EAA Mount Rainier Chapter 326 Newsletter

Thun Field - July 2005 79

Meeting Notice

Tuesday, July 12th, 7 PM
CAP Building, Thun Field

Program: Aircraft hoses: Jeff Pratt from Spencer's will talk about hose installation and will demonstrate how to assemble the various hose ends and firesleeve banding.

Refreshments: Marv Scott

Adjournment: TBA

From the Secretary

EAA Chapter 326 Meeting
Tuesday, June 14, 2005

Gordy opened up the meeting this month as usual.

At the Arlington Airshow this year we are camping in row C & D. Saturday afternoon is the potluck dinner, please come and join us if you just drove or flew up for the day.

Young Eagles this year flew 182 Kids with 18 Pilots. A big thanks to all the people that made it happen, especially Darrin & Meloney for coordinating the event.

Visitors included

- Bruce Hughes – building a Long-EZ. He is just about done and ready to fly.
- Rick Ray – RV7 from Lynwood
- Derek Wright - RV interested, from Orting

$3903.37 Treasurers Report

Project reports

- Jeff - working on canopy of his RV8
- Alan - Ready to move his RV7 to the airport
- Mike - RV4 Cowling & baffles
- Joe - finishing his RVS
- Bruce - Ready for Long-EZ first flight

Andy Karmy
Chapter 326 Secretary

Young Eagles

Our 2005 Young Eagles day is finally behind us. We had a good turnout, with just over 180 kids flown. We had 18 pilots and 18 volunteers on the ground. I was told to "relax, it will just happen" and sure enough it did. I'd like to thank everyone that helped out. I'll be looking for volunteers again next April!

Darrin Dexheimer
Young Eagles Coordinator
EAA Chapter 326

Arlington Camping
July 6 - 10

We will be camped behind the airshow aircraft parking area, a little closer to the forum / vendor area this year. The Chapter 326 common site is B5, but most of us are camped in rows C and D near it.

Pot luck will be after the airshow on Saturday. This is for all our members whether camping with us or not. The Chapter will provide hamburgers and soft drinks. Bring whatever favorite dish you like.

RV-8 Fastback

Did you see it, WOW! It was at Scappoose. Looks like a rocket. The owner of this aircraft is Don Schmiesing of Arlington. It has an IO-540 with 10:1 pistons by Lycon, 330 hp, 3-blade MT prop. The fastback mod is a work of art. The mod kit is sold by Bryan Milani. See the link below.

"The first flight of N417DS was on February 7, 2004. She is a gorgeous mistress, worth the years to complete. MT three-bladed prop with Lycoming power yields an amazing rate of climb in this atypical RV-8! Chelton SV-Pro dual EFIS light my way. Tilt-over canopy (I had an RV-4 and liked the flying carpet vistas), with turtledeck and a custom cowling design are a few of the unique features from the genius of Bryan Milani of Medford, Oregon. Bryan was an incredible source of assistance and knowledge in my building this aircraft.

"We took an exceptional kit from Van's Aircraft and made a special addition to Van"s Airforce." Don Schmiesing.

http://showplanes.com/index_800.htm

Jim Triggs

I grew up in Rapid City, South Dakota and began flying with my father when I was very young.

My first job was washing airplanes at the local airport for $.50 cents per hour. This income was applied toward flying lessons in a J-3 Cub, that rented for $7.00 per hour. My first lesson was in May 1958, when I was twelve years old. When I was fourteen, I purchased my first airplane, an L-3 Aeronca Defender for $695.00. Since I was just a little young to "officially" solo, we kept the airplane at a friend's farm, where I could fly out of his hay field, until I reached the age of sixteen. Then we moved the airplane back to the airport. When I "officially" soloed, I had accumulated about 300 hours of flying time, with about 100 hours of acrobatic time in my father's airplane. Two weeks after my 16th birthday, I flew in the National Winter Aerobatic Championships in Marfa, Texas, as the youngest ever competitor.

In 1958, my father and I attended our first EAA Fly-in at Rockford, Illinois. This was prior to its move, years later, to Oshkosh. I believe there were about 40 to 50 airplanes at the fly-in.

