

EAA Mount Rainier Chapter 326 Newsletter

Thun Field - April 2005

76

Meeting Notice

**Tuesday, April 12th, 7 PM
CAP Building, Thun Field**

Program: Kitplane accidents. Aviation writer Ron Wanttaja

Refreshments: Bill Wilson

Adjournment: TBA

From the Secretary

Minutes of March 8th, 2005

This month's meeting was called to order by Gordy. Refreshments were provided by David Thomas!

Thanks to Joe Andre for having his RV8 at the NW aviation conference, Terry O'Brien for letting Smitty bring the RV10 tail kit out to demo construction, and the Kitfox brought out by Cliff Reed.

This month Terry Allen had his first flight of his RV7A. Marv Scott completed his first flight of his RV4 (proving without a doubt that RV4's really do fly and not just sit in garages being worked on!) \$4020 in the bank reports the Paul Yarbrough the money man.

Visitors: Pat Wilber - sport pilot interest

A new Chapter Flyout event is being setup. Random destinations will be chosen by the flight leader for any given flight. Those that want to join in will sign up into a phone tree setup. Then as the date of the flyout event draws near the phones will light up the ready alert call. When you get the call, you call the next guy down on the list to ensure everyone gets the information about the flight. The blank forms are located on the website to fill in and route around.

June 11th is Young Eagles day this year. Darrin is the YE coordinator and will be calling on all of us to help out make it a great year. This year we have a new offer from Spencer Aircraft to host the YE day at their main hangar. This will be a great location centrally located on the field. We need people for many positions to help out this year, so be ready at the next meeting to offer up your services!

Andy

First Flights

Terry Allen

On February 13, 2005 I completed the first flight of N717TT. I would like to thank Dave Latham for taking me on my first ever flight in his RV4 and encouraging me to get my license and to build my own airplane. I want to thank him for his support and work during the building process and especially his support during the test flights....what a great friend! I would also like to thank Harry Nelson for helping me get ready for the first flight and the use of his airplane...again, very much appreciated. Most importantly I want to thank my wife and son for their support.

The airplane is a Van's RV7A with a new Aerosport O-360-AIA (Superior Parts) engine, 9.2 Pistons, Sky-Tech Lightweight starter and Hartzel Constant Speed Prop. The airplane has a simple VFR avionics panel with Van's gauges, Dynon EFIS 10, SL40 Transceiver and SL70 Transponder. The airplane's empty weight is 1056.

From start to finish the airplane took 18 months. I purchased the quick-build wings and completed the rest of the project in my garage. I have 90 hours in Cessna 172's and completed 5 hours of transition training (RV6A) in Oregon with Mike Seager in January 2005.

The first flight was at Thun Field and was uneventful. It was a very cool day and the only concern was the low oil temperatures at 160. Ran the airplane full out to break in the engine. Noticed that the airplane had a "power steering" feel to the ailerons and was very sensitive. Dave suggested we remove the electric aileron trim springs. There were some minor issues, gas streaks from the gas caps, brake reservoir tee on inside of firewall leaked brake fluid, minor fuel streaks at side of body under fairings. Most problems were solved by just tightening a few things down.

The second flight started out well. Removing the aileron trim solved the "twitchy" feeling and the airplane flew wonderfully. A little wing heaviness that the amazing Dave fixed with an aileron squeeze. Airplane flew hands off after first adjustment...amazing!!!! Took off to break the engine in some more. After about 1 hour we experienced carburetor ice above the airport at about 2500 ft. The manifold pressure gage moved quickly down and throttle had no affect.....it took a few seconds to realize it was ice. Pulled the carburetor heat and heard the engine take in the water and slowly melted the ice. It was very cold out and high humidity so decided that it would be best to land and call it a day. Based on the cool oil temps and the carburetor ice, Dave suggested an oil cooler door. I also purchased & installed an outside temperature gauge and carburetor temperature gauge. I purchased the additional scat tube that forces heated air into the carburetor. I was a little

concerned with the length of time that it took to melt the ice on the original set up and wanted the additional heat. Subsequent flights showed good oil temperatures (180-190) and good performance from the engine. The airplane has 12 hours and I continue to move through the flight test program.

