

EAA Mount Rainier Chapter 326 Newsletter

Thun Field - June 2006

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Meeting Notice

**Tuesday, June 13th, 7 PM
CAP Building, Thun Field**

Program:

A 42-minute DVD of the Navy Blue Angels. It will be shown on the big screen with stereo background. Very professional.

After the movie we will go to Paul Yarbrough's hanger for a show and tell on his RV-9 and Robert Barra's RV-8.

Refreshments: Joe Andre

the new streamlined cert program. If you need details contact Dick.

Andy Karmy

From the Secretary

EAA chapter 326 May meeting minuetts

Gordy called the meeting to order this evening.

Allen Jesmer from Precision Airmotive gave the evening's program. Everything you ever wanted to know about carbs, fuel injection, and the history of fuel metering was covered. Allen gave us some good troubleshooting information also.

Allen said Precision is also looking for an RV that they could upgrade to full fuel injection and electronic ignition as their next phase of testing for a new product launch. They have been flying it for a few years on a 172 and would like the increased visibility in the market with it on an RV. If you are interested give Precision a call. They would provide the hardware for free!

Al & Kurt brought refreshments

Visitors:

Gabriel - Attending Clover Park

Chapter 1325 in Bend OR is having a flymart in June

Young Eagles June 10th!

Setup 3pm on Friday the 9th of June

Be here at 8am Saturday, first flights by 9am

Marv will do pilot briefings

Need many positions to be filled, please call Darrin

Contact Darren to sign-up

Need pilots to sign up!

Dick Migas gave a quick background on getting back his medical after a heart valve replacement. He was one of the first through

Rust

You gotta see it to believe it. I decided to renovate my shop because it got pretty ugly after 10 years of use, especially in its final days as a paint booth. I moved everything off the floor and out of the shop into the main garage area except for a bunch of tools on shelves along the back wall. With the floor completely empty, I prepped it for paint. The floor is industrial vinyl tile and I sponge mopped it with a 50-50 bleach-water solution and scrubbed the paint splotches with scotchbrite pads under the mop.

I was ready to paint the floor but I couldn't get it dried out enough...this was in January and the weather was not cooperating. But there was no rush so I just locked the door and left it for warmer days. Only a few times did I have any need to enter the shop. The strong smell of bleach lingered.

A few months later I discovered the corrosive effect of the bleachy atmosphere. On the back shelf, bucking bars, files, reamers, rivet sets...anything shiny was now covered with rust. I'll bring a sample to the meeting so you can see just how bad. The bucking bars can be restored but lots of other stuff is now junk.

jb

XP-400 Engine

Superior Air Parts, a division of Thielert AG, announced today that it is expanding its popular XP sport aviation engine series with the introduction of the new 210 horsepower, 400 cubic inch XP-400 Engine. "The development and introduction of the new XP-400 Engine is in direct response to requests from our sport aviation aircraft customers," explained Keith Blockus, "Everyone loves the advanced features and performance of the XP-360, but they just wanted more power. And everyone knows, there's no replacement for displacement."

"The XP-400 is similar to a bored and stroked XP-360, but it has angle-valve cylinders with bigger valves for better breathing and more fin area for better cooling," he explained. "The XP-400 has an eighth-inch larger bore and a quarter-inch longer stroke. The compression ratio is 8.5:1 at 210 horsepower so it will be approved to run on 91 Octane auto fuel. We are also working on a higher compression version that will run on 100 LL Avgas for racing and high-performance applications."

Blockus stressed that the XP-400 features all of Superior's industry-leading engine design and manufacturing advancements including a counter-weighted version of the recently introduced proprietary ESR (Electro Slag Remelt) crankshaft. "The XP-400 Engine utilizes all of the proven components that are used on the XP-360 including roller lifters and camshafts," Blockus added. "The XP-400 is an all-new engine design that delivers a number of design and performance advancements when compared to older-generation OEM engines."

The XP-400 Engine is currently undergoing testing at the company's engine development facility prior to becoming available to the sport aviation market, which Blockus expects to happen in time for this year's AirVenture Oshkosh. "We are currently taking deposits for the XP-400 and we will be shipping engines by the end of this summer," he said.

As with the XP-360, owners will also be able to build their new XP-400 Engines themselves at Superior's popular Engine Build Schools held at their Dallas headquarters.

