

EAA Mount Rainier Chapter 326 Newsletter

Thun Field – April 2008

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Meeting Notice

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

Program: Magnetos. Clifton Orcutt

Refreshments: Norm Pauk

From the Secretary

March 11, 2008 EAA Chapter 326 meeting

Jeff called the meeting to order. Tonight's program canceled at the last second. So we will be doing impromptu activities.

Visitors:

Ervin Luke – Eatonville, Has an RV6, Autogyros. Building a Fisher Tiger moth.

Gary & Barb DeJanlair – South Prairie, Sold their Arrow in 97, now building a Kitfox.

Mike Cox – Cle Elum - Looking to build an RV, part of the Ellensburg chapter's breezy.

Robert Amburgy – Puyallup - Interested in buying an RV6 or RV7.

The NW Aviation conference was well attended. Thanks to Smitty and Kevin for bringing their projects out to the fairgrounds for people to view and talk about. Thanks to all of you that volunteered to man the booth.

Joe Andre – set up a new place for the last Thursday of the month dining out. It is now at the RAM near south hill Home Depot. Come out and join in for some good socializing. There was a record turnout of about 34 people this first month.

Dave Fritzsche is our new Young Eagles coordinator. June 21st will be this year's young eagles day. Please plan to come out and help with the event. This year we will add some additional advertisement options to draw in more kids.

First Flight

President Jeff Liebman slipped the surlies in his RV-8 on Saturday, March 22. VP Robert Barra flew chase and all went very well. The only squawk was a heavy left wing.

Jeff started building in Sep 2000. Except for mining bauxite, Jeff did a lot of things the hard way. He ordered his

engine as a box of parts kit from Superior Air Parts and assembled it himself. He ordered the seat foam kit from Van's and sewed the upholstery himself, embroidery too.

RV-8 taildragger N139JL

Engine: Superior SL-IO-360-B1A2

Stock pistons and two Slick mags.

Silver Hawk fuel injecton.

Prop: Hartzell constant speed blended airfoil.

Instruments:

Standard six-pack with RC Allen vacuum gyros.

Engine Monitor: AFS 2500.

GPS/ COM: Garmin GNC 250.

Transponder: Garmin GTX 327.

Manual elevator and aileron trim.

Tech counselor: Smitty.

Flight Advisor: Marv Scott.

Rivet Buddy: Joe Andre.

DAR: Charlie Cotton.

The aircraft was ready to fly in December but Jeff wasn't...he needed a tailwheel endorsement. So he skipped the Mike Seager transition training and flew with Todd Mason at Chehalis to fill that square.

Congratulations Jeff.

Meet Your New Young Eagles Coordinator David J. Fritzsche

I began life in Woodstock, Illinois, where my mother and father managed a farm. The next year, I acquired a sister and thirteen years later a brother. By the age of nine, I was working in the field all day driving a tractor pulling a disk, a drag, etc. Those were wonderful days with all of us working together as my family worked its way from managing a farm to eventually owning one. That process involved a number of moves in the Woodstock area as well as to Elkhorn and Juneau, Wisconsin. I graduated from Juneau High School in 1958.

One fall day in 1950 while living near Wonder Lake, Illinois, I was shoveling corn from a box wagon into a snow fence corn crib. Looking up, I was surprised to see a light plane take off from our neighbor's hay field. A few days later, we noticed two planes tied down near their house. That was the beginning of what was to become Galt Airport as the field turned into a grass strip and then a paved airfield. Unexpectedly seeing those planes coming from nowhere sparked my interest in flying. In 1958, I took my first flying lessons at Galt Airport in a Piper J-3 on its then grass strip.

I entered the University of Illinois Institute of Aviation in the fall of 1959, enrolling in the aviation maintenance program. I graduated with a diploma, an Airframe and Powerplant license, and a private pilot's license in the spring of 1961. That fall, I entered the University of Illinois College of Commerce, graduating with a BS in industrial administration and a commission as a second lieutenant in the Army transportation corps in 1965. I continued to take flight courses during that time, earning my commercial license and CFI in 1962 and a multi-engine rating in 1963.

