will start on the canopy once the tail feathers are done and put the large sheets on the side panels of the fuselage. The other project is a RV-9 and John is partnered up with Greg Smith. It started out as a 9-A and they decided they wanted a straight nine. The conversion was rather simple as far as putting in the tail wheel and they had to get different landing gear. They are at the point where they are looking at the canopy directions. It will be a flip up canopy and they are just trying to build up the courage to cut it! They are going to put in a three piece instrument panel with three sections. The faces will be removable for easy to get to wiring or replacement. John and Greg would like to go to Dynon and take their class. They have their landing gear, tires, wheels. The wings are partially done and at the point where they are inserting the control and electrical wiring. Greg said they are putting in the IO 320 fuel injected engine and a constant speed prop. Another year and a half they will have a couple of flying airplanes!

Smitty has been working on his Titan T-51 for eight to nine years coming this March and he is happy to report it is getting close, **real close**. At our last Burger Burn , Smitty had it out of the hangar and did a run-up on it. Since then he has disassembled it , had all the control surfaces prepped and painted with primer. The plane has been in the paint shop hangar all this week .

Smitty was not a painter so he approached Ron Robertson who was Jim Moss's painter for his Great Lakes, Laird Super Solution, and Gee Bee QED 2. He showed Ron a picture of what he wanted and Ron was impressed as this was not your average run of the mill paint job. He let Smitty know that this was a challenging paint scheme, but he loves a



challenge. Smitty is finding out just how challenging it is as he has been doing all the grunt work of sanding and taping while Ron sprays on the paint. If something isn't up to Ron's standards, Smitty works at that piece again sanding or doing whatever it requires to get it up to Ron's par. At the time of the meeting, Smitty had taped off for the Invasion stripes and the insignia.

Smitty said he had no idea how much work it would be to get everything just so, but he loves working with Ron and is happy how it looks so far. It is a paint scheme from a real airplane used by Colonel Kristen in 1944. Col. Kristen was killed during a railroad interdiction mission. He doesn't believe that Col. Kristen had any air to air kills, but it was a famous photo of that airplane taken called Lou IV and it was of the Yellow Jacket Sqdn. based out of England as the nose was painted yellow on all the planes of that squadron.

Mark Owens is six years into his project of building a Glasair IIS FT. He has the fuselage and wings nearly completed and the tail feathers on. Mark visited with Andy Karmy and went over all the instrument options. He has laid it out and building the panel into different sections so that he may just remove a section if needed to work on a specific instrument. He is doing more research on the strategies of wiring and cutting the plexiglass for the windows. Mark says he is having lots of fun with his project.

Scott Emery has made his first flight in his brand spanking new RV-8 on December 26, 2013. Now that's a sweet Christmas present! Scott spent fifteen years on this project that comes with a Mazda rotary engine. Scott made the first flight himself and said he didn't even notice the plane on that flight. Six flights into flying her and she's a real gem, **Real Sweet!**

Ed Shadle says the feeling of full afterburner is real cool. The North American Eagle which is an F104 Starfighter turned into car is steering straight as an arrow now. Ed's latest best speed is 450KTS! Her latest weakness discovered is the fairings built on the back axle had too much downforce and actually bent the fairings which in turn ended up to be a good thing. The Eagle's last runs were improved with two passes in one hour. They are traveling with the Eagle to the Grand National Roadster Show in Panoma, Ca which is the top show in the

country. They are building a jacking system that can lift the Eagle onto a dolly, making it easier for travel. Ed and his crew are hoping to beat the World Land speed record of 763 mph held by the British, but first they are gunning for the Women's land speed record of 512mph held by Kitty O'Neil. Jessi Combs hit 440.709mph at the Alvord Dessert on her last attempt.

Remember the Ram Restaurant get together the last Thursday of each month. It's great to be able to talk planes, engines or whatever with all your pilot buds.

Kerry Albritton,
Secretary/Biographer

Whew, that's a lot of project reports. So if you are still building, know you are in good company, if you are not yet building, reach out to any of the members that are to ask questions or get some ideas about the project you are dreaming about! We are all here to help and love to talk Airplanes.

FOR SALE

RV-9A. Asking \$79,000.

- VFR night. 450/495 hrs (tach/Hobbs).
- 0-320 AerosportPower with mid-pitch prop.
- Auto pilot.
- TCAS.
- A very straight build and NO

ISSUES.

Earl Gruer [360-427-1264](tel:360-427-1264).



RV-4 For Sale (N474JB)



Located at Pierce County Airport - Thun Field (KPLU)

TT A&E 1340

Aero Sport Power, new IO-360-B1B with 9.2 compression.

Airflow Performance fuel injection with purge valve.

B&C Starter and Alternator.

Lightspeed Plasma III electronic ignition in place of right mag.

Whirl Wind 200RV constant speed prop.

Full IFR panel. GPS, VOR, ILS, 2 com radios.

IFR approach certified KLN-94 (not WAAS)

Dual axis TruTrak autopilot with automatic pitch trim.

Bose headsets front and back.

Infinity stick grip with aileron and elevator trim on hat switch.

Mountain High O2D2 Oxygen system.

Antenna switchbox to permit use of bottom whip with ICOM handheld (3rd radio).

Andair gascolator in each wing root.

Custom built alternate air door. Way better than Van's.

Fuel capacity: 53 gallons in normal (extended) wing tanks.

RV-7 Wing Tips

Tall main gear legs.

Performance: 175 knot cruise (201 mph) on 8 gph or less.

Seattle to Oshkosh with one stop, each way.

Absolute ceiling: FL280. Yes... been there, May 29th, 2008.

Normally aspirated.

Normal cruising altitudes are 11.5 or 12.5 but cruises nicely at

FL210 too.

Aerobatic: absolutely. Loops, rolls, cloverleaves, etc. Have yet to pull much over 4 G's.

Construction: Two part epoxy primer throughout.

Award for workmanship at Arlington, WA.

Attractive paint and upholstery.

Reason for sale: Medical

Questions? 253-230-8516

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EAA Chapter 326

The Mount Rainier Chapter

Pierce County Airport - Thun Field

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