EAA Mount Rainier Chapter 326 Newsletter

Thun Field – May 2010 137

Meeting Notice

Tuesday, May 11th, 7 PM
CAP Building, Thun Field

Program: How to wire your avionics. John Atchison

Refreshments: Randy & Bob Brooks

From the Secretary

April 13, 2010
EAA chapter 326 monthly meeting.

Kevin called the meeting to order as usual!
The meeting tonight is about commercial aviation with Greg Pyke & others

Treasurer report. 3241.09 in the chapter account.
The next board meeting is Sunday May 2nd at 3pm. Its held at the airport office conference room. We will be talking about upcoming events and programs. Please come out and help set direction for the chapter.

Young eagles is coming up soon. We need everyone to come out and help run the show. Drop a note to Dave Fritzsche (fritzsch@eskimo.com) to let him know you will help. This year we are sponsoring a young eagle to go to the air academy camp at Oshkosh this summer. We will use our flight credits and make up the difference to complete the entrance cost. Ben Littlefield is one of the candidates that applied and we decided to send him tonight! Ben agreed to come give us a presentation when he gets back to talk about what he learned and how the camp went.

Visitors
Larry O'Bryant building a Y tailed Sonex
Tom Gort building an RV4
Jack & Joyce Barton looking to build something
Ben Littlefield came with his dad and brother for the Young Eagles air academy sponsorship.

Main program: Greg talked at length about the life of a commercial pilot. His experience and views were based on his work with NorthWest airlines where he currently works. He gave us some good insight into everything from training to family logistics. A number of other active and retired pilots gave additional insight into how other airlines deal with some of the policy issues. Overall it was an interesting view of "a day in the life" of an airline pilot.

Trip Report

John Brick

I flew down to Madera, CA to attend the West Coast Formation Clinic. Flew down on Friday and returned on Sunday. About 30 RV's showed up. We had a ground school on Friday evening. I didn't know a soul in that group so I didn't know what to expect.

I flew five times on Saturday. First flight I was solo as #2 in a four-ship. My second flight was changed at the last minute. To my shock and dismay, they had me leading a 4-ship with a FFI check guy (Bonanza pilot) in my back seat. It wasn't a check ride for me… seemed like he just wanted to ride in an RV. The briefing had to be the worst I've ever given in my entire life, but once we got airborne the flight went real nice and the debrief was much better. Third flight, I was #3 in a 4-ship. The 4th flight was a 14 ship flyout to Sierra Skypark for a barbeque at one of the organizers' house. I was flying slot in B flight so it was not difficult. To see 14 airplanes taxiing down a city street and parking curbside was an unbelievable sight. Before dark we launched out of there in an impromptu 3-ship and returned to Madera.

Sunday was a 20 ship flight. I was left wing in C flight so I didn't have to move when they went from arrow to delta. According to the trailing honchos, we looked real good. Should have lots of pictures soon. By the way, we made 4-ship takeoffs with #4 going to slot automatically after liftoff … that was a first for a lot of us.

That's all there was on Sunday. Then I launched for home on a low, slow, and bumpy ride. Strong headwinds until passing Portland, then rain. About 150 knots most of the way home compared with 200 knots going down.

The FFI program (Formation Flying Incorporated) is all about certifying pilots to fly in waivered airspace, in other words, at airshows where some FAR's are waived. Until this program was set up, the FAA would not approve of these kinds of formations in airshow airspace. They had a certification program for the aerobatic and warbird guys, but not for the rest of us. So this clinic was all geared up for pilots to qualify for FFI wing and FFI lead certification. Many of these guys and one gal were in the 37 ship flyby at Oshkosh last year. Paperwork is a big part of the process. You have to have logged a specific number of 4-ship flights and flight time therein before you are eligible, and then be recommended by some FFI qualified person.

The thing I really hate is the airshow taxi stuff. But that's the whole FFI thing… airshow business. The Socal bunch does that on every mission and are very picky about it. It consumes more of debrief than flying. It's all about close order drill, lining up heads, pirouetting in-place square corners and ending up with exact spacing between wingtips, shutting down engines so each propeller stops at the same time… good grief. A good way to

pick up gravel dings in your prop or paint too. But the flying was really enjoyable and worth all the taxi bs.

My purpose in attending the clinic was to get out in the world to see how other people are doing their formation training. I learned a lot and will be able to apply some of it to our own training. All-in-all, I'm really glad I went. The Socal bunch has a lot of formation experience… some really good sticks and some really good flight leads. Nice people too. Joe Blank and Ken Krueger, both from Van's, and several others from the Portland area attended. Jim Piavis from Auburn was there and he will begin flying formation with us here.

Frederickson Flyers

Last October we were invited to do a formation flyover during the school dedication and ribbon cutting ceremony. Frederickson Elementary is only a couple miles west of Thun Field. Even though they don't have an aviation curriculum, the school is very aviation oriented and the kids have adopted the name "Fredrickson Flyers." They've started gathering model airplanes to display throughout the school. The principal is fond of aviation metaphors and she says our flyover inspired another, "take care of your wingman." They also have a very cool school song, very peppy with aviation lyrics.

Well, at long last we have a picture that will be presented to the school principal. It is a composite of our two 10-ship formations, the kids watching the flyby, and the ribbon cutting. In the lower middle is an inscription that says

To the Frederickson Flyers
from
EAA Chapter 326 - Thun Field
Dedication Day, October 27th, 2009

It is in a 24 x 18 frame and looks really nice. I expect (hope) it will be hung in a prominent place and become a permanent part of the school décor. You will see it if you come to this meeting. Otherwise this is the best I can offer.