Since I live in Bellevue and work in Everett I have been planning to have my home base in Everett. I work at the Everett Plant and can be to the hanger at Paine Field within 5 minutes from leaving work. Therefore, it makes sense to be there. On Sunday March 12, I flew to Everett for the move into the new hanger. Over Lake Sammamish I noticed that I had lost manifold pressure and there was no change with throttle movements. I initially thought carburetor ice however the temperature was fine (new Carb Temp Gauge) and no change after pulling carburetor heat. I climbed quickly and listened closely to the engine. (Thanks Dave.....fly the airplane!!!!) The engine was running well and making full power so I headed for Harvey keeping as much altitude as possible. With no loss of power I realized there was only a problem with the gauge, so I headed to Everett and landed with no problems (pucker!! pucker!!!). After inspection I noticed liquid blocking the clear line to the MP sender behind the panel. Will fix this week with a tee and drain in the clear line to the sender.

The airplane has 12 hours on it and other than a few minor issues, it fly's like a dream. I will continue to attend some of the EAA 326 meetings and appreciate everyone's hospitality as I finished my project. Thanks again to all of you for the support.

Terry

Marv Scott

After seven years of building my RV-4 I had my FAA inspection completed on Feb 28. Thank you to Charlie Cotton for a very complete inspection. I took some dual RV training with Mike Seager in preparation for my first flight. It was a lot of fun and I learn a lot.

My RV-4 is pretty much to the plans. It weighs in at 987lbs. Has Aero Sport Power 0360 A1A, Hi-comp pistons and one light speed electronic ignition. 180 plus hp. Prop is Hartzell constant speed.

My first flight was on March 6th. With a hand full of observers off I went. There is nothing like flying an aircraft you built for the very first time, what a grin. My first flight lasted about 40 minutes. Did slow flight, stalls with no surprises. Even my first landing turned out good. My First flight was a non event, event. The only squawk I had is a low reading Tach gauge.

I would like to thank all the Chapter members that stopped by the hanger to check on my progress and give words of encouragement. Was it worth all the late nights? YOU BET IT WAS. Keep pounding those rivets!!!! Did I say how fast it is? WOW

Marv

Young Eagles Day

Mark your calendar...**June 11th**. We will be operating out of the Spencer Aircraft hangar. As usual, we need volunteers for telephone scheduling, in-processing, aircraft dispatch, signs, certificates, aircraft parking, food service and PILOTS.

Please call or email Darrin to volunteer your services. Don't make him call you. Pilots will need to give their type aircraft and tail number.

Darrin Dexheimer Young Eagle Coordinator
darrin@boxbar.net
(253) 845-1190

RV-8 Round-The-World Flight In Progress

Bill Randolph, 76, of Chapter 119 in Watsonville, CA took off on March 9th for a solo trip around the world in his RV-8. Bill headed eastbound across the USA and down to Fortaleza, Brazil. From there he crossed the Atlantic to Dakar, Senegal, 1671 nm.

Frustrating flight delays due to red tape in filing flight plans made for some long days and an exhausted pilot. As of April 6th, Bill is in Phuket, Thailand with two blown tires. One of the tires caught fire and luckily was extinguished before serious damage.

Follow the flight through Bill's progress reports on the Chapter's website, www.eaa119.org.

More about Bill in this article:
<http://www.santacruzsentinel.com/archive/2005/January/09/local/stories/01local.htm>

Whaaaat????

On close examination of most washers you can see that one side is almost perfectly flat and the other side is somewhat rounded over at the inside and outside diameters from the manufacturing process. The flat side goes toward the head of the bolt or the nut to provide the proper bearing area, and the rounded side goes toward whatever is being bolted together so as not to make a groove or nick that would be a stress riser.

John D. Heath

Concrete Old Fashioned Fly In May 21st

The coming of the annual Concrete Old Fashioned Fly-In heralds the beginning of the flying season. Every year since 1982, on the third weekend in May, this quiet little "Jewel of the Valley" becomes the Mecca for the Washington, Oregon, and B.C. flying community. It's a chance to dust off the cobwebs, both literally and figuratively, at the start of the Pacific NW

flying season! This year, with perfect flying weather expected, we'll see at least 200 airplanes and more than 2000 people in attendance.

Concrete was initially a town built around the cement industry. Some of you may recognize a tie between the name of the town and its major industry! A huge limestone deposit above the Baker Lake Dam was used to make cement. Two large holding tanks remain standing beside Hwy 20, the main road through town. Concrete Airport (3W5) is a quiet airport nestled away in the upper Skagit River valley. Its location is picturesque, surrounded by the Skagit River on three sides, Lake Shannon and Baker Lake only minutes to the north, and beautiful, snow capped mountains on all sides. Don't be concerned about your ability to fly in. The Skagit River valley is wide and flat, leading right to Concrete Airport. Winds are tame, and weather is usually mild. The approach and departure are obstacle-free, and the XXXX' asphalt runway is very well maintained. You are also welcome to land on the grass beside the runway.

