

EAA Mount Rainier Chapter 326 Newsletter

Thun Field - May 2005

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Meeting Notice

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

Program: Rob Hickman from [Advanced flight Systems](#). Update on Engine Monitor and AOA

Refreshments: Tom Worth

Adjournment: TBA

Tiger Team

One of the suggestions made by Ron Wanttaja during his presentation on Kitplane Accidents was to assemble a "Tiger Team" to help with initial and annual inspections. This team would be comprised of individuals with lots of experience on a particular aircraft. Not sure how much work they would actually do, but at least they would know what to look for. Engine and fuel systems are prime suspects in many accidents and deserve extra attention before the first flight.

Ron said that we, as builders, come to know a heck of a lot about standards and the right way to build airplanes. But that doesn't help us much in knowing what is likely to wear out after 10 years. He said A&P's are especially valuable for bringing that kind of experience and that it might be worthwhile to have an A&P do an annual on your airplane once in a while even though you are authorized to do it yourself.

From the Secretary

April 12th, 2005

This month's meeting was called to order by Gordy.

Refreshments were provided by Bill Wilson.

Ron Wanttaja gave a presentation on kitplane accidents.

Visitor: Joe Phillips: New RV9A builder. Joe is the owner of Steve Casper's RV9 Kit and has started construction on the wings.

June 11th is Young Eagles day this year. Darrin Dexheimer is the YE coordinator and needs our help! We will base the operation at Spencer Aircraft in their main hangar. Positions still needing to be filled:

- 7) Aircraft Dispatcher - ** Open **
- 10) Signs - ** Open **
- 11) Food - ** Open **
- 12) Setup and Cleanup - ** Open **

Treasurer report = \$3663

The first fly out was canceled due to weather. It has been rescheduled for May 7th to try again for a trip to Scapoose, or Skagit.

Andy Karmy

Langley, BC Fly-In Saturday, June 4th

This is the annual fly-in of the Western Canada RV Wing. Langley (CYNJ) is about 20 nm north of Bellingham. We generally have a good turnout of RVs from all over BC, and a good contingent from the U.S., too.

Details are on our web page, <http://www.vansairforce.org/CYNJ/>

For U.S. visitors, the Home Wing web page has all the information you need on border crossing procedures. <http://www.edt.com/homewing/international/>

Tedd McHenry
Van's Air Force Western Canada Wing

Note: Beware of clearing customs when returning to the USA. Wes and I cleared at Bellingham on the way home. The customs agents, two of them packing side-arms, one at parade rest about 30 feet away, were all business. Not only did they examine the customs form and ask a few related questions, they checked Wes's aircraft registration, pilot certificate, and medical. I have no doubt we'd have been grounded if anything was amiss.

John Brick

Good news. Arlene Dougherty volunteered to write biographies for the newsletter. Bad news. She insisted on starting with me. When it's your turn, don't bother refusing...it won't work.

Have you noticed the numeral 77 at the top of this newsletter. That is the number of newsletters John has produced over the six plus years he has been doing this job for our Chapter.

John grew up in Askeaton, Wisconsin, about 20 miles south of Green Bay. Askeaton was a settlement of Irish Catholic immigrants, named after a town in Ireland from where they came. His father worked as a welder in the Milwaukee shipyards until he was diagnosed with tuberculosis during his WWII draft physical. They lived on their grandparents' farm in Askeaton while their father was convalescing in a sanitarium. John is the oldest of nine children. .

John's mother, brother and two sisters live in the Green Bay area. Staying at Oshkosh for a week rather than visiting family would not be understood. He has been to Oshkosh many times...one day per trip. He joined the EAA in 1960...EAA number 6201.

Nobody in his family, or neighborhood, nor anybody he knew was a pilot so he isn't sure how he got interested in flying...just daydreaming he thinks. But he visited the local airport and was given a ride in a Cub. That was enough. He took lessons in 1957 at Appleton and soloed an Aeronca Champ after six hours.

