

# EAA Mount Rainier Chapter 326 Newsletter

Thun Field – March 2012

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## Meeting Notice

**Tuesday, March 13th, 7 PM  
CAP Building, Thun Field**

### Program:

**Amateur built aircraft, the hazards and accidents.  
Seattle's new Class B airspace, the whys and how comes.**

**Minard D. Thompson, Jr.  
FAA Safety Team Program Manager  
Karen Mitchell  
Seattle TRACON**

### Refreshments:

**Harold Smith**

## From the President

I want to extend a big round of thanks for all the help you provided for the NW Aviation Conference. Once again we had a good showing with Greg's RV9A and Smitty's miniMerlin. Everyone I talked to seemed interested in the projects and I had a few leads on new members. I think it's a great opportunity for us to put a face on experimental aviation to the flying population that may not otherwise think about joining us.

This last week I redesigned the members only section of the chapter website. If you have not been there recently you should drop by. I hope it will be easier to find what you are looking for when you need to contact other members. Also, if you have other ideas of things we should be doing on the website please drop me an email.

I look forward to seeing you at the meeting.

Fly Safe!

Andy Karmy

## From the Secretary

Andy brought the meeting to order at 7 pm.

### Visitors:

Lee Bates - built a Thatcher CX 4, single seater and would like to build another, only tandem. The Thatcher looks a lot like an RV

with a bubble canopy and low wings. It is a taildragger that runs on 92 Oct Auto, cruises about 125mph @ 3,000rpm, and has a design load of 3.8G's. It may be flown with the canopy off and the wings come off in as little as 20 min. for transport.

David Krahn – interested in flying a kitfox. David said he repaired 3 at Oshkosh last year.

Jim Osburn - has 2 sons that are in the Air Force and is interested in the Kitfox.

Howard Olson - Owner of Kestrel- Air and is here as our guest speaker.

Treasury report from Norm:

Checking: open balance - \$4,614.49  
ending bal - \$4,714.49

Savings: open balance - \$1,051.43  
ending bal -\$1,051.43

Plane Talk:

Tom Worth has his T/S18 kit up for sale at Tacoma Narrows airport. It is a side-by-side taildragger with an O290D engine. Zero time on the engine. Much of it is completed so it's like getting a quick-build. All parts to finish the project are on hand including instruments. Free hangar rent for a year at Tacoma Narrows comes with the deal. All this for \$12,500.

Dave Fritzsche spoke and announced that Sidney Waller (whom we sponsored at the Air Academy) will be coming to tell of her experience at the Academy. Dave said that the money we are credited with from flying Young Eagles will allow us to sponsor other kids again this year. If you know of any kid between ages 12 - 17 have them write about why they should be chosen for the academy and we will vote when all the letters come in. We pay for the Air Academy tuition and it is the responsibility of the parents to pay for transportation to and from the Academy. Young Eagles is coming up the end of June and any pilot wanting to fly kids needs to be an EAA member, have a current medical, and basic liability insurance. We make \$5.00 per kid flown and that may be spent towards Young Eagles activities. Last year we spent the money sending Sidney to the Air Academy and bought a new canopy.

Kevin announced that they are honoring Vans aircraft this year at Oshkosh. Kevin says that there are already several folks gearing up to go to Oshkosh and if anyone is interested in going, give him a call or e-mail him.

Andy asked for a volunteer to build a case to store and transport our EAA grill as the box it came in has given way. After several folks gave suggestions on how to build a box, Rick Glatthaar volunteered.

Andy also needs a volunteer or two to stencil our chairs and tables with the "EAA" logo on them. EAA will cover all the supplies and this does need to be done prior to June. Bob Beisler volunteered.

Andy wants a small utility trailer to haul stuff to Arlington, so if anyone would like to volunteer to pull a trailer with all the supplies or if you have a trailer that can be loaned out for someone else to haul, that would be wonderful. Please contact Andy.

#### Project Reports:

Darrin said he is 75% done on his wings of his RV-9A.

Greg is putting the empennage on and off and has added a plane lift in his hangar to elevate his Cherokee. He brought his plane to the trade show and was a huge hit. Thanks Greg.

