VOLUME 22, ISSUE 3

THE SLIPSTREAM

THE NEWSLETTER OF GREEN RIVER EAA CHAPTER 441 KENT, WA

MARCH 2020

INSIDE THIS ISSUE:

SPECIAL POINTS OF INTEREST:

GATHERINGS TEMPORARILY ON HOLD UNTIL FURTHER NOTICE

PRESIDENTS COLUMN, WEB UPDATE, BUILDER LOGS, PIETENPOL UPDATE:

President's Column:

Hello EAA 441. Out of an abundance of caution, we cancelled our group activities for this month. Looks like it was a wise move, as gatherings of more than 10 are now highly discouraged.

I'll keep this short: STAY HOME. STAY SAFE. STAY Healthy.

Use this opportunity to go to the shop (by yourself), go to the hangar (by yourself), go flying (by yourself).

Please, stay safe. We'll watch the situation and keep everyone updated regarding our future gatherings.

Thanks,

Brian

Chapter 441 Web Update:

EAA National is moving chapter webpages from the web host, Webs.Com, to a new host, Sitecore. Temporarily our webpage is https://chapters.eaa.org/eaa441

I believe after 3-31-2020 they do all the swapping of nameservers etc. to get the old URL active with the new Sitecore page

https://441.eaachapter.org

Tom

EAA offers free online Builders Log.

Stumbled across something new while moving the chapter 441 webpage to sitecore. EAA offers a free builders log online to post progress of your project. https://eaabuilderslog.org/ Looks pretty handy.

If that's something you're interested in, take a look. I can also add a new section to the chapter webpage for member projects. Here's an example from Chapter 252 member projects. If members are interested in that, contact me.

Tom

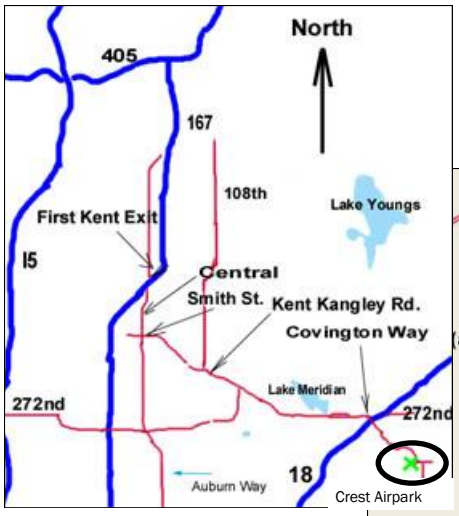
Pietenpol Update:

Hello 441,

Denise and I took an opportunity to "self isolate" ourselves in our camper this past weekend. We went on a road trip to the Hood River WAAAM (Western Antique Airplane and Automobile Museum) and stayed at the

airport. The museum was open but only had about a dozen people, including several who were coming in as we were leaving. It was very quiet but it's a BEAUTIFUL place. They have 3 1/2 ACRES of planes/cars in four buildings. The founder, Terry Brandt was there and we had some nice conversations throughout our morning visit.

WHERE DO WE MEET THIS MONTH?



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

The Mellema Hanger

MARCH PROGRAM

Temporarily cancelled

Program

Temporality cancelled

2020

OFFICERS

President:

Brian Lee

(253)-639-0489

Vice-President:

Mark Owens

Secretary:

Jake Schultz

Treasurer:

Steve Crider

Tech Counselors/ Flight Advisors:

Brian Lee

(253)-639-0489

Dave Nason

Jonathan Lee

(253) 508-1376

Newsletter Editor:

Roger Schert

(206) 713-9910

windridershaman@gmail.com

PITENPOL UPDATE CONTINUED, DARINS RV ADVENTURES:

WAAAM Pietenpol

Lots going on with the Pietenpol project this month. I received my custom prop from Alaina at Culver Props in Missouri. It looks beautiful. She was most familiar with mahogany so that is what it's made of. I couldn't leave well enough alone (because I originally wanted it to match my existing veneer) so I have ordered a SECOND one made out of Bubinga (aka African Rosewood) and that one will match all the other woodwork on the plane. I will have one for primary use and another as backup/ show.

