

EAA Mount Rainier Chapter 326 Newsletter

Thun Field – April 2009

124

Meeting Notice

**Tuesday, April 14th, 7 PM
CAP Building, Thun Field**

**Program: Bruce Hinds, President Washington Seaplane
Pilots Association**

Refreshments: Randy & Kerry Albritton

From the Secretary

March 10, 2009 – EAA Chapter 326 meeting

Tonight's program is from Dynon Aviation

Kevin Behrent called the meeting to order for the evening. This month we got the good fortune to go on a traveling adventure, having the meeting at the banquet room!

Visitors: Clyde Poser – Skybolt

Many thanks to all of the chapter members that came out to the NW aviation conference to help haul things, talk to people, and in general make it work.

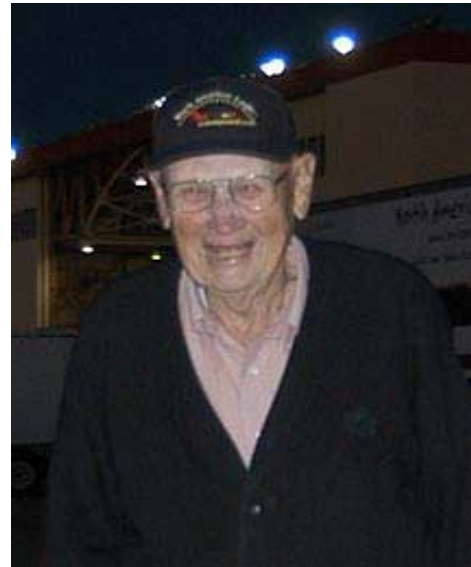
Treasurer report \$4500 in the bank. Membership dues for 2009 are due. We will very soon pull you from the roster if you don't get paid up.

Young Eagles. It's time to get signed up to volunteer. The event this year is the 27th of June. We need every one of you to make the event a success. Both pilots and ground crew are needed.

Formation training continues with a group of RV pilots. John Brick & Jim Triggs are leading the effort. No prior experience is required, just a willingness to learn and a mastery of basic flying in your RV. Contact John if you're interested in joining in.

Joe is working on a new location for a windsock at the airport. He is looking for feedback in terms of location. We can locate it on top of the north hangers or over near the VASI on the east side of the runway.

The chapter has a new discussion forum for general topics of interest or questions you might have, and a section where For Sale items can be posted. Check it out at <http://forum.eaa326.org>



Slim Lawson
February 1, 1920 - March 30, 2009

A tribute by Ed Shadle

March 30, 2009

Ladies & Gentlemen:

On Monday, March 30, we lost a very dear friend. Ralph "Slim" Lawson passed away. Slim, as everyone knew him, was the "patriarch" of the Spanaway Airport. Slim bought the airport in 1952 and started the Tahoma flying service. He began his flying career in 1939 and stayed current clear up to his 89th birthday. Slim celebrated his 89th birthday and 60 years of flying this February by doing his usual laps around the pattern, then cutting his birthday cake. We all admired Slim's ability to fly an airplane like it was a part of him. He had 20,000 hours in light planes and 14,000 hours instructing. Slim was inducted into the Washington Aviation Hall of Fame in 2002. He received the Wright Brothers "Master Pilot" award, May 11, 2005. A duplicate plaque for that award hangs in the Smithsonian Institute in Washington, D.C.

From a personal point of view, Slim was a dear friend to me and believed in the North American Eagle project with all his heart. When I needed someone who was very tall to buck the rivets in the tail of the NAE™, Slim volunteered. He reminded me that before he was drafted into the Army in WWII, he bucked rivets on B-17's for Boeing. There were many times that Slim and I would fly his airplane, or mine, to breakfast. He was a dedicated teacher and every flight was a flying lesson. Sometimes he would tell me it was time to practice some maneuver, be it chandelles,

spins, under the hood or whatever he had in mind. I did have the pleasure of being the recipient of his last BFR when he gave up his instructor's certificate. He put me through the wringer for 2 hours.

Since day one, when the Eagle arrived at the small airport in Spanaway, Slim Lawson never wavered from his support and enthusiasm for us. When many said no, Slim said yes and let us store equipment, trailers and even the "hulk" when it first arrived over 11 years ago at tiny Spanaway Airport.

