

# THE SLIPSTREAM

JUNE 2020

THE NEWSLETTER OF GREEN RIVER EAA CHAPTER 441 KENT, WA

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**PRESIDENTS COLUMN, PIETENPOL UPDATE:**

**Presidents Column:**

Brian was un-available for providing an input to the Newsletter. While we have had a couple of members "Head West" during the last year or two the information is interesting to look at 6 years later. Please note that this is from June 2014 and the timelines are now 6 years later.

**Local Trivia**

Last month, I celebrated the 40th anniversary of my first solo: May of 1974, in a Cherokee 140, N2884T. This month, I get to celebrate the same anniversary of my private pilot certificate. I took the checkride in the same airplane I soloed. I ran the N-number, and it's still around, now in private hands in Southern California.

Forty years seemed like a long time, so at the last meeting, I took an informal poll (if you weren't at the meeting, you didn't get included in the survey, sorry). The 14 members surveyed in our chapter represents more than 550 years of flying experience! The average (or mean) came out to be 39.5 years. So I'm just about average in terms of the length of time I've been flying. The other descriptive statistic which is interesting here is the median: 43 years. That means that there are the same number of members (in the survey) with more than 43 years experience as there are with less than 43 years of experience. So I'm a couple of years short of the median. In terms of distribution, the experience level

in Chapter 441 is not Gaussian: our chapter is skewed slightly to the "elder statesman" side. We have 3 members with more than 50 years of flying; only 2 with less than 20. I won't bother you with the plots.

I picked this year to point all of this out, because it seemed like 40 is a "milestone" anniversary. What I discovered (besides the fact that I am of average experience and slightly less than the median) is that there were a number of other members who have gone past "milestone" anniversaries this year without even saying anything. We should celebrate together: Hilmer slid past 70 years earlier this year. Gil went past 60, and we had one right at 25. All milestones to be appreciated for sure. And next year, we've got a 45th and a 50th coming up.

Come on out to a chapter meeting and get to know some of this great resource of aeronautical experience! I continue to be humbled in their presence. If your experience is below the average, there's lot to learn; if you're "seasoned" as an aviator, there are people who want to hear your stories and learn from your experiences. That's a big part of what EAA is about.

Fly Safe,

Brian

We are looking at having a picnic in July or August. More to follow.

Brian

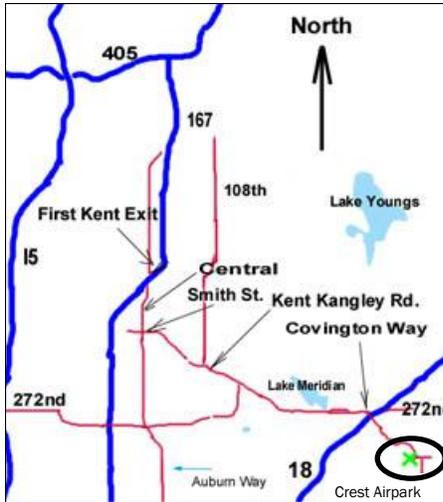
**SPECIAL POINTS OF INTEREST:**

PHYSICAL GATHERINGS TEMPORARILY ON HOLD UNTIL FURTHER NOTICE

WE ARE GOING TO A VIRTUAL GATHERING THIS MONTH

WE ARE CONSIDERING A PICNIC IN JULY OR AUGUST

## WHERE DO WE MEET THIS MONTH?



Meets 4th Mondays 700 pm  
17605 SE 288th PL, Kent  
The Mellema Hanger



## JUNE PROGRAM

Virtual meeting with a round table discussion and sharing of photo's and ideas

### Program

Virtual Meeting information:

Mondays meeting is again on Zoom:

Here are the details:

Monday June 22, 7pm-9pm

<https://gettyimages.zoom.us/j/97420321904>

### 2020

#### OFFICERS

##### President:

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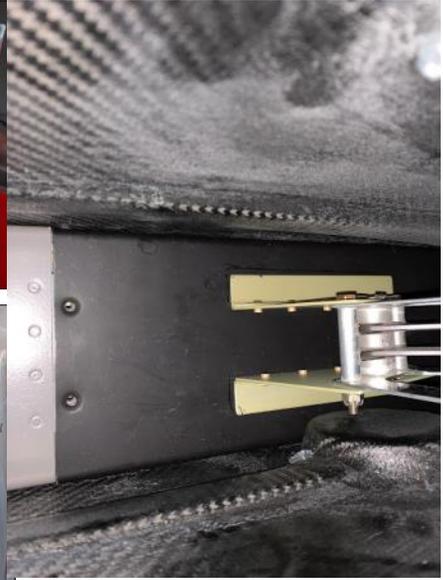
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PITENPOL UPDATE, KITFOX UPDATE, DARINS RV ADVENTURES:



while test fitting the flaperons. I'm

**Pietenpol Update:**

I've been out of town for much of the month so not much Piet progress.

Jake

**Kitfox Update**

After removing the poorly applied paint on the lower cowling I cleaned and applied primer correctly this time. Moved on to the flaperon brackets removing the failed primer, cleaned, and applied fresh primer. Then riveted five pairs of brackets to each wing



now etching the flaperon surfaces and priming them..

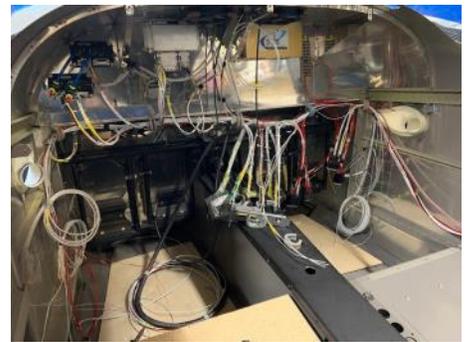
Steve Little

**Darin RV Adventures:**

Wiring harness goes in

Several months ago I created a "to-do" list of tasks I have yet to complete before this thing flies. I spent a significant portion of my Hawaii trip thinking and documenting this list. I then put a guestimate of how many hours each item would take to complete. Then I made an assumption on how many hours a day on average I work on the airplane. The end result was a timeline that I

could use to measure my progress. Well, let me tell you that no matter how much time I spent trying to figure out what tasks were yet to be complete I missed a few. On several tasks I grossly over estimated the time required, and on others I grossly underestimated. This darn wiring hardness has been one of those that I



## TECH COUNSELORS AND FLIGHT ADVISORS



Chapter 441 is fortunate to have two tech counselors.

Feel free to call Brian (253)-369-0489 , or Dave Nason any time. You don't need to wait for some significant milestone in your project. Remember, this is not an "inspection".

The shop doesn't need to be cleaned for a visit. All are quite used to looking at pieces, parts, and assorted bits, and will be happy to answer questions, offer advice, and generally talk about projects, building, flying, or whatever.



## GUESS THAT AIRPLANE; GUESS THAT INSTRUMENT PANEL

This months entry:

Go to Page 8 for Mays airplane

This months entry:

Go to Page 9 for Mays Instrument Panel

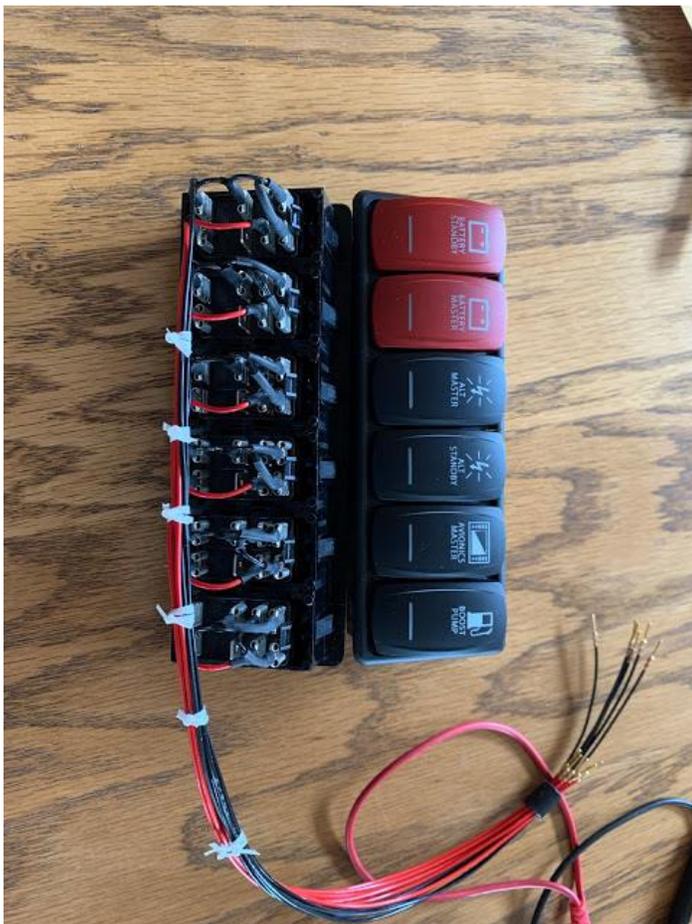


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## DARINS RV ADVENTURES CONTINUED, EAA NEWS:

grossly underestimated! In spades! I think I budgeted myself about a month to fabricate the harness and then a week to install it. Yikes, I think I'm on week two of installation and I'm still not done!

Part of installing the wiring harness is making sure the wires are run to the correct location and in the correct length. To do that I had to finish the installation of the center console. While I was doing that I figured I might as well install the throttle quadrant so I know where wires can be run. In this picture the center console has been cut to allow the quadrant arms to come through.



First picture of the harness as I start hanging it on the sub-panel.

Instrument panel is installed long enough to make sure the wires are properly routed.

The switches I am using have a back-light feature that makes a panel light illumination unnecessary.

This bundle of wires is mostly related to that function but it also includes a few ground wire runs

Darin

### EAA News:

#### Medical Extensions Set to End June 30 Without Further Relief

The Special Federal Aviation Regulation issued by the FAA to extend medicals until June 30 in light of the ongoing COVID-19 pandemic is set to expire in the absence of further relief from the agency before the end of the month.

EAA has been involved in industry efforts to request an additional extension for medical certifications and certain other relief, in the face of continued uncertainty over the COVID-19 pandemic in many parts of the country. Thus far, the FAA has taken no public action to extend their pandemic-related special rule.

In a notice from the FAA Safety Team, the FAA advised the aviation community that a majority of AMEs are now accepting airmen for medical renewal. Pilots in need of a medical certification examination whose AME is not currently seeing patients were instructed to use the [Designee.FAA.gov](https://www.faa.gov/designee) website to search their area for another nearby AME. The notice added pilots can contact their Regional Flight Surgeon's office for assistance or with questions.

To Read More: [Click Here](#)

### Memorial Wall:

The Memorial Wall next to Fergus Chapel gives families a quiet place to remember those who have gone before us. Created by Paul Poberezny to serve as a place where family and friends could honor their loved ones in dignity, the first ceremony was held at EAA AirVenture Oshkosh 1989.

We are grateful to have these tributes as part of EAA's history and be a place where legacies are forever honored. Center to the Memorial Wall is a monument formed by thousands of stones from EAA members across the world, and bronze plaques are installed annually on the adjacent walls to remember those who have gone west.

We now are expanding this beautiful area and invite all members and chapters to bring a stone from their geographic location to the Memorial Wall during AirVenture. We will have collection bins placed next

**EAA NEWS CONTINUED, EDITORS CORNER:**

to the wall for stones ranging in size from softball to volleyball. Along with flowering plants, these special stones will create the centerpiece for this area.