I made mockup brake lines (out of coat hangar wire) and then had stainless steel braided brake lines EXCELLENTLY fabricated by North Sound Hose and Fitting in Everett. (I HIGHLY recommend them!) Then I routed the lines between the brake cylinder and the brake calipers which are still in their temporary position. I decided to run the lines BEFORE I set the final position of the calipers. This is turning out to be a much better sequence of operations.

I also flew up to Anacortes to see the progress on Elton Hanneman's Pietenpol. He bought one that was built in Arkansas. It flew well on it's first flight but the landing gear collapsed on landing. Turned out there was almost no penetration on the landing gear welds. The incident put the Piet on it's back and he is now building an entirely new fuselage. He is also building the Ford Model B engine for MY project. (He has built four Pietenpol engines over the past forty years)

We lost the use of one of our garages here in our condo building, so there is a bit more shuffling that has to occur to work on the plane but I'll manage.

Jake

Darin's RV Adventures:

Side windows done

The side windows are done! At least as far as I am going to take them for now. As I mentioned earlier there will be some work after the airplane is painted.

I also installed the flap position

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

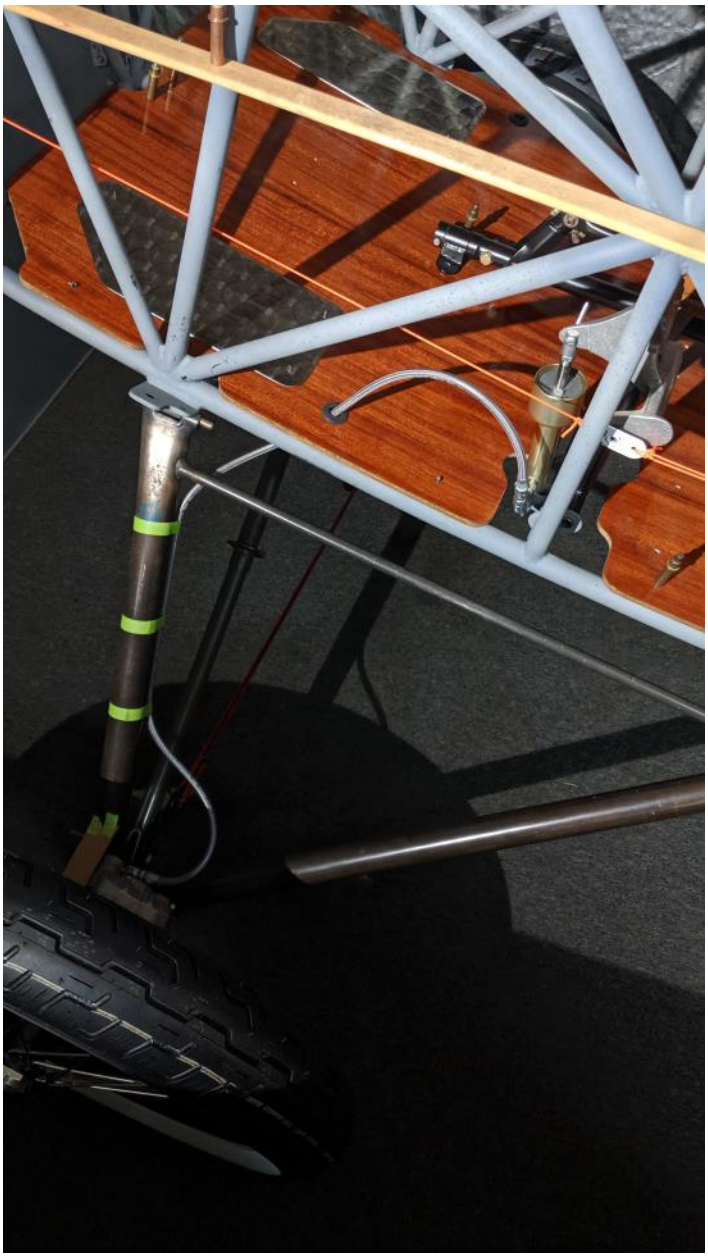
This months entry:

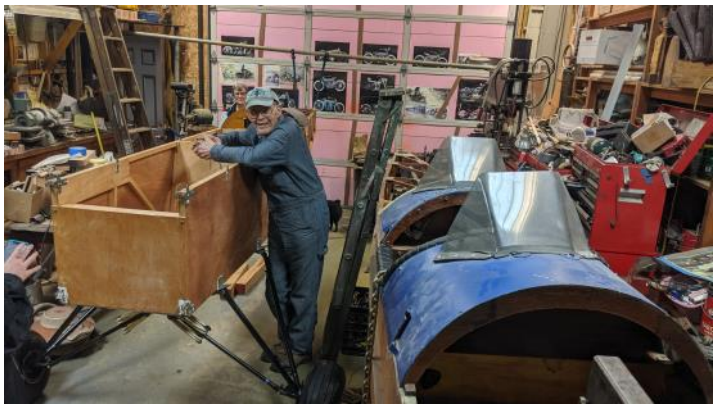
Go to Page 9 for February's airplane

This months entry:

Go to Page 10 for February's Instrument Panel

PHOTOS FOR PIETENPOL UPDATE:





Elton Hanneman

Terry Brandt

indicator. Turns out that was a bit of a challenge simply because I had to use a little geometry to figure out how long the "arm" that attaches to the flap rod needed to be to allow full travel of the flap motor to equal full travel of the 1.2" POS12 sensor. Turns out that number is 3/8" from the surface of the tubing. That's a lot less than I thought it would be.

Finally I installed a magnetometer shelf in the top of the tailcone. This is a kit recently released by Van's and makes the process relatively simple. It would have been much simpler if I had done it before I installed the top skin...

This is the POS12 flap position sensor mounted on the bulkhead (Image Next Page). The linkage goes down to a small 3/8" tab that is attached to the flap tubing using a simple Adel clamp. This allowed me to set the angle properly.

Final window during the process of gluing it in place (Image Next Page).

Right side windows installed.

I also installed the magnetometer mount in the tunnel overhead. (Image Next Page) Originally I was going to install it in the wingtip but this location makes for a much shorter CAN buss run.

TUESDAY, FEBRUARY 25, 2020

Forward top skin access panels

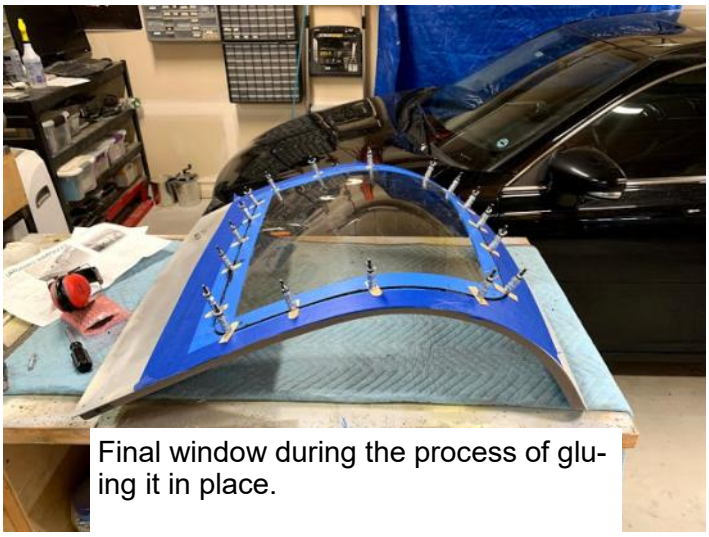
This is another of those informational posts. Tonight I finished installing one of two forward top skin ac-

