

EAA Mount Rainier Chapter 326 Newsletter

Thun Field – June 2008

114

Meeting Notice

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

Program: Gliding at Bergseth

Refreshments: Robert Barra

From the Secretary

EAA Chapter 326 meeting – May 13th 2008

Jeff called the meeting to order and proceeded to banter with Skinner for much of the meeting...

Tonight's meeting by Randy Coplen is about the American Auto-gyro / Groen Brothers Aviation.

Treasure report \$5254.74 is in the bank.

Jeff and Robert attended the Community Advisory Council. The primary subject of the meeting turned into a discussion of jet fuel for the airport. No other issues of interest came up.

Start thinking about having the summer burger burn on Sunday August 17th.

June 14th is the Scappoose RV fly-In. A group will be going, weather permitting.

Young Eagles will be on Saturday June 28th.

About 150 feet to the left and just past the water strip adjacent to the grass strip, the left wing starts dragging on the ground, after 20 feet of this, the plane cart wheels up on the nose, then right wing and tail, then the back flip and landed on the nose as seen in the picture.



We were both still alive so I turned off the gas and electrical, pushed what was left of the canopy, unhooked my 5 point seat belts (I highly recommend) and exited the aircraft.

I ended up with a sprained ankle; my passenger needed 7 staples to close a cut to the scalp. I think we're extremely lucky. And insured.

I'm also ready to start my next plane, N269SD II

Sean Farrell

RV-7A versus Goose

OK, here's the story.

A simple touch and go on a grass strip east of Watsonville, I do it all the time. I land, Retract flaps, Apply power. Up to speed, Rotate, See large goose, Hope like hell he stays low while I climb.

No such luck, 15 to 20 in the air, Goose impacts dead square on leading edge just outboard left fuel tank, (flying right to left) The plane starts to bank and yaw to the left, I tried to straighten the plane to land on remaining runway but full right aileron would not correct, nor right rudder.

Energy Trivia

With the price of gas being what it is, I thought I'd collect some numbers on energy in general and oil in particular to try to learn something. After a day's work I came across the following website and gave up. This is far superior to anything I could have come up with. Even though much of the info is dated, it is excellent background material and an important part of the big picture. One way or another, I think all of us will become a lot smarter on this subject in the near future. jb

<http://www.gravmag.com/oil.html> by Dick Gibson.

Flying to Canada

Lots of nice places up there and it ain't that far. If you think you might like to go you should get started on your passport and other paperwork now. My experience is that U.S. customs is a lot more strict than Canada and you really need to have your papers in order. U.S. customs acts as an enforcement agency for the FAA so think ramp check when you return to the USA. You need to have a current medical etc.

Here are three links that should cover it:

1. Flying to Canada - What you should know

<http://www.tc.gc.ca/CivilAviation/general/recavi/Brochures/flyintocanada.htm>

2. U.S. Customs guide for Private Flyers

http://www.customs.gov/xp/cgov/travel/pleasure_boats/private_flyers/

3. Canada's Aeronautical Information Manual [AIM] (large and comprehensive like ours)

<http://www.tc.gc.ca/CivilAviation/publications/tp14371/menu.htm>

Two major agencies govern: Transport Canada and Nav Canada

Transport Canada: A government agency. They write the regulations...like our FAR's. Until 1966, Transport Canada was responsible for both regulation of aviation and the operation of air traffic services, as well as the operation of most major airports. On November 1, 1996, these responsibilities were split: Transport Canada remains responsible for regulation, but a new regulated non-profit company, NAV CANADA, took over responsibility for all civilian air traffic services. This change was (and remains) controversial because Nav Canada began charging for services that were previously funded through general tax revenue.

NAV CANADA: A private corporation. Provides air traffic control, flight information, weather briefings, aeronautical information services, airport advisory services and electronic aids to navigation. They charge for their services. Expect to get a bill of about \$17 for each quarter year. It doesn't make any difference what services you use or how often...you will get a bill for this amount each quarter in which you visit.

<http://www.navcanada.ca>

Here's a checklist from AOPA:

Checklist for International Flight Operations
(These are mandatory requirements.)

Preflight

Appropriate charts and flight supplements (see www.sportys.com or www.navcanada.ca).

Personal Documentation

- Pilot certificate with an English Proficient endorsement.

- Medical certificate.
- U.S. FCC Restricted Radiotelephone Operators Permit <http://wireless.fcc.gov/commoperators/rp.html>
- [Notarized letter](#) authorizing children to travel (only if accompanied by one parent).
- Proof of citizenship. Passport.

Aircraft Documentation

- Airworthiness certificate.
- [FAA] Registration certificate (temporary certificate prohibited). [And Washington State Registration.]
- Operating limitations (approved aircraft flight manual).
- Weight and balance information.
- U.S. FCC Aircraft Radio Station License. http://wireless.fcc.gov/services/index.htm?job=licensing&id=aircraft_stations
- Experimental Aircraft — Standardised Validation for operations in Canada http://www.faa.gov/aircraft/gen_av/ultralights/sfa/
- [FAA Major Repair and Alteration Form 337](#) or Canadian equivalent if fuel tanks have been added in baggage or passenger compartments.
- [U.S. Customs Annual User Fee Decal](#) (Form 339A). [User Fee Decal \$27.50 good for calendar year.]

[Note: It isn't mentioned on the AOPA checklist above, but you **must have proof of insurance**. Aircraft operated in Canada must subscribe to liability insurance and carry proof of that insurance on board the aircraft. Amount of coverage is based on the use of the aircraft and the maximum take-off weight. For example, a private aircraft owner must hold liability insurance covering risks of public liability in an amount that is not less than \$100,000, where the maximum permissible take-off weight of the aircraft is 2,300 pounds or less.]

