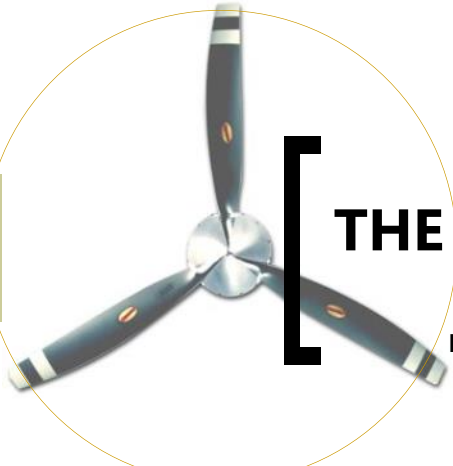


# THE SLIPSTREAM

THE NEWSLETTER OF GREEN RIVER EAA CHAPTER 441 KENT, WA  
 NOVEMBER 2019



## PRESIDENTS COLUMN

### INSIDE THIS ISSUE:

<b>PRESIDENTS COLUMN</b>	<b>1</b>
<b>PIETENPOL UPDATE</b>	<b>3</b>
<b>GUESS THAT AIRPLANE</b>	<b>4</b>
<b>EAA NEWS</b>	<b>5</b>
<b>DARINS RV</b>	<b>5</b>
<b>EDITORS CORNER</b>	<b>7</b>
<b>OCTOBER CATHERING MINUTES</b>	<b>8</b>
<b>FAMOUS AVIATORS: ROSCOE TURNER</b>	<b>9</b>
<b>LAST MONTHS GUESS THAT AIRPLANES ANSWER</b>	<b>10</b>
<b>LAST MONTHS GUESS THAT EN-</b>	

### President's column:

Why we practice: Recently, I went out with a safety pilot to get my instrument approaches current. (Remember, in order to operate under IFR, that is, in the system, and/or in weather below VFR minima, we are required to have flown and logged at least 6 approaches, holding, and acquiring and tracking electronic navigational signals in the past 6 months.) Well, typically I don't fly IFR often enough to meet that standard as a result of my "normal flying", so I have a habit of going out every 6 months and doing my approaches, holding, and tracking of signals whether I need to or not.

Turns out, it's a good practice, because the result is "practice". And this time, I proved to myself (and my safety pilot) that I needed the practice. Usually, the first couple of approaches are "sloppy", then my performance improves, and the last ones get sloppy again, largely because I get fatigued.

If you have not flown IFR, doing it precisely is a LOT of work, it can be tiring, both physically and mentally. I have done for myself, and regularly do it with my students an on-purpose overload exercise (usually in VMC) in which I drive the pilot to a state of overloaded fatigue. I believe it's important for the pilot to understand where that is for them, and to understand what it feels like.

For myself, I scheduled a long round

-robin cross country with an instrument approach at every airport on the way. This involved lots of transitions from the en-route navigation to approach plates, and back again. It was exhausting, I got exhausted, and in fact overflew an airport I had intended to fly an approach to, and basically got way behind the airplane and the mission. That was an eye-opener for me.

On our latest outing, I noticed that my performance didn't improve much. I did not fail to find the airport, and my performance was legal, but consistently sloppy: not to my standards. So I have more work to do, and I've committed to spend more time with a safety pilot before going into the soup for real...but that's precisely why we practice.

Fly safe.

Brian

Auburn Airport News, 24/7 Access:

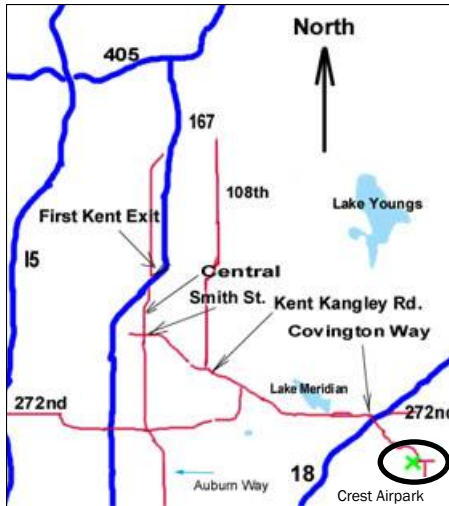
We are pleased to announce the airport office building is now available 24 hours a day 7 days a week. The airport office front desk will continue to be open Monday-Friday from 8am-5pm but you will now have access to the building after hours. After hours access is provided through a coded door lock on the airfield side of the building. The code to the door is the airport's CTAF. This will provide airport users with continuous access to restrooms, WiFi, a meeting room and a place to get off their feet and out of the weather.

