

# EAA Mount Rainier Chapter 326 Newsletter

Thun Field – July 2008

115

## Meeting Notice

**Tuesday, July 8th, 7 PM  
CAP Building, Thun Field**

**Program: RV-9A Show & Tell. Kevin Behrent**

**Refreshments: Randy Brooks**

## From the Secretary

June 10th, 2008

Jeff Liebman called the meeting to order at 7 PM.

### Visitors:

Ryan Albritton...Randy's son, is up from San Francisco spending time with his Dad. He got a tailwheel endorsement from Skinner flying the Cessna 120 that Randy restored. Ryan is helping Randy build the RV-8.

Emmett Moran is from Gig Harbor and is looking for builders in that area.

### Project Reports:

Jeff Bloomquist: RV-7A Emp done, Wings done, Fuse 95%. Working on canopy frame, plumbing, wiring, etc. No engine yet.

Scott Emory: RV-8 first engine run on Mazda turbo 13B.

Paul Wescott: RV-7A

Todd Cameron: RV-7A close to first flight

Kevin Behrent: RV-9A. Working on slider canopy skirt. Bought metal shrinker for side skirts. May go with fiberglass for rear skirt. Engine with Eagle EMS ready for installation.

John Brick talked about his high altitude flight, climbing to 28K' in his RV-4.

### Ed Shadle:

There's no business like show business; CBS is working on a program for the Discovery Channel called "The Future". It's a 14 part series and Ed will be featured in the "The future of Speed". It should be ready in September. Meanwhile Ed & crew will deploy to El Mirage Dry Lake later this month for more testing. They will run at speeds up to 400 mph and test a new drag chute designed by Thomas Aerospace especially for the American Eagle. Ed said that some Boeing aerodynamicists volunteered to design the fairings for the gear and struts and parachute cans.

Dave Thomas:

More show biz: Dave's Viperjet under construction here at Thun Field will be featured in CBS "The Future of Flight" episode. Dave is getting close to the first flight of his Viperjet but didn't give a date. Yes, he is part of Thomas Aerospace too.

Bill Wilson brought in a civil war surplus oxygen canister and offered it free to anyone who wanted it.

Bruce Hughes talked about Fuelventure-2008. This was a fuel efficiency competition over a 375 mile course near Colorado Springs. Bruce seemed to take delight in announcing that the winner was a VariEze getting 66 mpg at 136.8 mph.

Dave Atkins needs pilot to fly his airplane to Oshkosh.

Scappoose fly-out: Jeff briefed the formation for Saturday: 0830, 123.4...nuff said.

The program for the evening was about soaring and operations at Bergseth. Jean Claude Houchecorne and Tim Heneghan did the briefing; Dan Creech glider instructor and Kenji Ominato glider club member were also present.

They showed graphics of some amazing software programs that track the performance of a glider flight; it even shows where rising / sinking air is (was) on each orbit while trying to stay in a thermal.

They are concerned about the lack of young people entering the sport and would like to drum up interest. You can get a demo flight a Bergseth for \$75. They have three gliders in the club and fly on weekends. Bergseth is on a hillside four miles northeast of Enumclaw. [www.pugetsoundssoaring.org](http://www.pugetsoundssoaring.org)

## Young Eagles Rally 2008

I would like to thank everyone who helped make our Young Eagle Rally a success. We flew 137 happy, young people. It was a delight to see them wave to their parents from the airplane as they departed and then deplane with a big smile on their face as they arrived back at the field. We had a wide variety of aircraft participate which gave the Young Eagles an opportunity to see and ride in a many different airplanes.

We received positive comments from a couple of people who stopped by from California who fly Young Eagles. In fact, one of them volunteered to fly if we had a plane for him. He left his aircraft in Sacramento, otherwise I believe we would have had another aircraft flying for us. They were impressed with how organized we were and how smoothly things were running. That of course was due to the great work done by our membership.

And the wonderful weather also helped. Mt Rainier was spectacular! I also received positive comments from a CAP

officer who strolled over to see what we were doing. We had quite a lengthy chat.

Three people from outside of our chapter flew for us. Doug Clough, a former member now based at Kapowsin, flew his Cessna 195. Kristina Lang and Al Swierzy from Issaquah took turns flying a Diamond D40. All three expressed interest in coming back next year.

I have asked Jeff for a few minutes at our next meeting for debriefing. I am interested in hearing your perspective on what went well. I also want suggestions for things we could improve upon for next year.

Thanks again for making it all work.

Dave Fritzsche

consider the dramatic impact it could have on general aviation and the nation's economy if it were to make immediate changes in the lead standard."

