



THE SLIPSTREAM

THE NEWSLETTER OF GREEN RIVER EAA CHAPTER 441 KENT, WA
AUGUST 2022

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PRESIDENTS COLUMN, SCOTTISH HIGHLANDER

President's column:

Montana is REALLY big! Of course we all knew that already. Coming home from OSH this year, I didn't have to deal with any violent weather (thunderstorms) or wild-fire smoke (like last year which required an IFR approach to Great Falls, where it was clear with 2.5 miles visibility). But it was HOT (95 deg F at 4700 feet elevation) and the wind was blowing. I'm here to tell you that Montana is REALLY big when you're flying into a 42 knot headwind. All the way across.

The rule of thumb is if the wind at the mountain ridge is 20 knots or more, you should plan to clear the ridge by at least 2000 feet to avoid getting caught in the rotor on the back side. In this case, the higher I went, the worse the wind got. And the turbulence went with it.

When I was 15 miles from Great Falls, talking to approach control, a Sky West airplane went around (missed approach) in CAVU conditions. When Tower sent them to Approach, (where I heard the conversation), Approach asked them the reason for the go-around. The crew reported "Unstable due to winds". That's a valid reason for going around, but what does that mean for me in my little GA airplane? Uh... Listen to the ATIS again: 30 degrees off the runway centerline, but 26G46. OK, tighten the seat belt, this could be a challenge.

I wanted to go to the FBO on the SW end, so tower cleared me for a long landing. That's good, because it gave me lots of time above the runway to try to sort it all out. Flew down the runway, landed and exited quickly (big wind saves tire wear since the groundspeed is so low).

The subsequent takeoff and climb was HOT, so keep the speed up to try to cool the cylinders, but it's only 78 miles to the first ridge of the Continental Divide, so we need to keep climbing. Aside from slow progress across the ground and the attendant bumps, the trip was largely uneventful. Hope yours was as well.

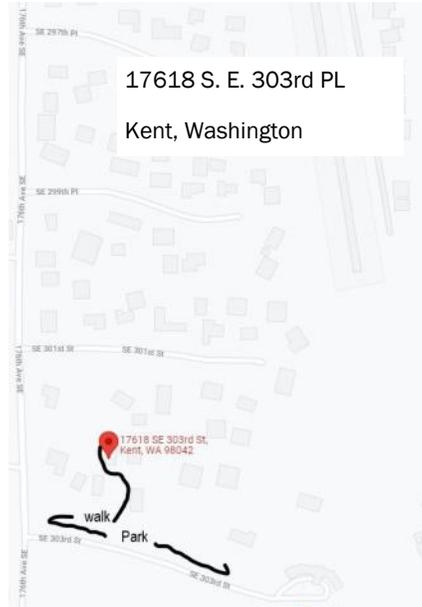
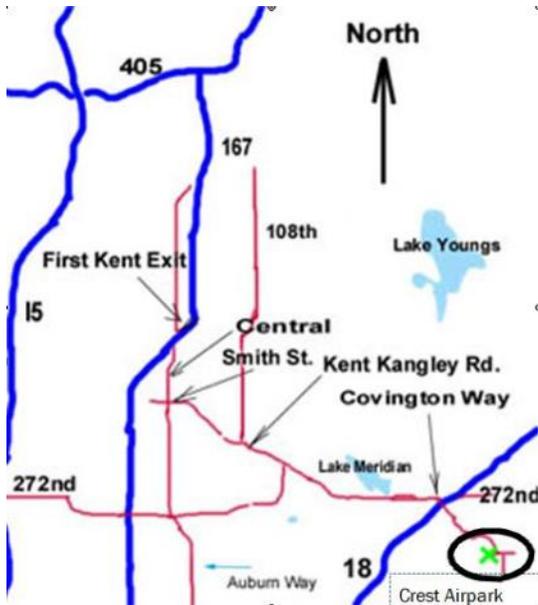
Brian

Scottish Highlander:

My only news is that I flew first flight of the Scottish Highlander at the end of June and quickly got 10 hours on the plane, landing on grass strips all around Arlington. I finally got a solution for my Trig transponder's incompatibility with the Vertical Power system caused by my high RPM (10,000) engine, so I brought it to Auburn for the duration of Phase I. I wired the transponder directly from my bus via a 3A fuse until such time that I can implement the long term solution proposed by Marc Owens (wired to the VP-X with a capacitor to absorb the amperage variations). Unfortunately, I had some family care issues come up, so my plane has been sitting idle for a month at Auburn with only 13 hours on it. I prob-

There was no July meeting. No Chapter meeting to report on.

WHERE DO WE MEET EACH MONTH?



AUGUST PROGRAM

Tell your story about the month of July

Program:

What did you do in July?

