



The Slipstream

EAA Green River Chapter 441
Kent, Washington

Jun 2005

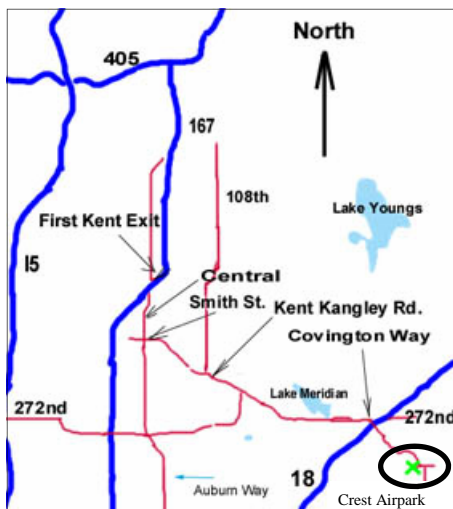
Volume 7 No. 5



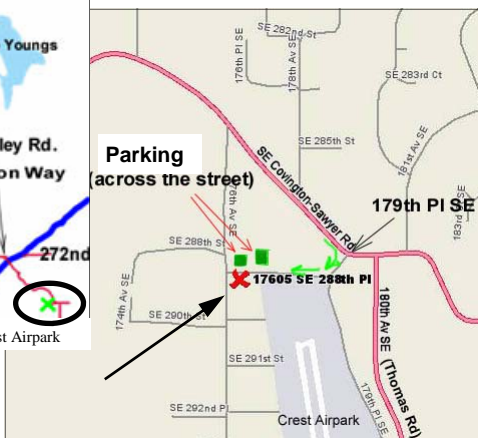
A QUIET MOMENT FROM OUR MAY PICNIC SOCIAL

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**Meets 4th Mondays 7:30pm
17605 SE 288th PL, Kent
The Mellema Hanger
Crest Airpark**



Jun 27—7:30 p

OFFICERS for 2005:

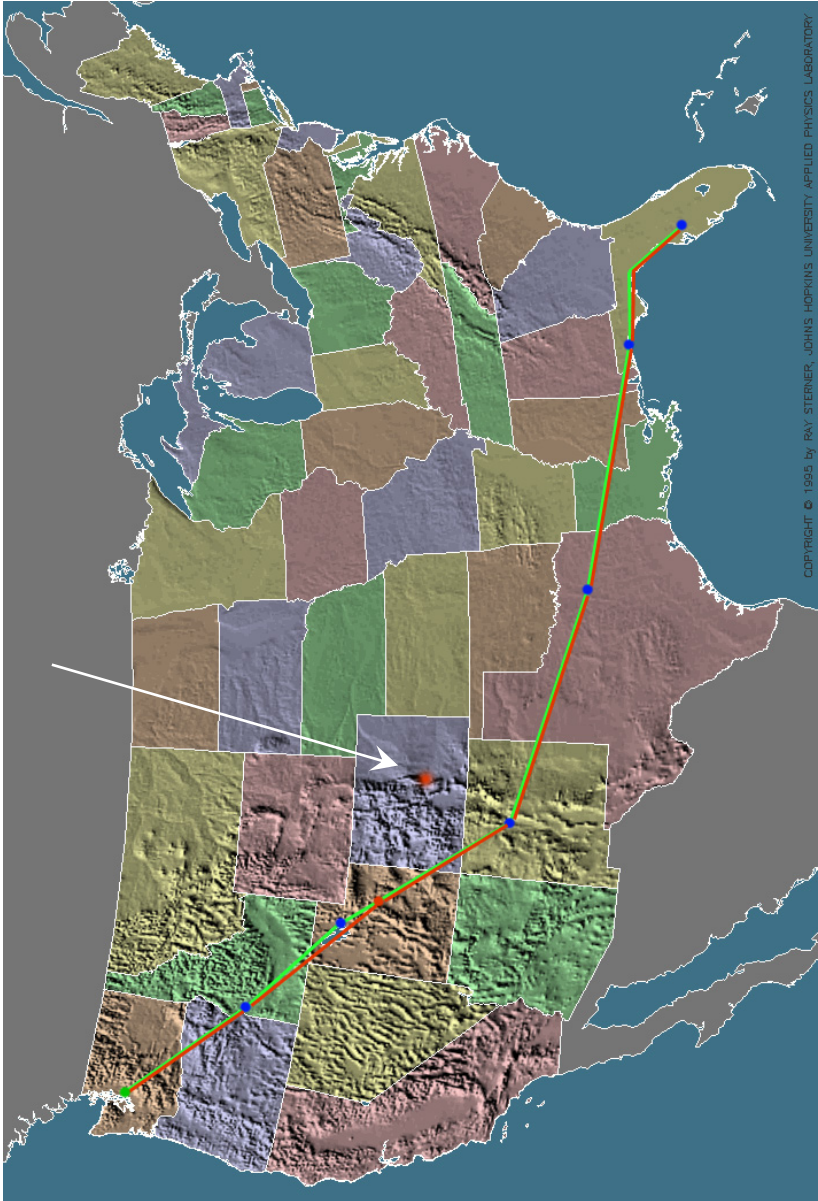
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	Jim Huber	253-630-1689
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	martymouse@martymouse.com	fax: 253-639-2495