### **Lycoming Engines Announces IO/O-360 Automotive Gas Approval Program**

Williamsport, PA — June 2, 2008 — Recognizing global concerns about the immediate and long-term availability of aviation grade 100LL fuel, Lycoming Engines, a Textron Inc. (NYSE: TXT) company, today announced an unleaded automotive gasoline approval program for its standard compression ratio O-360 and IO-360 product lines.

Unleaded 93 AKI automotive gasoline conforming to either Euro Norm EN228 or ASTM D4814 will be the basis of this Lycoming specified fuel. Supplemental requirements within the scope of the existing standards will be stated as necessary for safe operation in aviation applications.

Approval is expected by Fall 2008. Please note that this program will be an engine approval only. Aircraft certification approval must be obtained separately to permit operation with this fuel.

### **RV-10 Service Bulletin**

Service Bulletin 08-6-1 applicable to all Van's RV-10 kits and completed aircraft was issued in June of 2008. The service bulletin details inspection and reinforcement procedures for the F-1010 bulkhead in the RV-10.

<http://www.vansaircraft.com/pdf/sb08-6-1.pdf>

### **Can GA get the lead out?**

AOPA is telling the Environmental Protection Agency (EPA) that despite a decade of research and trials, there is currently no unleaded alternative for 100LL avgas that can be used safely by all piston-powered aircraft flying today. That's because tetra ethyl lead (TEL) is the only available fuel additive approved and proven to protect high-performance aircraft engines from detonation. That detonation can literally tear apart an engine in flight. Other octane enhancers, such as ethanol, can adversely affect aircraft engines and systems. In fact, current FAA standards prohibit the use of ethanol in aircraft fuel systems.

But that doesn't mean that the industry is not searching for a lead replacement. In the 1970s, aviation transitioned to a fuel (100LL) that contained half the lead of the previous aviation gasoline standard. AOPA continues to work with petroleum producers, researchers, and others to develop alternative fuels and engine technologies.

AOPA noted that avgas is literally a drop in the bucket when compared to fuel consumed in the United States. Aviation gasoline makes up only 0.25 percent of all petroleum products. The nation's drivers burn more auto gas in one day than general aviation uses in a full year. And avgas usage has declined some 18 percent in the last five years.

That very small volume means that only one fuel, suitable for all piston-powered aircraft, can be economically viable. "A suitable unleaded replacement fuel is one that can be used in all existing and new piston-powered general aviation aircraft. AOPA understands that for a small percentage of aircraft, this may require engine and airframe modifications. Reducing the amount of lead in avgas is not a simple process. The EPA needs to

### **Electric Power**



The ElectraFlyer-C, an electric-powered, single-seat airplane, recently made its first flight, reports Randall Fishman, president of Electric Aircraft Corp. Fishman previously flew an electric-powered weight-shift trike at EAA AirVenture Oshkosh 2007, for which he won grand champion ultralight and outstanding innovation awards. He is now using the same motor on an all-metal, low-wing airplane. He expects to demonstrate the ElectraFlyer C at AirVenture Oshkosh 2008.

With an 18-hp electric motor the ElectraFlyer-C cruises at 70 mph, stalls at 45 mph, and has a top speed of 90 mph and a flight duration of 1-1/2 hours. The motor direct drives a 45-inch ground adjustable, two-blade PowerFin carbon fiber propeller, which lifts the ElectraFlyer-C at a climb rate of 500 to 600 fpm.

Takeoff rpm is 2800. The experimental amateur-built airplane is currently in its required 40-hour flight testing phase.

The motor draws power from a custom-built lithium polymer battery pack; batteries are projected to have a life of 1,000 cycles. Weighing in at 78 pounds, the battery pack produces 5.6 kilowatt hours and can be recharged in as little as two hours using a 220-volt charger (or six hours with a 110-volt charger). The cost for a full recharge is 70 cents with the 110-volt charger. Fishman says it's feasible to carry a small 110-volt charger as baggage on cross-country flights.

"People will like flying the airplane because there's no vibration and it is almost completely silent in the air," says Fishman, adding that you can listen to your iPod or use a handheld radio without needing a helmet while in flight.

The Electric Aircraft Corp. does not sell the airplane but does offer complete powerplant packages, including the motor and controller. For more information, visit

[www.ElectraFlyer.com](http://www.ElectraFlyer.com).

## Calendar

**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 7, Chapter 26 Fly-In Picnic, Crest Airpark (S36)**  
**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)**

## AOPA Craig Fuller to Succeed Boyer

The chairman of the AOPA Board of Trustees, William C. Trimble III, announced June 30 that AOPA member and 40-year pilot Craig L. Fuller had been selected to succeed Phil Boyer as AOPA president, effective Jan. 1, 2009. Fuller has headed a national trade association and held top positions in the White House, global consulting and public affairs firms, and a Fortune 50 corporation. A pilot since age 17, he currently owns an A36 Bonanza, which he flies some 200 hours a year for business and pleasure. "After hundreds of interviews and a painstaking review of 100 potential candidates, it was clear that Craig Fuller, a recognized leader in business, public affairs, and association management, would be ideally suited to carry on Phil's tremendous legacy," said Trimble.