NOTE:

No Chapter meeting in July and no meeting minutes to report.

2022

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EAA NEWS, NORM'S S-18 PROJECT:

ably won't get back into seriously testing it for another month or so. The one good news is I solved the 'rolls right' issue by cranking the aft lift strut rod end 'in' 1.5 turns and cranking the right aft lift strut rod end 'out' 1.5 turns. Only got one turn in the pattern that day due to the low ceiling, but it seems to not roll right, at least at pattern speeds. Thanks for all your advice and help along the way!

Regards,
Steve

EAA News:

Young Eagles Milestone

A Young Eagles Milestone for Chapter 430:

On July 16, EAA Chapter 430 held a Young Eagles rally at Sequim Valley Airport in Sequim, Washington. We would be flying our 4,000th Young Eagle after 20 years of providing free flights to kids ages 8-17. Our special Young Eagle was Paige Biss, a 13-year-old Civil Air Patrol cadet from Port Angeles. Her pilot was Gordon Tubesing, EAA 1050151, who is also a member of UFO (United Flying Octogenarians). According to her mother, April Biss, she has wanted to fly since she was three years old.



First Flight 90 Day Wonder Video. [Click Here](#)

My First Oshkosh:

I was sitting in my tent, looking at a fiery skydiver tumbling down from the sky, flares galore, at EAA AirVenture 2022 thinking about what makes Oshkosh so special. Is it all the airplanes? The air show with the crazy stunts? The new product announcements? Is it all the aviation swag you can collect? Rocking your wings and landing on the dots? Is it all the practice flights you took before coming here? It should definitely be the bragging rights, correct? No. For me, it wasn't about being a better pilot. It was about getting humbled and becoming a better person than I was before I went.

To Read More: [Click Here](#)

EAA Chapter 1155 honored:

The 2022 Illinois Aviation Hall of Fame Spirit of Flight Award was presented to EAA Chapter 1155 of Mount Vernon, Illinois. Spirit of Flight Awardees are selected for their contributions to aviation in Illinois, with a particular emphasis on volunteerism and contributions to the community. Other annual awardees consist of museums, educational institutions, affiliated enthusiast clubs, aviation business associations, governmental entities, and related military associations including units.

To Read More: [Click Here](#)

AirVenture 2022 Video Collection now available.

To watch the video: [Click Here](#)

ARC Derby Registration:

The Air Race Classic is the epicenter of women's air racing. Pilots

range in age from 17 to 90 years old. They come from a wide variety of backgrounds including students, teachers, doctors, airline pilots, business owners, professionals and air traffic controllers. Race Teams, consisting of at least two women pilots, must fly VFR during daylight hours only and are given four days to make flybys at each en-route timing point and then land at the terminus. The race route changes each year, approximately 2,400 statute miles in length with 8 or 9 timing points.

To Read More: [Click Here](#)

Norm Paulk's S-18 Project for sale:

Hi fellow EAA members,

I am currently selling my unfinished S-18 project. If you or someone you know who is interested, please contact me at:

Norm Pauk: Tel: 253-561-4801
Email: Npauk@msn.com



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.



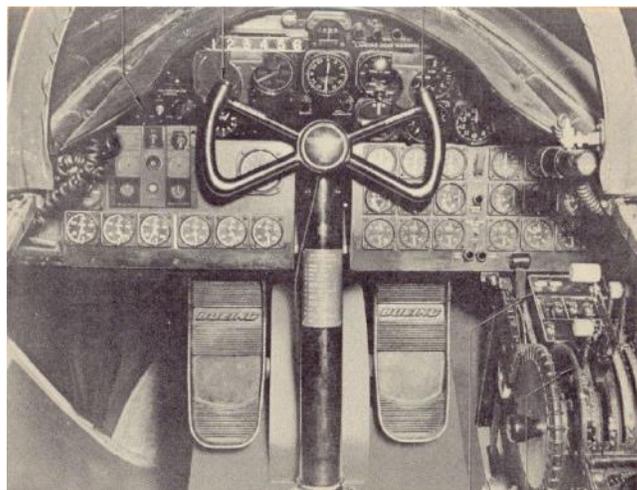
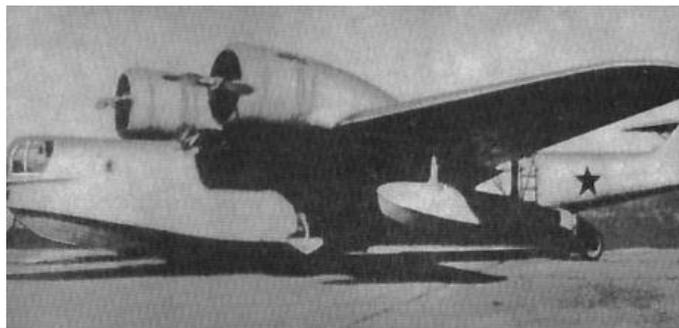
GUESS THAT AIRPLANE; GUESS THAT INSTRUMENT PANEL

This months Guess that Airplane:

See Page 6 for July's Airplane:

This months Instrument Panel:

See Page 7for Julys Instrument Panel



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EDITORS CORNER

**Editors Corner:**

The health issues continue, but I have been feeling like I am coming out of the bad for the most part. That being said I have a major water issue with the house this last week and I have not been able to write the Vertical flight article like I had planned. I will move it to September.

