EAA Mount Rainier Chapter 326 Newsletter

Thun Field – April 2011 148

Meeting Notice

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

Program:
FAA on Light Sport Aircraft.
Minard D. Thompson, Jr.
FAA Safety Team Program Manager

Refreshments: Sandy & Jeff

From the President

With April comes a thought of spring. I know I've already started thinking about where I'm going to fly this summer and planning for upcoming events. With that in mind it's time for many of us to dust off the winter's rusty pilot skills and get ready for the increased flying. I hope you have noticed the increased focus on Safety this year in the Chapter. As you may have seen, the FAA published some interesting data recently about the Experimental Aircraft Community and our safety record. Let's take a quick look at the stats:

> *"2009 accident data indicated that while experimental airplanes are involved in approximately 27 percent of fatal accidents in the United States, they fly only 3.4 percent of the total GA fleet hours. This represents a nearly 8 to 1 ratio of fatal accidents per flight hour over the mainstream GA community. The predominant factor in experimental airplane fatal accidents is pilot performance, particularly in the transition phase to an unfamiliar airplane. While some increase in risk in experimental airplane flight operations might be acceptable to the GA community and the general public, in order for the recreational, educational, and experimental benefits of amateur-built airplanes to flourish, both the Federal Aviation Administration (FAA) and industry agree on the need for improvements in safety."*

The first step from the FAA is the publishing of Advisory Circular 90-109, which is very focused on first flights in unfamiliar aircraft. They have identified a major issue with people jumping into a new airplane either for the test flight, or just new to them. It's good read and I encourage you to check it out at the FAA Safety website. However that's just the beginning as the FAA has started a 5-year program of increased focus on Experimental safety. This is a space we all need to watch closely as the outcomes could change some of the relaxed regulation we have enjoyed over the years. EAA national is working closely with the FAA on this as can be expected, but it's up to all of us to work on flying safe while keeping each other safe and do our part to keep the stats going in the right direction.

Fly Safe
Andy Karmy

From the Secretary

Summary of the March 8th, 2011 meeting

Andy thanked Dennis Ward for the refreshments, and Tom Brown for home brew.

Visitors:
Hugh Kelso: planning to build an RV-12.
Slate Erickson: flies a homebuilt Pitts Special.
Jesse Norling: interested in building a RV-12 or a Zodiac.
Tom Hird: flies an Aircoupe, rebuilding an Aeronca Chief .

Treasury Report:
Checking total $3,568.14
Savings total $684.14

As of March 8th, 89 members have renewed their membership dues.

Northwest Aviation conference - Smitty thanked everyone for their participation. "No planes were dropped or hurt so the safety aspect of the event was good. We had the most popular display in the entire arena."

Andy stated that he was not sure why, but the Boy Scout event at Thun Field had been cancelled.

Dave Fritzsche brought the Young Eagles sign-up sheet asking everyone to volunteer for the many jobs it takes to pull this off. He said that anyone could go the chapter website and copy a Young Eagles flyer to pass out to local area schools. We have a $910 credit from the Young Eagles due to our performance last year. That credit will be applied toward sending 12-year-old Sidney Waller to the Young Eagles Academy in Oshkosh this summer. She was chosen by unanimous vote this evening.

Jeff Leibman asked about the Excise Tax. Andy said he had read up on the issue. The Ways and Means committee are reviewing the tax. As of right now it is out of the fast lane.

John Brick talked about a "gear shimmy" problem in his RV-4, not all that uncommon in RV's. John said that keeping a low tire pressure, around 25 pounds or less, usually prevented the shimmy, but more recently after he "flipped the tires" for tread wear, the shimmy became really bad. Marv Scott mentioned to John about wheel balancing and that there are small, 1/4 oz, peel and stick lead weights that you stick on the inside of the wheel hub. John showed off a homemade wheel balancing apparatus that he read about on the RV-List… easy to make and very effective. After balancing the wheels, the shimmy disappeared totally… even at 35 psi. *The rest of the story is not so good. After he put the wheel pants back on the problem returned. Stay tuned.*

Tom Worth is still selling his Thorpe T-18. A complete kit with engine...all this for only $15,000.00!

For this months safety talk: "Cruise flight mid-air avoidance" Andy talked about a near mid-air collision that happened to him in his RV-9. Andy was flying south to Portland a couple of years back. It was a clear day and his plane was lit up like crazy. Andy was flying at 3,500 ft around Mt. St. Helens when he looked out and there was another plane right there in front of him. Andy talked of the distractions these days with new instruments and music.

