

EAA Mount Rainier Chapter 326 Newsletter

Thun Field - March 2004

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Meeting Notice

**Tuesday, March 9th, 7 PM
CAP Building, Thun Field**

Program: Building the Me 262. Ralph Corbin

Refreshments: Louis Gallego

Adjournment: TBA

From the Secretary

Minutes of January 13, 2004

The meeting was called to order by Kevin Behrent.

110 members 88 have paid dues, how about the rest of you?

Smitty has been setup as a new Tech counselor & Bob Fay for Communications director.

A new chapter survey has been created and will be distributed next month. This is your time to get in some input into chapter events and functions.

NW Aviation conference is Feb 21-22 this year. We need display airplanes and volunteers to work the show. The plan is to do a similar program at the conference as we did last year for the boy scouts. We need tools and people to run the show. The signup sheet will go out at the Feb meeting.

Visitors:

Bruce & Candy Hughes building a LongEZ a month from flying for the last 5 years!

Neil Bryant from EAA441 – AeroComp 6

Ward Morris – RV7A wings finished, starting fuselage

George Gibony – Thunder Mustang – Flying this spring

Steve Linburg –

Bryce Johnston – RV9A, just starting the tail kit.

Lonny Luepte – Student at A&P school

John Turode, President of Dynon, gave a presentation on their D-10 EFIS. He has a long history of computer technology going back to the start of the PC. His focus has been on making technology affordable for people to buy and use.

John loves to fly and has a Cessna and Beaver float planes.

Dynon sold 600 units in the last 9 months. They may certify the unit in the future, but it will be very expensive to do, and may raise the price.

WOW you can not imagine all the cool information that John shared... Tune in next time and don't miss those meetings!

Andy

Minutes of February 10, 2004

The meeting was called to order by Kevin Behrent.

Today's guest was Duane Burcham, representing AeroLift the airplane storage solution!

Dave Smith then showed his Zenith CH701 in Kevin's hanger.

Paul & Joan Good brought this month's refreshments. (A nice selection of Valentines Day cookies)

The new Chapter survey was distributed this month. This is your time to get in some input into chapter events and functions. Please return your input to Kevin Behrent, or Marv Scott.

NW Aviation conference was Feb 21-22 this year. The Chapter displayed Joe Andre's RV8 fuselage and Kevin brought his RV9 fuselage clecoed together! Thanks to all those that worked the booth during the show. We talked with many people and I think got some interested people on the hook to come check out our Chapter meetings.

Visitors:

Will Allen – Building RV8

Ken Finney – New EAA member

Earl Gruer – Building RV9A

Randy Tonken – Building RV8

“The average airplane owner spends \$4000 a year in hanging expense. Join the pilots who have dramatically decreased their hanging cost with the Aero-Lift.” Duane gave a complete presentation on the costs and benefits to adding vertical storage to your hangar. The costs were in the \$6-8K range for a lift to double your storage space. For more info go to <http://www.armaerospace.com/>

Andy

Chapter 326 Project Summary

Here is a list of our airplanes: 82 total...some flying (f) and some being built (p).

42 RV's:

13 RV-4, 7f 6p
7 RV-6, 5f 2p
5 RV-7, 5p
7 RV-8, 7p
10 RV-9, 1f 9p

B-55 Baron restoration p
RANS S-9 ESP f
RANS S-10 f
Long EZ f, 2 Long EZ p
1928 Church mid wing racer p
Skybolt f, Skybolt p
80% Corsair p
Vision p
Fokker DR1 p
3 Zenith Zodiac 601XL p
CH 701 f
Glasair IIS RG p
Glasair I FT f
Thunder Mustang p
Ercoupe f
PA-15 f
Jet Hawk II p
Commonwealth Skyranger f
Glastar f, Glastar p
Fischer 303 p
Skystar Outback p
2 Kitfox p
North American Eagle F-104 p
1940 Fairchild F-24 f
Champ f
Spencer Aircar Amphib p
2 Thorp T-18 f, Thorp T/S-18 p
Wilga p
1959 deHavilland Chipmunk p
1941 Luscombe p
Modified Snowbird Gyrocopter f

Joe Zinno

Amazing...the folks you meet by chance. An old-timer stopped by our booth at the Trade Show. We chatted about the EAA and homebuilt airplanes. I asked if he was a pilot. "Yup, WWII, Korea and Vietnam"...was in the Air Force for twenty-some years. Build anything? "Nope, not regular planes...but I did build a man-powered plane." Fly it? "Yup, just once." Things started to sound pretty farfetched so I looked it up on the internet. Turns out this guy, Joe Zinno, was the **first pilot ever to fly a man-powered aircraft**. That was in 1976, a year prior to MacCready's team flying the Gossamer Condor. He didn't win

the £50,000 Kremer prize but he does have a plaque in the Smithsonian.

Joe lives in Federal Way. Look forward to meeting him soon.

AOPA Real Time Flight Planner

With all the glowing accolades by AOPA, and with Jeppesen as the developer, you would think this free software package was the greatest flight planning tool ever invented. **It is not.** Among the free flight planners available, it is possibly the worst. Some of the deficiencies:

1. There is no way to enter a route in text form. It is exceedingly slow to graphically, rubber band a route because you are online and the map is redrawn with each entry.
2. You cannot change a route altitude (to evaluate winds) without re-entering the whole route.
3. You can only reverse a direct route...not an airway route.
4. You cannot print segments of the weather / notam briefing. You have to print all or nothing.
5. It is hard to know when winds have been applied to the flight log. If a route is modified (rubber band) after the forecast winds have been downloaded, are the winds applied automatically?

