

# EAA Mount Rainier Chapter 326 Newsletter

Thun Field – July 2007

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## Meeting Notice

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

### Program:

**Weighing Jeff's RV-8. We'll meet at the CAP building for preliminaries and refreshments and after the break go to Jeff's hangar for the main event.**

**Refreshments: Joe Andre**

## Arlington July 11 – 15

We want everybody to know where to find us. The Chapter 326 common campsite is AB7. That is the second row from the fence where the airshow performers park their planes.

Adjacent campers are Smitty, Andy Karmy, George Lightner, Paul Good, Kevin Behrent, John Brick and Hugh Farmer. If you are camping elsewhere let us know.

Potluck 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.

## From the Secretary

June 12, 2007

EAA Chapter 326 monthly meeting

Tonight's program is by Jim Errington from Lamar technologies in Marysville Washington.

Jeff called the meeting to order for the evening.

### Visitors:

Bryan Painter – Loadmaster on C17, interested in starting a project.

Young Eagles – This year was a total washout. We flew about 33 kids during the first hour, then the weather came in and no more flying was going to happen for the day!

Arlington Airshow is coming soon, July 11<sup>th</sup>. The chapter has a group of camp sites and we will have an afternoon picnic on Saturday.

Breaking tradition with the "Burger Burn." Instead of holding it on the Tuesday meeting night in August, Jeff wants to have it on Sunday afternoon. The goal is to expand the time frame and have more opportunity for demo rides and perhaps more attendance from neighboring chapters. So it will be on August 12<sup>th</sup> at 1pm. The monthly "second Tuesday" evening meeting in August which would be just two days later will be cancelled.

The chapter now has digital scales, Call Robert Barra (253-988-2676) to reserve usage of them.

## Scappoose Flyout

It was fun. Five airplanes, Andy, Smitty, Robert, Harry, John. Andy, from Auburn, was overhead at the 0900 appointed hour. He circled the field while we climbed up to join him and off we went with Andy leading. Marv had left earlier in his 182 with Jeff and Sandy on the manifest. RV passengers were Bob Brooks, Julia, Tony, Nick and Drew. No empty seats. Well actually Marv had an empty seat reserved for an unnamed, RV-4 building, retired high school teacher that didn't show up.

It was cloudy with a few rain showers but no problem. Not as many RV's at Scappoose as some years but still a good bunch. Jerry Van G had Van's personal homebuilt RV-10 there. Scappoose has become pretty much a morning thing. People fly in, have lunch, kick tires and are gone by early afternoon. Pictures? Try the full-scale slide show mode provided by Drew Karmy....<http://gallery.eaa326.org/flyins/scapoose07/>

Bob and I left around 1115 to get to Olympia before they closed the airfield for the Warbirds Show. It was rainy and cold and the show was slow paced, but still worthwhile for airplane nuts connoisseurs like us.

So maybe the flyout thing is starting to take hold. Lets keep those empty filled with our still building buddies.

## Watsonville Trip Report

Hey...it's May, it's Saturday so why not. Watsonville and back in the same day. Watsonville is famous for its annual airshow: weather looks good, airplane's ready, Pat's working...no excuses.

Watsonville is 50 nm south of San Francisco on the coast, 3 miles inland. The no-wind flight time for the route I filed was 3:43. The marine layer did not burn off like it was supposed to so

IFR routing and following some really slow IFR traffic ahead of me made it a four-hour flight. I flew the localizer approach to 600 feet overcast. My landing was the absolute best ever made in an RV...all three wheels kissed at the same time so gently I couldn't believe it. Wondering if anybody noticed, I looked to the left and saw hundreds along the show line with cameras pointing. Seemed like I should taxi back, canopy open, waving or something, but the thought of signing autographs for hours, I decided not.

There were lots of airplanes there but very few RV's. It cost \$20 to register and get an armband but that came with a mug, a pin, a patch, and a bottle of sparkling cider. Despite the weather the show started on time. The weather gradually lifted and clouds became about 1500' broken but it was a low show all day. Yak 9's, P-51's, warbirds, Thunder Delphins (L-29 four-ship), FA-18 Hornet, AV-8 Harriers, C-130, Ch53E, Eddie Andreini Stearman, Tutima Academy formation team (Pitts, Edge 540, Extra 300)...a good show and huge crowd. Best announcer I've ever heard.