Slim was a friend to our team and allowed us to use the Spanaway Airport as our base of operations. He even picked out the tree we currently use as our tiedown when we need to run the engine of the NAE™. We will miss Slim. He was a part of our lives for many years and every time I enjoy a safe flight I can give a great deal of the credit to Ralph "Slim" Lawson. Rest in peace Slim, we will miss you.....Ed Shadle

Making an RV into a real Tail-Dragger

I have an RV6 and have been happily flying it for just under 5 years. I routinely fly it about 70-75 hours per year. The only squawk I have had over the years has been a pressure failure in the left brake that was due to my own stupidity. I replaced a puck upside down not giving it sufficient o-ring clearance. The new pucks are labeled correct side out. Good idea!

Two weeks ago, I was taxiing out to meet the boys for some formation flying practice when I felt a sudden thump and a grinding sensation coming from the tail of the aircraft. Unfortunately it was the first time our technical counselor Smitty had been along for the ride. An embarrassing time to have a structural failure to say the least.

As it turned out, the source of the disturbance was a failed tail spring rod. It had completely given way just aft of the weldment that secures it to the tail structure.

My father in law is a retired non-destructive testing employee for Boeing. He informed me that the part showed "fish eye", a series of concentric circles similar to tree rings coming from an initial stress riser or possible manufacturing flaw that had occurred some time ago. Each successive thump on the tail wheel started a new ring and spread the crack until it had spread about 1/3 the diameter of the tail spring rod. In this weakened condition it took just one more hard knock to fail the part completely. The last hard knock occurred when I accidentally taxied over a curb with a small pothole in front of it.

Fortunately, the failure occurred during slow taxi and the only damage to the aircraft was in the rudder bottom fairing that took the brunt of the shock.

I am in the process of repairing the rudder fairing and replacing the tail spring with a new one. My only other concern is the poor design of the stock Van's tail wheel bracket. It allows very little ground clearance and can easily hang up on unstable surfaces. A high speed taxi over a pot hole in an un-improved field somewhere could be disastrous.

I will probably be replacing the Van's bracket with an alternative assembly on my new RV7. Spruce now has some alternative choices available. I would like to see one first before committing to a purchase. If anyone has installed an alternative tailwheel, let me know. I would love to see it.

Happy flying
Lance Newman

Dynon Feedback

John,

It was a pleasure to see how active your chapter is, not just with build projects but with your airport and overall support of aviation. That's an issue close to my heart from my time with WPA.

I would also like to extend to your group an offer I hope might be of mutual benefit. Since I'm a CFI/II, I'm interested in offering to fly with any of your membership, such as for Flight Reviews or possibly Instrument Proficiency Checks. In particular, I'd be interested in flying in aircraft with our Dynon equipment on board, especially RVs since they are one of our biggest homebuilt platforms.

My interest is in getting time flying behind our equipment for my own benefit, but also to gather first-hand experience and feedback from pilots using our equipment. I would offer a couple hours of instruction/review, such as a bi-annual Flight Review, in exchange for a separate couple hours of hands-on flight time in any Dynon-equipped aircraft. I'm also a tail wheel pilot/instructor, having acquired something over 500 hours tail wheel time in two Maules I've owned, and would welcome the experience to fly any of the tail wheel RV aircraft.

If you believe some of your membership may be interested, please feel free to forward my contact information to them.

Regards and safe flying,
Kirk Kleinholz
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Another step taken in search for alternate fuel

By Alton K. Marsh AOPA

Teledyne Continental Motors and Hawker Beechcraft have joined forces to move the search ahead for an alternative to 100LL by testing a 94-octane "no lead" aviation gasoline in flight. A Beechcraft G36 (Garmin G1000-equipped) Bonanza flew several flights, the longest to date lasting one hour, with 94 unleaded fuel that was specially blended for aviation purposes.

Although heralded by Continental President Rhett Ross as another of his company's impressive aviation firsts, there may still be a long road ahead in the alternative fuel search. For openers, it could take the industry most of this year to agree on accepting the fuel as a standard, and there is no word on whether

94 is the magic octane number for other engine manufacturers. If the industry did agree on the fuel tested by Continental, there could be problems getting the oil companies to manufacture a new fuel in addition to the current 100-octane low-lead fuel.