Visitors welcome! Membership Dues are \$20 per year.
Members are required to be members of EAA National.
Contact treasurer for forms and more information.
Contact newsletter editor for email version instead of print.

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President's Column

Well the Sun n' Fun trip is behind us. All was successful and for those that did not see the report, the summary is as follows:



President's Column, (Cont'd)

(The smudge above the route—where the arrow points if you can see it—shows Fremont Colorado - along with 2 foot of snow the day we landed in the Salt Lake City area.... plan B = go through Albuquerque).

Great Circle (connect the dots)	5,443 sm
Total time (tach)	35.02 hrs
Total fuel	287.9 gallons
Total fuel cost	\$993.00
Avg per gallon	\$3.45
Worst	\$3.95 (Destin, Florida)
Best	\$2.55 (Mesquite, Texas)
Avg fuel flow (block)	8.22 gph
Longest Leg	3.94 hours

(Mesquite, Texas to Sandia, NM)

The only real weather delay was on the way home and we got to enjoy the hospitality of Price, Utah Carbon County airport for 3 nights until the stationary low moved out of southern Idaho / northern Nevada. The trip took exactly 2 weeks - left on Friday, April 8 and returned on Friday, April 22.

The aux tanks worked flawlessly with not a drip of leakage. Prior to the trip I discovered a small leak at the trailing edge of the wet tank. I decided to take Charlie's advice that he had read about somewhere (might even be the -gasp- RV web site!) to seal the leak with super glue. I pulled a slight vacuum on the vent tube with a hand held vacuum pump and applied the glue around the flap bracket and along the skin seam edge. Presto, as they say, no more leaks and so far has lasted 35+ hours of cross-country time and 3 months of fuel exposure. I am now more convinced that this airplane is a viable cross-country machine! It is also time to buy a portable Oxygen set-up - the value of the borrowed system allowed some very serene high altitude (12k to 15k) smoooooth cruising.

Now that I am back, it is time for the annual "conditional" inspection of the BD. It is amazing how the airplane didn't know that it was so far from home during the last 35 hours! I almost didn't want to look at the airplane - you know, don't ask questions

President's Column, (Cont'd)

that you can't stand the answer. But Jim Bede's design is holding up well. Item: a 'crack' in the paint does not necessarily mean there is a crack in the metal underneath! (whew). Item: a drill-stopped crack doesn't always stop the crack - use this process ONLY where you can survive the crack growing (it is now repaired with a doubler). Item: if any bolt on the engine has holes for safety wire, USE them! It is now time to engineer a rudder trim incorporating stronger rudder centering springs. This will allow (I hope) feet on the floor "driving" and allow for an auto-pilot driving the ailerons.

The summer fly-in season is upon us and I fully expect to see all of my newfound Florida friends visiting Arlington this summer - the gauntlet is thrown!

So remember, as always, Fly safe!

Upcoming Programs

JUNE: Mike Friend will bring the new "Twister" airplane, shown on the last month cover of Kitplanes. It's a single place import from Europe, and the parent company builds sailplanes. It has elliptical wing and tail, a Jabaur engine, and he keeps it at Arlington. Weather permitting, of course, the program will run until he needs to fly out before dark.

July—No meeting—see you at Arlington's Fly In!

August: Summer Liar's Bash and Fly-in Reports...

September: Jake Schultz, recently appeared on "Monster Garage" who appeared as a consultant for the conversion of an Esperante sports convertible into a flying car in five days.

October: (Tentative) Peggy Phillips on her experiences flying the C17 to the South pole

November: (to be announced); and elections: please consider open positions for President, Vice President or Secretary.

