

# EAA Mount Rainier Chapter 326 Newsletter

Thun Field - March 2005

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## Meeting Notice

**Tuesday, March 8th, 7 PM  
CAP Building, Thun Field**

**Program:** Ron Ulbrick from Dynon. Update on Dynon D10A and the new Engine Monitor.

**Refreshments:** David Thomas

**Adjournment:** TBA

## February Meeting

Gordy presided.

VP Lance Newman gave an excellent presentation on flight testing his RV-6 and flight testing in general. He has a comprehensive set of flight test cards available. These can keep you focused on testing rather than just boring holes during the phase I flyoff. No one will mistake you for chuck Yeager, but maybe you will look like you know what you're doing.

Gordy gave a free copy of Kitlog Pro to a new builder. This is a \$40 software package that helps you log your construction progress. Cuts building time in half.

Smitty recruited volunteers for our booth at the Puyallup trade show.

Treasurer, Paul Yarbrough, reported:

The account balance is:  
Checking \$1521.20  
Savings \$2449.25  
Cash \$50.00  
Total \$4020.45

David Thomas gave an update on his ViperJet project. He also showed pictures of Thomas Aerospace parachutes (2) deployed behind the Global Flyer on a test flight. Evidently the aircraft is so aerodynamically perfect, that the only practical way to descend is using drag parachutes. As the aircraft is only required to land once, these won't be detachable and will take time to reset.

## Northwest Aviation Conference and Trade Show

Thanks to Smitty for leadership, Joe Andre for his RV-8 on display, and Cliff Reed for his Kitfox on display, and all the volunteers manning our booth, we did ourselves proud. Smitty worked on construction of Terry O'Brien's RV-10 elevator right there in our booth. We attracted a lot of visitors and did a good job representing the homebuilding side.

### Why you should join our Chapter

In conjunction with the Trade Show, the EAA hosted a Chapter leadership conference. It was lead by Bob Warner, Senior Vice President, EAA membership, and attended by most of the Chapters in our area. Our Chapter representatives were Gordy, Smitty, Paul Yarbrough and John Brick.

Bob Warner asked each Chapter that question. "Explain to me why I should join your Chapter." The response was so pathetic it was embarrassing...except for Chapter 326, of course.

I think Bob's mission was to get help in defining what it means to belong to EAA. What is the value? What do you get for your \$40? It sort of reminded me of the political campaign axiom: "Stay on message." He wants us to be able to articulate the answer in a concise way. The diverse nature of the organization makes that difficult. If Bob had a well rehearsed "message," he didn't share it. I think they would also like us to deflect criticism of EAA, criticism often because of misinformation spread by us. "We have found the enemy...."

One good idea came from a gal that seemed to have an inside track in the school system. She was preparing an aviation class, a one period presentation that would be concluded with Young Eagle handouts.

## Weather Beautiful

An RV builder, Dan Checkoway, took the FAA weather gobbledegook and organized it into columns of color coded info. Why someone didn't do this long ago, I have no idea.

You can easily customize it to your own preferences. I have it set to open up to a screen that shows METAR's for all airports within with 100 nm of K1S0 (Thun field). At a glance I can see what is VFR, MVFR, IFR, LIFR, and much more. Same for TAF's. Routes too. Check it out at this link.

<http://www.rvproject.com/wx/>

## Ramp Checks

Pilots are expected to conduct flights safely and remain in compliance with the Federal Aviation Regulations. The FAA conducts "ramp checks" to ensure pilots maintain these expectations. Though generally straight-forward, some ramp checks end up with enforcement actions against the pilot. This topic sheet provides guidance and suggestions on how to properly handle an FAA ramp check.

### Overview

A typical check involves the inspection of the pilot's airman and medical certificates, aircraft paperwork and an exterior inspection of an aircraft. The inspector may use a Job Aid during the inspection; this aid helps demystify the expectations. A cooperative and diplomatic attitude will usually result in a positive ramp inspection.

### Ramp Inspections Occur When

An FAA ramp check may occur when an inspector:

- Observes an unsafe operation in the traffic pattern or in the ramp.
- Is notified by ATC of an unsafe operation.
- Conducts normal surveillance.