DARINS RV ADVENTURES, CONTINUED:

POS12 Flap Position Sensor

Right Side Window Installed

Tailcone Magnetometer Shelf



Final window during the process of gluing it in place.

cess panels. I've found during my short 5 years of maintaining my 9A that easy maintenance is the key to successful maintenance. For example I used quarter turn fasteners all the way around on my cowling including the horizontal split line. I'm very glad I did that simply because those quarter turn fasteners are much easier to remove than the hings pins. They don't look quite as clean but I really do like the looks of them.

Along those lines Van's recently released a kit to install access panels in the forward top skin so that you can gain access to the most forward bay of the instrument panel. While I don't have much for electronics in those bays I do have two voltage regulators, the GEA 24 engine monitor, and a bunch of wires that pass through to the engine compartment. All of those items will require some sort of maintenance at some point. So, I decided to purchase the new kit from Van's and rather than install it in the

EAA NEWS, EDITORS CORNER:

center bays of top skin, I installed it in the side bay. This is where the majority of the access will be required and its much easier to reach into this area from a side access even if I have to reach over to the middle bay.

To Read More: Click Here

Darin

EAA News:

Sun n Fun Proposed Reschedule:

SUN 'n FUN and the Aerospace Center for Excellence are deeply concerned about the developing crisis with COVID-19 and understand our responsibility to help in the fight against the spread of the disease. Our first priority is always the health, safety, and well-being of our patrons, partners, staff and volunteers. With the full support of Polk County, the City of Lakeland, Lakeland Linder International Airport, and the FAA, at this time we have tentatively postponed the 2020 SUN 'n FUN Aerospace Expo until May 5-10, and will make a final determination on our ability to do so no later than April 17th.

To Read More: Click Here

EAA Aviation Webinars Still Teaching and Connecting:

Even as in-person aviation gatherings have become less available this spring, EAA's webinar series begins a second decade of providing aviation information, knowledge, and community to pilots everywhere.

The EAA webinars provide group opportunities on topics ranging from aircraft maintenance and technology to pilot certification and flying clubs. In addition, specific webinars provide guidance to specialized areas such as EAA chapter leaders, aerobatic pilots, and more.

"Ten years ago, we began the EAA series of webinars as a way to share knowledge and information in the EAA tradition of member-to-member interaction, this time through an emerging online resource," said Charlie Becker, EAA's director of chapters, communities, and homebuilt community manager. "The webinar schedule has become a greatly anticipated method of getting expert guidance in a variety of areas, with the ability to ask questions and receive helpful answers."

To Read More: Click Here

The Montambo Family's Four-Generation J-3 — Keeping Up a Family Tradition:

This story originally ran in the March/April 2020 issue of Vintage Airplane.

How long does the average airplane family keep and fly a given airplane? That's a good question, but even the FAA's monster computers can't give an accurate answer. However, when we hear someone has had the same airplane for 20 years or so, we think that's a long time. Then there's the Montambo family: J-3 Cub NC1502N came to live with Ray Montambo in 1951, and while he loved the airplane and flew its wings off, it's unlikely that he could have envisioned that his son, grandson, and great-grandson would all still be flying it 69 years later.

To keep all the characters in this tale straight, I'll list them here in chronological order: Ray Montambo (deceased); Roger (current owner), 75; grandson Ryan, 47; and great-grandson Andrew, 18.

To Read More: Click Here

Timeless Voices - Thomas Finkler

Thomas Finkler (1947-2006) was a C-7A Caribou Air Cargo Specialist with the 15th Aerial Port Squadron, which provided Dedicated Airlift Support to Detachment A, of the 459th Tactical Airlift Squadron during the Vietnam War.