December: Holiday Party/potluck

Chapter Meeting Minutes

President Jim Huber called the meeting to order at 7:38PM.

Visitors: None

For Sale: None

Project reports: Twelve members gave very brief reports on their respective projects over the last month.

Handouts: New VFR approach and departure procedure fliers for Boeing Field were handed out. Marty Bryant passed out new chapter 2005 Membership Lists. Contact her if you didn't get one by the time you read this.

Instructor's Moment: Bryan Lee briefed the members on a new NDB minimum altitude at Tacoma Narrows airport. It changed from 880 feet to 1000 feet in temporary NODEMs. The FAA briefer did not include the temporary NOTEM when Bryan filed his IFR flight plan. Bryan's message to us was, when asking a FAA briefer about NOTEMs you must specifically ask, "Are there any TEMPORARY NOTEMs". Bryan also talked about his visit to EAA Chapter 54 at Lake Elmo airport in St. Paul, Minnesota.

Program: Jim Huber and Charles Bernert gave a very interesting slide show and talk about their BD-4 flight to and from Sun and Fun Flyin.

Meeting was adjourned for hanger talk and coffee at 9:40 PM.

Merrill Kleinmann, EAA Chapter 441 Secretary

Need a Tech Counselor?

Chapter 441 is fortunate to have two tech counselors. Feel free to call Jim (253) 630-1689 or Brian (253) 369-0489 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. Both 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.

Smithsonian Museum

With a name like The National Air and Space Museum's Steven F. Udvar - Hazy Center, it ought to be good. It is.

This Washington, D.C., Dulles airport extension of the older museum in the city, has been open since 2003. It's size is what is needed to house big , flyable, airplanes. It is built off a Dulles taxiway and is shaped like a dirigible hangar, with a clear floor and full span doors. There is a Space Hangar annex featuring the Space Shuttle Enterprise, an IMAX theater, and a tall tower for viewing airport traffic. Their web site is www.nasm.si.edu/museum/udvarhazy/

Boeing is well represented in the Aviation Hangar by the FB-5 and PT-13 biplanes, B-29, 307 Stratoliner and the 367-80 prototype for the KC-135 and 707. Also on the floor are the Concord SST, Junkers Ju-52, and many military types that span from WW 1 to the SR-71 Blackbird. Smaller airplanes are hung overhead. A balcony walkway affords a good look at some of these. At eye level there is the Langley Aerodrome which failed flight twice in 1903.

The huge, hulking Aerodrome has a span of 52 feet and a loaded weight of 750 pounds. The airframe assembly of wood, wire and cloth doesn't make much sense by today's standards. The gem here is its 5 cylinder radial engine that gave 50 H.P. for a weight of 200 pounds. Except for engine, the Wrights had a better idea.

Hilmer Swanson

EAA Chapter 1026 would like to invite all of 441 to an annual fly-in at the Jefferson County Airport in Port Townsend, WA, July 16 and 17. Please contact anyone on the list below should you require any additional information. Hope to see you there!

Pres Johnny Odom 360-344-3826 jpodom@olypen.com
VP Jim Richardson 360-598-1760 jim_richardson@comcast.net

Lynden fly-in June 4

Flash: Chapter 441 represented at Lynden fly-in June 4, 2005!

Details: S Craige, flying his BD-4 777LC made the pilgrimage to Lynden, Washington for the annual 'Farmer's Days' celebration



and fly-in. The airport, located exactly on the north edge of town, has a runway (07/25) cleverly disguised as a city street



complete with houses down each side of the runway. Only when one (finally) notices the numbers does it all make sense. Of course, I know all my readers will have the decorum not to ask how I became so enlightened or pay any

attention to news reports of an aircraft violating Canadian airspace without a clearance or flight plan...

As an early bird I was assigned a parking space on actual asphalt. Later arrivals had to jockey for the limited grass



parking areas. A good time was had by all and the usual strange mixture of planes eventually arrived. The event is also billed as a barbeque and that facet of it lived up to the advertising.

All in all, a good time was had by all.....

From the Editor

I've been following the Planetary's Society events and last week was the

exciting launch of the first SOLAR SAIL mission for Cosmos 1. The actual deployment should occur June 21. Check out the details at planetary.org/solarsail.

Since we won't be able to get to Oshkosh this year, I hope someone in our club will get an opportunity to view and picture the Space Ship One and The White Knight while they are seen together for probably the last time. Then they will be going to their respective historic flight museums.