Getting fuel for the trip home was a real headache. They had two trucks and everybody wanted fuel. The good part was that they cut the price by a dollar and we got gas for \$3.29. The show was over at 4 pm but I didn't get out of there until 5:30. I was expecting to depart VFR but the clouds rolled back in to 1000 feet overcast. Several locals said to scud run the mountains to the south and it would be clear on the other side. "Uhhh, no thanks." I almost forgot that I filed IFR both ways the night before. They had a temporary tower set up for the day and I heard them holding somebody for IFR release. I asked if they had anything for me and to my amazement they said sure...ready to copy? Then began the most convoluted routing from ndb radial to intersection, to intersection, to airway with another intersection...jeez. I thought of just taking off and hoping for vectors but I told myself to calm down and figure this out. It seemed to take forever but I got the whole route programmed into the GPS and was proud of myself for doing the right thing. Sure enough, on initial contact I was vectored to onto the airway to Point Reyes. That's along the coast and with the sun to the west the view of San Francisco was spectacular.

Coming down there was no headwind and going home I had a 10 to 20 knot tailwind. 9000' down and 10,000' home. I was hoping for a night landing to try out my cap visor miners' light. But I landed before 9 pm and still daylight. Almost eight hours air time but smooth all the way and the airline quality TruTrak autopilot did the work. I just sat and marveled at how something you build in your garage can do all that. jb

## Got Enough Hull Insurance?

**How do I know that I'm insuring my aircraft hull for the right amount?**

That is a huge question. And it's one that comes up probably more often than just about any other one that we run up against.

First off, I need to point out that aviation insurance policies, unlike your automobile policy, is a stated-value policy. Now let me explain what that insurance jargon means. On your car insurance policy, you'll find out what it's worth when you wreck it. If you total it the insurance company says, "It's worth x

dollars." And they pay you that. That's not the way it's done with aircraft, because the numbers are relatively small. Instead we agree with you before you insure the aircraft for what it's worth, and we can get into that process. We use Vref and some other tools to help you determine what the value should be, and what is reasonable, and we're able to negotiate within that. But once we state that value -- that is what the airplane is worth if it gets totaled. That's what we are legally obligated to pay if the aircraft is a total loss.

Now, one of the keys to this is another insurance term that we refer to as constructive total loss. And this is in all property casualty insurance policies, and basically in our case, we have a specific percentage. If the cost to repair and transport your aircraft exceeds 70% of the insured value we may, at our option, declare it a total loss, pay you what you had it insured for, and then the salvage is ours.

And let me show you how that can get you in trouble. Sometimes people will say, "Well, I know that most losses are not total losses, so I'll underinsure my airplane to save a little bit of premium." And by the way, the amount saved is not as much as the people usually think.

But let me give you a real-world example. Let's say you have an airplane that's legitimately worth \$50,000.00. In other words, you could go out tomorrow and sell your Cessna 172 for \$50,000.00. But you say, "I'm only going to insure it for \$30,000.00, because I don't want to pay the premium for \$50,000.00." If we agree to that, at that point if you have a \$21,000.00 loss, which is 70% of \$30,000.00, which is what you've insured for, we have the option, and are likely to take it, to pay you \$30,000.00. And then we get the salvage, and go out and get to sell the salvage. And then of course at that point very often the consumer says, "Hey wait a minute, the airplane's worth a lot more than that." So it's very important to insure the airplane for what it's really worth."

Jim Lauerman  
Chief Underwriting Officer and Executive Vice President  
Avemco Insurance Company

## Van's Service Bulletins

### SB 07-2-6

**Date issued:** February 6, 2007

**Applies to:** All two place RV's with dual control sticks.

**Synopsis:** An incident was reported in which a side-by-side RV aircraft was involved in a hard landing after the passenger side control stick was inadvertently pulled from it's receptacle during the landing flare. The aircraft was being operated from the right seat at the time of the incident.

**Recommended Inspection:** To insure that the passenger stick is properly secured to the control column, gain visual access to the lower end of the control stick and determine if the stick is secured in the socket as described below. If the stick is secured, no action is necessary. If the stick is not secured, accomplish the following:

**Recommended action:** (Applicable to all passenger control sticks on two place RV models unless already accomplished):  
With the stick fully inserted in the socket, drill a 3/16" or #12

hole in the passenger stick socket and control stick 0.5" below the top edge of the socket. Secure the stick to the socket with an AN3-13A bolt, AN960-10 washer and AN365-1032 nut. (See drawing) <http://www.vansaircraft.com/pdf/sb07-2-6.pdf>

#### **SB 06-9-20**

**Date issued:** September 20, 2006

**Applies to:** All RV's with manual trim and all RV-10's.

**Synopsis:** An improved WD-415-1\* manual trim cable anchor has been designed and is being made available by Van's Aircraft at a modest price. The new anchor has closer angular tolerances and is substantially stronger than those previously supplied.