### SPECIAL POINTS OF INTEREST:

ALL IFR FLIGHT PLANS WILL BE USING THE ICAO FORM STARTING 27 NOVEMBER.

OUR DECEMBER MEETING IS THE CHRISTMAS DINNER BRING A WHITE ELEPHANT GIFT TO EXCHANGE AND SOME FOOD. ONCE AGAIN WE WIL JOIN CHAPTER 26.

## WHERE DO WE MEET THIS MONTH?



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



## NOVEMBER

### Engine Out Procedures

### Program

We'll be discussing engine-out emergencies. As this is a "training" topic, if you want to bring your logbook, I'll be happy to sign it off as ground training, applicable towards a flight review.

### 2019

#### 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

**AUBURN AIRPORT CONTINUED, PIETENPOL UPDATE:**

Among this new amenity do not forget these services are also available to you on the airport:

- WiFi (airport office)
- Wash Rack (see map below)
- Compressed Air (see map below)
- Notary Service
- Bottled Water
- Coffee
- Vending Machines
- Meeting or ground instruction space

The fantastic welcoming atmosphere Tanya provides at the front desk :)

**Auburn Airport Open House:**

December 13: Airport Open House from 11am-2pm. Tanya is planning an event you will not want miss. Word on the runway (aka word on street) is she putting together a raffle for the ugliest Christmas sweater and arranging for a delicious spread of food to be served. Stay tuned for more information from Tanya.

**Using Frequency 123.85 on the ground at Auburn:**

I just got off the phone with a friend who works at SEA TRACON. We discussed frequency

123.85 which is the ground frequency to reach TRACON at S50. There are a few things that came out of the discussion I want to pass on to S50 users:

Only one controller monitors 123.85. When TRACON is really busy the frequency can get lost in the mix and be very difficult for a controller to pick up

They highly recommend utilizing the phone number (206-214-4722) as it always goes through and rings the entire TRACON, not just one controller.

123.85 is ground based. If you call 123.85 in the air TRACON cannot hear you.

An alternate to the phone number or 123.85 is to call in the air on 119.2 (during south flow) or 125.9 (during north flow)

BLAKO: 128.0 frequency is listed incorrectly. This is SEA tower. They can not issue a clearance and if you call on that frequency they will instruct you to contact TRACON.

**Auburn Airport "Airport Day:"**

Many of you may recall that last summer, the city of Auburn hosted an "Airport Day", featuring among other things, Young Eagles Flights. They contacted me too late for us to organize anything. But for 2020, they have now chosen the date (**Saturday, 11 July**) and we will plan to participate. If anyone wants to represent Chapter 441 (maybe get assistance from our friends at PLU and Harvey), let me know and I'll set up the contacts.

**Program for this month:**

We'll be discussing engine-out emergencies. As this is a "training" topic, if you want to bring your logbook, I'll be happy to sign it off as

ground training, applicable towards a flight review.

Brian



**Pietenpol Update:**

Hello 441,

Working away on my 1931 Pietenpol Air Camper project.

This month I focused on the wheels/tires. The hubs were custom fabricated by a gentleman in Kansas for me and then they were sent to Buchanan Spoke and Rims in LA. They were able to lace up those hubs to new aluminum rims. Originally I was going to use steel rims, and I actually did have steel rims ordered and delivered, but when I talked with Buchanan it was decided to go with aluminum because it would save 3 1/2 pounds per



## 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 ENGINE

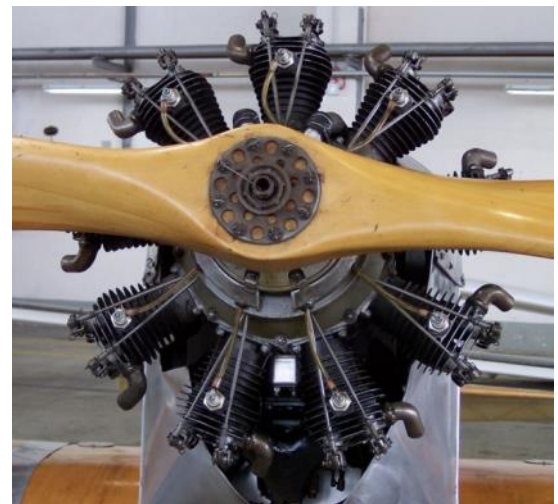
This months entry:

Go to Page 8 for October's airplane



This months entry:

Go to Page 9 for Octobers Engine



**DISCLAIMER:** The "SLIPSTREAM" Newsletter is published as a clearing house for ideas, opinions, experiences and member information. No responsibility or liability is expressed or implied. Anyone using or purchasing parts or product is doing so at his or her own risk, and is



**PIETENPOL UPDATE CONTINUED, EAA NEWS:**

wheel. That's seven pounds less on the airplane!! The completed assemblies were sent back here and Eastside Harley-Davidson put on Dunlop H-D white-wall tires. It's coming together.....

Saturday five gentleman from around the NW who are all either building or flying Pietenpols converged on my project for a visit. Left to right are Cory, John, Ted, Elton, myself, and Issac. Thanks for their "eyes" on my project and the enjoyable afternoon.....

I'll be out of the state during the next meeting but I look forward to the holiday dinner/exchange....

Jake

tinuing need for dedicated educational efforts to push the total even lower.

The FAA reports that for the 12-month period from October 1, 2018, to September 30, 2019, fatal accident totals for the experimental category overall — including amateur-built aircraft, racing aircraft, those used for exhibit only, research and development, and some types of light-sport aircraft — rose to 52, which is five above the FAA's "not to exceed" goal of 47 for the period. Of that total, 39 fatal accidents were in amateur-built aircraft, an increase of four from the previous reporting period.

**Airshow Mayhem:**

We all enjoy airshows and the Cub stealer is a great classic. To watch a recent show: [Click Here](#)

**EAA News:****E-AB Accidents remain below FAA Decade long goal:**

While fatal accident totals in amateur-built aircraft remain at historic lows, a slight increase in the total for the last 12-month reporting period shows the con-

The FAA measures accident totals on an October-through-September annual basis to coincide with the federal government's fiscal year. In addition, the NTSB noted earlier this month that fatal accidents in all categories of general aviation increased in calendar year 2018 after several years of decline.

"What this increase tells us is that enhancing safety is not simply a target number to be reached, but a continual effort to build on the positive foundation we have already established," said Sean Elliott, EAA's



## EAA NEWS CONTINUED, DARINS RV ADVENTURES:

vice president of advocacy and safety. "We are pleased that the accident totals remain below the challenge goal FAA issued to us in 2010, when the agency asked us to reduce the accident rate by 10 percent over the ensuing decade. It is not enough to simply reach a number, however; we must keep a steady focus on making improvements, especially as the number of general aviation flight hours have increased over the past several years."

To Read More: [Click Here](#)

### Sonerai Gets a New Skin:

By Bill Evans, EAA Chapter 266, EAA 794228

I went for a speed flight a few weeks ago, just to see what sort of top speed I might get at full throttle. I got, say, 160 mph at 3200 rpm. It has run faster, but only if I lower the nose just a tad to get to 180 before leveling off at 3300 rpm. I've changed facet fuel pump models more than once in an attempt to get the power I expect from the upgrade to a more powerful engine.

I was thinking more about CHT 275 F and EGT 1375 F than fabric, but I did notice a flicker of a fabric tape and heard the tiniest flick on the left side. Surely a tape is nothing.

To Read More: [Click Here](#)

### New Electric Air Racer Unveiled at Dubai Air Show:

At the Dubai Airshow on November 17th, UK aviation innovator Condor Aviation introduced the world to 'White Lightning', billed as the world's first fully electric sports aircraft.

Weighing only 827 pounds, the new electric airplane can fly at speeds up to 300mph.

The White Lightning plane was designed specifically for Air Race E, an upcoming electric air race series sponsored by Airbus. According to Air Race E, races will take place at just 33 feet above the ground, and will feature a series of extremely tight turns on a circuit that's only about 3 miles long. Currently, the newest plane can fly at full power for 12 minutes. The first Formula E air race is scheduled for 2020.

