

EAA Mount Rainier Chapter 326 Newsletter

Thun Field – September 2007

105

Meeting Notice

**Tuesday, September 11th, 7 PM
CAP Building, Thun Field**

Program: This month will be devoted to more in depth progress reports. Be prepared to share your particular victories, defeats, breakthroughs, frustrations, good ideas, bad ideas, etc.

Refreshments: Kevin Behrent

Burger Burn Best Ever

Sunday afternoon, August 12th.

The weather was good.

The food was 5-star delicious and plentiful.

More visitors than ever.

Drew counted 33 airplanes, some notables being::

Van's RV-10. Jerry VanGrunsven.

The red Falco

2006 Oshkosh Grand Champion Plans Built

David Nason, Kent

Flybaby. Ron Wanttaja

Wickam B. Ross Mahon

Beech Staggerwing. Jeff Dow

Harmon Rocket. Harry Nelson

Glstar. Wes Rasmussen

The Blackjacks arrived with seven RV's and treated us to some beautiful aerial geometry.

CRC Corvette. Classic Reflections Coachworks. Don Graf.

Special thanks to Smitty for moving his Titan 51 so we could use his hangar.

EAA or AOPA

I did a little study of AOPA and EAA and what they actually do for experimental amateur built and flown planes.

Just for clarity AOPA is a lobby group and represents manufacturers and small non-scheduled commercial operators, as well as individual private operators (allegedly).

EAA is non profit and therefore can't lobby but they do a lot of legal work clarifying the FAR's. If you ever had a DAR tell you that your RV-7 needs an A&P sign off because the engine is from a certified aircraft, you will appreciate what they do.

Since the AOPA is aligned heavily with manufacturers of certified aircraft and the aviation business, the needs of experimental aircraft is not a priority for them. The EAA is all we have and is best suited to protect our niche of the aviation world.

There are common goals and interest between AOPA and EAA, who do work together some times, but not always. In California, LA area, an airport banned experimental aircraft (tried to) and the Las Vegas FSDO tried to restrict experimental's from a huge block of air space. Behind the scenes the EAA solved the issue. Unlike the AOPA the EAA did not blow their own horn. They like to take a quiet approach and not embarrass the FAA. They where successful in both cases.

EAA is not immune of criticism. This topic went around the RV-list. The main complaint I had in the past was the magazine was dummed down and they dropped the Café Foundation org reports. I was told they where too technical for most. They have done better in the last year or so, but if you want technical info, go to the internet, which has replaced most topical print media. "Contact" magazine is more technical for the real experimenter and tinkerer.

EAA's SA magazine does need contributors. If you have an idea for an article write it, they need content. Many past articles were "fluff" and seemed more like advertisement propoganda than fact.

EAA does many things to protect experimental plane rights, building and use of airspace, fighting made up interpretations of the FAR's by DAR's and FAA inspectors. If you have a question about AD compliance, required equipment or TSO requirements for experimental aircraft, they have a brief on it for members.

The EAA tax records are public record. Not surprising on about \$30 mil revenue, expenses were almost exactly \$30 mil, thus non-profit. Not a surprise.

Tom Poberezny makes \$418,000, about 1/2 million in total compensation a year as CEO of the EAA. That seems in-line with CEO salaries I suppose, for a \$30 mil organization. Airventure does bring in lots of money but also costs a lot of money to put on. The magazine is a huge expense on the budget. I guess all the color pictures? Dues are the big revenue stream. The P-51 thing is very old news. It was about his dad, Paul, EAA founder and former CEO. There was some blow-up I recall about his P-51 time being paid for by the EAA. That was resolved and I recall Paul retired soon thereafter. Paul's still on the payroll and makes about \$80k or \$160k a year?

EAA's tax return looks normal to me; the board of directors are all volunteers. They spend a lot on office space and professional services.

My EAA membership is based on more than the magazine and Airventure. They do have good programs like young eagles, and the local chapters are also a nice thing. If you are active in building and flying experimental aircraft the EAA is valuable. I have talked to EAA legal a few times and they know their stuff,

surprisingly better than the FAA. There are some old bones in the FAA closet that they try to pass as facts.

Of all organizations, EAA does the most to protect our incredible freedom to build and fly planes we make with our own hands. Forces constantly are trying to re-write and restrict those freedoms.

To be fair AOPA is the only real lobby group on capital hill that is representing our "special interest". Of course we can always write our DC politicians directly. May be we should start a quasi political group of all experimental aircraft builders/owners. That would be a good sized voter block. The economy of the kit plane business and all the support and part companies is substantial.

