

# EAA Mount Rainier Chapter 326 Newsletter

Thun Field - July 2004

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## Meeting Notice

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

**Program:** F1 Rocket Show & Tell. Dave Latham.  
Inspection and first flight are history!

**Refreshments:** Paul Yarbrough

**Adjournment:** TBA

This is the last year that we will be hosting YE day at Bob Pailca's hangar. The next set of officers will have to figure out where we are going to have it next year.

## Arlington Camping July 7 - 11

We will be camped in the same area as in previous years, rows B and C behind the airshow aircraft parking area. Pot luck will be after the airshow on Saturday. This is for all our members whether camping with us or not.

## From the Secretary

June 8th, 2004

The meeting was called to order by Kevin Behrent.

Today's activity was a tour of Kim's RV9A and Lance's RV6 projects that passed inspection on 6/8/04

Jackets, polos, hats, and patches are all here, so pickup your order from Kevin. Or come get them at the next meeting.

Congratulations to Kim and Lance for passing their airworthiness inspections today!

The Arlington airshow is coming up, camping for the chapter will be in sections BC/BB. Potluck Saturday after the airshow.

We need a portable trailer for Chapter item storage. Any ideas on the subject, call Kevin.

See everyone at the Arlington NWEAA Airshow!

Andy

## Fast Eddie has an Engine

*Most of you know 326 member Ed Shadle and his land speed record project...a converted F-104. Here is a summary of his trip to Ft. St. John, BC to test the North American Eagle engine:*

Keith Zanghi, Jon Higley and I departed my house at 4:30 AM on Thursday, June 11. We picked up Ed Drumheller at the Denny's in Kent then continued on to the Camano Island exit to pick up Bill Eckberg at 6:30 AM. We made it to the Canadian border by 8 AM and stopped by Steve Greens shop for a few minutes. After eating a leisurely breakfast in Abbotsford we headed north. We thought we would hit Ft. St. John by 8 or 9 PM. We finished eating some dinner at the Keg in Prince George by about 8 PM. We soon found out about driving through the North woods in the middle of the night. We counted about 40 deer, several elk and 3 moose. One of which stood right in the middle of the road and dared us to come on through. We arrived Ft. St. John at 3:30 AM. Too late to check in to a motel and too early to check in to a motel. We slept, all five of us, in the van in the Best Western parking lot until about 5 AM when two crows got into a fight on the roof of the van and woke us up. By the way, it gets dark at 11 PM and light at 3:30 AM. We did arrive at S&S Turbines shop by about 8 AM and got down to the business we came there to perform.

The engine testing began on Saturday with some minor problems. Bill got really busy trying to resolve the problems and the rest of us stood around and watched the magic. We soon found out how nice the folks are in Ft. St. John and in particular the people at S&S Turbines. Robin Sipe and his team composed of Al, Brian, Dave and Lane worked like a well oiled team along with ours. We were able to run the engine at 100 percent but had some problems with the afterburner nozzle control.

On Sunday we got up early and worked all day on the same fuel leaks and the nozzle control problem. Bernard McVay had

## Young Eagles Day

Once again, our biggest event of the year went off without a hitch. We flew 271 kids on Saturday, June 12<sup>th</sup>. Thanks to all the pilots (25) and volunteers, and especially to Terry Breiting for putting it all together.

Lots of appreciative parents except for one lady who seemed a little upset that Young Eagles Chairman, Harrison Ford wasn't going to be flying her kids. For some reason, she got the idea that he would be there.

arrived on Saturday evening so he was available to work on the throttle control geometry and make some needed improvements.

Monday, we were on site about 7 AM and got busy with the engine testing again. We had successful engine runs up to 100 percent and the nozzle and tail feather controls were now timed and working in unison but the AB would not lite.

Tuesday, we got after it early again. With a great deal of work by the S&S team, Bill Eckberg and the rest of us, we were able to get all the little details ironed out and make one more attempt at igniting the AB. By then, we had all agreed to extend our stay another day but low and behold, THE BEAST ROARED !!!!

The afterburner runs were spectacular. We measured the scorched earth behind the test stand to be 60 yards. What a monster! We were certainly a happy bunch and high five's were passed around. That evening we all celebrated over wine and cigars, cough cough.....