On my 18th birthday, I completed my Commercial check ride and flew my first charter flight the same day. I flew charter flights while in high school and obtained my first commercial flying job the summer after graduating from high school. I flew for A & H Steel Erection for two summers, dropping steel plates out of the back of a C-206 for high power line towers.

During my college years, I flew charters at night and weekends to build flying time. My father would not let me instruct or obtain my instructors rating, so I never instructed until I was in the Air Force. The summer of my second year in college, I got the break of a lifetime, when my former boss at A & H Steel moved to U. S. Steel and obtained a summer job for me flying their Boeing 707 and Boeing 727. Since I was not 21, I could not obtain a Flight Engineers certificate so I "had" to fly as a First Officer. I had two great summers flying all over the world in a multi-engine jet.

Upon graduation from college, I attended USAF pilot training and reported for my first flying assignment in South Vietnam, as a foreign fighter instructor pilot. I trained Vietnamese and Thailand pilots in tactical combat procedures in the F-5. After my first tour, I qualified as an instructor pilot in the KC-135 and was selected to become one of five Air Force pilots to be dual qualified in fighters and tankers. We were then assigned as Fighter Task Force Commanders and assumed the responsibility of fighter deployment between the US and South East Asia, and after the war, the return of about 500 fighter aircraft to the US. I flew 185 Combat missions in SEA. After the war, I was assigned to the Central Flight Instructor School and the Combat Fighter Instructor School during Red Flag operations.

In 1978, I resigned from the Air Force and joined the Air Guard and obtained my first airline job flying DC-8's. During this time I have owned a Blanik sailplane, an aerobatic KCAB Citabria and Pitts Special S-2A. I retired from the Air Guard flying the F-15 Strike Eagle and now fly MD-83's for Alaska Airlines. I plan to retire in Jan 2006. Since 1958, I have logged 28,500 hours of flying time in about 80 different aircraft. I am looking forward to going over 30,000 hours while flying my RV-7 after retirement. After forty-eight years of flying I will now have the time to really learn how to fly.

In Praise of Round Engines

Dedicated to all who flew behind round engines
author unknown

We gotta get rid of those turbines, they're ruining aviation and our hearing...

A turbine is too simple minded, it has no mystery. The air travels through it in a straight line and doesn't pick up any of the pungent fragrance of engine oil or pilot sweat.

Anybody can start a turbine. You just need to move a switch from "OFF" to "START" and then remember to move it back to "ON" after a while. My PC is harder to start.

Cranking a round engine requires skill, finesse and style. You have to seduce it into starting. It's like waking up a horny mistress. On some planes, the pilots aren't even allowed to do it...

Turbines start by whining for a while, then give a lady-like poof and start whining a little louder.

Round engines give a satisfying rattle-rattle, click-click, BANG, more rattles, another BANG, a big macho fart or two, more clicks, a lot more smoke and finally a serious low pitched roar. We like that. It's a GUY thing...

When you start a round engine, your mind is engaged and you can concentrate on the flight ahead. Starting a turbine is like flicking on a ceiling fan: Useful, but, hardly exciting. When you have started his round engine successfully your crew chief looks up at you like he'd let you kiss his girl too!

Turbines don't break or catch fire often enough, leading to aircrew boredom, complacency and inattention. A round engine at speed looks and sounds like it's going to blow any minute. This helps concentrate the mind! Turbines don't have enough control levers or gauges to keep a pilot's attention. There's nothing to fiddle with during long flights.

Turbines smell like a Boy Scout camp full of Coleman Lamps. Round engines smell like God intended machines to smell.

Pass this on to an old WWII pilot (or his son who flew them in Vietnam) in remembrance of that "Greatest Generation."