Technical Data:

Model: XP-400 Engine

Horsepower: 210

Displacement: 400 cubic inches

Number of cylinders: 4

Maximum RPM: 2,700

Bore x Stroke: 5.25" x 4.625"

Compression Ratio: 8.5:1

Fuel: Avgas and 91 Octane Unleaded Auto Fuel

Weight: 294 to 305 lbs. (Depending on model)

UAL Flight 93

Susie and I just got back from seeing "UAL Flight 93", it was absolutely gripping, and as a former airline pilot who was flying a trip that morning on a Boeing 767 from Cincinnati to Orlando it was almost too horrific to watch...it was very disturbing! For you pilot types, the attention to detail, the cockpit, the preflight, the crew, pilots and flight attendants boarding the aircraft and making small talk was so real and routine...just another day in the office! Likewise the views from central flow control, NY and Boston ARTCC and the NORAD command center were very realistic. Should anyone have any doubts about our response, or lack of that morning you need to view this movie. Watching all the various controllers and their supervisors trying to get their arms around the problem and to come to grips and connect the dots is so very real. The movie appears to almost happen in real time and you can really sense the problem that the commanders had in thinking outside the box and realizing that we were really at war. Fighters are scrambled, late, and in the wrong direction, as threats are suppose to come from over the water to the east not from over land to the west; the planes are not armed, can they ram, and who has the authority to give that command...the command is given but not relayed to the pilots. The lack of communications, or rather the disbelief and lack of coordination is stunning but easy to understand. Even the pilots of UAL Flt 93 are given a data link message that the Towers have been hit and to beware of cockpit intruders...they brush it off in

disbelief...as I'm sure any pilot would have prior to that date. The time line given at the end of the movie and the confusion over what planes were involved, and which flights were being hijacked is very revealing...we just couldn't get it together quickly enough. As pilots and crewmembers we had never been trained to deal with suicidal hijackers who were prepared to die, it was simply inconceivable at the time. A key point, though not belabored, was when the supervisor of the FAA Central Flow Control ordered that all aircraft in US airspace land immediately, (there were over 4200 in the air), that no planes from overseas would be allowed into the country and would be turned back, and that there were to be no over flights...he realized that we were at war but didn't know with whom...it was a very bold and brave move and he was thinking way outside the box...I believe that it was also his first day on the job as the boss!

All Americans should see this movie as it may help them get a grip on the terrorist threat that we are up against vs. the radical Muslim world. I don't know if we belong in Iraq or how we should deal with Iran or North Korea or the Sudan, but I know that there is a real threat to our way of life from the radical Islamic fundamentalists. I continually hear that this is not a true reflection of the Koran or true Islamic beliefs. Well that may be true, and it might not be, but there would appear to be plenty of Muslims in the world that have an entirely different and radical interpretation of the Koran which we cannot ignore.

What was probably as disturbing as watching an airline crew, that could have been me or any of my friends, seeing their world and their life taken away, was the hijackers preparing to die, washing themselves and praying to their god as if they were doing his will. They looked like ordinary young men, and to think that they could sit next to all these people on that plane that they were going to kill, who had nothing against them or done nothing to them, was beyond words. I guess if nothing else it gives you insight into the minds of suicide bombers, which to our Western way of thought is beyond comprehension. This movie will make you angry, very angry.

My experience on 9/11. We were just ready to close the door for our Delta 767 flight from CVG to MCO when the gate agent came on board and asked if we had heard anything about a small plane hitting the World Trade Center, we had not, so she said goodbye and closed the door. Shortly thereafter we were airborne climbing out on a beautifully clear crisp fall morning heading to Florida with not a cloud in the sky or a care in the world. I heard a bizjet ask for a reroute since he could not get to New York and I thought that was strange. Then another bizjet said "well I guess we won't be going there either" and asked for a clearance to an alternate. At that point I asked center what was going on. There was a pause and then the controller came back in a very excited voice and said "they have hit both of the Trade Center Towers, they have hit the Pentagon, they have hit the Capitol and the White House"...well you can imagine it got really lively on the frequency. I turned to my Co-Pilot and said "I don't know what has happened, but I do know that things will never be the same", and I think I got that right! Within seconds the controller had composed himself and said all flights on this frequency standby, and it was dead quiet. He then said all flights are to land immediately and went down the list of the planes under his control..."American 235 turn right heading 230 you're

landing at Pittsburgh, Continental 456 turn left heading 180 for Cincinnati, Delta 235 (that's me) turn right to 250 and descend to 8000, you're landing at Knoxville, your 2 o'clock 40 miles....etc". It was the best, fastest and most efficient handling I have ever had from ATC...they had everyone on the ground all over the country in minimum time. After all the initial confusion, their professionalism, and that of all the flight crews was exemplary!