Build A Plane

Build A Plane began operations in 2003 as a non-profit organization dedicated to promoting aviation and aerospace careers by giving young people the opportunity to build real airplanes. Aircraft construction and restoration projects provide an exciting opportunity to motivate kids to learn virtually any facet of science, technology, engineering and mathematics when applied to this program.

Now in a formal partnership with the Federal Aviation Administration, Build A Plane has dozens of projects operating in the United States and several overseas. Our goal is to establish 100 Build A Plane projects by the end of 2008 and 300 by the end of this decade.

Build A Plane's remarkable success can be attributed to the following:

Schools across America are in search of new and unique ways to present core learning skills, like those offered by Build A Plane projects.

Kids are excited by airplanes, and aviation offers them a real-world reason to use science, technology, engineering and math.

There are thousands of unairworthy aircraft and incomplete kit planes that are prime candidates for a Build A Plane project, usually available at little or no cost.

Aircraft donors receive tax benefits through the program's 501(c)(3) status

There are thousands of adults who have expert knowledge about aircraft construction and refurbishment who are willing to donate their time.

Most importantly, there are thousands of kids who would love the opportunity to be exposed to aviation as a vocation or avocation via a Build A Plane project.

How Build A Plane Works

Build A Plane seeks aircraft donations, as well as the names of interested high schools, young people, EAA (Experimental Aircraft Association) groups and private individuals who want to participate in a project to build a real airplane. Build A Plane then matches the incoming aircraft to the needs of the individual groups. So far, no two project aircraft are alike. Kit aircraft and certified airplanes of all description have been donated to give young people a real-world, hands-on experience of construction and restoration. Thanks to the generosity of the aviation community, Build A Plane has placed more than a million dollars' worth of project aircraft into the hands of kids and their adult mentors.

Build A Plane donates the aircraft to the local group at no charge, and Build A Plane retains no ownership of the project airplanes.

Most Build A Plane projects are in high schools; however BAP programs are also underway in local EAA chapters, church groups, aviation maintenance technician schools and enthusiastic aviation clubs. Any organization that is willing to promote aviation and provide an opportunity for young people to build a real airplane can be considered for selection as a Build A Plane group.

Build A Plane groups can also access extant aviation curricula.

For example, BAP can help your school receive up to $1.5 million worth of Computer Assisted Design software for free.

Build A Plane can arrange up to 6 hours of college credit for on-line aviation programs developed by the EAA and Utah Valley State College.

Thanks to industry-wide support, the local Build A Plane group is provided one-on-one contact with a variety of experts to serve as technical support and to answer questions to insure a BAP project's success.

The BuildAPlane.org website also offers a real-time bulletin board for BAP members around the world to meet, share experiences or materials, problem-solve or network.

To make Build A Plane attractive and accessible to groups everywhere, there are no fees of any kind to join.

Contact Build A Plane
http://buildaplane.org/index.php

SwiftFuel powers Seminole at Sun 'n Fun

By Mike Collins

A twin-engine Piper Seminole, registered as an experimental aircraft, is burning SwiftFuel during daily demonstration flights at the Sun 'n Fun International Fly-In and Expo. The 100SF fuel, developed by Swift Enterprises Ltd. in West Lafayette, Ind., uses biomass such as sorghum and switch grass—instead of oil—to produce a high-octane fuel the company says could replace leaded avgas in piston-engine airplanes.

SwiftFuel does not use lead, ethanol, toluene, or oxygenates, and produces fewer pollutants than 100LL fuel—while providing 15 percent more volumetric energy, the company said. The fuel does not require any additives or stabilizers, and the company believes it could be "a near drop-in replacement" for today's 100LL fuel.

Embry-Riddle Aeronautical University plans to phase in lead-free renewable fuel for its training aircraft, the nation's largest collegiate fleet. Engineers in the Eagle Flight Research Center, a laboratory in the College of Engineering at Embry-Riddle's Daytona Beach, Fla., campus, will perform the certification testing needed to enable more than 40 Cessna 172s, nearly half of the university's fleet of 93 aircraft, to use Swift fuel.

By Jason Paur from wired.com.

So far in testing Swift fuel has proved promising. In tests by the Federal Aviation Administration a new engine was put through a simulation of the typical lifespan of the motor, "time between overhaul," as it's known in the aviation community. The engine performed well and was in better shape after the tests than most engines running on 100LL.

Swift claims the fuel provides an 8-15 percent increase in range based on the same volume of fuel over 100LL and produces fewer pollutants.

The company hopes to have the fuel certified by the Federal Aviation Administration within the next two years so it can be used in piston powered aircraft. Swift will be building a pilot plant this fall and says 100SF should be at least cost competitive with existing fuels, and hopefully cheaper down the road…or airway.

Here's one of our members in earlier days. Can you identify this dapper dude?

Calendar

May 15, Paine Field General Aviation Day
May 15, Pasco Fly-In (KPSC)
May 15, Walla Walla Learn to Fly Day (S95)
June 11-13, Golden West Fly-In and Airshow (MYV)
June 12, Anacortes Fly-In (74S)
June 19, RV Fly-In, Scappoose (SPB)
June 19, Desert Aire Fly-In Pancake Breakfast (M94)
June 18-19 IAC Aerobatic Competition Ephrata (KEPH)
June 19, Fantasy Field Airstrip, Chehalis, WA
June 19-20 Olympic Air Show, Warbirds (OLM)
June 26, Young Eagles Day – Thun Field

end

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