Jim Triggs is happy to say he has finished helping out Conrad and is working on his own motor-glider now. Jim has finished one spoiler and is dimpling the ribs.

Harry says his Rocket is flying straight now after reworking the wingtips. Harry recommends, "don't paint your plane till you fly it!"

Curt said that Andy has been helping him on his Onex. The fuselage is up on the gear and he is starting on the wings.

Andy Hinschberger showed off an instrument panel piece on which he used water slide decals for labeling. He over-sprayed the labeling with rattle can lacquer paint. It came out very, very nice.

Safety Topic of the evening: Pre-flights:

Andy says you can never be too vigilant. After extensive maintenance and a fresh annual, his Kitfox was finally ready to go again. The next day, during preflight for a short flight over to Curt's, he noticed that an elevator strut bolt was only finger tight. So, for Post-Maintenance - even if the plane was just inspected, don't take a chance. Pre-flight.

Guest Speaker - Howard Olson of Kestrel Air

Howard is retired from the Air Force and he and his wife own Kestrel Air. Kestrel-Air is an Aveo factory representative and authorized dealer of Aveo products. They offer Avionics, switches, LED lighting and airplane accessories. They are based out of Tacoma and will ship their goods if needed. Kestrel Air works directly with Aveo Engineering which is a US company owned by a Navy pilot and has 300 employees. They design lights for marine and air safety. Howard brought in several samples of his new products including the new line of landing lights, anti-collision lights, and strobe lights. Howard says that all of the lights are certified by the FAA. Most lights have 4 -

20gauge wires with the exception of the ball vent lights that have 2 wires. The new landing lights included the AveoMaxx Hercules and the AveoMaxx Atlas. Both are 3 in 1 lights. The Hercules which comes in 2 sizes (the Hercules 30 and the Hercules 16) are the super bright with 140,000 candela and last about 5 hrs of light using 4.5amp. The bullet-type lights are white with 53,000 candela and using 2.2amps. Also available in the AveoMaxx lights are the embedded 6 in 1 lights for the wingtips. They do it all...Landing-Taxi-WigWag-Nav-Position-Strobe. The anti-collision light is the Red Baron XP. It incorporates 36 of the brightest LEDs available in the world and are virtually unbreakable. They are round shape designed to fit the tail cone area and rudder of most aircraft. Howard also showed us the Ball vent light which is red or white LED with touch controls and dimmer. The mini-Ball vent light is white only with dimmer. The lights are made of an epoxy resin with ultraviolet lenses and even if you get a scratch on a lens, it can be buffed out. Aveo tests all lights prior to going to the market and all lights come with a lifetime warranty. It was like being in a disco party with all of the light demonstrations! If you would like to contact Howard at Kestrel-Air, you may call @ [253-566-5516](tel:253-566-5516) or email @[kestrel-air.com](mailto:kestrel-air.com)

Special Thanks go out to Darrin and his daughter Sam for the tasty refreshments.

Kerry Albritton,  
Secretary/Photographer

### **The Red Baron's Final Flight**

What a terrific job someone did at putting this video clip with great animation and period footage / photos together. Very entertaining.

[Click here: Rise of Flight "The Death of the Red Baron" - YouTube](#)

### **MGL Avionics**

Anybody using this stuff? Looks interesting.

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

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

### **History of the North American Eagle**

Here is a pretty interesting biography of the NAE when it was an airplane up to now as a landspeed vehicle.....Ed Shadle

<http://www.i-f-s.nl/cn/183-1051.html>

## Shorai Lithium Iron Batteries

[http://en.wikipedia.org/wiki/Lithium\\_iron\\_phosphate\\_battery](http://en.wikipedia.org/wiki/Lithium_iron_phosphate_battery)

The Shorai (pronounced show-rye, Japanese for future) is a very lightweight, 12 volt battery that some homebuilders are beginning to use.

Here is a comparison of the Shorai LFX18L1-BS12 with the Odyssey PC680 that many of us are using now. Note the weight difference.