The Town of Concrete owns the Concrete Airport. However, each hangar is owned by individuals and built on lots leased long-term from the Town. In the past five years, we have seen a building boom that has no end in sight. We now have nineteen hangars with even more slated to be built this summer! Needless to say, we are proud of the airport and of our hangars. But the real jewel is the Concrete Airport Pilot's Lounge. Just completed in 2002, it has a huge lounge sporting huge picture windows and a large meeting area for reading, viewing and sleeping. Four hide-a-beds are available in the event someone arrives late or can't get out due to weather. Men's and Women's bathrooms with showers are available, as well as gourmet kitchen facilities. Some of us like to take advantage of the view to watch the take-offs and landings (good and bad)! Jack Mears was the driving force behind our lounge and was responsible for a major portion of the work. His time and labor was given on a volunteer basis. After talking for years about building a lounge, in 2000, Jack said "we either do it or we forget it!" Jack Mears and Bill Adams started the two year project the next day. A majority of those owning hangars at the airport pulled together and donated \$100 each for the building fund. The local chapter of the Experimental Aircraft Association, EAA Chapter 818, donated \$2,400. The balance of the construction costs came from a loan granted by the Town of Concrete against the airport fund. A list of people who donated time, effort, or cash is listed at the end of this article.

The Concrete Airport has a great deal to offer and we invite anyone with an interest in aviation to visit our Fly-In. Take advantage of the hospitality of the Town of Concrete and the Concrete Airport Advisory Committee members. Spend some time viewing the aircraft, visiting the pilots' lounge, enjoying the beautiful scenery and participate in other related activities. Saturday breakfast will be served from 7:30 to 11:00 am at the Senior Center and the Concrete High School. A salmon dinner will be available on Saturday evening at the High School also. Food and drinks can be obtained on the field and the Concrete Fire Department will be dishing up their great hamburgers and hotdogs again this year. You can also find burgers, Italian, pizza, Mexican, and other fine dining within a 10-minute stroll of the airport. The Civil Air Patrol will be active on the field to ensure

that planes land safely and are parked in an orderly manner. Their participation is always appreciated and is a plus for this event.

You will be amazed at the incredible number and variety of planes you'll see. Harold Hanson's hangar has fifty or more Remote Controlled Model Airplanes hanging from the ceiling. Each model can be individually lowered and flown. In Jim Jenkins hangar is a replica of a Granville Gee-Bee Sportster in beautiful red and white colors. Jim is a "plane builder extraordinaire", and has many other planes and projects brewing in his hangar! The Concrete High School Shop Class is building a Pietenpol airplane under the direction and supervision of Shop Teacher Mike Criner. This project is moving forward with the aid of Harold Hanson, who has donated an engine, and EAA Chapter 818, who is providing funding. With the High School only yards from the airport, this is an exciting project for these students to get involved with. Ed Brown will be flying sightseeing tours, and helicopter rides are also available for a bird's eye view of the action. Motorcycles, RV's, sports and antique cars... It's all going to be there!

Recognition for those who have volunteered time, effort, and funds to make the Concrete Airport Pilots Lounge possible: Bill Adams Ward Boursaw Roger Chapman and Chris (son) Roy Cornelius Mike Crews Mike Criner and Students (CHS) Sebastian Degan George Dube Mike Estes Robin Feetham Ted Goble Lonnie Good and Tony Harold Hanson Ted Hendrickson Marlin Israel James Jones Walt Kielt Joe irner Jack McCormick Jack Mears Frank Melder Rich Phillips Bob Porter Don Reese Carl Ryder John Scurlock John Seehoam Matt Welborn Alan Wilkins Bobby Woodworth Theron Wright A Special THANKS to the Town of Concrete and the Employees who made this project possible

The Hammer

The judge says to a double-homicide defendant, "You're charged with beating your wife to death with a hammer."

A voice at the back of the courtroom yells out, "You bastard!"

The judge says, "You're also charged with beating your mother-in-law to death with a hammer."

The voice in the back of the courtroom yells out, "You bastard!"

The judge stops and says to the guy in the back of the courtroom, "Sir, I can understand your anger and frustration at this crime. But no more outbursts from you, or I'll charge you with contempt. Is that understood?"

The guy in the back of the court stands up and says, "I'm sorry, Your Honor, but for fifteen years, I've lived next door to that bastard, and every time I asked to borrow a hammer, he said he didn't have one."

End

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