We got up early and left Ft. St. Johns at 5 AM. Drove straight through and arrived back at my house at 11:30 PM.

WE HAVE AN ENGINE! Without the expertise and dedication of the S&S Turbines team, this would have been so very difficult, I can't imagine how we would have done it. These guys are just great. Bill Eckberg was fantastic

Ed Shadle

PS. Ed Drumheller got a speeding ticket.

<http://www.landspeed.com/>

## Insurance

*John "JT" Helms is a branch manager for Nation Air Insurance. He is well known in the RV community and is not bashful about jumping into insurance discussions on the RV-List. Here are several of his latest email postings.*

Are you aware that AVEMCO provides less coverage than any other with respect to their liability coverage?

All companies (except AVEMCO) write their liability coverage as (for example) \$1 Million per occurrence with \$100,000 sublimit per passenger. AVEMCO limits that \$100,000 to each person. That's right, they limit anyone who may get hurt whether they're inside or outside the plane. You can say no to your 30 year old doctor when he asks you for a ride, but if you crash land on a road and hit his Lexus and kill him, and his wife sues you for \$1,000,000 AVEMCO would only pay out \$100,000 for his death. Any other company out there would pay the whole million.

AND AVEMCO further sublimits that \$100,000 to \$25,000 if the person injured is a family member of yours (the owner).

They make their coverages sound the same as what other companies offer, but they aren't. And they try and hide things in their policy (like family sublimits.) That is why having an agent who can go to all the available markets and advise you on them is best.

JT Helms

The annual medical requirement in lieu of charging more money is GREAT!. And it gives people an option. You see, if it were your money you were talking about, you would be looking for some way to lessen your risk when an insured turned XX (some age at which point you started to worry about the million \$'s of liability and perhaps the \$60K or so worth of hull coverage). Let's see what your options would be as an insurer...

1. Cancel his coverage because he turned XX. Ooops, nope, can't do that because it is illegal in most states.

2. Increase the premium for that individual by surcharging it due to his age. (why the heck aren't you all up in arms about that?). Max allowed by most states is 20% per year unless the insurance company notifies you 60 days prior to the renewal date. Some companies surcharge for age AND require the annual medical (get up in arms about that.)

3. Tighten up the requirements... (i.e. require an annual medical so that you know he is a better risk).

Those are your only options. And as for a free market, it is a free market, but signing a Broker of Record letter [to change insurance agents] merely assigns the existing quotes to a new agent as is. There are only 8 companies out there that write aviation insurance. And fewer still which will do homebuilts. Most good agencies work with all the companies. Your implication that he's getting poor advice is frankly ludicrous. My office insures over 1000 RVs. And you think I don't know what all the markets are doing on older pilots?

And by the way, most companies won't take a 74 year old on as new business. (and before you all get up in arms, yes it's legal for them to use age as a discriminator when it is new business.) So, signing a broker of record letter won't help. He could try calling AVEMCO, the direct writer.

With regard to your comment about dragging insurance companies kicking and screaming, I think you should be happy that there are insurance companies willing to take on aviation risks, especially homebuilts. It is already a very small marketplace and making an insurance company do something it doesn't want to would likely make them do something drastic like ceasing writing homebuilt coverages at all. We certainly don't need fewer markets.

You can get insurance thru the EAA's program and be stuck with a company that will surcharge you due to your age. That company (Global Aerospace) surcharges a little bit over their normal rates for each year past age 60.

I don't quite get why some of you are less upset by those companies which just want to charge you more money than you are by the annual medical which Phoenix has chosen to do for those pilots over 70 years old. That doesn't seem to fit with the frugality of many RV'ers I've known.

JT Helms

## Crankshaft Plugs

The following is the correct information on the removal of oil crankshaft plugs on factory new Lycoming engines. I know a lot of guys have been confused in the past about the service instruction that comes with the engines.

Lycoming Engines come in two flavors as far as type of crankshaft. Hollow crankshaft for constant speed (nose number 1 or 3) Example 0320D1A or 0320D3A. Solid crankshaft for fixed pitch prop only (nose number 2) Example 0320H2AD.