To Read More: [Click Here](#)

### The 116th Wright Brothers Anniversary of Powered Flight and More.:

On December 17, 2019 The First Flight Society honors a 99-year-old WWII Veteran, the 70TH Anniversary of the Berlin Airlift and the 116TH anniversary of powered flight

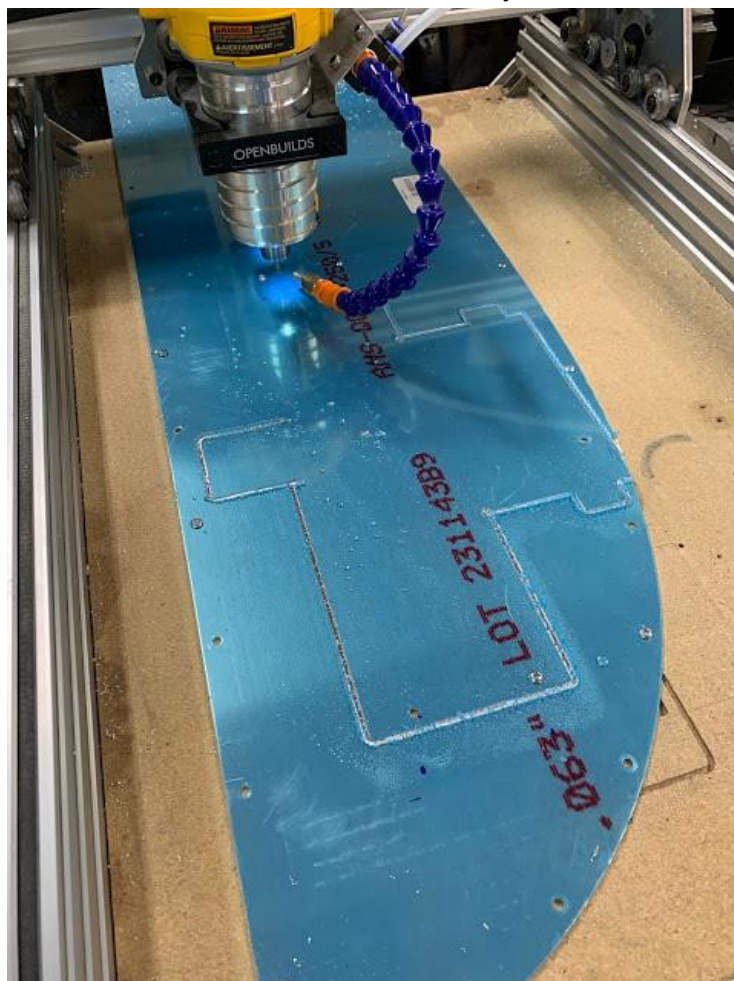
The First Flight Society annually honors those individuals and groups that have achieved significant "firsts" in aviation and includes them in our Paul E. Garber First Flight Shrine exhibit at the Wright Brothers National Memorial. This year's honorees are 99-year-old Colonel Gail Halvorsen, USAF (Ret) "the Candy Bomber" and the Berlin Airlift (June 27, 1948 to May 12, 1949) commemorating the 70th Anniversary of that historic event.

To Read More: [Click Here](#)

### Darins RV Adventures:

Firewall work

Much of the past several work sessions has been work on the firewall. I think I already mentioned it but



**DARINS RV ADVENTURES, CONTINUED, EDITORS CORNER:**

I want to have as many nutplates and doublers installed as possible while I have access to both sides easily.. I used my CNC to cut out a battery box to mount on the firewall. The RV-10 has its main battery in the tail but I wanted a second battery as a backup. I made the battery box a little extra big so I could put insulation/padding around the perimeter to protect the battery from radiated heat. This is a picture with all of the parts I have been working on circled in blue. The red circles are tasks yet to be performed. I'm not sure what I am going to do with the red circles...yet.

To Read More: [Click Here](#)

**Editors Corner:**

November has been a fast month that was plagued

by elder family illness and care giving. But the person is back in their Condo now and while still needing observation, the time commitment will be less. Hopefully, I can get back to adjusting to retirement. I didn't really believe Steve when he said that he didn't need a day planner until he retired. Yep, I am finding out there are more demands on my time right now than when I was working.

I hope I can get some space cleared out of the garage and get to working on some project.

This months program counts as ground school and can be logged. Please bring your log books for Brian to sign.