Mark Owens and I talked in the last couple of days and he suggested letting go of the Newsletter and asking for someone else to take it on. Is there anyone of the Membership who would like to be responsible for the Newsletter? I would like to continue writing articles as an input to the Newsletter on a regular basis. Please let us know of your interest. I hope t feel good enough to join you tomorrow at ten Meeting.

Build Straight

Berling

LAST MONTHS GUESS THAT AIRPLANE:

Bereiv KOR-1 (BE-2)

It was a two-seat reconnaissance seaplane built for the Soviet Navy shortly before World War II. It was designed to replace the Navy's obsolete license-produced Heinkel He 55 aircraft operating from warships and shore bases.

Design/Development:

The Be-2 was an all-metal biplane floatplane, with two open cockpits in tandem for the pilot and observer. The wings were braced, but designed to be folded back for storage on a warship. The float arrangement consisted of a large central float, with two smaller floats on the wings. The Be-2 was powered by a Shvetsov M-25 radial 9-cylinder air-cooled engine (a copy of the American Wright R-1820) with a rating of 700 hp (520 kW).

Operations:

As problems with stability on the water while taxiing, and with maintenance of the engine were never really resolved, that in practice, the Be-2 was restricted to training and secondary roles, and was more often deployed from land than from warships as originally planned. In addition, delays with updating the Navy's cruisers meant that suitable catapults were not installed until about 1939.

To Read More:

Navel Encyclopedia : [Click Here](#)

Wikipedia:: [Click Here](#)

Aviastar: [Click Here](#)

General characteristics

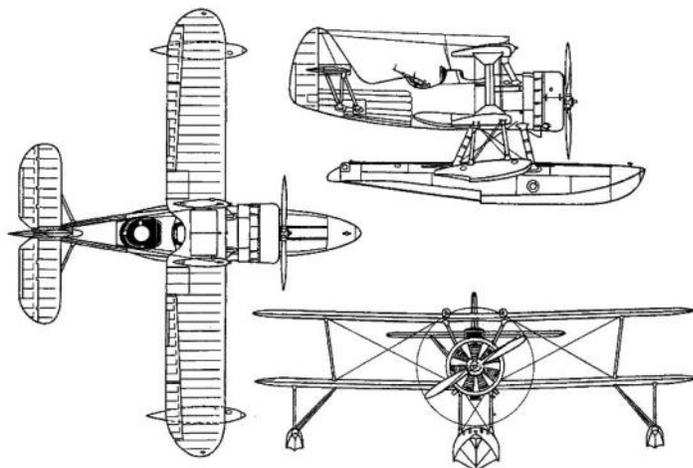
Crew: two, pilot and observer
 Length: 8.67 m (28 ft 3 in)
 Wingspan: 11.00 m (36 ft 1 in)
 Height: 3.80 m (12 ft 6 in)
 Wing area: 29.3 m² (315 sq ft)
 Empty weight: 1,800 kg (3,970 lb)
 Gross weight: 2,686 kg (5,920 lb)
 Powerplant: 1 × Shvetsov M-25A radial engine ,
 522 kW (700 hp)

Performance

Maximum speed: 245 km/h (152 mph, 132 kn)
 Range: 1,000 km (621 mi, 540 nmi)
 Service ceiling: 6,600 m (21,654 ft)
 Armament
 2 × fixed, forward-firing 7.62 mm ShKAS machine



guns
 1 × flexible 7.62 mm ShKAS machine gun for observer
 100 kg (220 lb) of bombs



LAST MONTHS GUESS THAT INSTRUMENT PANEL:

Convair R3Y:

The Convair R3Y Tradewind was an American 1950s turboprop-powered flying boat designed and built by Convair.

