

EAA Mount Rainier Chapter 326 Newsletter

Thun Field - August 2006

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Meeting Notice

Tuesday, August 8th, 6 PM

Burger Burn

Smitty's Hangar, Thun Field

Third hangar row south of the CAP building.

This is a pot luck affair with static display of members' aircraft. And maybe a few demo rides. Park your planes along the taxiway opposite Smitty's hangar.

The deck has been shuffled so maybe you'll be bringing something different this year!

A-G (37) bring a main dish

H-P (37) bring a salad

R-Z (22) bring a desert

The Chapter will provide the Burgers / Dogs / Soft Drinks.

As always, we are inviting EAA Chapters from the surrounding area to join us. We provide ALL the food, so bring your extra large dishes and be a good host.

From the Secretary

For July the program was presented by Jim Triggs on Engine failures, Emergency procedures, and techniques for flying the forced landing pattern

Smitty gave a project visit of his Titan T51 Mustang.

Lance called the meeting to order this month.

The Arlington air show was a fun time for many that came up and camped out together. The potluck on Saturday evening was well attended by both campers and transients ☺ this year.

Arlington award winners

George Gibony's Thunder Mustang: Grand Champion

Ed & Elise Hoyt's Piper PA20: Reserve Grand Champion

Lee Potter's Glassair I: Champion

Paul & Joan Good's PA 15 Vagabond: Champion

John Brick's RV-4: Workmanship

Jeff Liebman showed off a special oil filter torque wrench for those that have minimal end clearance at the filter nut.

Tom Worth turned 80 and is still flying his T18! Congratulations Tom! He also has a Thorp T18 project for sale at Tacoma Narrows.

Burger burn will be in August on the regular Tuesday at 6pm.

That's it for July, enjoy your summer flying season!

- Andy

TBM Avenger / RV-6 Accident at OSH

I'm reluctant to post this but feel like I need to share it in hopes it never happens again. I was at OSH this morning (Sunday) and due to the rain showers my 5-year old son Skyler and I decided to hang out at the flightline for a while until the wx improved for our flight home. There was a whole line of aircraft coming down the taxiway right in front of us to depart OSH. I noticed a white RV-6 with blue striped trim waiting in line a couple hundred feet from us, coming towards us, and right behind him was a huge TBM Avenger. The thought passed through my mind that somebody out working the flightline should be standing off to the side of the TBM to give him signals for taxiing, since it was virtually impossible for him to see the RV over his nose even with S-turns. My thoughts were interrupted by the roar of jet engines as a couple L-39's took off in formation followed by a couple Pitts Model 12's and other interesting aircraft.

I looked back down the taxiway just in time to see the RV-6, now less than a hundred feet from us, coming to a stop with the TBM still right behind it. We watched in shock as the TBM continued right into the tail of the RV. At that moment I was only thinking about how bad it would be to have your tail chewed up by somebody's propeller, but that thought turned to horror as the TBM continued to move, wacking through the fuselage and sending strips of metal flying. When it got to the baggage compartment, clothing and other gear was being strewn into the air and across the grass. I should have closed my eyes before it got to the cockpit. I'll spare you the details but suffice it to say it was horrific. The prop on the TBM finally stopped somewhere in the vicinity of the rollbar / panel but of course by that time it was too late. The fire truck and other rescue personnel were there in moments but I knew there was nothing they could do but pull out the white sheet and drape it over the mess.

I don't know who the unfortunate RV pilot was (and by the way, I'm not sure he was solo, but I think he was). Regardless, I've been feeling physically ill all day and the scene just keeps replaying in my mind. It seems like such a preventable accident. I know the poor guy in the Avenger will get the blame (and I sure feel sorry for him too!) but it was really a failure of the system when a spotter along side the TBM would have prevented this tragic loss of life. Even though there's probably nothing I could have done, I still feel sick about it, because I noticed the situation

and regret that I didn't at least try to point it out to one of the busy flightline volunteers.

