

EAA Mount Rainier Chapter 326 Newsletter

Thun Field – April 2012

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Meeting Notice

**Tuesday, April 10th, 7 PM
CAP Building, Thun Field**

Program: Dan Henderson, Puget Sound Soaring Association.

Refreshments: Kevin Behrent

From the President

April 2012

This past week I saw a notice from the FAA of the outcome of this year's fleet forecast for GA planes. Quite interesting that they are forecasting a growth rate of 4% for LSA aircraft. This compared to the rest of GA growing at just 0.2% over the same period. That's a 20X difference... WOW. So Where is all this growth coming from? Who's buying these planes? How can we help them get involved in recreational aviation? Lots of questions, the answers are somewhat harder. From my involvement in the LSA community I am finding more and more people that find they fit the basic need for flying recreation at both a lower initial cost and lower ongoing costs. This is something to keep an eye on as it will be interesting to see how the potential of a medical exemption being approved will change this dynamic?

In some ways I see a change coming for our chapter. For years we have been known as a builder's chapter. I can only guess that comes from the fact that we have so many aircraft under construction at any given time. I'm starting to wonder if we will have a next phase of being a flyer's chapter as many of the projects are getting done and flying now.

This next phase will take input and involvement from many of you. We need to get out and take some trips together, plan some outings, fly-ins, etc. We are all so busy that it's hard to commit sometimes to a fixed schedule, but after talking it over at the last board meeting we agreed to try and schedule a few outings this summer to kick things off. We will try and pick the perfect weather weekends (right) and a destination and let's see how many planes we can get going in the same direction and have some fun out there!

I'm looking forward to it (as soon as this rain clears)...

Fly Safe!

Andy

From the Secretary

March 13, 2012

Andy brought the meeting to order at 7 pm.

Happy Birthday to our Chapter: March 1969... 43 years. Smitty gave a brief history of the chapter. The founders are on framed document hanging on the back wall. One of the original members is Fred Ludke... famed airshow pilot of the old days. Hope somebody got a picture of the cake.

Visitors:

Marcus McRee: Restoring Midget Mustang.

Dan Madden: unable to identify mystery airplane in his backyard.

Mike Elliott: RV-8A.

Mike Crawford: Wag-Aero Sport Trainer.

Ken Norling: son is building RV-12.

Gary Henson: visiting from Fond du Lac, WI.

Jay Williams: starting a Super Baby Great Lakes.

Bob Fay: flying his Skybolt again.

Cliff Burks (Kerry's dad) flew AT-6 at the end of WW2

Norm with Treasury report:

Checking:

start balance: 4,714.49

moved from savings: 1,486.69

ending balance: 6,189.18

as of today there are 100+ paid members

Dave Fritzsche: Young Eagles academy... no nominations yet.

Age group is 12 to 17 years of age, boys or girls, and they would need to write a one-page letter saying why they want to be chosen for the program.

Dave also said the Bremerton EAA chapter is asking for any of our chapter pilots to help with flying Young Eagles on Labor Day weekend. We would be returning the favor. This is their Black Berry Festival at Bremerton and there will be camping available for those pilots wishing to help.

Smitty wanted to thank everyone involved in helping out at the Northwest Aviation conference. It was a great turnout, especially with Greg's plane on display.

Smitty is doing research for a PA system. After checking out many different kinds, he said the best one was about \$1,000 and had a wireless mic with a rolling system.

Projects:

Mark has his entire plane on hoists where he can't do anything else till he gets more space.

Dave finished his fuel tanks, but has a small leak in one tank and is looking for any suggestions to fix it. Harry Nelson suggested mixing sealant with MEK and spread over area that needs sealing. using a vacuum cleaner over the gas cap turn on to suck the sealant and MEK into the leak area. Harry warned to be careful not to suck too much into the gas tank as could cause the tank to collapse inward.

Fritz is nearly done with his RV-12.

Kevin finished phase 1.

Jim will work on his fuselage this summer.

Randy got his repairman's certificate for the super 8.

Curt says his Onex project is slow, but making progress.

Bryce riveted the lower skins of his RV.