To watch the Video: Click Here

Editors Corner:

Hi all, I hope that you are all doing good. I have been spending an hour or so each morning at Seahurst park which is on the Sound. I enjoy the sound of the waves crashing on the beach and enjoy the interplay between the seagulls, the crows and the ducks and other birds that populate that area. I go in the morning around 9 am and there is practically no one there. So I have about a half mile between me and anyone else that may be walking their dog(s), or just hiking on the beach. Thusly I am well beyond the minimum 6 foot social distancing that is being suggested. It is necessary to be out in the fresh air for me. While I can go out in the back yard, this gives me two options for being outside.

I had hoped to have more of the garage cleaned out so that I can return to my project, however, the gar-

EDITORS CORNER CONITINED, FEBRUARY GATHERING:

age has only gotten worse as we adjust to my spouse getting to work from home, adding storage of extra canned goods, and bringing a second small refridgerator. I have cleared off some blackberry bushes, but need to work more on getting a clear path to the storage shed so I can move stuff out of the garage after I clear out the stuff inside it. Oh well, probably a year long project.

As you know I practice Yoga and the studios have closed the doors to localized classes and moved towards a virtual class on Zoom or some similar venue. I think that this is something we can do as a chapter. I think most or all of us have a computer at home. I really miss the meetings and the presentations. The side benefit is that it can be recorded and saved for future viewing. How do you feel about this? Do you think we should proceed with this as I do?

I hope that you all are continuing on your projects and get to go flying when you can. I hope to see you virtually soon.

I have videos from the Gathering Program, but need to figure out how to share them with you.

Build Straight

Roger

February 2020 gathering:

Date 2/24/20:

Mark: VP
Brian: Pres.
Steve: Treas.
Roger: newsletter editor
Jake: Sec.
Tom: webmaster

Brian: brought Oratex fabric and a wooden form to test the covering process. Oratex is about 70 inches wide and costs about $175 per running meter. Possible future program: NWS interested in sending a weather forecaster to one of the meetings.

Jake: finally sold his radial engine. Moving to a Ford Model A converted engine to continue with the historical look of the aircraft.

Roger: cleaning garage to prepare to continue building.

Ron: got to go flying in his fly baby.

Norm: has an 8' x 18' tandem axle trailer for sale. Also has aluminum sheet and 8’ and 12’ extruded angles for sale.

Steve: Highlander project ready kit should be a here April 9 engine kit nearly ready.

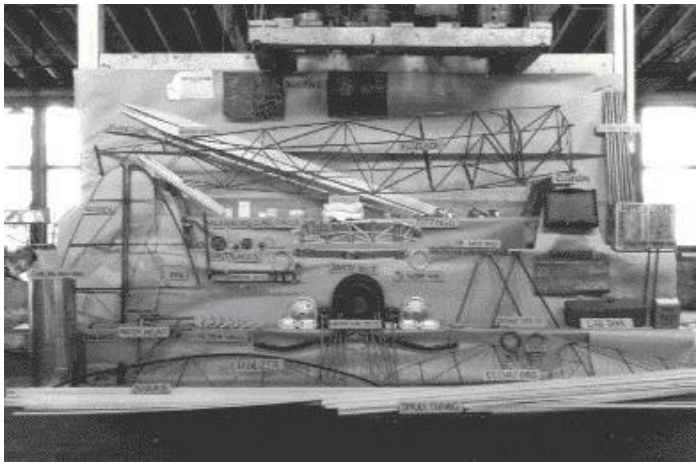
Jerry: working on RV–8 aligning his wheels. Flew his Cessna 180 3 times on Saturday.

Bill: upgraded his electric trike, added a fender and went to the tradeshow.

Gary: he is back in the country.

Dave: is getting ready to fly again and will be soon flying.

Mark: he has flown once since last meeting



Heath Super Parasol Kit

GUESS THAT AIRPLANE:

Atlas H-10

The Atlas H-10 was the prototype for a four-seat cabin monoplane aircraft, registered N37463, designed by Max Harlow, which was flown in the United States shortly after World War II.