Perhaps if you had a super fast internet connection it wouldn't be as aggravating, but on a dial-up modem forget it. **The only good thing** going for it is that it displays TFRs on the route map.

Here are some better, FREE alternatives:

DUAT (Direct User Access Terminal)

This is a service funded by the FAA that allows you to do flight planning, get weather briefings, and file flight plans via the internet. The FAA has contracted with two companies to provide this service: **CSC** (Computer Sciences Corporation) and **DTC** (Data Transformation Corp). Each company provides the same basic services, but each has its own website with variations in menus and how you enter data. They both are "official" sources of weather and notam information. Many, many, fine weather sources can be found on the internet, but only these two are legal...i.e. satisfying the FARs for preflight preparation.

CSC (Dyncorp) is at <http://www.duats.com/>.

DTC is at <https://www.duat.com/>

Both of these are web-based, meaning that you work online and there is nothing to download. I suggest using an access code and password that is easy to remember and always use the same code on all programs, CSC, DTC, or whatever. That way, when you walk into an FBO, you can access whatever program they happen to be running. By entering your own access code, you will be able to use your stored pilot data and aircraft performance data without having to enter it manually.

Cirrus: Info can be found at <http://www.duats.com/cirrus.shtml>

I have used Cirrus for a long time and I like it. It is Windows based, meaning you have to download it, but then you can do all your flight planning off-line. When you are ready to get a flight plan log or weather/notams or file a flight plan, or all three at once, just click on "dial" and you have the whole thing done in seconds and you can print out the parts that you want. As with any software program, it takes some practice to learn. The major fault is that it only provides TFR info via text when you get the notams. There are other flaws that I've learned to live with but it still is my favorite. CSC is going to release an upgraded version this summer that will have big improvements in graphics, etc. And it will still be free.

AeroPlanner is at <http://aeroplanner.com>

This is a **\$50 value available FREE** to all EAA Members! Two memberships are offered: Basic for \$50 and Premium for \$120 a year. You get the Basic free and this authorizes you to use either their Basic Planner or Pro Flight Planner on their website (kinda confusing). This is web-based and appears to be more comprehensive than the others...and more complicated. I have played with it and it seems pretty good but slow on my computer. But way better than AOPA RTFP.

Note: All of the programs above use DUAT as their underlying platform. You get the same weather/notam and flight plan filing services as you would by telephoning FAA Flight Service. 1-800-WX-BRIEF (1-800-992-7433)

jb

granted. I'm still amazed how quickly fuel is sucked out of such a small opening.

It's now replaced and all is fine. Maybe one more thing to carry in your flight bag. Either that, or always make sure you've got enough fuel available in either tank to make it to the next gas station.

Andy Gold

Q & A

Q: Why is there a difference between the magnetic variation for the airport and the VOR located at the same airport?

A: According to the FAA's National Aeronautical Charting Office, when a navaid is first constructed, the antenna is physically oriented to true north. Then a potentiometer adjustment is made to slave the navaid with magnetic north. This action matches the isogonic line, making it agree with a magnetic compass. Initially these two values are the same, but the magnetic variation of the Earth changes at a rate of 50.27 seconds of arc per year. Navaids are commissioned and remain online 24 hours a day. Although periodic maintenance is performed as needed, reslaving the navaid to match the isogonic value requires a total shutdown, realignment, and a recertification flight check. Only when the navaid is out of tolerance by at least plus or minus 6 degrees will a reslaving procedure be initiated.

AOPA

Fuel Cap Trouble

On my last flight, immediately on takeoff, fuel began spewing out of my right side gas cap. (You won't believe how much is sucked out until you actually see it for yourself) The flow slowed down on leveling off and stopped completely once I began a descent. The tank was about 3/4 full on takeoff, and in the time it took to get around the pattern I estimate losing 1-1.5 gallons through the cap.

On landing, I first checked that the cap was on tight. It was. I then checked the large O-ring that seals the cap in the flange. It appears fine. But maybe appearances are deceiving. Maybe the O-ring has hardened in such a way that it no longer seals well. Call Van's and buy a new set. Well, since my cap is 12 years old, and new caps are somewhat different, I was told to call Usher Enterprises direct to get a new set of old style rings. Call Usher. Which O-ring do you need - each cap has 2, a big one and a small one. Two O-rings in each cap? OK, they're cheap enough - send 2 of each. If one cap went bad, the other will surely be quick to follow.

It turns out that there is also a small O-ring which seals the stem inside the cap. In my left tank, I found the small ring split in half, but yet to spring a leak, although I doubt it would have been long until it did. In the right cap, the ring was completely gone. Either lying somewhere in the snow or floating somewhere in the tank. Nothing lasts forever, and nothing can be taken for

EZ Pilot

EZ Pilot is a new wing leveler and GPS tracker made by **Trio Avionics**. It is receiving a lot of attention lately. It fits in a standard 3 1/8 instrument panel hole and usually replaces the turn coordinator much like the Navaid Devices autopilot seen on many homebuilt aircraft.

The display on EZ Pilot reads out GPS data such as track, bearing, ground speed, and more. It also has a light bar that gives turn rate info when selected.

The cost is \$1670. Some folks are replacing their Navaid autopilot with the EZ Pilot. They only need to buy the control head for \$995. It is compatible with the Navaid servo.

Reports seem to be unanimous in favoring the EZ Pilot over the Navaid. Check it out:

<http://www.trioavionics.com/>

There are three kinds of men: the ones that learn by reading, the few who learn by observation, the rest of them have to pee on the electric fence.

Will Rogers

End

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