Andy picked Engine Failures as the safety topic:

- 1.) Fuel; switch tanks in case one tank has run empty
- 2.) Air
- 3.) Ignition
- 4.) Carb ice; pull carb heat and pull mixture to lean engine

Always think of engine failure when doing pre-flight checks and while flying always look for a location to land in case of engine failure. If making an emergency landing turn off fuel, electrical and trip the ELT.

Guest Speakers: Minard Thompson, FAA safety team manager and Karen Mitchell from Seattle Approach:

Minard spoke of engine failures and one of the chief causes in our area is the high humidity. Minard suggests checking the carb heat first. Watch for a rise in RPM; 200-300 elevation in RPM can show ice forming. If flying outside the traffic pattern, call up, even if it is radio flight following.

Minard said that fatal accidents were much higher with experimental or amateur built planes than with certified planes and that 50% of accidents happen within the first 100 hours of flight. Lack of experience in the make or model is a large factor and that buyers are more prone to accidents than builders. It is good practice to fly with someone who has flown in the plane first. When building a plane it is good to have someone double-check your work.

FAAsafety.gov is an online resource for pilots of amateur built planes. The Advisor Circular (AC) 90-109 provides information and guidance to owners and pilots of experimental airplanes and to instructors who teach in these planes. The AC contains recommendations for training experience for pilots of experimental airplanes in a variety of groupings based on performance and handling. Kit vendors, aircraft owners, and type clubs may offer additional assistance to the training and operation of a plane. All pilots should consider the first flight in any particular experimental airplane a test flight. www.aopa.org is another website from AOPA that could provide assistance in the training and operations of airplanes.

Karen with Seattle approach gave a wonderful talk. Seattle class B airspace has made some changes and these changes are on the new Sectional and Terminal Area charts. Seattle approach is here to assist pilots in their ability to see and be seen when operating VFR, although this does not relieve the pilot of his or her own responsibilities. Pilots receiving radar traffic advisories will be

informed of potentially conflicting traffic seen by the controller which is very often unseen by the pilot.

When transmitting to Seattle approach, listen before you transmit. Monitor SEATAC atis (118.0) for altimeter and landing direction for SEATAC. Contact Seattle tower on 119.9. When you do make the initial contact Call the name of the facility then give your full aircraft identification, including type of aircraft. Give your present location then request traffic advisories and state your destination. Be sure to wait until the controller answers before calling again. Seatac crossings are not automatically approved and it may take a while as the controller may be busy on another frequency. Remain clear of the Seattle class B airspace until you receive clearance to enter. The controller will assign a transponder code and may request additional information. When advised by the ATC to change frequencies, acknowledge the instruction and when service is no longer needed, advise the controller before changing frequencies. When you have exited Seattle Class B airspace radar service may be terminated and you should squawk 1200 and resume your own navigation unless otherwise instructed. Remember, airline traffic comes in from the top (10,000') and departs at the top so don't think you shouldn't bother to talk to Seattle approach or flight following if crossing above the class B.

Special thanks to Smitty and Toni for all the wonderful refreshments.

Kerry

Van's Original RV-1

from AVweb

Dick VanGrunsven is responsible for the most populous homebuilt airplane of all, the RV-3. Five years ago, Van's Aircraft enthusiast Paul Dye found the RV-3's forerunner — a heavily modified Stits Playboy that became VanGrunsven's prototype — and embarked on a restoration project. The rejuvenated "RV-1" is currently on tour with Dye and will find a permanent home at the EAA Museum in Oshkosh at this summer's AirVenture fly-in. We spoke with Dye and got a close look at RV-1 at Sun 'n Fun in Lakeland, Florida.

http://www.avweb.com/avwebflash/exclusivevids/ExclusiveVideo_SunNFun2012_PaulDye_VansAircraft_RV1_Restoration_206407-1.html

Weather Forecasts

Wish I would have opted for a degree in Meteorology rather than Aero Eng. My career path as an Air Force pilot, for me anyway, had no need of either. But every year it seems I study the heck out of this stuff and then it evaporates and I have to start over. Here are some randomly collected notes on the subject:

There are a lot of websites available but for the past year I've used ADDS almost exclusively. Technically, it is not a legal

weather brief like DUATS, but I quit worrying about such things long ago. Besides I usually follow-up with a call to Flight Service Station (1-800-WXBRIEF) for a quick update or just to confirm my own conclusions. Here is the ADDS website: (<http://www.aviationweather.gov/adds>).