Next Month is the Christmas Dinner. We will get together with Chapter 26 in the main terminal at Boeng



## EDITORS CORNER, CONTINUED, OCTOBER GATHERING, FAMOUS AVIATORS:

field same as last year on December 14th. Plan to arrive around 2 PM and we will eat around 3 and swap stories and then gifts around 6PM. Les see if the stories get bigger and more interesting, so bring a good one.

Bring a white elephant gift, something useful, funny or re-gifted. If you need to purchase something plan to stay under \$10.00. We will exchange around 4PM and be on our way home around 6PM. I hope to see you there.

Build Straight  
Roger

### EAA Chapter 441 gathering date 1028 2019

Jake: new tail wheels, he has received his main landing gear wheels.

Roger: acclimating to retirement, unfortunately the honey do list is getting longer.

Mark: new granddaughter had a meeting to buy Crest Arrow Park attempted three landings at Darlington, then to Arlington, and back to crest.

Ron: did some fly baby flying. Writing another article for Planes: space R/V accidents 1998 to 2017 during that time there were 47 midair's 18 of which were formation flying. They have 3.1% of the midair's and 60% were the result of formation flying. 8% RV eight accidents are mid air all formation flying.

Tim nothing new

Tom: had a VMC meeting discussion was about head on t fix two airplanes on the same runway.

Bruce and Diane: continuing to work on his instrument panel.

Gary: spare sky master parts and a Baron for sale.

Gabe: support Stan and Doug, progress on Doug's hot Rod. They are making good progress.

Doug: took a gal flying today first time in a small airplane. Doug letter fly and she did very well.

David: plane is painted. Sunlight really pops it painted it lime green with a lot of metal flake. Putting the airplane back together.

Norm: nothing new.

Craig: working on his plane all new wood. Bought a C3 master which is ready for fabric and an Aeronca

Sedan. The sedan was the very last Aeronca built.. It was a grand champion at Oshkosh in 1980.

Steve: made progress on hanging Rogers project in his workshop.

Brett: acquired a unique yellow airplane and has flown it. Brett calls at the wasp. Flew from crest to Harvey rotate at about 40 mph crews 60 to 65 mph.

Christmas party: 14 December 2019 arrive around two p.m. eat at 3 PM gifts at 4 PM and leave around 6 o'clock.

### Famous Aviators; Roscoe Turner:

Roscoe Turner (September 29, 1895 – June 23, 1970) was a record-breaking American aviator who was a three-time winner of the Thompson Trophy air race and widely recognized by his flamboyant style and his pet Gilmore the Lion.

#### Aviation Career:

He was accepted as a Flying Cadet in WWI on January 1918. He graduated as a ballonpilot in March 1918 and comissioned as a second lutenant in the Signal Corps Reserve and served in France and Germany. He managed to get some un-offical fixed wing training and returned to the States as a First Luitenant to be discharged in 1919. In 1919 he partnered with Harry J. Runser for barnstorming as a wing walker, mechanic andf parachutist. in 1924 he joined forces with Arthur Stames and created the Roscoe Turner Flying Circus with a Standard J-1 nicknamed OX Standard for its Curtis OXX-6 engine.

In 1925, he aquired the sole Sikorsky S-29A biplane and flew commercial charters , publicity campaigns and passenger joy riding until 1927. The Sikorsky was converted to look like the German Gotha Bomber and was used in "Hells Angels". flown frequently by Roscoe.

Roscoe started flying in the Air Races in 1928 in a Timm Aircoach sponsored by Shell Oil Company. In 1929 Turner made his frst attempt to break the trans-continental speed records set by Frank Hawks piloting a Lockheed Vega from Nevada Airlines. While he failed to beat them at that time, he beat the east-west record on May 27 1930. He beat his own East - West record on July 1 1933 during the Bendix Trophy Race. On September 2 1933. he beat the West East record. To Read More: [Click Here](#)



**GUESS THAT AIRPLANE:****Short S.80 Nile**

The Short S.80 was an early British floatplane built by Short Brothers for Frank McClean to undertake an aerial expedition up the Nile to investigate the cataracts between Aswan and Khartoum. After a successful flight to Khartoum it was returned to England, where it was used for training by the RNAS. When built it was the largest successful aircraft that had been constructed in Britain.[1] It was also known as the Short Nile Pusher Biplane Seaplane.