New factory Lycomings come with a service bulletin about removing the crankshaft oil plug when the engine is going to be used with a constant speed prop. The service instruction is not exactly a step by step instruction on what to do with what prop. Here is the answer.

For fixed pitch prop. It is not necessary to remove or puncture either oil plug the engine comes with as long as the crankshaft oil line is not removed or plugged. This line feeds a cover plate on the accessory case where the prop governor mounts that is slotted to provide oil pressure relief between plugs in the crankshaft. This prevents excessive pressure build up during high rpm operation that could blow out the oil plug and result in catastrophic oil loss and engine failure in flight.

### Procedure for fixed pitch:

Mount you prop and properly torque and safety the bolts as per the manufacturer instructions. Don't remove the oil line, or internal crankshaft plugs.

### Procedure for constant speed:

Remove the front prop shaft oil plug by puncturing with an awl and removing with a small hooked rod or screw driver. Be careful not to damage the inside of the crankshaft during removal. Now you have a path for oil to reach the prop mechanism. Mount your prop, torque and safety the bolts as per the manufacturer's instructions. Leave the existing oil line in place and mount the prop governor as per the manufacturer's instructions.

The above procedures apply only to factory new Lycoming engines. Used engines must be checked for configuration. Aerosport engines are configured for intended prop to be used during the ordering process.

This is for informational purposes only and should not replace proper service instructions.

Lance Newman

## Removing Cherry Rivets

There are basically two or three ways to remove a cherry rivet. It depends on the type of cherry rivet and the material they are made of (yes Virginia, there are MANY different types of "Cherry" rivets). In almost all cases, the pin is some variant of steel, and if you simply try to drill it without removing the center pin, you'll make a mess.

Method #1: For button or countersink head soft metal cherry rivets.

With a backing of some sort, try to drive out the pin from the front, then drill off the head VERY carefully. May have to be done at a slight angle to keep the rivet from spinning...then remove like a normal rivet.

Method #2: For button head hard metal rivets.

Drive out the pin as described above if possible. Some cherry type rivets have captive pins and that's not possible, so the only alternative is to grind off the head with either a sanding type disc/barrel, or a pointed rasp/stone on a dremel. Be VERY careful with doing this, and don't grind off all of the head. Basically you should leave a few thousands of material before you get to the base metal that was riveted. Then you should be able to punch the rivet out.

Method #3: One of the best removal methods if you have access to the back side of the rivet (not usually possible, hence the use of a "blind rivet")...but, you can cut/snip/grind the back of the rivet off and drive it out from the back.

Stein Bruch

## Calendar

**July 7–11, Arlington, 35th Annual Northwest EAA Fly-In.**

**July 17, 18,** Port Townsend, EAA Chapter 1026 Annual Fly-In. Camping available

**July 23, 24, 25,** Pasco, Tri-City Columbia Cup Airshow

**July 24, 25,** Spokane, 2004 Inland Northwest SkyFest

**July 27–August 2, EAA AirVenture, Oshkosh (OSH)**

**July 31,** Forks, 14th Annual Fly-In, Salmon Bake, Car Show & Burnout Contest

**August 6, 7, 8** Eastsound, Orcas Island Fly-In. EAA #937.

**August 7,** Diamond Point Airport Association presents Airport Day, 10 a.m.-3 p.m.

**August 20, 21, 22, Formerly Evergreen Fly-In, now at McMinnville**

**August 24,** Hoquiam. EAA Chapter 367 Fly-In and old fashioned homemade ice cream social - free to pilots/passengers at Bowerman Field (HQM).

**August 28,** Port Angeles, Ultimate Airport Day

**September 4, 5,** Van's Homecoming. Aurora State (UAO)

**September 11,** Dallesport, The Dalles Fly In / Airshow

*In a spirited debate on the RV-List, the combatants make their final point:*

“Arguing with a true believer is like teaching a pig to sing. It frustrates teacher and irritates the pig.”

Jim Ayers

"Arguing with someone on the internet is like mud wrestling with a pig...After a while you realize the pig likes it."

Rob Prior

End

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