The combination A & P and CFI provided an opportunity to work at Galt Airport during the summers and other school vacation periods from 1962 to 1965. I flew charter, instructed, and worked as a mechanic when not flying. I was the resident instructor on the field. During that time, six of my students earned their private pilot's license and one stayed with me to earn a commercial license. My first flight student had one eye. I was happily building hours with the goal of becoming an airline pilot. During the summers of '64 and '65, I flew quite a few trips carrying critical parts from the Autolite plant in Woodstock to Ford Motor Company in Michigan during their model change-over period. These trips were typically from Galt Airport in northern Illinois to Grand Rapids or Detroit in a Twin Bonanza. During this period, I discovered that I loved to fly but constant long straight and level travel over the same ground was boring. I also discovered that many fixed base operations at that time were operated by people who were more concerned with flying than with running a successful business. Thus, I thought there should be interesting opportunities managing a fixed-base operation with an emphasis upon business success while still being able to fly when business needs arose. My business degree together with my aviation training would provide good preparation for such a career. My goal shifted.

While working towards my degree, I met a wonderful girl, Nancy Olson. We were married in 1965 following graduation. We decided that we would both be better prepared for our careers if we continued our education through the master's level. While she worked on her MA, I applied for a deferment from active duty from the Army and began an MS program in marketing at Illinois. Upon completion of our master degrees, we decided Nan would begin teaching and support me while I continued on for a doctorate. The doctorate was primarily a personal accomplishment goal that I wanted to see if I could complete. After extending my Army deferment, I enrolled in the doctoral program in marketing at Indiana University. Doctoral work, family commitments, and subsequent career demands terminated my flying activities. I completed course work in 1969 and decided that I could not delay my military commitment any longer. I entered active duty as a first lieutenant and was assigned to Headquarters, Military Traffic Management and Terminal Service in Washington, DC. At that time, the Army active duty commitment was two years with the second year being Viet Nam. If you extended by one year, you could pick your assignment location for the first two years with the third year being Viet Nam. I decided to extend and asked for an assignment in Washington thinking Washington State. I got DC. I was subsequently promoted to captain and in 1971 I was

awarded the Joint Commendation Medal and discharged as part of a reduction in force underway.

While in service, we had our first daughter, Sonja, born at Ft. Belvoir. As I pursued the doctorate, I discovered that nearly all of my colleagues were planning to teach and conduct research at the University level. The program at Indiana had a strong focus upon teaching and research. It became clear that this was the normal career path for people holding the terminal degree; thus, I joined my colleagues.

I was offered a position at the Rochester Institute of Technology (New York) in 1971 as an assistant professor. I completed my dissertation in 1972. Our second daughter, Tanya, was born while we were in Rochester. I moved to Illinois State University in 1977 where I was promoted to associate and subsequently to full professor in 1982. I also decided to obtain an instrument rating in 1980 using the GI Bill. My last flight was to Orlando, Florida, to attend a conference. The instrument ticket was needed for two approaches. I moved to the University of Nevada, Reno as a department head in 1982. While there, Richard Cotter, a colleague, invited me to join him as co-author of the second and subsequent editions of *The Business Policy Game*, an educational business strategy simulation. Business simulations are business education's counterparts to airplane simulators. I later moved to the University of Portland. Over the years I held visiting positions at Florida International University and the University of Washington. My last nine years in academia were spent at Penn State University as professor of management. Just prior to joining Penn State, I published "*Business Ethics: A Global and Managerial Perspective*," now in its second edition. My academic interests were in business strategy, educational simulations, and business ethics.

The Business Policy Game is now in its fifth edition. It has served as the vehicle for the International Collegiate Business Strategy Competition that is now running in its 44th year. The competition is business education's equivalent of athletic competitions. Teams from different universities compete in a simulated business environment. Cotter founded the competition in 1964, and I have continued it following his death in early 1998. The competition is comprised of a remote phase of quarterly plays (each period of play represents one quarter of a year) for ten weeks followed by an intensive phase of ten more quarterly plays in three days, currently held in San Diego.

I retired from Penn State in 2005, and we moved back to the Pacific Northwest. While I had previously given up flying as not feasible for my situation, after talking with our financial advisor, I realized that it was now possible to rekindle my flying interest and I had the time. My dream since the early 60's was to own a Cessna 182 which I considered a wonderful family airplane. I soon realized much had changed since I last flew. The 182 was now out of date, and the Cirrus or the Diamond looked like a good substitute until one discovers the price. I attended my first EAA Chapter 326 meeting in November 2006 and heard people talking about something called RVs. I had no plans to build an airplane, but after finding out RVs were airplanes and that the RV-10 looked like the perfect replacement for my dream, I was hooked. I am now the proud owner of a RV-10 empennage as I begin to pursue my passion.