### The Ramp Check

The typical ramp inspection for most non-commercial operations is during normal surveillance. The aviation safety inspector will usually present identification before conducting a ramp inspection. If you suspect you are subject of a ramp inspection and the individual does not present identification, you may ask for it, the inspector is required to present it.

The check basically involves a review of the airman and the aircraft. The findings from both are usually noted on the FAR Part 91 Ramp Inspection Job Aid.

Inspect Airman Documents

The inspector is not authorized to detain you if it means missing a flight or making an engagement. They may only keep you long enough to check the required paperwork.

If requested, the pilot is required to present his pilot and medical certificate and, if applicable, the logbook. Only student pilots and recreational pilots are required to carry logbooks, all other pilots are advised to keep their logbooks at home. Don't be alarmed if the inspector begins noting this information on his "Job Aid". Presenting the documentation is required, not physically releasing the documents.

The pilot certificate is inspected to ensure the airman has the proper certificate and ratings for operations conducted, such as instrument operations requiring an instrument on the pilot's certificate. The medical is checked for proper class, conducting commercial operations requires at least a 2nd class medical. If applicable, the logbook will be checked for records of currency (e.g. flight review, instrument currency, landings and takeoffs for passengers).

## Inspecting the Aircraft

The inspector is not authorized to board your aircraft without your permission. They may inspect the exterior and look through windows.

The inspector is authorized to inspect:

- the airworthiness certificate
- aircraft registration
- operating handbook
- weight & balance information
- Minimum Equipment List (if applicable)
- Aeronautical Charts (for currency)
- general airworthiness of the aircraft
- ELT Battery
- VOR Check
- seats/safety belts

### Suggestions on Handling A Ramp Inspection

AOPA suggests cooperating with the inspectors, and the following may help reduce the time and scope of the inspection:

- be courteous and cooperative,
- be busy, FAA inspectors are not authorized to delay you for any great length,
- do not volunteer more information than is absolutely required
- keep in an easily referenced location at least the following information:

your medical and pilot certificate

logbook (only for student pilots)

airworthiness certificate (displayed at the cabin or cockpit entrance (91.203(b)))

aircraft registration

approved flight manual or operating handbook

weight and balance data

current charts appropriate for flight (VFR & IFR)

If the ramp check is due to a possible violation, anything you say or do may be used against you.

## Static Wicks

Static wicks have nothing to do with radio quality or reliability. EVERY time dissimilar materials slide across each other, there is a tendency for one material with a stronger affinity for electrons than the other to acquire a negative charge. Common manifestations include sparks that jump between fingertip and doorknob after walking across carpet. In the winter especially, I have to remind myself to keep part of my body touching the frame of my 1" vertical belt sander while sculpting a piece of metal . . . the Van DeGraff like nature of the belt sander will charge the ol' bod with a significant kick if I don't bleed it off during the sanding operations.

Precipitation static is unique to airborne particles sliding past any conductor. Radio receivers can be severely affected by dust storms usually associated with high winds. I used to work with an amateur radio repeater installation 1200 feet up on KTVH-TV in Hutchinson, KS. A blowing snowstorm would severely de-sense our receivers.

Airplanes have unique problems in that they generate their own wind. Airplanes flying through dust, rain or snow can pick up significant charges. When the charge reaches sufficient magnitude, it begins to form coronas at the sharp (usually trailing edges) of wings and flight control surfaces.

The static wick is a sharp-ended conductor (enhances tendency for charge to concentrate and form corona) connected to the airframe through some nominal but rather high resistance. The idea is to put sufficient static wicks in the right places so that they force lots of small, low current discharges to form and dissipate the energy at much lower (read less noisy) levels than if the wicks were not present.

The faster the airplane flies, the more likely it is to experience the effects of p-static. Further, the finish and skin materials have an influence on tendency to build and concentrate static charges. These effects are present and potentially troublesome irrespective of the vintage of radios carried aboard the airplane.

