



THE SLIPSTREAM

JUNE 2019

THE NEWSLETTER OF GREEN RIVER EAA CHAPTER 441 KENT, WA

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SPECIAL POINTS OF INTEREST:

Wings and wheels, Cottage Grove, Or
See Poster, Page 10

Wings and Wheels
Fly and Drive in
Saturday August 17, 2019
Richland, Washington
See Poster on Page 11

EAA 292 From Independence
Oregon Fly-In and STOL Expo
August 16-18 2019
See Poster on Page 12

PRESIDENTS COLUMN:**Presidents Column:****Summer Solstice**

As I write this, it's the longest day of the year. You probably know how I look forward to the Winter Solstice: because that means days begin getting LONGER. Now, they days will begin getting shorter, but when it's light later, I don't think I notice as much as when it's already dark. I'm just looking forward to it staying light longer.

Now, as days begin getting shorter, I also don't think I notice as much because we haven't been to OSH, yet. I'll notice the shorter days when I get back from OSH.

So I hope you are enjoying the height of "flying Season". I've seen Dave in his Falco in the evenings this week.

ADSB time is getting closer. I had to get a new transponder in the big Cessna. It's in and I'm told that the ADSB-out is working properly. But now the VOR does not work. Have to call the technician back AGAIN. I've decided to go with the tail light option on the other airplane(s). MicroAvionix promises they'll have the STC by the end of the month, in time for OSH.

Our picnic is on Monday: bring food you like to eat and some to share. Chapter provides set-ups and drinks. No assignments. If everyone brings salads, we'll all eat salad. If everyone brings dessert, we'll all eat dessert.

Sunday is the gathering at Hilmer Swanson's house. Come by and help his son empty the workshop. Bring a box to carry something home in and bring your wallet. Everything is for sale. Oh, and you can get a look at the Tinkertot while you're there.

Fly safe.

Brian

Pietenpol Update:

Hello 441,

Progress continues on my Pietenpol and our "house hunting" in Oregon. Denise and I made a trip down to Independence again a few weeks ago and we continued discussions with several owners. EAA 396 let us park our camper behind the chapter hangar and even threw an extension cord out for us to have power.

We got to see Ernie's beautiful DH.2, which had just made its first flight a few weeks earlier. It is an absolutely BEAUTIFUL replica.

To see their website:

[Click Here](#)

<https://www.eaa292.org/dh-2-project>

There is a second DH.2 being built by a different owner and Ernie showed us the completed wings for that project as well.

Ernie also built a Pietenpol a number of years ago. He flew it about 800 hours and I helped him take off the wings in preparation for re-cover. He is going to re-build it with a Ford Mod-

PIETENPOL UPDATE, AIRCRAFT SPRUCE, FAA REGULATORY LIBRARY:

el A engine like the original Pietenpols had.

Each Saturday mornings the chapter has a "Teen Build" of a Zenith 701. The particular morning when we were there they were running the engine – an automotive conversion. There are a number of folks who come from quite far away to help the chapter each Saturday. The day included students building wood ribs and learning about aviation electronics in the chapter meeting/classroom.

Having fun and learning a lot.....

Jake Schultz

Aircraft Spruce:

Dear Customers,

As an Aircraft Spruce customer, we know you have a passion for aircraft assembly, tinkering and refurbishing. We want to support your pursuits in general aviation, and for that reason, we have brokered a special deal for you with our partners at the Experimental Aircraft Association (EAA).

Why EAA? Founded by a passionate group of homebuilders in 1953, they've grown to encompass all things aviation, but have a special emphasis on all facets of aircraft construction. There are many

ways to improve your building skills and proficiency with EAA. Whether you want to attend a hands-on workshop, watch hundreds of videos focusing on specific challenging aircraft construction tasks, or just to be a part of a local EAA Chapter, there are so many ways to grow and learn as an EAA member.

With nearly 900 EAA Chapters across the country, many of which involved in several aircraft projects, there are aviators and builders near you who would love to share their passion in general aviation!