He relates an incident when he was hand-propping the Champ. He landed at an airport on his first solo cross-country. It was very early in the morning and he was unable to find anyone to sign his logbook. So he gave up and decided to fly on to the next airport. He looked everywhere for chocks but couldn't find any. The wheels had come to rest in a pretty good rut so he thought that would be good enough. As always, he tied the stick back with the seat belt and cracked the throttle a quarter inch. He left the door wide open against the strut just in case. On the first pull, the engine roared to life as if at full throttle. The plane jumped out of the rut and John deftly sidestepped and ducked under the strut as rehearsed. But the prop blast blew the door shut and by the time he got hold of the door handle the plane was already moving faster than he could run. Now he was hanging onto the door handle and being dragged all over the airport. Luckily there was nothing in their path and John had enough time to climb hand-over-hand into the cockpit and get it stopped. No damage except for muddy clothes. His only concern was that somebody might have seen that "hare-brained stunt" and his instructor would find out. That didn't happen. Providential it seems!

John got his Private Pilot License in 1958 in the Aeronca Champ. He gave many friends and relatives their first airplane ride, among them his grandparents, for whom it was their one and only airplane ride. Flying was too expensive, \$5.50 per hour solo and \$8 dual, so John looked to the Air Force for further training.

In 1958, he attended Parks College of Saint Louis University located in East Saint Louis in Illinois and in 1961 he graduated with a BS in Aero Engineering. At the same time, he was commissioned as a Second Lieutenant in the Air Force through the ROTC program there.

John was assigned to the USAF Pilot Training Class 63G in 1962. Spending 28 years in the Air Force, he accumulated 6000 hours of military flying time in the T-37, T-33, T-38, F-100, O1-E, OV-10, A-7D and A-10. At least half of his flying hours were instructing. He really liked instructing in the A-7D and A-10. "If you have to instruct...do it in single seat aircraft."

In 1967-68, John was a Forward Air Controller in Vietnam, stationed at Dong Tam and Bin Thuy, in the Mekong Delta. He was part of the Mobile Riverine Force and supported joint operations with Army, Navy, and Air Force. Operations planning was done aboard ship so he took turns with the three other FAC's in his unit...10 days out of 40 aboard ship. During shipboard operations, he typically lifted off the deck before daylight in the back of a Huey and spent the day over the battlefield with the Brigade Commander coordinating Close Air Support through his fellow FAC's.

Otherwise he flew the Cessna O-1E, Bird Dog. Dong Tam had 1500 feet of springy PSP for a runway. No lights at night...usually. The O-1 carried eight Willie Pete (white phosphorous) rockets to mark targets for the fighters. When they ran out of rockets, they had smoke grenades to throw out the window. They were warned to pull the pin on the grenade while holding it OUTSIDE the window...wonder why.

In 1990, he retired from the Air Force with the rank of Lieutenant Colonel. The two highest medals he received were the Silver Star and Legion of Merit. John was stationed at Vance AFB, Enid, OK, Randolph in San Antonio, Luke, Phoenix, Holly Field, Navarre, FL, Fort Hood, Killeen, TX, Hurlburt Field, FL, Langley, VA, Fort Leavenworth, KA, Davis Monthan, Tucson, Osan AB Korea, Des Moines, IA, (ANG) and Ft. Lewis, WA.

At Davis Monthan AFB, John was stationed with Dick Rutan. Not long after Dick retired, John visited him at Mojave and he gave John a ride in the prototype Long-EZE. He last visited with him at Arlington, several years ago.

While at Vance AFB, John was President of the sky-diving club. He has 235 jumps under his belt. "Would have been many more if the wind wasn't always blowing 30 knots."

Since retirement, he earned a Masters Degree in Aeronautical Science from Embry-Riddle Univ. He joined the Tacoma Mountaineers in 1992 and went through their climbing school. For a couple years he was very active in climbing and thought it would never end. Unfortunately an old ankle injury brought that to a halt.

He currently flies Cessna's as a member of the Gray AAF flying club at Fort Lewis. He keeps his CFII current but doesn't instruct. He also flies in a Glastar on weekends with Wes Rasmussen, another EAA 326 member.

In 1980, John became interested in the RV-4. He thought it was the prettiest of homebuilts, a tandem seater, much like a small fighter airplane. That is when he purchased the plans. In fact he was given a ride by Van himself in the original RV-4. "He showed me it would loop out of a normal climb." Much

later, he began his building project. He claims his airplane is almost ready to fly but he's been saying that for so long nobody believes him. Anyway he says it will fly this summer.