To Read More: [Click Here](#)

**Women's Venture 2020 Photo Share:**

Part of bringing EAA together is bringing women together. We may not be able to gather in person for our traditional EAA WomenVenture photo, but we invite you to join us in our virtual group photo for 2020.

To Read more: [Click Here](#)

**The Green Dot:**

This time on EAA's The Green Dot, EAA CEO and Chairman Jack J. Pelton sits down for an honest, informative update on the impacts COVID-19 has had on EAA and aviation at large, and how EAA is moving ahead in these unprecedented times.

To Listen to the Podcast: [Click Here](#)

**Editors Corner:**

I hope everyone is doing well. We would normally have our picnic this Monday, but as we know, this "ain't" normal times we will continue on a month by month virtual gathering.

**Mondays meeting is again on Zoom:**

Here are the details:

Monday June 22, 7pm-9pm

<https://gettyimages.zoom.us/j/97420321904>

One of the issues I run across when selecting an airplane or engine for our guess that "airplane/engine/instrument panel" feature is that sometimes there is almost no information. I found more information and specs on the Packard diesel engine than I could for the A1 and had to infer the specs from aircraft that Al Mooney was involved with for designing the A-1.

I have begun working on the Headwind again. I have created a wing jig for a built-up rib and have bought some new power tools and fixed some that have been miss-behaving. I have an order with Aircraft Spruce for the materials, but am using the left over rib material from the Easy Eagle project to lay out the jig and to test the T88 glue I have left over.

SystemThree says:

"All solvent-free epoxies have essentially unlimited shelf lives so long as they are stored in sealed containers. The resin may crystallize or the hardener may darken but this does not affect its performance."



**EDITORS CORNER CONTINUED, MAY'S GATHERING MINUTES**



If the material is more than a year old do a test to satisfy yourself that it cures properly.

To visit SystemThree site: [Click Here](#)

SystemThree suggests testing the glue, so I am building a sacrificial Rib. Photos are of the jigs including the upper cap bending jig. I now have just my first upper cap bent and will start building the first rib next week, which will be sacrificed for the glue test after the glue has set properly.

I am fine tuning the jigs to make separation from the jig easier and I still need to make the lower cap strip bending jig. I had a left over bent rib cap that fit the lower

I hope to see you Monday evening. I plan to continue to get some of the sharing into photos from the screen to include in the Gathering Minutes