George

Alaska Trip Notes

John & Pat Brick

Fri, June 22

To Prince George, BC (CYXS) VFR. 420 nm. 2:30 hours

Flight Service issued a discrete squawk 1244 when I opened the flight plan.

Had to go on top at 11.5k from 20 south of Hope until Williams Lake. Mountains obscured.

Customs let us go as soon as we called them on the ground. They did not meet us. CANPASS works.

Good service on 126.7. Open and close flight plans on their own initiative.

Bumpy day.

To Dawson Creek, BC (CYDQ) VFR. 167 nm. 1 hr.

Followed highway across mountains.

Wind direct cross gusting to 22 knots on landing.

Fuel \$1.35 per liter

Tiedown in tall grass. Steel cable.

Found a concrete block to tie down tail.

They have a nice airline terminal. But it is not always open.

Pilot lounge is along side of terminal. Pretty sad but handy when nothing else is open.

Don't forget gate code when you leave.

Hotel folks picked us up and delivered. Best Western (Pomeroy).

Casino next to hotel. Walmart across the street.

Dawson Creek is at mile zero of the Alaskan Highway.

Sat, June 23

To Whitehorse, YT (CYXY) VFR 600nm. 3:30 hours.

Rain was approaching from the south as we left Dawson Creek.

Lucky we left early just as it started to sprinkle. Rain looked heavy and widespread.

Good weather until south of Fort Nelson. Had to go very low for short distance. Alaskan highway is easy to follow.

Then good weather until 50 east of Watson Lake. Band of tsrms. Went over saddle at 12.5. Could have gone under.

3 or 4 other aircraft on route with us ...slower. They landed at Watson Lake. Good chat about wx on 126.7 among aircraft. FSS doesn't mind as long as it is flight related.

Fuel at Whitehorse was \$1.68 per liter.

Tiedown rings are too far apart. My ropes were just long enough for wings. Did not have tiedown for tail. Might have been able at a different spot...with longer rope.

Walked across street to Airport Chalet. Room okay and we were in the separate bldg with relatively new rooms as opposed to the rooms in the main building with restaurant and bar.

"Across the street" is still a long walk carrying bags.

Nice flight service weather facility on field below tower.

DC-3 wind tee.

Sunday, June 24

To Anchorage International (PANC) VFR. 515 nm. 3 hours.

Flew highway via Haines Junction. Awesome scenery alongside the St. Elias Range.

Good wx until passing Gulkana. Followed highway through canyons below clouds.

Was assigned Mackenzie Arrival. This is a vfr procedure located in the Alaska supplement.

Signature FBO. They have two locations on field. Signature East is north of the parallel runways. The other is south of parallels.

We stayed at Signature East. They said they had tiedowns at \$20 per night with first night free with 7 gallons fuel. But we wound up in the hangar at \$40 per night. It was going to be trouble with tiedowns for some reason I never did investigate. So they offered their hangar at reduced rates...normally \$60. And it was raining so that was very convenient.

Customs: should have filled out Arrival Report in advance. CBP Form 178. The FBO met us at customs. They supposedly grease the skids over there. The FBO asked for our passport info before we left home. Most people land at Northway (ORT) for customs which is just across the border from Canada. Very little traffic there and processing is reportedly quick. Northway has a gravel runway since the 2002 earthquake so we decided to overfly it. Lots of airports around Anchorage but only the International has customs.

The FBO delivered us to our hotel and picked us up as well. Good service.

Departing, we didn't need fuel but took 7 gal anyway to reduce hangar fee.

Met old friends for dinner on Sunday eve. Twin Dragons Mongolian barbecue. Good

Monday, June 25

Lucky for us, this was the only day we had planned not to fly and the weather was non-flyable.

Hotel shuttle dropped us off downtown.

Took the trolley tour around Lake Hood and the area. Ulu factory. Museum. Fun day. Walked back to our hotel from museum.

Tuesday, June 26th

To Talkeetna (PATK) VFR. 70 nm. 30 min.

Flew north shore departure out of Anchorage.

5000 overcast but approaching Talkeetna there was a break in the clouds and we saw McKinley.

Talkeetna has flight service on field.

Lots of air traffic. Tours, Climbers, ac maint shops.

Special procedures in Alaska Supplement.
Short stay on ground.

To Homer (PAHO) VFR. 175 nm. 1:05 hours.
Refueling point is at far end of facilities at Smokey Bay Air
Transient tiedowns (11) are well marked, on pavement, good.
Restaurant next to Smokey Bay Air. FSS weather above.
Taxi to hotel was \$6 each way.
Heritage Hotel: small room but Pat liked it.
Perfect weather.
Walked around town: to lake where floatplanes were at
residences on lake. And to Headquarters of Alaska Maritime
National Wildlife Refuge...awesome visitor center there. "oceans
& islands"
Lots of walking trails. Did not go to marina on spit...\$12 cab
each way.