Ideas from the group:

1) "flight following" is a good tool to use,
2) turn lights on, although Andy said he was lit up like crazy.
3) keep a swivel head, especially when entering busy patterns like at Oshkosh.
4) don't have tunnel vision and
5) listen

Someone in the room spoke of a "pcas gadget" that alerts you when another plane is nearing, although he ended up turning it off as was too noisy and he never could see the planes the alarm was talking about.

Submarines similar to airplanes?

This is what Bob Brooks was here to talk about. Bob was chief radioman (or communications man) on 2 different subs, both being Fast Attack 588 Skipjack class. The 588 class were smaller and were used to land seal teams as this sub could get in close. They were also used to search and destroy enemy subs or ships. Imagine... working and living in a giant tube about 30ft around and 250ft long. You may not see sunlight for 90 days or until supplies run out. Bob said that food took up most of the supplies space. He said they would have to stuff food everywhere they could and when they first went out on a mission, canned goods would be lining the floors taking up more headroom space. Movies were stored in the officer's head. The front of the sub has a composite dome for the sonar. Just aft of the dome is 4 levels. The top level being the command post and under being the crews quarters, mess hall where everyone gets training while eating and the torpedo tubes. The Nuclear Reactor (which is usually good for 4-5 years) sits aft of the command quarters with a small tunnel so that the sailors can travel through to the engine room in the back of the sub. The periscope well in the command center is about 5ft. around and telescopes to 65ft. Bob said there are never enough bunks in a sub so the crew has to share their 6'2" bunks. Bob called it "hot-bunking" where everyone had their own sheets and had to make your own bed prior to sleeping and take it down for the next guy to put his sheets on. Days were on an 18 hour schedule with 6 hr watches and 3 duty periods. After a watch the sailor had to start cleaning and training on different parts of the sub. Everyone on the sub had to learn about all the other jobs on the sub. Everyone was trained to keep the sub running, no matter what. They were constantly having drills. Fire drills, radiation, emergency breathing drills, and leak drills. Not every section of the sub had water tight doors, which was a major concern for Bob. The propulsion of the sub was from steam. There were tanks around the nuclear reactor filled with water. The water was heated by the reactor and then piped into a heat exchanger where it produced steam for the turbines which turned the screw. Bob said that air was made from the sea water. There were electrical plates with a solution of Potassium Hydroxide with a voltage differential separating the atoms and saving the oxygen so it can be fed back into the ship. There were also oil purifiers to re-use the oil.

Bob talked of the sounds a sub may make and a sonarman that knows his stuff can identify different subs by their sounds. Bob said that the screws cause certain noises giving the subs their own sound signatures. Subs used to have rudders, but don't anymore due to the sailplanes on the sail. Bob said the fins at the back of the sub control the attitude of the sub and the top sailplanes are for controlling depth.

Bob spoke of the SSBN or fleet ballistic subs which are 590 ft in length. They have so much more space and even have enough space for a workout room with equipment and stationary bikes. The only exercise on the 588 class was running in place or pushups. He also spoke of the new Virginia class subs which in Bob's eye was the "cats pajamas" It is equipped with a S9W reactor and has 2 launch systems where special ops can swim out or take a submersible. It also has a photonic mast which shows images right into the control room so no periscope needed.

Kerry Albritton
Chapter 326 Secretary / Photgrapher

Curt Bryan

RV-12 for Sale

I remember the RV fly-in at Scappoose last year when Curt got a ride in the RV-12. He loved it and couldn't wait to start building. So now, Curt has pretty much finished the sheet metal and canopy work. Having built an RV-4 long ago and remembering the pain, he still marvels at the thoroughness of the RV-12 plans, how builder friendly it is, and how fast it goes together. But somehow the excitement wore off and Curt became more interested in the Onex, more on that in a minute. The expensive parts of the RV-12, engine, prop and instrument panel are being left for the buyer. The project is listed for sale on Barnstormers for $25,000. That would be a good buy for someone looking to be flying an RV-12 in a few months.