VHF radios are less susceptible than HF or ADF receivers. Grounded antennas are quieter than isolated antennas. There are some modern digital signal processing techniques that can reduce the audible effects of p-static but ultimately, locally generated static noises will overwhelm a receiver looking for weaker signals.

The number, style and placement of static wicks on our bizjets is as much an art as a science. We spent a great deal of \$time\$ selecting the right products and installations. Further, there's a comprehensive incoming inspection of static wicks . . . seems that a performance of a static wick is very sensitive to production variability.

If your airplane suffers from the effects of p-static, it may take a lot of effort over a long period of time to deduce the optimum solution.

Bob Nuckolls

## That Fuel Smell

If you think it is coming from inside the cockpit, it could be the upper O-ring in the Vans fuel valve. These valves come apart easily by taking the upper nut off, make sure your fuel level is below the valve height though. Then lube the O-ring and valve with some fuel lube and it will most likely fix the weep.

I can always tell it needs it when I smell fuel after switching tanks. I've done this about three times in the last 800 hours. Its kinda like flap motor cleanings....

Wheeler North

## Used Oil Coolers

If you don't know the history on the cooler, if it were me, I would get it x-rayed when being serviced. I have had many instances where contaminants from bad cams and pistons pin plug failures were left behind, in the cooler, after standard flushing and certification by certified aircraft oil cooler facilities. Remember that the cooler is located before the oil filter on a Lycoming engine and acts somewhat as a filter, when contaminants are present in the oil, holding these contaminants in the small internal passages of the cooler. These contaminants will eventually come loose and end up going into the engine and are hopefully stopped by the filter, but filters by pass when the engine and oil are cold and if the contaminants get past the filter you will have contaminated your new engine. Most oil cooler facilities, or at least the ones we deal with, will tell you they can't 100% guarantee that the cooler is contaminant free without x-ray.

Mahlon Russell  
Mattituck

## Arlington Camping

The Chapter 326 "common" site is AB5. You can make reservations at <http://www.nweaa.org/>

A pompous minister was seated next to a TEXAN on a flight to Dallas. After the plane was airborne, drink orders were taken. The TEXAN asked for a whiskey and soda, which was brought and placed before him. The flight attendant then asked the minister if he would like a drink. He replied in disgust, "I'd rather be savagely raped by brazen whores than let liquor touch my lips." The TEXAN looked at the minister, then handed his drink back to the attendant and said, "I didn't know we had a choice."

End

## Chapter 326 Staff

<b>President</b>	<b>Gordy Klawitter</b>	<b>253-582-4971</b>	<b>cell 279-7460</b>
<b>Vice President</b>	<b>Lance Newman</b>	<b>425-413-1764</b>	
<b>Secretary</b>	<b>Andy Karmy</b>	<b>253-333-6695</b>	
<b>Treasurer</b>	<b>Paul Yarbrough</b>	<b>253-770-6135</b>	
<b>Newsletter Editor</b>	<b>John Brick</b>	<b>253-846-2617</b>	<b>jbrick@wolfenet.com</b>
<b>Photographer</b>	<b>Kim Nicholas</b>	<b>253-859-1058</b>	
<b>Webmaster</b>	<b>Andy Karmy</b>	<b>253-333-6695</b>	

<b>Young Eagles Coordinator</b>	<b>Darren Dexheimer</b>	<b>253-845-1190</b>
<b>Technical Counselor</b>	<b>Harold Smith</b>	<b>253-752-5480</b>
<b>Technical Counselor</b>	<b>Charlie Cotton</b>	<b>360-893-6719</b>
<b>Chapter Flight Advisor</b>	<b>Terry O'Brien</b>	<b>206-244-3619</b>
<b>Chapter Flight Advisor</b>	<b>Bob Fay</b>	<b>253-847-0657</b>
<b>Program Coordinator</b>	<b>John Brick</b>	<b>253-846-2617</b>
<b>Communications Director</b>	<b>Bob Fay</b>	<b>253-847-0657</b>

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

**EAA Mount Rainier Chapter 326**  
**C/O John Brick**  
**8304 242<sup>nd</sup> St. E.**  
**Graham, WA 98338**