End to Registration Fees

Senate Bill 5414 (Aviation Fees)

- **Eliminates pilot and mechanic registration fees.**

- Replaces lost revenues with a $.01 increase in the aviation fuel fee.
- Budgets the $.01 increase in aviation fuel for airport pavement projects.
- Eliminates the dedicated "Search and Rescue Account" and funds the program out of the "Aeronautics Account"
- Dedicates $433,000 for airport paving.
- The elimination of pilot and mechanic registration, and increase in aviation fuel fees will go into effect on July 1, 2005. Legislators originally proposed this bill to find a more efficient way to fund aviation programs while placing a higher emphasis on the repair and maintenance of aging airport pavements.

What Does This Mean for You?

Q: My pilot registration expires before July 1, 2005. Do I still have to pay for it?

A: Yes. Pilot registration expires on your birthday, which means, people with birthdays before July 1, 2005 will still have to renew their registration.

Q: Pilot and mechanic registration fees fund air search and rescue. How will these programs be funded once registration is eliminated?

A: Air search and rescue (SAR) is a priority for WSDOT Aviation and will continue to be funded through aircraft registration fees and aviation fuel fees deposited into the "Aeronautics Account". The new law will eliminate the dedicated SAR account and allow WSDOT to use revenues for the most immediate needs.

Q: I am a general aviation pilot. How will the 1-cent increase in aviation fuel fees affect me?

A: The average general aviation (GA) pilot operating a single engine aircraft flies less than 100 hours per year. Assuming an average fuel consumption of 15 gallons per hour, the average pilot will pay an additional $15 per year due to the 1-cent increase. This amount will be offset by the elimination of the pilot registration fee. Jet fuel consumed primarily by corporate aircraft generates 75% of the fuel tax revenue for WSDOT aviation. It is the largest source of funding for airport grants.

Q: How will the aviation fuel fee increase affect commercial airlines?

A: Commercial carriers are exempt from paying the aviation fuel fee.

Q: Who endorsed the bill?

A: Aircraft Owners and Pilots Association and Washington Airport Management Association supported this bill.

Q: The 1-cent fuel increase will be used for airport maintenance. What kind of specific projects qualify as airport maintenance?

A: Through its Local Airport Aid Grant program, WSDOT gives grants to Washington airports for important improvement and maintenance projects. Most of our grants are devoted to maintaining airport runways. Our other grants are used for safety, maintenance and planning projects such as lighting, fencing, runway markings, airport layout plans, etc. More information about WSDOT's Local Airport Aid Grant Program is available at: www.wsdot.wa.gov/aviation/grants/

Navy Gets Its Way: Establishes 'P-51' in Washington State
General aviation loses out to 9/11 hysteria

May 25, 2005 - Despite prolonged, strong appeals by aviation and pilot organizations, the U.S. Navy formally changed the temporary flight restriction located over the U.S. Naval Submarine Base in Bangor, Washington, into a permanent Prohibited Area, ironically coded "P-51."

National GA associations including EAA and AOPA joined Washington's state Pilots Association, Seaplane Pilots Association, Department of Aeronautics, and several elected officials to voice opposition to the change, which is scheduled to go into effect on December 22, 2005.

In the final rule adopting P-51, the FAA and the U.S. Navy state that small general aviation aircraft, like the Cessna 150 that flew into the Washington, D.C. ADIZ, are a "clear and viable threat" to the Navy.

"EAA is a very strong supporter of the U.S. military and the need to protect national assets, but we strongly disagree with the establishment of P-51," said Earl Lawrence, EAA vice president of government and regulatory affairs.

Lawrence pointed to the National Security Area (NSA) designation, created by FAA and the Department of Defense in 2003 for this specific type of national security issue. "NSAs provide an equal level of protection to this type facility through the voluntary support of all general aviation pilots," he said. "EAA strongly endorsed the creation of a NSA over the Bangor facility as the best way to meet national security needs. "In today's written decision, it is very clear that the FAA and the U.S. Navy do not trust general aviation pilots ability to play a vital role in protecting national assets," Lawrence said.

Locked Out of your Car?

I didn't believe this, so I had to try it.

You can open your car doors using your remote via a phone. It's nice to know if you lock your keys in the car. Call home and have someone press the unlock button on your spare keys while you hold the phone up to the car. I didn't believe it so I tried it, and it worked! Now, why is that?????

Jeff Dowling

End

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