Departure

- Give advance notification to Customs as outlined below:
- United States to Canada: Contact CANPASS no less than two hours before and no more than 48 hours before arrival at 888/CANPASS (888/226-7277).
- Canada to United States: [Telephone Customs office at airport of entry](#) no less than one hour or more than 23 hours before arrival.
- File and activate a [VFR](#) or IFR flight plan.
- Advise Customs if any change in ETA at AOE via ATC/FSS while in flight, get badge number and name of Customs official who ATC/FSS speaks with.

Arrival

- Make first landing at an airport of entry (AOE) [in the United States](#) or [in Canada](#).
- Taxi to Customs area on ramp.
- In the United States: Do not be early and no more than 15 minutes off ETA; wait for Customs official to motion you out of aircraft.

- In Canada: If you are not met, find a telephone and call 888/CANPASS, follow directions from Customs official, obtain arrival report number.
- If inspected, present documentation as required, fill out any [declaration forms](#), and pay appropriate [duties and taxes](#).
- If VFR, close your flight plan.

To get the full text from AOPA go to
<http://www.aopa.org/members/pic/intl/canada/briefing.html>

Some suggestions:

- Get a CANPASS membership. It's optional. It costs \$40 and is good for five years. This program makes it easier to clear Canadian Customs. You call 1-888-CANPASS at least two hours before, but not more than 48 hours, prior to arrival in Canada and provide details on the trip. Often, if you are not met by a customs official at the Airport of Entry (AOE), call them on your cell phone and you will be cleared to proceed.
http://www.serviccanada.gc.ca/en/goc/canpass_private_aircraft.shtml
- Get a copy of U.S. customs form 178 and fill it out in advance. You may not need it but it can be a pain if you do. Form 178 Arrival Report (optional)
http://forms.cbp.gov/pdf/CBP_Form_178.pdf
- Get familiar with the ICAO flight plan and keep a filled out example with you. You have to file flight plans in Canada and that's what they use. It's easy once you are familiar with the format but gobbledegook if you are not. http://www.flightplanning.navcanada.ca/cgi-bin/CreePage.pl?Langue=anglais&NoSession=NS_Inconnu&Page=flight-plan-form&TypeDoc=html
- Keep a list of phone numbers for Washington Airports of Entry. We don't have a single number like Canada. One place for this info is in the appendix of the Guide for Private Flyers
http://www.customs.gov/xp/cgov/travel/pleasure_boats/private_flyers/

All this makes it look a lot harder than it is. Just accumulate this stuff at your leisure and put it in a manila envelope and keep it in the airplane. Next month I'll cover how Canadian flight rules differ from ours. jb.

Packwood Fly-Out

Thousands of travelers and bargain hunters visit Packwood's Biannual Flea Markets, held during the Memorial Day and Labor Day holiday weekends. All you can eat pancakes at the firehouse. Chapter 326 was well represented on Saturday.

- Jeff & Sandy, RV-8
- Smitty & Toni, RV-8
- Gordy, RV-7
- Paul Yarbrough & Sun, RV-9

Jim Triggs & Randy, RV-7
 Joe Hoskins & Jr., RV-6

T-18 Project For Sale

Project includes:

- Engine O-290D (GPU conversion with chrome cylinders)
- Pacesetter wood prop 68 X 68
- Professionally built wing spar and ribs.
- With the exception of instruments, all parts and materials to finish the project are on hand.
- Terra:- COM, NAV, & OBS
- NavAid AP (head and servo)

Price: \$10,000 for partially completed airplane.
 \$8000 for engine. \$15,000 total.

Call Tom Worth at (253) 576-2730.
 Schedule a T-18 demo ride too.

High Flight

On May 29th, N474JB climbed from Thun Field to FL280, actually 28,250' MSL. Not bad for a heavy RV-4. jb

Calendar

- June 7, Chelan Fly-In (S10)**
- June 6-8, Golden West Fly-In and Airshow (MYV)**
- June 28, Young Eagles Day – Thun Field**
- June 14, RV Fly-In, Scappoose (SPB)**
- June 14-15 Olympic Air Show, Warbirds (OLM)**
- June 20-21, Richland Fly-In, (RLD)**
- June 28, Chapter 326 Young Eagles Day, Thun Field**
- July 4, Tacoma Freedom Fair Air Show**
- July 9-13, Arlington Fly-In and Sport Aviation Convention**
- July 25-27, Concrete (3W5) Fly-In**
- July 28–August 3, EAA AirVenture, Oshkosh (OSH)**
- August 1-3, Orcas Island Fly-In / Campout (ORS)**
- Aug 2, Chehalis-Centralia Air Fair (CLS)**
- August 8-10, Prosser Fly-In (S40)**
- August 8-10, Abbotsford, BC International Airshow (YXX)**
- August 15-17, McMinnville Annual fly-In. (MMV)**
- August 15-17, Van's Homecoming. Independence State (7S5)**
- August 23, Lynden Airport Fly-In (38W)**
- August 23, Norwest Fly-Fest, Eugene (EUG)**
- August 30, Blackberry fly-In - Bremerton**
- September 10-14, Reno Air Races (RNO)**
- September 24, Pasco Airshow w Canadian Snowbirds (PSC)**
- October 23-26, Copperstate Fly-In, Casa Grande, AZ (CGZ)**

end

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