

EAA Mount Rainier Chapter 326 Newsletter

Thun Field – September 2010

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Meeting Notice

**Tuesday, September 14th, 7 PM
CAP Building, Thun Field**

Program: DC-3 to Oshkosh Story. Rosie Thun.

Refreshments: Paul Yarbrough

First Flight

RV-7 N888RV
Lance Newman

This is Lance's second RV. Everybody needs two.
Congratulations Lance!!!

Engine -Superior I/O 360B1A
Vertical Silver Hawk injection
One mag plus LSI plasma 2
Standard pistons 180hp Roller Tappets
Prop- Hartzell Blended Airfoil CS

VFR/night panel
Dynon FlighDek 180
Garmin GNC 250xl GPS/Com
Garmin 396 GPS with XM weather

Becker Split Transponder for limited panel
space, (very happy with this purchase.)

Backup steam gauges, AS, Altimeter, VSI.
Trutrak ADI Pilot II two-axis autopilot
Manual elevator and aileron trim (really
prefer over the electric trim)

Standard wing tanks, 42 gallons, (much longer than my bladder
capacity).

AOA and electric pitot heat
Added Van's glove box kit to this airplane, a real improvement,
plenty of room for stuff.

Dual Battery bus, with transient suppression. Breakered switches
to save weight and panel space.
Horizontal engine controls, panel allows PIC ops from either seat
Dual brakes.
Slider on oil cooler for cold weather warm up.
Sump heater as well.

Standard Whelen strobes, nav and landing lights.

No 406mhz ELT yet. Would like comments on a good one.
Mountain High Oxygen, no pulse regulator yet.
Classic Aero designs full leather interior. Much better noise
suppression and seats fit like a glove. Can stay up all day without
back-ache.

Five point "dragster style" rotary quick release 3" harnesses. A
bit heavy, but very secure in flight.

Empty weight 1150
Gross 1850
Useful load 700

Trim on first flight was dead on. Just a little bit of left ball in
cruise flight 1/4 or so. No wing drop hands off or during stall.
Stalls at 56 clean 53 dirty. Lands well full flaps at 80 mph. Can
probably land slower, but not used to the AOA yet. Put streamers
on the root mid and tips, wings both seem to stall pretty even
from the root outward to the tips. Very difficult to get exact even
behavior from the streamers due to conditions in the air and poor
test pilot skills. Still working on this.

Average rate of climb Sea level through 8000' 1700fpm solo
1200fpm gross

TAS at 8000' 75% 165 knots 10gph still ROP
65% 160 knots 7.8gph just LOP
(these are early numbers without flow matching)

Have not done any stability or flutter testing yet. Never seem to
get around to this. Not real crazy about spin testing either.
Airplane does nice aileron rolls. Have not looped the airplane yet.
Would like some checkout on this maneuver.

Overall the RV7 seems to be a real tiger with the additional 20hp
and CS. No complaints on the performance. I don't know why I
got into this project. Maybe I need to get into a 12 step program
or something for addiction. I think this will be my last project for
now. Ha Ha.

This one took just under 3 years, I don't know how many hours, I
don't keep accurate records on that.

There are many lessons learned on every project. What works
best for me is to keep a running "things left to do list", find the
one thing you can finish each day you go to work on the project,
even if you only have an hour or so. This will give you a sense of
accomplishment each time you work. Also try to do mass
quantities of the work your shop is set up for at any one time if
you don't have multiple workstations. IE priming, cutting,
drilling, dimpling, etc. This keeps you from constantly having to
re-tool all the time. Don't waste a lot of time on the internet and
logging an overly detailed work history. The DAR won't spend a

lot of time looking at it anyway. Spend your time building! Keep to the design as much as possible, it's hard to improve it. Each modification entails many things down stream that may surprise you and add much additional effort. Wait until your ready to start the panel before buying avionics. Keeps you in the latest and greatest this way. Try to avoid commercial airline style panels unless you have a lot of disposable income in the bank. They won't make you a better pilot or save your bacon when things get really hairy up there. I do recommend 2 GPS's and XM weather, as well as traffic alert of some kind. Remember you will have additional costs upon completion. Use tax, insurance, fuel, hanger space, etc.