I hope the folks at EAA make it standard policy from now on to have spotters available to help out any taildragger pilot who needs a second set of eyes for taxiing. And it's a good reminder to be extra vigilant not only at Oshkosh but at any airport to pay attention to who's behind you. We're used to looking right/left/forward when moving about the airport but if you're like me you don't worry too much about what's behind you. Well, when we left OSH this afternoon in the -8A, there was a T-6 behind us and I can guarantee you we were nervously checking our six about every 10 seconds to make sure he wasn't getting too close.

My heartfelt condolences and deepest sympathies go out to the family of the unfortunate RV-6 pilot we lost today

Mark Navratil

Ok, I see the news story that the pax was killed and the pilot survived. I hate spreading misinformation so I apologize for not getting the facts straight. I'm also amazed that anyone in that cockpit could have survived the accident! We were watching from the passenger's side of the RV at a slight angle when it happened, after the loud noises stopped the prop was in the cockpit area and the canopy was gone....and I couldn't see anybody at all in the cockpit. We watched for a few minutes and I didn't see anybody get out. When the rescue crew arrived, they took a look inside and then backed everybody away and appeared to be covering it up with white sheets when we left the scene (remember I had a 5 year old with me so we didn't stick around for a long time...). So what I saw seemed to confirm that there was no possibility of survivors.

Anyway, very glad the pilot miraculously escaped and next time I'll check the news before posting something of serious nature like this.

Mark Navratil

Man, this was definitely in the "could have happened to me" category, from the cockpit of BOTH aircraft. I had a T-18 homebuilt behind me. Red with orange stripes. Ask me how I know (see below)

Now: what do we learn from this. Yes, be vigilant, but you can't see and predict everything. Who would have thought the TBM pilot would not have been REALLY vigilant when taxiing around with smaller airplanes everywhere (you can't see squat from the front seat of a TBM). The RV pilot should have been vigilant as to where the huge aircraft behind him was (you can see squat from an RV, however). NOT to place blame on ANYONE; you just can't see everything all the time. S-turning helps you see most everything, but obviously, not everything. Spacing while taxiing can be variable at any airport. Some who saw this happen said there were three RV's in a row and the TBM pilot may have lost count of how many there were. Who knows; I was not there.

I have a mirror for seeing behind me and use it every time I fly. I use it to check rudder movement on preflight control check, check passengers to see how much they are enjoying the flight,

check six for aircraft, both in the air and on the ground, especially when I do a mag check. Nothing like blasting the airplanes behind you because you didn't look. When I was in line yesterday at OSH, I was looking in the mirror to see six traffic. That was the T-18. I also used it as I departed to make sure someone wasn't running up my tail. Should it be standard equipment? No; it's just my preference. One mirror would not work as well in a -6/7 as there is another side of the airplane you can't see behind.

"I hope the folks at EAA make it standard policy from now on to have spotters available to help out any tail dragger pilot who needs a second set of eyes for taxiing."

Being one of those EAA folks that "works the line", I can comment on that. There is not the personnel available to "spot" every large airplane that gets in the mix with smaller airplanes on an 8,000 foot-long taxiway. Especially on the last day, a lot of those volunteers (me) are in their airplanes leaving, too. But even when the convention is in full tilt boogie, there aren't enough people; impossible task. We try to see events like the above before they get to the destructive phase, but you just can't see everything. You would be amazed how many "events" we do stop at an early phase. Example: this year, I only saw two aircraft attempting to land on the (very active) taxi way. Both diverted and used the runway, thanks to some sharp-eyed tower controllers. The fewest attempts in years. And no actual landings on the taxi way, either. Maybe a first. You can't fly the airplane for them, and you can't taxi it for them. When you get 10-13,000 airplanes in the same area all at the same time, things can happen. As EAA volunteers, we do everything we can to help avoid situations as happened Sunday. But you can't see and intervene in all of them. Ah, that we could.

Another note: I was appalled this year at the radio chatter as I sat in the departure line between storms yesterday at OSH, a wait of about 20 minutes. There was PLENTY mouthy chatter (way too much; any mouthy chatter at ALL is too much) with people complaining to the controllers (why them?) on the TOWER FREQUENCY about the A-10 departure delay, the AeroShell T-6 departure delay, sitting in line too long and cylinder head temperatures, threatening to shut down on the runway to just prove to someone how unhappy he was, etc.