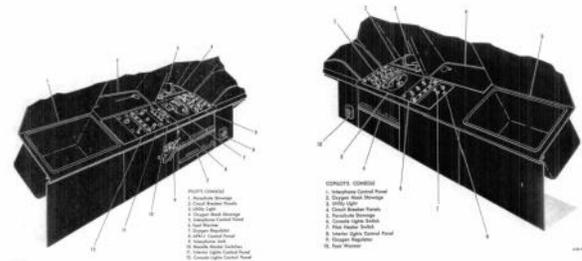
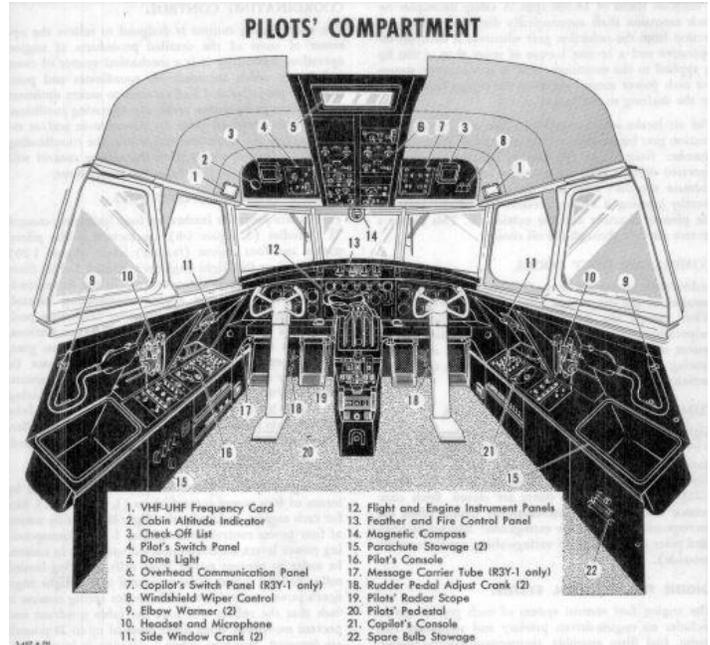
To Read More:

Wikipedia: [Click Here](#)

The Hangardeck.com: [Click Here](#)

General characteristics

- Crew: 7 flight crew + cabin crew / loadmasters
 - Capacity: 80 pax / 72 litter patients with 8 medical staff
 - R3Y-2: 103 pax / 92 litter patients with 12 medical staff
 - Length: 139 ft 8.3 in (42.578 m)
 - R3Y-2: 141 ft 1.7 in (43 m)
 - Wingspan: 145 ft 9.7 in (44.442 m)
 - Width: 12 ft 6 in (3.81 m) maximum hull beam
 - Height: 49 ft 0 in (14.94 m) keel to fin tip
 - 51 ft 5.2 in (16 m) on beaching gear
 - Wing area: 2,100.7 sq ft (195.16 m²)
 - Aspect ratio: 10
 - Airfoil: root: NACA 1420 ; Mid span NACA 4417 ; tip: NACA 4412 ; average thickness 18%
 - Gross weight: 145,500 lb (65,998 kg)
 - Max takeoff weight: 165,000 lb (74,843 kg)
 - Landing weight: 136,739 lb (62,024 kg) with maximum cargo
 - Fuel capacity: 66,000 lb (29,937 kg)
 - Powerplant: 4 × Allison T40-A-10 turboprop engines, 5,332 shp (3,976 kW) each
 - Propellers: 6-bladed Aeroproducts, 15 ft (4.6 m) diameter contra-rotating fully-feathering reversible propellers
- Performance**
- Maximum speed: 299 kn (344 mph, 554 km/h) at 21,000 ft (6,401 m) at MTOW
 - 308 kn (354 mph; 570 km/h) at 23,000 ft (7,010 m) at normal gross weight
 - Cruise speed: 300 kn (350 mph, 560 km/h) average at 29,000–34,200 ft (8,839–10,424 m)
 - Stall speed: 98 kn (113 mph, 181 km/h) at MTOW power off
 - 89.4 kn (102.9 mph; 165.6 km/h) at 136,739 lb (62,024 kg) power off
 - 87.5 kn (100.7 mph; 162.1 km/h) at 136,739 lb (62,024 kg) with approach power
 - Range: 2,420 nmi (2,780 mi, 4,480 km)
 - Combat range: 1,240 nmi (1,430 mi, 2,300 km)



Service ceiling: 30,300 ft (9,200 m) at MTOW
 Rate of climb: 1,910 ft/min (9.7 m/s) at MTOW
 Time to altitude: 20,000 ft (6,096 m) in 12 minutes 18 seconds at MTOW
 30,000 ft (9,144 m) in 43 minutes 12 seconds
 Wing loading: 78.5 lb/sq ft (383 kg/m²) at MTOW
 Power/mass: 0.1293 hp/lb (0.2126 kW/kg) at MTOW
 Take-off time: 50 seconds in calm sea conditions at MTOW