We spent two days in Knoxville and then ferried an empty 757 back to Atlanta and I believe were one of the first flights to land back at our main hub. Our arrival at ATL was one of the most moving experiences of my flying career. The airspace was totally empty, there was no talk on the radio, and we were the only plane in the sky over ATL, the busiest airport in the U.S., but we did have, unknown to us until informed by the controller, an F-16 right on our tail, but we never saw him. When we taxied in the normally frantic ramp area was dead quiet, all the ground equipment, tugs, baggage carts, tugs, fuelers etc. were lined up in military precision and the ground crew were standing at attention and saluted...wow, I'll never forget that. They needed a sign that things were getting back to normal...that we were moving and flying again.

Reflections. As you may know I was on a United Flight several weeks ago from Chicago to Sacramento that had a passenger who tried to open the front cabin door, allegedly claimed to have a bomb, and took a swing at the flight attendant. Well yours truly was sound asleep in the last row of coach and missed all the action, but suffice it to say that before he got very far he was rapidly subdued by the first class section and we diverted to Denver. Unlike Flight 93 he couldn't have gotten into the cockpit as the cockpit door is now armored and no passenger is going to sit still and let anyone interfere with the flight. I always felt that with the improved cockpit door that I would be totally safe, and that all my passengers in the cabin would act as Sky Marshals...I was and they did...they remembered 9/11, lets hope that we never forget!

I would also like to mention that all the crew members on my United flight as well as all the ground rescue folks in Denver and the United station personnel did an absolutely marvelous job in handling this incident. It made me proud to have once been a part of this profession.

John (unknown)

AD vs SB

Question: What is an *airworthiness directive*, and how does it compare to a *service bulletin*?

Answer: An [airworthiness directive \(AD\)](#) is issued by the FAA to aircraft owners or operators to notify them of an unsafe condition found to exist in a product of a particular type design. The product could be a particular make and model aircraft, engine, propeller, or appliance. Compliance with ADs is mandatory as stated in [Part 39](#) of the Federal Aviation Regulations. ADs prescribe the conditions and limitations, including inspection, repair, or alteration under which the product may continue to be operated. [Download Advisory Circular 39-7C](#)

for additional information on ADs. A [service bulletin](#) is a manufacturer-recommended repair or replacement to an aircraft, aircraft engine, propeller, or appliance. It is possible for a service bulletin to become mandatory if required by an AD or if the manufacturer makes changes to a specification sheet or type certificate data sheet, which are FAA-approved.

Checklists

Having listened intently to Jim Triggs' presentation at our March meeting, I was determined to follow his advice on checklists. My early versions were lengthy "do" lists, the type despised by Jim. Little by little, I whittled them down to just the essentials. Jim would be proud. With the help of Calvin, here's the final version:

Buttons ... check,
Dials ... check,
Switches ... check,
Little colored lights ... check.

Calendar

May 13, Kennewick Fly-In Breakfast. 7:30 – 10:30, (S98)
June 3, Chelan Fly-In, (S10)
June 10, Young Eagles Day – Thun Field
June 17, RV Fly-In, Scappoose (SPB)
June 23-25, Richland Fly-In, (RLD)
June 24, Langley, BC Fly-In (CYNJ)
June 30-July 2, Northwest Formation Clinic, Redmond, (RDM)
July 5-9, Arlington, 35th Annual Northwest EAA Fly-In.
July 22, Concrete (3W5) Fly-In [Date change...formerly May]
July 24-30, EAA AirVenture, Oshkosh (OSH)
August 18-20, McMinnville Annual fly-In. (MMV)
September 2, 3, Van's Homecoming. Aurora State (UAO)
October 26-29, Copperstate Fly-In, Casa Grande, AZ (KCGZ)

Aviation Terms

A & P. Rating - Enables you to fly groceries

Airfoils - Swords used for dueling in flight. Often used to settle disputes between crew members and passengers.

Alternate Airport - The airport that no aircraft has sufficient fuel to proceed to if necessary.

Barrel Roll - Unloading the beer for a hangar party.

Carburetor Ice - Phrase used when reporting a forced landing caused by running out of fuel.

End

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