	PC680	Shorai
length	7 1/16"	5.83"
width	3"	2.6"
height	6 9/16"	4.13"
weight	15#	2.19#
amp/hours	17 Ah	18 Ah
cold cranking amps	220	270
Cost	~\$120	~\$160

Shorai website: <http://www.shoraipower.com/>

Shorai claims their batteries can sit in storage for a year and not require recharging.

Shorai gives you a choice in polarity, i.e. pos and neg can be reversed. You make your choice by the L or A in the part no. Looks to me like the "L" is the same as the Odyssey... with pos on the right.

There seems to be some peculiarity with regard to cold weather cranking. See the FAQ.

Frequently asked questions:

<http://www.shoraipower.com/t-faq.aspx>

Odyssey website:

<http://www.odysseybatteries.com/battery/pc680series.htm>

You see that Odyssey has their own blurb on cold cranking amps... as does Shorai.

Kevin Behrent is planning to make the switch to Shorai

"I know of someone who has a Eagle EMS system like mine and he has installed two of these batteries in his RV9A. He really praises them. I would have to take him at his word as he is an electrical engineer and knows a thing or two about the technology. I plan on replacing my PC680 along with my little backup backup used by the Eagle system." Kevin

## Inside the Zero

THE ZERO WAS JAPAN'S MAIN FIGHTER PLANE THROUGHOUT WORLD War II. By war's end about 11,500 Zeros had been produced in five main variants. In March 1939, when the prototype Zero was rolled out, Japan was in some ways still so backward that the plane had to be hauled by oxcart from the Mitsubishi factory twenty-nine miles to the airfield where it flew. It represented a great leap in technology.

At the start of World War II, some countries' fighters were open cockpit, fabric-covered biplanes. A low-wing all-metal monoplane carrier fighter, predecessor to the Zero, had been adopted by the Japanese in the mid-1930s, while the U.S. Navy's standard fighter was still a biplane. But the world took little notice of Japan's advanced military aircraft, so the Zero came as a great shock to Americans at Pearl Harbor and afterward.

A COMBINATION OF nimbleness and simplicity gave it fighting qualities that no Allied plane could match. Lightness, simplicity, ease of maintenance, sensitivity to controls, and extreme maneuverability were the main elements that the designer Jiro Horikoshi built into the Zero. The Model flown by Koga weighed 5,500 pounds, including fuel, ammunition, and pilot, while U.S. fighters weighed 7,500 pounds and up. Early models had no protective armor or self-sealing fuel tanks, although these were standard features on U.S. fighters.

Despite its large-diameter 940-hp radial engine, the Zero had one of the slimmest silhouettes of any World War II fighter. The maximum speed of Koga's Zero was 326 mph at 16,000 feet, not especially fast for a 1942 fighter. But high speed wasn't the reason for the Zero's great combat record. Agility was. Its large ailerons gave it great maneuverability at low speeds. It could even outmaneuver the famed British Spitfire. Advanced U.S. fighters produced toward the war's end still couldn't turn with the Zero, but they were faster and could outclimb and outdive it.

Without self-sealing fuel tanks, the Zero was easily flamed when hit in any of its three wing and fuselage tanks or its droppable belly tank. And without protective armor, its pilot was vulnerable.

In 1941 the Zero's range of 1,675 nautical miles (1,930 statute miles) was one of the wonders of the aviation world. No other fighter plane had ever routinely flown such a distance. Saburo Sakai, Japan's highest-scoring surviving World War II ace, with sixty-four kills, believes that if the Zero had not been developed, Japan "would not have decided to start the war." Other Japanese authorities echo this opinion, and the confidence it reflects was not, in the beginning at least, misplaced.

Today the Zero is one of the rarest of all major fighter planes of World War II. Only sixteen complete and assembled examples are known to exist. Of these, only two are flyable: one owned by Planes of Fame, in Chino, California, and the other by the Confederate Air Force, in Midland, Texas.

<http://www.ncdav16.org/history/Mil%20Hist%20-%20Koga's%20Zero.pdf>

[http://www.kadiak.org/faw4/al\\_knack/zero.html](http://www.kadiak.org/faw4/al_knack/zero.html)

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