Wednesday June 27

To Yakutat . (PAYA) VFR. 375 nm. 2:15 hours.
Flew along the coastline. Yakutat is about halfway to Ketchikan.
Clear skies. Weatherman at Homer said you could seldom find a
better day for VFR to Ketchikan.
Refueled out of shed that has FUEL in big letters on roof. There
were fuel trucks on field but they are for private use. Tavern,
food, flight planning all together in one building that looks very
shabby from outside.

To Ketchikan (PAKT) VFR. 385 nm. 2:15 hours.
Good weather until abeam Juneau, then steadily lowering ceiling
and light rain.
Ketchikan was reporting 700 few and 1800 overcast. But weather
seemed much worse than that between Wrangell and Ketchikan.
Tongas strait. Poked in coords of Guard Island and Channel Is.
Finger on map and gps had fairly good land water contrast. Very
low over water to stay under scud and keep land in sight.
No radar, no tower. But they have airline traffic and lots of other
traffic too, so it is important to follow established procedures
because that is the only means of separation.
Tiedowns were huge concrete blocks forklifted into position.
The airport is on a small island that seems to have no other
function. A ferry crosses to the city every 30 minutes. Our hotel
was close to the ferry dock and the hotel shuttle picked us up.

Thursday June 28th

Back home to Thun Field.(KPLU) IFR. 660 nm. 4:00 hours.
This was the only IFR leg. We flew at 7000 and 9000 in and out
of layered clouds. Headwinds.
Lots of rain all the way.
Regular glimpses of the ground but clouds were down there too.
No customs necessary...USA to USA.

Nav Canada user fee: \$18.82 Canadian. This bill came in the mail
about three weeks after the trip. I think that's a quarterly charge.

It was a great adventure for us. Hope to go back every year to
explore different routes and destinations.

Firesleeve

Somebody wrote that firesleeve is just a hot rod decoration.
Here is the response from Kevin Horton.

Firesleeve adds weight, cost and maintenance complexity.
Manufacturers of type certificated aircraft wouldn't use it unless
they believed it provided additional protection against fire. Hose
and aircraft manufacturers have done lots of testing to show
compliance to fire resistance requirements for type-certificated
aircraft. Their testing seems to show that fire sleeve makes a
difference. If you look at the table on page 6 of the following
document, and compare the TSO-C53a approvals of the various
hoses, you will note that the hose assemblies with firesleeve ("F"
in the part number) are approved for use inside fire zones, but the
ones without firesleeve are only approved to be used outside
firezones. The description of the different TSO-C53a types is on
page 2.

<http://www.parker.com/stratoflex/FIRERESISTANCE.pdf>

Note: For amateur-built aircraft, there is no regulatory
requirement that we use these hoses in accordance with the TSO.
But, the laws of physics are the same for all aircraft.

Pierce County May See Light in Protecting Shady Acres

Pilots at Shady Acres Airport in Spanaway, Washington,
may be able to continue flying without the threat of restrictions
on airport operations. Pierce County officials are reviewing a
proposed airport overlay map that would protect the public-use
airport from incompatible land use that could lead to restricted
operations. AOPA wrote Pierce County Council Chairman Terry
Lee, urging the council to pass the proposal. This would bring the
county into compliance with the Washington State Growth
Management Act of 1996, requiring cities and counties to protect
their airports from incompatible land use.

Calendar

Sept 8 - 9 Bellingham
Heritage Flight Museum Warbird Fly-In/Open House

Sept 8, Chewelah Sand Canyon Airport (1S9) Annual Fly In
Breakfast (or Lunch)

Sept 12 – 16, Reno National Championship Reno Air Races

Oct 25 – 28, Copperstate Regional EAA Fly-In, Casa Grande
(KCGZ)

End

Chapter 326 Staff

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

Young Eagles Coordinator	Lance Newman	425-413-1764
Technical Counselor	Harold Smith	253-752-5480
Technical Counselor	Charlie Cotton	360-893-6719
Chapter Flight Advisor	Terry O'Brien	206-244-3619
Chapter Flight Advisor	Jim Triggs	360-438-1482
Chapter Flight Advisor	Marv Scott	253-691-5496
Program Coordinator	John Brick	253-846-2617
Biographer	Vacant	
Property Custodian	Vacant	

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

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