I feel very fortunate indeed. I have a wonderful wife of 42 years and two wonderful daughters. Sonja is now an associate professor of Germanic Studies at Illinois Wesleyan University (I wish she was geographically closer). Tanya, an early childhood specialist, is staying at home to take care of our grandson Spencer. And I have an RV-10 in my future. djf

FAA Mandates Plastic Pilot Certificates

Still hanging onto your paper pilot certificate? You'll need to upgrade to a plastic pilot certificate by March 31, 2010. The FAA released its [final rule](#) on Feb. 28, announcing the required switch to the certificate it deems is more counterfeit resistant. When the FAA proposed this mandate in 2005, AOPA members overwhelmingly supported the move to a more secure certificate.

If you are attached to your paper certificate and original issuance date (the plastic certificate will have a new one), don't worry. You can keep your paper certificate for nostalgia; you just can't use it to fly. If you do miss the 2010 deadline, you won't have to take a checkride or any exams to get back in the air as pilot in command. Simply request the plastic certificate.

Temporary, student, and flight instructor certificates are not impacted by this rule. Those with nonpilot certificates, such as ground instructors, flight engineers, and mechanics, will have until March 31, 2013 to change to a plastic certificate.

Pilots can request the plastic certificate through the [FAA's Web site](#). The cost is \$2. However, if you change your pilot certificate number from your Social Security number, the switch is free.

Because the FAA is currently processing replacement certificate for pilots who fly internationally to meet the ["English proficient" endorsement](#) required by the International Civil Aviation Organization, pilots might want to wait a few weeks before requesting a plastic certificate to prevent a backlog.

Oxygen and the Manufacturing Process

In the United States, the last plant producing oxygen by a process called hydrolysis closed in 1972. Since then, all oxygen in the United States has been made by an industrial process known as liquefaction. The process places air under very high pressure. As the pressure increases, the temperature of the air also increases, eventually converting the gas to a liquid that boils off, leaving a pure gas, oxygen, as a result.

Oxygen is oxygen, and the same gas is used for aviation, medical, and industrial purposes. All oxygen comes from the vendor in a dry state. Medical oxygen has water vapor (bubbling oxygen through water) added at the patient's bedside.

All oxygen supplies come from a very small number of vendors and is normally delivered in 25,000 gallon refrigerated tanks. The manufacturing process is so thorough and clean that the finished product meets all usage specifications right from the tank. However, just to be sure, any lot of oxygen destined to be medical oxygen is batch tested for aromatics (oils, Benzene, and other impurities that appear in the manufacturing equipment).

ABO (aviation breathing oxygen) is also tested for moisture content, while welding oxygen comes straight from the vendor with no additional additives or testing.

FAR Part 135 requires that the operator must provide ABO or an "acceptable replacement." But under Part 91, it is at the pilot (operator's) discretion. Although hundreds of FBOs around the country have aviation oxygen available, industrial oxygen (remember, it's all the same) can also be used for Part 91 operations.

http://www.aopa.org/members/files/topics/oxygen_use.html

North American Eagle

When the opportunity to run the engine at Paine Field dissolved, we opted to run at little Spanaway airport. We tied to the same old tree with our 250' x 3/4" steel cable then warned all the neighbors including the fire department that we would be making some noise and smoke.

The purpose of the test was to verify fixes on the generator circuit, the oil pressure gauge, the hydraulic systems and to light the afterburner (briefly). We also wanted to check the health of the compressor since we had run allot of dirt through the engine at the Black Rock Desert. In order to do that we had to attach a line to measure the compressor discharge pressure with a gauge to assure a minimum of 140 psi at 100%.

We did make a mistake by removing a line that feeds pressure to the fuel controller therefore causing the engine to hang at 40%. After several hung starts, changing out all the fuel and replacing it with a fresh load, the mistake was spotted and a successful start was made.

We ran the engine to 100% several times then into afterburner. After a couple sequences we did get an afterburner light. The tree didn't uproot but it did bend over a little bit. The neighbors didn't complain but the owner of the Japanese restaurant did come over to see the car. It turns out he is a Sprint Car racer and was pretty excited about the project. I think I remember him offering free sushi to the team.

We discovered we still have no generator voltage so we will have to replace the generator with a known good one this week. We also do not have a working oil pressure gauge so we will have to get that resolved. Everything else worked as advertised. Only a few small items to fix and we're ready to head for the dry lakebeds of Southern California for some serious speed.

I must thank the team for a nearly 100 percent participation. The unload, setup and reload went flawlessly. The team works so well together and everyone knows their job. Needless to say, I'm pretty proud of them.....Ed Shadle

"To significantly improve the power-off gliding performance, put the throttle all the way forward and the prop control all the way back." Peter Garrison, [Flying](#), April 2008, p88

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