You get the occasional quip on the tower frequency but yesterday was a study in anger, meanness, immaturity, and "all about ME"-ness. It was NOT the controllers that scheduled the A-10 departure while we were waiting in line in the rain. It wasn't the EAA that scheduled the rain while we were waiting in line for the A-10s. So who do you blame? Why didn't the complainers leave Saturday when the weather was better? Maybe it was the complainers fault for not planning ahead. I have taxied at OSH for 45 minutes, including a change in runways that took forever for everyone to line up again. Even with that there was little complaining. Yesterday, with a VICIOUS storm having just moved through and who-knows-what-else about to descend on us again, tempers were short. Getting in a hurry, being angry and frustrated are not conducive to intelligent decisions while flying (or taxiing). This is NOT to say this was a contributing factor in the accident, just an observation of our increasingly angry world. Too bad aviation can't be exempt from such.

I am sad for the pilot of the TBM, the people who had to witness that event, the pilot next to his passenger that died and the passenger. It reinforces that all we have is now and not much else and something totally unpredictable can sneak up and bite you when you least expect it. A good friend of mine died in his -4 when another airplane landed on his as he landed at a TOWER-CONTROLLED AIRPORT. Yikes. The closest encounter I had yesterday was 20 miles from my home field in Colorado (flying home from OSH) when a CAP C-182 passed overhead from my 8 o'clock, but 100 feet higher. Would I have seen him if he wasn't just a little higher? I don't know. It would have been a collision course. He didn't see me, even when I rocked my wings. It was an eye-opener.

Stay safe; keep looking, including in the rear-view mirror.

Michael

Ctrl C

Ever since I switched from dial-up to cable Internet access (Comcast), I've been flight planning with the [AOPA Real Time Flight Planner](#). The most aggravating feature is the inability to edit the huge text file that comes with weather or flight plan filing.

I found the cure: highlight the text you want, or the whole thing, and hit Ctrl C. That copies it. Then paste it into your word processor and print only the parts you want.

SFOs

Forced landings, simulated flameouts, dead stick, whatever name you want, Jim Triggs has the absolute, one and only way for success every time in all circumstances.*

Here's the procedure:

- Start at 1200 feet above the runway.
- Fly outbound 45 deg off approach end.
- Turn 135 deg back toward runway at 800 feet (30 sec).
- Turn 90 to runway at 400 feet (30 sec)
- You are now perfectly lined up for a spot landing.

*Caveats

In day VFR, other methods can work just as well.

At night, this increases odds for success.

IFR: way way better than no plan at all.

Alter base leg as necessary for winds.

The numbers given are for an RV-6. Your aircraft may differ.

Experiment with this. If you find a procedure more to your liking, go for it.

Legend Cub Down in Lake Michigan

Another sad tale from OSH. An American Legend Cub, returning home after Oshkosh with two aboard had engine failure and ditched about three miles from shore. The passenger was rescued but the pilot is missing.

There are a number of areas in the U.S. where you can get special flight monitoring on VFR routes that cross large bodies of water, swamps, and mountains. These are:

Lake Reporting Service

Lake Michigan

Lake Erie

Mid Appalachian Reporting Service

Chesapeake Bay Dismal Swamp Reporting Service

Long Island Sound Reporting Service

Block Island Reporting Service

Everglades Reporting Service

Cape Cod and Islands Radar Overwater Flight Following

Upon request for this service, you agree to give position reports at least every 10 minutes and if contact is lost for more than 15 minutes, Search and Rescue is alerted. See AIM 4-1-20 for details.

T-18 Project For Sale

Tom Worth is an unrepentant T-18 aficionado. He's been flying his own T-18 for many years while building another. This project is hangared at Tacoma Narrows Airport.

Project includes:

- Engine (GPU conversion to O-290D worth \$7,000 or more)
- 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).

"Any interested party can contact me at (253) 576-2730 (cell phone) as I'm in Oregon about 1/2 the time, but will schedule to meet anyone on short notice and will give them a flight in my T-18. I have about \$23,000 in it

"Some lucky guy should jump on this neat little plane for an economical approach to getting airborne at half the price of an RV."

Tom

end

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