**Suggested action:** Van's Aircraft recommends that builders and owners of single and two place RV's with manual elevator trim and all RV-10 builders and owners replace older style WD-415 anchors with the WD-415-1 anchor. An entry in the aircraft's airframe log should be made referencing this replacement.

**Identification information:** Figure #1 below depicts the new anchor, WD-415-1. WD-415-1 anchors can be identified by full width welds on both sides of the nut. Affected WD-415's are identified by either no aft weld (single weld across the front of the nut) or one long weld across the front of the nut and a small tack weld on the aft side of the nut. All RV-10 empennage kits shipped after September 21, 2006 have the newer version and are unaffected. In all two-place RVs, the WD-415 is part of the fuselage kit if manual trim is selected. Fuselage kits shipped after September 21, 2006 have the newer version and are unaffected.

<http://www.vansaircraft.com/pdf/sb06-9-20.pdf>

### **Airport Lights**

On a sectional chart several different symbols indicate airport lights. A star with an open center, for example, indicates that the airport has a rotating or flashing beacon that operates from sunset to sunrise. The color or color combination of the beacon and/or its auxiliary lights indicates whether the beacon identifies a landing place, landmark, or hazard.

The sectional doesn't specify what the beacon identifies, but the Airport/Facility Directory does. Generally, when the symbol is attached to an airport symbol, the beacon identifies the airport. Beacons at civilian land airports flash alternating green and white lights 12 to 30 times a minute. An alternating white and yellow beacon identifies a water airport.

The airport might also have a code beacon, which flashes the airport's three- or four-character identifier in Morse code. The code flashes six to eight times a minute, and a green light identifies a land airport and a yellow light identifies a water airport.

If an airport has a beacon, it usually has other airport lights as well. The letter L right after the airport's elevation confirms this fact and indicates that the runway lights are always on during hours of darkness.

If the L is preceded by an asterisk (\*L), it means pilots must consult another source, such as the A/FD, because of some limitations on the lights. Often, it means the lights are pilot controlled, and the A/FD gives the frequency and how many times a pilot must key the microphone to activate the lights.

If the rotating beacon symbol is not attached to an airport symbol, it's probably a course light. A pilot can clearly see it from one direction only, and a course light is used only with rotating beacons of the federal airway system. Two course lights, back to back, direct coded flashing beams of light in each direction along the course of an airway.

Course beacons are remnants of the "lighted" airways that came before today's electronic airway system. Only a few of these beacons exist today, and they mark airway segments in remote mountain areas. Flashes in Morse code identify the site.

*By Scott M. Spangler*

### **Q & A:**

#### **Question of the Week EAA Information Services**

Do two-seat ultralight airplanes have to be converted over to experimental-light-sport aircraft? Can they still be flown without any conversion or pilot's certificate?

#### **Answer:**

By definition, there is no such thing as a two-seat ultralight. Therefore, any aircraft with two seats is not an ultralight and must be converted to E-LSA (or amateur-built if the aircraft qualifies) by January 31, 2008. Once an aircraft is converted to a registered/certificated aircraft, the pilot must hold an FAA pilot certificate (student or higher) in order to fly it.

### **Calendar**

#### **Jul 11-15—Arlington, WA: Northwest EAA Regional Fly-In,**

Jul 20 – 22 Spokane, Washington --  
2007 Northwest Biplane Fly-In, KSFF Felts Field

Jul 21 - 22 Port Townsend, Washington --  
EAA/Port of Port Townsend Annual Fly-in.

Jul 21 Cottage Grove, Oregon --  
Oregon Antique & Classic Aircraft Club Bienial Fly-in

#### **Jul 23-29—Oshkosh**

Jul 27 - 29 Concrete, Washington --  
25th Old Fashioned Fly-In

Winnie Mae was the daughter of Wiley Post's employer F. C. Hall of Chickasha, and the person whom Wiley Post named his famous Lockheed Vega aircraft after. Wiley Post's **Winnie Mae of Oklahoma** aircraft now resides at the Smithsonian Institute.

End

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