Would 94-octane work for all general aviation aircraft? Questions remain about getting the manufacturers to sign off on the fuel as well. These include whether modifications to engines will be required and whether operating methods would have to be revised, such as using lower power settings or other special operating techniques. Any transition of the entire general aviation fleet could take a decade or more.

Lycoming official Mike Kraft said Lycoming has also worked on the development of unleaded fuel starting in 1995. He praised Continental for contributing to the research on alternative fuels.

“It’s a good announcement and a good step,” Kraft said. However, there are larger issues left to be solved, he said. One is the question of whether a major fuel producer will actually offer the alternative fuel. The other is to realize that some of the more powerful engines may not be able to use it. While lead is used to boost octane, there are other benefits equally important, especially in high-performance engines.

“This is another big step in our sustainability initiative at Hawker Beechcraft and something that will delight general aviation pilots,” said Ed Petkus, Hawker Beechcraft vice president for product development and engineering. “This partnership with TCM exemplifies the leadership of our companies and our commitment to supporting the technologies necessary to find an alternative to 100LL. I am confident our customers and the entire aviation industry will benefit from our joint efforts.”

Continental began investigating unleaded fuel alternatives to 100LL in 2007. Efforts included participation in the Coordinated Research Council (CRC), analysis of various commercial fuel options and extensive fuel tests on engines in the company’s dynamometer test cells.

The flight profile tested all aspects of flight including takeoff, climb, maximum-power cruise, low-power cruise, descent, and landing. The airplane was equipped with data recording devices to provide data for post-flight analysis.

With the first flights complete, Continental will begin the certification process for several Continental engine models to allow them to operate on the new fuel.

Since I have a 200RV on my RV-4, this headline caught my interest. I was happy to read that the Hartzell did not outperform the 200RV... the results were virtually identical. The good news (for me) is that my prop is 19 pounds lighter. That’s the main reason I chose it in the first place.

In this same article, Vetterman also reports on testing the G3i Ignition Interface, a new electronic ignition system I was not aware of. He liked it and seemed happy with performance improvements. I too was very impressed until I realized he was reporting airspeed in miles per hour. So actually his RV-7 performance is nothing to brag about. jb

Operation data

Hartzell Blended Airfoil Standard M1B crossover exhaust G3 ignition on. All speeds are in MPH

DA 8500ft. 47F MP22.3 RPM 2400 IAS 166 TAS 189 GPH 8.8
DA 8500ft. 47F MP22.3 RPM 2500 IAS 168 TAS 192 GPH 9.2
DA 12,500 38F MP19.2 RPM 2500 IAS 154 TAS 186 GPH 8.1

Whirlwind 200RV Standard M1B crossover exhaust G3 ignition on. All speeds are in MPH

DA 8500ft. 49F MP22.4 RPM 2400 IAS 166 TAS 189 GPH 8.9
DA 8500ft. 49F MP22.4 RPM 2500 IAS 168 TAS 192 GPH 9.2
DA 12,500 36F MP19.4 RPM 2500 IAS 155 TAS 187 GPH 8.2

Larry Vetterman

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

Mogas, Use It or Lose It

A proposal by Dean Billing and Barry DiSimone

This is a good read on lots of stuff about mogas as an alternative fuel, but a pipe dream in my opinion. They want to get legislatures to mandate premium auto gas without ethanol. And then, to make it economically viable for suppliers, we have to demand that airports carry it and most important of all, we have to use it, lots of it. jb

<http://www.stopeio.com/mogas.pdf>

Interesting Stuff

Here are two articles too long for the newsletter, but I’ll try to summarize and then provide the website if you want to read the rest of the story.

Hartzell Blended Airfoil vs Whirlwind 200RV Series props on my RV-7A

Larry Vetterman

Most of you know Larry from the exhaust pipes we use. He is an avid experimenter.

ASA Hoodwink View Limiting Device

Innovative Purpose: Have you ever been to the gym? If you have, you might already know what this is for. This is to shield your view of the 90 year old guy who goes to the gym with the sole intention of walking around naked picking up pennies off the floor. He doesn’t work out, he doesn’t swim, he just walks around naked in the locker room. This is the best thing to happen to eye care since bifocals. SkyGeek



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