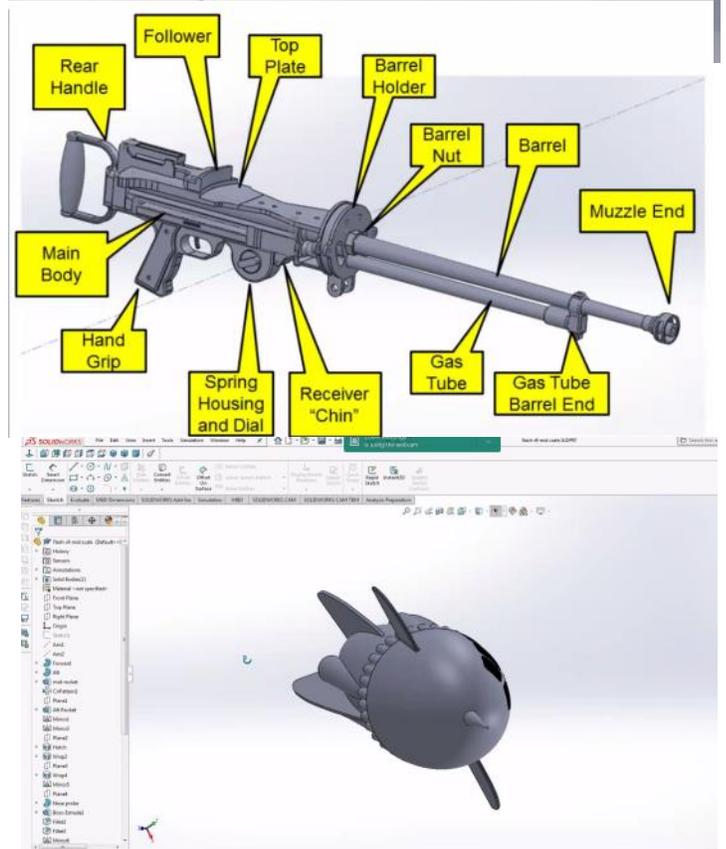
Build Straight

Roger

**May's Gathering minutes:**

Ron: Fixed his generator. He has the microair ADSB, and probably the only Fybaby with ADSB. Finished his 3d printed Lewis gun replica. Used solid works found in the software tutorial for the rocket ship.

Mark: Built glove box with latch 3d printed. Changed antennas along with using a swr meter to optimize his antenna. The Glasair burned out a exhaust gas thermal prob and Mark replaced it. The AP didn't show up for the meetup with Mark and Tom on the Luscombe



Andy has had some problems with thermal probes as well, replaced a heater control knob

Tim: Asked about the Raptor aircraft, The Raptor has an Audi diesel conversion with a belt reduction.

Bruce: Did a smoke test on his instrument panel, hopes to take it out to the airplane this week.

Ray is seeing a surgeon on Thursday

## GUESS THAT AIRPLANE

Mooney A1 with Diesel Engine (Built by Packard Motor Cars)

There is not much written about this aircraft. It has similarities to the Alexander Bullet and the A-2 had similarities to the A-1. The aircraft as shown appears to have the DR-908 radial engine. This is collaborated by a couple of blogs on Mooneyspace.com:

<https://mooneyspace.com/topic/22648-1931-mooney-a-1-with-diesel-engine/>

<https://mooneyspace.com/topic/22648-1931-mooney-a-1-with-diesel-engine/page/2/>

In order to get an idea of the design specifications, I looked at the specs (again very limited data available for these aircraft) For the Alexander Bullet and the A-2.

### Specs for the Aleander Bullet:

Span: 38' 7"

length: 21' 1"

Powerplant: 100 hp Kinner

### A-2 Specs:

Span: 36.6'

Length 21'

Load 1000 lb

Implied Spec for the A1:

Span: 36 to 38'

length: 21'

Powerplant: Packard DR-980

### Packard DR-980:

The Packard DR-980 is an American nine-cylinder air-cooled aircraft Diesel engine first certificated in 1930. The engine was unpopular despite its economy and reliability due to the unpleasant nature of its diesel exhaust fumes and considerable vibration when running; approximately 100 were built.

### General characteristics

Type: 9-cylinder Diesel radial engine

Bore: 4 13/16 in (122.2 mm)

Stroke: 6 in (152.4 mm)

Displacement: 980 in<sup>3</sup> (16 L)

Dry weight: 550 lb (227 kg)

### Components

Valvetrain: One valve per cylinder, overhead valve

Fuel type: Diesel oil

Cooling system: Air-cooled

Performance

Power output: 240 hp (179 kW) at 2,000 rpm



Specific power: 0.25 hp/in<sup>3</sup> (11.2 kW/L)

Power-to-weight ratio: 0.44 hp/lb (0.8 kW/kg)

To read more:

Planetoplane blogspot.com [Click Here](#)

Wings over Kansa [Click Here](#)

Wikipedia Al Mooney [Click Here](#)

Aerofile Mooney [Click Here](#)

AeroFiles Alexander Aircraft [Click Here](#)

GUESS THAT INSTRUMENT PANEL

B-26 Martin Marauder:

The Martin B-26 Marauder was an American twin-engined medium bomber that saw extensive service during World War II. The B-26 was built at two locations: Baltimore, Maryland, and Omaha, Nebraska, by the Glenn L. Martin Company.

First used in the Pacific Theater of World War II in early 1942, it was also used in the Mediterranean Theater and in Western Europe.

To Read More:

Wikipedia: [Click Here](#)

Pilots Manuals (available for Purchase): [Click here](#)