Put the big money into the engine and prop. You won't regret it. Get the airplane done and immediately work to improve your flying skills by flying often year around. Push your self to try new things within your ability. Go up with others to gain experience. Even a simple good performing RV will give you years of fun and challenges in the air. If you start getting bored in the air, your not thinking hard enough about new things to try. Have fun and be careful up there. Lance.

Trip Report Antique Airfield IA27 Blakesburg, Iowa

Turn Off Your Radio Turn off Your GPS Look Outside

I left early Thursday morning and arrived mid afternoon in Blakesburg, home of the Antique Airplane Association. They were having their annual fly-in and I looked forward to meeting an old college buddy I hadn't seen since we graduated in 1961. Stan lives on his own grass strip and has a seaplane dock on his property on the Chesapeake Bay in Maryland. He's put over 4000 hours on his C195 and has a T-Craft on floats. He is restoring a Fleet biplane he crashed into the trees after the engine quit.

Good tailwinds... I saw 229 knots groundspeed, a record for me. Guess if I was really interested in setting records I could have climbed up higher and pushed the power up. But at 15.5K the winds were 75 knots, quartering tailwind... good enough. Clear skies until Iowa, then thunderstorms and rain but very flyable. Blakesburg was in sunshine with a strong crosswind when I landed. The follow-me golf cart led me downhill to an area reserved for undesirables like me... an RV. Actually, a lot of antiquer's came by to look as they also had RV's... at home.

As soon as I parked, I was summoned to happy hour already in progress under Stan's 195. This was going to be a fantastic fly-in. Beautiful airplanes everywhere. As evening approached, wind picked up and black clouds came so I hurried back to my airplane to tie it down. In minutes the rain began and in a few more minutes it came down in buckets. I got the wings tied down but gave up on the tail because I could hardly see at that point. I headed toward the hangars which was a bit of a hike. I couldn't have been more wet if you threw me in a swimming pool. I found refuge in the Pilots Pub, jammed packed with other drowned rats.

Even the locals said they'd never seen it rain that hard. After a few beers I forgot about being wet and enjoyed the hangar flying bs.

Sunshine returned as quickly as it left and I went back to finish tying my airplane. Lucky for me, I hadn't set up my tent yet (Mike Salmon's tent... thanks Mike). The less than prime real estate was an inch deep in water. But there was higher ground a short distance, so I got the tent up, put on dry clothes and became amused by the adventure.

The next morning, I was up at daybreak. Clear skies and breezy, beautiful. I hung my wet stuff on the fence, got some coffee and joined a few others to watch the early arrivals. Air traffic control was a couple of flagmen with large red and green flags. The winds were forecast to be strong and unfortunately they were a direct crosswind. I saw a lot of very good crosswind landings by all sorts of airplanes. Better pilots than me, I thought. A T-6 landed and then thought better of it and went around. His second attempt was better and although the landing roll was a bit fast, no one anticipated any major problem even as it disappeared on the down-slope end of the runway. Next we heard the engine roar and then a very loud bang and silence. The wet grass offered little braking going down hill and he tried to ground loop it. That didn't work and he went into the trees off the right side. Bent prop and left wing badly damaged... nobody hurt. A Beech D-18 had a nice looking landing, right down the middle no problem unless you noticed the full rudder deflection and one wheel locked. By noon the winds were so strong that every arrival got red flagged away. Most went to nearby Ottumwa where the winds were down the runway. That bunch arrived at Blakesburg shortly after sunrise on Saturday.

I kinda hated to leave because Saturday was shaping up to be a grand day with the pattern full of arrivals. I blasted off around 9:30 anticipating a long ride home into the wind. But the winds weren't bad, about 10 knots on the nose. Landed at Yankton, SD for gas only to find out they had no power. Had to backtrack 22nm to Vermillion. A rough ride through southeastern Montana as usual. Had to wait out some thunderstorms in Bozeman but not long. Peak gust at Butte, 47 knots. Abeam of Spokane the vis went to crap. I thought it was smoke until I got to Moses Lake where I could see it was dust erupting from farm fields everywhere... up to 8000 feet. I think winds were stronger at the surface than where I was. jb

Here's a description of the Blakesburg operation. They had over 350 airplanes on the field Saturday afternoon. Undoubtedly the best place in the world for this type of flying. And I mean flying. Pilot's don't just come there and sit. They fly, fly, fly all day.