TAFs: Terminal Forecasts.

<http://www.aviationweather.gov/adds/tafs/>

Just type in the airport identifiers along your route. For example, on this side of the cascades when going up to Arlington, I use KNUW (Whidbey), KPAE (Paine), KSEA, KTCM (McChord), KOLM. Going south, I use KSEA, KOLM, KPDX, KHIO, KSLE.

TAF's (4 per day) **5 am / 11 am / 5 pm / 11 pm**

Usually issued about 20 min prior to valid time.

Each being valid for 24 hours. (30 for seatac).

Sometimes they issue amendments AMD when they screw up... not often enough as I see it.

Cloud heights are AGL.

Although the forecasts are for specific locations, the forecasters actually work together in the same building in Seattle.

I presume the military bases have their own forecasters on base.

METARs: Issued at least hourly.

These are available for many more airports than TAFs... like KPLU, KTIW, KSHN, KCLS

<http://www.aviationweather.gov/adds/metars/>

AREA FORECASTS: our area, in fact the whole west coast, is SFO.

Look under TAFs on the ADDS site.

<http://www.aviationweather.gov/products/fa/>

SFO Area Forecast FA (3 per day) **8 pm / 4 am / 1 pm**

Synopsis is valid for 18 hours. I usually ignore the synopsis as it is about the overall big picture of fronts & troughs.

VFR Clouds and weather Valid 12 hours / Outlook for 6 hours after that.

Cloud heights are MSL... can be very misleading in high terrain.

This does not cover IFR / turbulence / icing /... go to the AIRMETs for that.

AIR/SIGMETs:

The graphical tool is much easier to use than text.

[Graphical AIRMET \(G-AIRMET\) Interactive Display](#)

Winds/Temps Aloft:

I find it easier to read the textual presentation. It gives the temps at 6k, 9k, 12k, etc.

I use 2 deg / thousand feet to interpolate and find the freezing level.

<http://www.aviationweather.gov/products/nws/sanfrancisco>

Prog Charts:

Here's the only place on ADDS to get an extended forecast. And then only for 48 hours and the difficulty in interpreting the charts.

I also look to the Weather Channel for extended forecasts as much as 10 days. I like the interstate highway weather for long trips.

<http://www.weather.com/activities/driving/interstate/index.html>

TFRs & NOTAMs

Go to the left column and scroll down to Standard Briefing. Then scroll down again to Notices to Airmen and TFRs.

I usually select Washington State and click GO.

Satellite: Try the infrared (B/W) big loop. I rarely use satellites as I'm basically incompetent at interpreting. Something to work on.

Radar: Handy when sitting in an FBO and waiting for a line of tsmns to pass.

This is all about pre-flight decision-making. In-flight is another matter and since I don't have XM weather or ADS-B, I have to look out the window and talk to flight watch on 122.0, or when IFR, to plead with center or approach to steer me around the bad stuff.

If you are planning a long xc, it is worthwhile to get familiar with using these weather products. There are good flight planning products available too. I use the AOPA Internet Flight Planner... free if you are a member. If you have the time, practice can be fun and very worthwhile. jb

Motion-Induced Blindness

This is a great illustration of what people were taught about scanning outside the cockpit when they went through flight training. They were told to scan the horizon for a short distance, stop momentarily, and repeat the process. They were told why this was the most effective technique to locate other aircraft. It was emphasized repeatedly to not fix their gaze for more than a couple of seconds on any single object. The instructors, some of whom were veterans with years of experience, instructed them to continually "keep your eyes moving and your head on a swivel" because this was the best way to survive, not only in combat, but from peacetime hazards (like a midair collision) as well.

They basically had to take the advice on faith (until they could experience for themselves) because the technology to demonstrate it didn't exist at that time. Click on the link below for a demonstration

<http://www.msf-usa.org/motion.html>

Another Bird in the Nest

Randy Albritton will be going to Twin Falls next week to pick up an RV-7 project. He has quite a fleet now... can anybody keep track?

end

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Chapter 326 Website <http://www.eaa326.org>

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