An EAA membership is typically \$40 per year, but as part of this special partnership, you can get one year of EAA membership for only \$25.

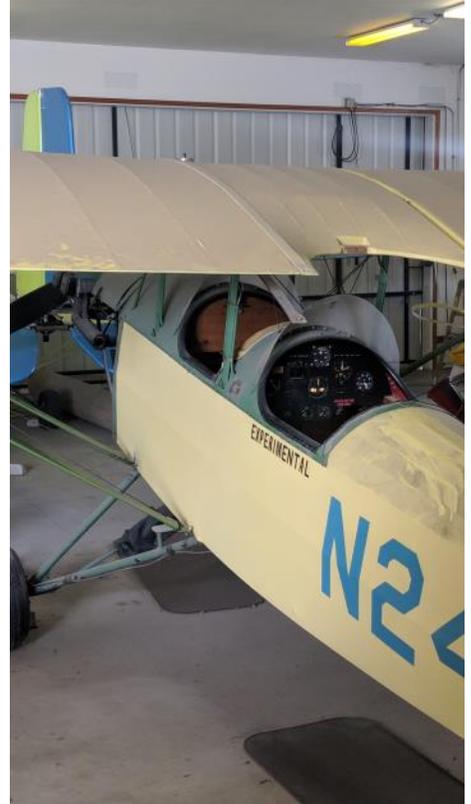
To Read More, [Click Here](#)

FAA Regulatory and Guidance Library:

ELT G-Switch failures:

From: U.S. Federal Aviation Administration Regulatory and Guidance Library
[mailto:usfaargl@service.govdelivery.com]

Sent: Tuesday, June 18, 2019 7:06 AM



To: Lee (US), Brian P <brian.p.lee@boeing.com>

Subject: Equipment/Furnishings: Emergency Locator Beacon, G-Switch Failures - ACR Electronics^ Inc.;Emergency locator transmitters

CE-19-12 - Airship/ All/ All Mod-



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 the March airplane

This months entry:

Go to Page 9 for the March Engine



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PIETENPOL UPDATE CONTINUED:



FAA AWD, CONTINUED, EAA NEWS

els

CE-19-12 - Small/Large Airplane/ All/ All Models

CE-19-12 - Rotorcraft/ All/ All Models

CE-19-12 - Large Airplane/ All/ All Models

CE-19-12 - Small Airplane/ All/ All Models

CE-19-12 - Glider/ All/ All Models

You are subscribed to the FAA's GovDelivery service for Airworthiness Directives and Special Airworthiness Information Bulletins, which are also posted in our Regulatory and Guidance Library (RGL) at <http://rgl.faa.gov>

[Click Here](#)

EAA NEWS:

Bid on 2019 EAA Air Venture packages:

Bid on these once-in-a-lifetime aviation experiences!

We're counting down the days until EAA® Air Venture® Oshkosh™ 2019 and packaging some exclusive opportunities that will make your OSH 2019 trip extra special and memorable! You can only find these unique offers in Oshkosh, so celebrate our 50th year here the right way by bidding on these select items!

Get your bids in now! Online auction ends Thursday, June 27 at noon CDT.

To Bid, [Click Here](#)

The Great EAA Aircraft Raffle of 2019:

The 2019 EAA raffle airplane is a PA-18 replica that honors 50 years in Oshkosh. Manufactured by C & D Aviation, this airplane is unlike any other.

"Make no mistake, this aircraft will be unique, immaculate, perfect, and feature one-of-a-kind craftsmanship that only the precision technicians at C & D Aviation can deliver," said EAA CEO and Chairman of the Board Jack J. Pelton.

This raffle aircraft — a PA-18 replica — is customized in a spectacular 50 Years in Oshkosh theme and paint scheme. Only 4,000 raffle tickets will be sold making the odds of winning exponentially better than EAA's previous sweepstakes format.

The winner can also elect to receive a cash prize of \$25,000.

Raffle tickets will be available in Oshkosh during the World's Greatest Aviation Celebration and they will

be in high demand. Tickets are \$100 each and will be available at the EAA Member Center and several additional locations around the AirVenture grounds.