Antique Airfield is strictly see and avoid, and one of the best things about the fly-in is that many folks are actually flying! In fact, if you fly in please make a point of giving a ride to somebody else. You can probably get one in return in a plane that you'll never see anywhere else.

Since lots of folks are flying around, within about 10 miles of Antique Airfield put down the moving map GPS, turn off the radio, look outside the cockpit, and put your head on a swivel. It is traditional VFR flying. Be aware that barnstorming biplanes

often do some impromptu acro, so be vigilant and look up/down as well as sideways.

There's no radio frequency and no need to call positions. Just look for the prevailing traffic pattern or lacking traffic fly over the field and look at the landing direction indicator in the center of the field. There's also a sock. Enter the pattern on the 45 and on final pay attention to the flagger stationed near the approach end of the runway. The flagger will give you a red or green flag. If you get the red flag then **go around**.



The reason the flagger is there is that the runway has a rise in the middle, so planes taxiing on the ground can't see the entire runway. In addition to the approach flagger, there's a flagger at midfield who can see both ends of the runway and make sure that taxi and landing accidents are avoided. The flaggers work together so all you really need to pay attention to on landing is the flagger at the approach end. Please pay attention to the flagger and be patient if you're waved off. There will be plenty of time at the event even if you have to go around.

Also be aware that many planes do low pass flybys. They use the normal pattern for fly-bys.

Formation Clinic at Chehalis

Okay a mini-clinic, just 11 of us, six from this area and five from the Portland area. On Saturday, Aug 14th, we met at Chehalis to fly formation together. The purpose was to get to know each other, make sure we were following the same set of standards, evaluate skills and weaknesses of each pilot, and decide if we were ready for prime time, i.e. airshow flybys in larger formations.

They, like us, have a hard time gathering a quorum on any given day. But in joining forces we could muster as many as 16 RV's maybe. Also, if that's the intention, then we also need more airplanes to practice with.

So at Chehalis, we divided up into a 3-ship and two 4-ships and flew for about 45 minutes. After the debrief we stopped for lunch. Kerry Albritton brought a full RV-8 load of delicious barbeque beef sandwiches, chips and cookies. The whole affair was conducted on the picnic benches in the shade there.

Then we re-ordered the lineup so we could all fly with different pilots and flew again in 3, 4, 4 formations.

After that round, we put everybody together in an 11-ship formation and made several passes in different configurations. Kerry Albritton took video from the runway and we looked good. Well, pretty good. Lucky for us, Kerry hadn't found the stabilize button yet on her new video camera, so the video was jumpy as heck on the zoomed shots.

All in all, it was a long, hot, bumpy, arduous, fantastically successful day. We got to know some great guys, learned a lot, identified some things we can emphasize in our training. And more recently, we flew together at Van's Homecoming... something that would not have happened had we not done Chehalis.

Want to start flying with us? You are welcome!!! jb

D-sub Backshell (aka Hood) Thumbscrews

Don't you hate the little D-sub screws that come with most d-sub connector backshells? They can be a real pain in tight spaces. You can buy the longer knurled "thumbscrews" for 21 cents each. I ordered 30 and will replace the little buggers every chance I get. Let me know if you need some. jb



Allied Electronics, Inc. Stock No. is 810-0009.

<http://www.alliedelec.com/Search/SearchResults.aspx?N=0&Ntk=Primary&Ntt=810-0009> catalog order

http://www.northerntech.com/7100_500/7100_003.pdf drawing

Calendar

September 15-19, Reno Air Races (RNO)
October 21-23, Copperstate Fly-In, Casa Grande, AZ (CGZ)

Win a Blimp Ride at AirVenture

Five lucky attendees at EAA AirVenture 2010 will win the ride of a lifetime in the "Spirit of Goodyear" blimp in the "I Wanna Blimp Ride" Sweepstakes. The five sweepstakes winners will take to the skies over the AirVenture grounds and northeast Wisconsin for a one-hour flight aboard the blimp on Friday.

And guess who won... **Tom Brown!!!!** He owes us a story don't you think?

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