Realizing that operation in the hot climate of Egypt would require an aircraft with a low wing-loading, McClean got Shorts to modify one of his Short S.27 biplanes by fitting it with extended wings. This proved underpowered, and Shorts therefore constructed a new aircraft for McClean, using a 160 hp (120 kW) Gnome Double Lambda two-row rotary engine.[2] Of similar configuration to the modified S.27, the S.80 was an unequal-span three-bay pusher biplane, with a nacelle mounted on the lower wing to accommodate pilot and passengers in two pairs of side-by-side seats, with the engine behind them driving a pusher propeller. The nacelle was extended forward to carry a front-mounted elevator mounted on upswept outriggers, and the empennage, consisting of a high-mounted tailplane and elevator with a pair of rudders mounted below, was carried on wire-braced wooden booms behind the wings. A pair of rectangular-section unstepped floats were mounted below the wing, supplemented by a pair of airbags mounted at the end of each lower tailboom.

To Read More:

Wikipedia: [Click Here](#)

Wikipedia Short Brothers: [Click Here](#)

BBC News: [Click Here](#)

BBC News: [Click Here](#)

AviaDejaVu: [Click Here](#)

**General characteristics**

Crew: 1

Capacity: 3

Length: 33 ft 9 in (10.29 m)

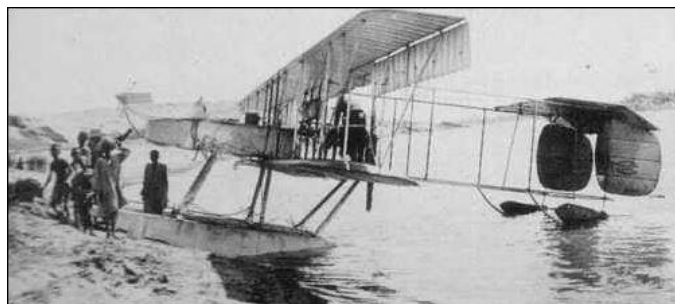
Wingspan: 67 ft (20 m)

Wing area: 540 sq ft (50 m<sup>2</sup>)

Empty weight: 2,200 lb (998 kg)

Gross weight: 3,600 lb (1,633 kg)

Powerplant: 1 × Gnome Double Lambda 14-cylinder two-row air cooled rotary, 160 hp (120 kW)



Propellers: 2-bladed

**Performance**

Maximum speed: 60 mph (97 km/h, 52 kn)



Aerial explorers of the Nile - from left to right: Frank McClean, mechanic Gus Smith and Alec Ogilvie with the Short S.80 Nile Seaplane at Merowe in Sudan, about 210 miles (330km) north of Khartoum, on February 25, 1914. Ogilvie had flown in the 67ft (20.4m)-span S.80 back in the UK after its first flight on October 2, 1913. (AviaDejaVu)

**GUESS THAT ENGINE:****Gnome 14 Double Lambda-Lambda**

The Gnome 7 Lambda was a French designed, seven-cylinder, air-cooled rotary aero engine that was produced under license in Britain and Germany. Powering several World War I era aircraft types it was claimed to produce 80 horsepower (60 kW) from its capacity of 12 litres (730 cubic inches) although recorded figures are lower

Just under 1,000 units were produced in Britain, the majority (967) by the Daimler Company of Coventry. A 14-cylinder variant was known as the Gnome 14 Lambda-Lambda.

In Germany Motorenfabrik Oberursel license-built the seven-cylinder engine as the Oberursel U.0 and later copied the 14-cylinder design and designated it as the Oberursel U.III.

To Read More:

Wikipedia: [Click Here](#)

Revoly: [Click Here](#)

**General characteristics**

Type: 7-cylinder, single-row, rotary engine  
Bore: 124 mm (4.9 in)  
Stroke: 140 mm (5.5 in)  
Displacement: 11.8 L (720 cu in)  
Length: 112 cm (44 in)  
Diameter: 93 cm (37 in)  
Dry weight: 96 kg (212 lb)

**Components**

Valvetrain: Automatic centre-piston inlet valve, overhead exhaust valve (one each per cylinder)  
Cooling system: Air-cooled  
Reduction gear: Direct drive, right-hand tractor, left-hand pusher

**Performance**

Power output: 50.3 kW (67.5 hp) at 1,250 rpm (maximum power)  
Compression ratio: 3.75:1