John and Pat were married in 1962. Pat proves to be a great support as we all witness at the EAA meetings and other flying functions. He told me they have three "good" kids and three "good" grandkids. Thanks John for all you do for us and also thanks to your wife Pat.

Arlene Dougherty

Prop Tape

Have any of you used the propeller tape to protect your prop from chips? After only 80 hours of time on my new prop (fixed pitch aluminum), it looks like somebody sandblasted the leading edge. Aircraft Spruce has a tape called "Prop Guard" for around 50 bucks. I was thinking about dressing my prop and putting some of this stuff on, but though I would ask your collective opinions on this stuff. Evan Johnson

I was told by a local prop shop....."Don't dress file off the sandblasted edges." The sandblast hardens the surface like shot peening. You will be filing away good prop material and shortening the life of your prop. I'm not talking about deep chips and nicks, just the fine sandblasted surface.

The guy at the prop shop says he just loves it when people go crazy with files. He also likes it when people leave their tow bars attached to the front wheel. Vincent Osburn

I get my tape from Tennessee Props. <http://www.tn-prop.com/> The first 2 times I put the tape on it came off in about 7-8 hours of flying. Actually, it didn't come off but it started to separate from one blade near the tip and I just ripped it off. I was using PPG 330 solvent to prep the prop before applying the tape. On the 3rd (and final so far) attempt I used isopropyl alcohol as recommended and the tape has now been on for about 100 hours and is still holding like the day I put it on and it looks great. One BIG tip, radius the 'corners' before you put the tape on...looks nice and prevents the 'corner' from lifting.

Bottom line is I like the way the tape protects my leading edge and even if it comes off tomorrow I'll replace it with new. My Hartzell leading edge looks like new after 100hrs....no nicks, scratches, or blemishes on the leading edge....period.

However, from trial/error AND speed tests, I am very confident that my O-360 Hartzell C/S RV6 is about 5-7 mph FASTER with NO prop tape. That said, I'm still leaving it on.

Aircraft Spruce sells "Prop Guard" which, near as I can tell, is basically the same 3M tape but twice the money.

<http://www.aircraftspruce.com/catalog/appages/propguard.php>

Rick Gray

Crankshaft Counterweights

Superior doesn't make a counterweighted crankshaft so it costs about \$2500 extra for one from Lycoming if you want to go that way. Why do that? Well, torsional vibration can be a problem with a lot of engine / prop combinations. Just ask Hartzell. Here's an opinion that should make some of us feel good for saving that \$2500.

Something to consider: When you use electronic ignition or change the compression ratio of an engine you can change the torsional signature of an engine. The counterweighted crank that Lycoming's use is not set up to dampen torsional vibrations from an engine that has had the ignition map or compression ratio changed from what the counterweight system was originally designed for. Thus, using a counterweighted crankshaft with an engine that has been so modified may be offering you a false sense of security. In another words, even with a counterweighted crankshaft on an engine that is using electronic ignition you could be in uncharted territory as far as the need or lack of need for rpm restriction with any given prop. It is unlikely, but you might be in worse shape with the counterweights on a modified engine than without them. Then again you could be in the same shape with counterweights on a modified engine as an unmodified one without them. The case that the standard Lycoming counterweight system dampens all possible torsional vibrations issues, which can be generated on modified engines, is incorrect. They only dampen correctly on unmodified engines, they may help a modified engine but then again they may not depending on the extent of the changes made.

Mahlon Russell
Mattituck

ForSale

Custom Aerobatic Biplane - Extended/Streamlined fuselage modified Smith Mini with just 800 TT: 150HP Lyc O-320A2B with 1100 TT and solid compression for all 4 cyl; Inverted Fuel and Oil with Ellison Throttle Body; Hangared with Paint and Fabric a 8.5 of 10 and really nice scheme; Battery and Radio and Position Lights; Sensenich Prop with yellow tag; Good logs on airframe and engine. \$17,000 or best offer. 206-850-6536

RV9 Kit—for sale due to illness. Wings done, tanks closed, not a quick build. Seller is experienced craftsman, kit is only 1 yr old, otherwise complete. John and Karen Vosse 360-458-4763. Address:11248 Aero Lane SE, Yelm, WA 98597.

End

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