## A Pilot Goes to Heaven

So... this old pilot dies and is met at the pearly gates by St. Peter. "OH! I see you were a pilot", says St. Peter... "Follow me."

St. Peter takes the pilot to a beautiful celestial airport with perfect smooth runways of all descriptions and hangar after hangar filled with the most wonderful aircraft ever made. "The keys are in them, fly anything you want. Fuel is no issue, they don't ever run out". Then he takes him over to a classy little joint at the FBO and brings him inside. There's a buffet with all the best food and a fully stocked open bar with nothing but top shelf liquor. Sitting around the tables are some of the finest pilots that ever lived. St. Peter introduces him to a few and sits down to have a drink with him.

"Man! This really is heaven?" says the pilot, "Certainly not what I was expecting, this is wonderful!"

St. Peter just smiles and nods and pours him another drink. After sitting and drinking and reveling in it all for awhile, the pilot recognizes an old familiar sensation. Tentatively he asks, "Uhm, St. Peter? Uh... I sure wasn't expecting this with this here brand new heavenly body, but I do believe I need to go find a rest room to uh... go relieve myself. I don't see any of the usual signs on doors, where should I go?"

"Oh, no problem", says St. Peter, "Just follow me". St. Peter takes him out back and shows him to the edge of a little hole in a cloud. "Just go right there".

The pilot walks over to the edge of the hole in the cloud and looks down over the edge. "Uh, St. Peter? There appears to be some people down there... "

"Oh that's OK", says the wise old Saint, "They're from the FAA"

## AROW?

**Question:** When studying for my private pilot certificate, I memorized the required documents that must be on board the aircraft—airworthiness certificate, registration certificate, operator's handbook, and weight and balance (AROW). Which regulation requires these documents?

**Answer:** The requirement for the AROW documents is found by referencing several FARs. [FAR 91.203](#) requires two of the documents: a valid registration certificate for the current owner and the airworthiness certificate (it must be displayed and legible to passengers and crew). [FAR 91.9\(b\)\(1\)](#) states that the flight manual must be available in the aircraft. [FAR 23.23](#) requires ranges of weights and centers of gravity be established for all certificated aircraft, while [FAR 23.1519](#) requires that information to be established as operating limitations. Finally, [FAR 23.1583](#) says that the operating limitations must be placed in the aircraft flight manual, or equivalent.

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## Chapter 326 Staff

|                          |                        |                     |                            |
|--------------------------|------------------------|---------------------|----------------------------|
| <b>President</b>         | <b>Jeffrey Liebman</b> | <b>253-531-6123</b> |                            |
| <b>Vice President</b>    | <b>Robert Barra</b>    | <b>253-988-2676</b> |                            |
| <b>Secretary</b>         | <b>Andy Karmy</b>      | <b>253-333-6695</b> |                            |
| <b>Treasurer</b>         | <b>Norman Pauk</b>     | <b>253-630-6396</b> |                            |
| <b>Newsletter Editor</b> | <b>John Brick</b>      | <b>253-846-2617</b> | <b>jebrick@comcast.net</b> |
| <b>Photographer</b>      | <b>Drew Karmy</b>      | <b>253-333-6695</b> |                            |
| <b>Webmaster</b>         | <b>Andy Karmy</b>      | <b>253-333-6695</b> |                            |

|                                 |                        |                     |
|---------------------------------|------------------------|---------------------|
| <b>Young Eagles Coordinator</b> | <b>David Fritzsche</b> | <b>253-848-1699</b> |
| <b>Technical Counselor</b>      | <b>Harold Smith</b>    | <b>253-752-5480</b> |
| <b>Technical Counselor</b>      | <b>Charlie Cotton</b>  | <b>360-893-6719</b> |
| <b>Chapter Flight Advisor</b>   | <b>Terry O'Brien</b>   | <b>206-244-3619</b> |
| <b>Chapter Flight Advisor</b>   | <b>Jim Triggs</b>      | <b>360-438-1482</b> |
| <b>Chapter Flight Advisor</b>   | <b>Marv Scott</b>      | <b>253-691-5496</b> |
| <b>Program Coordinator</b>      | <b>John Brick</b>      | <b>253-846-2617</b> |
| <b>Biographer</b>               | <b>Vacant</b>          |                     |
| <b>Property Custodian</b>       | <b>Vacant</b>          |                     |

**Chapter 326 Website**      <http://www.eaa326.org>

**EAA Mount Rainier Chapter 326**  
**C/O John Brick**  
**8304 242<sup>nd</sup> St. E.**  
**Graham, WA 98338**