The Atlas H-10 had been constructed from the unfinished Harlow PJC-4 sporting monoplane which had been left uncompleted at the outbreak of the conflict. The water heater company Rheem Manufacturing Company briefly invested in the project as the PCC-10 (Pasadena City College Model 10) but did not pursue the business. Pasadena students completed the aircraft, and its first flight was on 4 October 1945 with a 220 hp Lycoming.

It was a low-wing cantilever monoplane of aluminum semi-monocoque configuration with retractable tailwheel undercarriage and powered by a variety of engines throughout its life. Originally powered by a Lycoming O-435, it was re-engined with two Continental O-300s driving contra-rotating propellers through a common gearbox and registered as the Mono-Twin. In turn, this arrangement was replaced with a Franklin 6AB and finally a Lycoming IO-720, each driving a single propeller. The cabin layout was also modified.

Specifications (with Continental engines)

General characteristics

Crew: one pilot
Capacity: three passengers
Length: 28 ft 4 in (8.64 m)
Wingspan: 35 ft 9 in (10.90 m)
Powerplant: 2 × Continental O-300, 145 hp (108 kW) each

Performance

Maximum speed: 170 mph (274 km/h)

To Read More:

Wikipedia: Click Here
ABPic: Click Here
Airclassicsnow.com: Click Here
Revolvy: Click Here
Engine History: Click Here
Secret Projects UK: Click Here

GUESS THAT INSTRUMENT PANEL:

The Heath Super Parasol:

This is a two for one. Here is some detail on the Heath Super Parasol: (Story by Roger Lorenzen, see URL below for JimForeman.com)

This is the story of Edward Bavard Heath for whom the 1920's era Heath Company was named. He was born in New York state in 1888. His family owned a machine shop where he acquired his engineering education by the trial and error method, and this is where he built his first plane. This plane was much like the other monoplanes of that period, and did not possess the individuality that later characterized the Heath planes. But, it flew - and from that day on, Edward Heath dedicated his life to a career in aviation.

He was only five feet tall and weighed about one hundred ten pounds; he had a long, sharp, inquiring nose; his face carried the permanent wrinkles of a smile; and his eyes were small and bright. He was blessed with a great deal of vision and courage, and an abundance of determination.

He settled in Chicago and founded the E.B. Heath Aerial Vehicle Company in 1913. This company started like many other American firms - with a basic idea, perseverance, long hours, ingenuity, enthusiasm, and a lack of capital.

It was often referred to as Heath's 26 Airplane Trading Post. It was a parts and materials store - a place where pilots could buy things cheaply. He made and sold aircraft dope by the barrel. He made propellers. He built wings to any shape, any size. He sold wires, cables, turnbuckles, fuel tanks, wheels, new and rebuilt engines. If someone needed a part that he did not have, he designed and built one.

In 1913 he built his second plane, a biplane with a 33 foot span and equipped with pontoons. The pint-sized pilot who was a veteran designer at the age of twenty five became a familiar figure to Chicagoans as he flew out over Lake Michigan in this plane.

To Read More:
Jim Foreman: Click Here
Mid-Atlantic Air Museum: Click Here
Airminded.net: Click Here
Western North Carolina Air Museum: Click Here
AeroFiles: Click Here

General specifications:

Span 25 ft.

Chord 4 ft. 6in.
Angle of incidence 4 degrees
Wing area 1 1 0 sq. ft.
Aileron area 10 sq. ft.
Elevator area 5.2 sq.ft.
Stabilizer area 5.5 sq.ft.
Rudder area 3.8 sq. ft.
Length overall 17 ft.
Height overall 6 ft.
Weight, empty 285 lbs.
Rate of Climb (first minute) 600 ft.
Useful load 300 lbs.
Gas capacity 5 gals.
Oil capacity 6 qts.
High speed 85 mph
Landing speed 28 mph
Cruising radius 200 miles