Locally, as we go into the great flying weather this summer, consider some of the great resources we have with our local club members. We are fortunate to have so many engineers and true talent in all the fields of experimental design, including our own specialists in paint, upholstery, FAA resources, and gusto from every angle. And we all love to fly!

It's nice to have a meeting place with events, even if (or especially if) the only event is shop talk with other builders. Please consider stepping into the role of President, Vice President, or



Secretary for the club. Jim Huber has done a great job at the helm for several years and would like to take a break from being President. Merrill has been excellent at keep secretarial notes, and will also be looking for a replacement, as will our elusive Jerry Mothershead as VP. There are occasional treats and incentives from the EAA organization (like an ice cream social at Arlington), and if you would like to

get details or even participate early, let us know which officer spot you might like to learn about. We won't obligate anyone until December, but we are sending out this request early so that we can cross over the positions with full support. All these positions are pretty easy—the board meets only once a month, but we do need to fill them. The “harder” jobs like treasurer and newsletter won't change for this term.

On a more personal front, we finally closed our second wing thanks to our next door neighbor, Duane, our friend Sean, and Todd helped cleanup at the end.

Have great summer!!



Upcoming Events

Jun 24—Livermore, CA Young Eagle Rally
Jun 24—International Stinson Club - 30th Anniv FlyIn, Columbia O22
Jun 25—Prosser, WA: Chapter 391 Fly in Breakfast
Jun 25—Grants Pass, OR: Air Eventure, Hampshire Fiels 3S8
Jun 26—Cougar Mountain Airfield Fly-in & Potluck 10a-? At the
new brown hangar w/overhead bi-fold door
July 2—Kennewick: Breakfast club@Clearwater McDonald's 7-10a
July 2—Twisp, WA: fly-in Pancake breakfast
July 2—Ellensburg, WA—Chapter 492 donuts & coffee, Bowers field
Jul 6-10—NW Regional Fly in, Arlington, WA (AWO)
July 9—Truckee/Tahoe: Fly-In Pancake Breakfast & Young Eagle
Jul 16-17—Port Townsend (see above EAA 1026 invite)
July 25—31—Airventure! EAA National Flyin, Oshkosh, WI
This year begins the Monday-Sunday format, not as in past years.
Aug 13—Baker City, OR—Huckleberry pancakes, flyin and Airshow
Aug 13, Nampa, ID: B-25 Invitation, warhawkairmuseum.org
Aug 26—Albany, OR: Wah Chang NW Art & Air Festival, S12
Aug 27—Madras, OR: Central Oregon Airshow, Madras Airport S33
Sept. 3—Prosser, WA—Chapter 391 flyin
Sep 15-18—Reno Air Races

Members Classified Section

Custom Aerobatic Biplane - Extended/Streamlined fuselage modified Smith Mini with just 800 TT: 150HP Lyc O-320A2B with 1100 TT and solid compression for all 4 cyl; Inverted Fuel and Oil with Ellison Throttle Body; Hangared with Paint and Fabric a 8.5 of 10 and really nice scheme; Battery and Radio and Position Lights; Sensenich Prop with yellow tag; Good logs on airframe and engine. \$17,000 or best offer. 206-850-6536

RV(Kit—for sale due to illness. Wings done, tanks closed, not a quick build. Seller is experienced craftsman, kit is only 1 yr old, otherwise complete. John and Karen Vosse 360-458-4763. Address: 11248 Aero Lane SE, Yelm, WA 98597.

Classified advertising is available to members at no charge.

If you have something related to aviation you would like to buy, sell, or trade, or if you want to cancel or extend an existing ad, please contact the Editor.



Membership Form

EAA 441

☐ New Member ☐ Renewal ☐ Info Change

	Your name	Spouse Name
Name		
Email		
Nat'l EAA # & EXPIRATION		
Pilot / A&P Rating(s)		
EAA Offices Past or Present		
Phone		
Address		
City, ST ZIP		

☐ Send Newsletter by email (PDF) ☐ Send printed version

Interested in Helping with

☐ Programs ☐ N-1 Project ☐ Officer ☐ Other

Plane / Project (% complete):

*Requires National EAA Membership: 800-JOIN EAA (564-6322)

Dues are \$20 for one year. Make Check Payable to EAA 441

c/o Steve Crider, Treasurer

17644 SE 299th PL, Kent, WA 98042

The Slipstream

EAA Green River Chapter 441
Kent, Washington

Editor : Marty Bryant
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