Curt is not new to building or flying. He lives east of Lake Tapps and has a grass strip on his property (WN87). You may have seen his RV-4, the one in Blue Angel colors. Yes, he is

former Naval Aviator. Curt grew up on a farm in Osceola, Nebraska and went to the University of Nebraska on a football scholarship. He majored in Business and was in ROTC. Shortly after graduation in 1963, Curt headed to Pensacola as an Aviation Officer Candidate. After 16 weeks of "preflight," he was commissioned an Ensign. Flight training began in the T-34 at Saufley Field and was followed by the T-2A Buckeye at McCain Field, Meridian, MS, and the F-9F Cougar at Chase Field, Beeville, TX, then carrier quals in the T-2 and the F-9 and finally the F-11F Tiger at Chase Field, the same aircraft as the Blue Angels were flying at the time.

Curt got his wings in April 1965 and married Sandy, a Mississippi gal. Their first assignment was to Miramar in San Diego to checkout in the F-8 Crusader. Then it was on to Barbers Point, at Honolulu for three years in the Utility Squadron flying the F-8, A-4 Skyhawk, S-2 Tracker, and the C-45 (twin Beech). Curt maintained currency in all four aircraft and flew in support of the fleet. Lots of diverse missions: towing targets for ships and aircraft gunnery / missile practice, tracking submarines, scoring torpedo shots, photo and geodetic survey.

In September 1968 Curt finished his Navy commitment and hired on with Northwest Airlines. He was domiciled back and forth mostly between Minneapolis and Seattle, but also spent seven years in Anchorage. He started in the B-727 and then went on to fly the 707, 747, and DC-10. He endured numerous strikes and layoffs, and became a U. S. Marshal (Air Marshal) during one layoff period. He retired from Northwest in 2001.

Curt and Sandy bought their present homestead in 1974. Over the years, Curt has built / owned / restored a lot of airplanes: C-140, Piper Pacer, C-180, PA-11, Lake amphibian, Searay, RV-3, Snowbird gyrocopter, PW-5 Glider. Curt has a commercial glider rating and did a lot of tow plane flying at nearby Bergseth glider port: 600 tows in 3 years. He had the first flying Benson Gyrocopter in Hawaii in 1966. Actually it was a gyro glider and Sandy would tow him airborne in their ford Falcon. Curt still loves flying gyros, "the Snowbird is a motorcycle in the sky, weaving through the maze of obstacles at 100 to 500 feet."

Curt and Sandy have three kids and five grandkids: their son is a pilot for Skywest, daughter, a flight attendant for United, and other daughter has her own business in chalk art.

Sonex Aircraft recently opened their order book for the Onex, the little single place, folding wing, Volkswagen powered, aerobatic light sport ac. Curt is number two on the list and should begin building this summer. http://www.sonexaircraft.com/onex/ Don't forget, he has an RV-12 project almost finished and for sale. Curtis L. Bryan 360-825-1232

How to Stay Safe in Unfamiliar Aircraft

Experimental airplane flights represent only a small component of total general aviation (GA) flights in the United States. However, a significant number of GA fatal accidents occur in them. Many of those accidents take place when experienced pilots first fly an unfamiliar aircraft, especially when they are the second owner or pilot of an experimental amateur built aircraft. Data also shows that fatal accidents often occur when pilots with little experience in a particular type of aircraft fly in challenging conditions, such as poor weather.

A new Advisory Circular (AC 90-109, Airmen Transition to Experimental or Unfamiliar Airplanes) advises that all pilots should consider the first flight in any particular experimental airplane a test flight. It also urges pilots to review the hazards and risks outlined in the AC and complete the recommended training.

AC 90-109 provides information and guidance to owners and pilots of experimental airplanes and to flight instructors who teach in them. The Federal Aviation Administration worked with the GA community, including the Experimental Aircraft Association (EAA), the Aircraft Owners and Pilots Association (AOPA) and the National Association of Flight Instructors (NAFI), to develop the recommendations in the AC. It complements AC 90-89A, Amateur-Built Aircraft and Ultralight Flight Testing Handbook, which addresses the testing of newly-built experimental airplanes.

This AC is part of the FAA's focus on reducing general aviation accidents by using a non-regulatory, proactive strategy to get results. The agency's goal is to reduce the GA fatal accident rate per 100,000 flight hours by 10 percent by 2018.

http://www.faa.gov/documentLibrary/media/Advisory_Circular/AC%2090-109.pdf

One of the few Doolittle Raiders still kicking. Some of you may remember when **Ed Saylor** visited our Chapter and spoke to us about the historic raid on Tokyo. He lives just a few blocks north of Thun Field.
http://www.doolittlereunion.com/

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