To Read More: [Click Here](#)

1940s Culver Cadet Helps Celebrate 50 years

Alton Akers, EAA 54153, was shocked and excited to learn that his 1940 Culver Cadet was here for the first EAA Oshkosh in 1970.

"When I got a letter from [EAA] informing me that my airplane had been here in 1970, it was really neat to find that out and kind of exciting," Alton said. "My wife opened the mail and saw the letter, and she came down to the shop I was working in and she said, 'You're going to need to start planning your summer!' It's going to be fun to bring it back to Oshkosh; there's a lot of history involved there."

Alton said that he has always been an airplane nut, thanks to his dad. He learned to fly in 1969 in his father's Bellanca Cruisair and helped him to do a full restoration on it.

"We sold that and bought another Bellanca in 1958, so I really liked low-wing, retractable gear airplanes," Alton said. "When we saw the Culver, it's a lot smaller but similar and less expensive and more economical to operate."

Alton came across the Culver Cadet when he and his wife were walking around at the Arlington Fly-In in Washington in 2002. They met a man who had flown in from Eugene, Oregon, in a Culver Cadet that just so happened to be for sale.

To Read More: [Click Here](#)



EDITORS CORNER, DARINS RV ADVENTURES, MAY GATHERING MINUTES

Editors Corner:

Our last Gathering was really interesting. Thanks to John Marzulli for his homebuilt Heads Up Display presentation. I have collected the components and need to download the software for an operating HUD. It may seem a little strange to have a HUD, but no flying airplane to use it in. It seemed like a simple and inexpensive project.

John Marzulli contact information:

email: johnmarzulli@outlook.com

Website: www.johnmarzulli.net

[Github.com/John Marzulli](https://github.com/JohnMarzulli)

I am wanting to do some camping this summer and I have the plans for a trailer to pull behind my motorcycle. I hope to have the trailer built by mid July.

Remember that our gathering on Monday starts an hour earlier: 6:00 PM.

Build Straight

Roger

Darins RV Adventures:

Cabin Top

This week has been all about the cabin top initial fitting. Travis helped me get it down from the overhead last week and its been a dusty several hours since then. The good news is the top is on and fitted with most of the holes drilled. I still have to drill the center support post but once thats done it will be time to remove it for lots of upgrades/modifications. I'm glad to get this part of the project almost done because of the magnitude of fiberglass to be worked. I don't re-



ally mind working with fiberglass but with the size of this piece it made it much harder to move around. Not only that but I cut my hands several times on sharp edges trying to manhandle the darn thing.

Next up is to fit and install the overhead console. Then there is a huge list of tasks that I want to get done before I do the final install. These final steps include riveting the last two skins on and I think I want to take advantage of the access to install wiring, brackets, nut plates, firewall stuff, you get the idea.

To Read More: [Click Here](#)

EAA Chapter 441 May Gathering Minutes:

May 27th 2019

Steve McHatton was a new visitor. He has a laser safety consulting firm with his wife. She is on safety committees and has a major client: London City. Steve is Interested in FAA side of laser safety.

Brian show and tell:

Brian showed off his 100 watt LED light which is portable. He made a frame to sit in the garage door rail so he can move it around, angle it in the right position to light up the worktable.

Reminder:

Hilmer's son is cleaning out the hanger. Brian proposed that someone purchase the Tinkertot and form a flying club. The EAA chapter would work to return it to a flying status. It is a good flying airplane and should be a quick return to flight status. Sunday June 23 1PM to 4 PM

Mark discuss the VMC Club meeting. The club discussed arriving at night with no Runway lights next meeting is June 12th at 6:30.

Project Reports:

Bruce Finney while flying has t18 to Skagit Regional the rudder pedal broke during parking he called his friend with another t18 Gary who had a spare Rudder pedal

Doug Happe Has not resolved his alternator problem yet. He had ordered yet another new one and it arrived but it was wrong part.

Tim bought a Pacer instead of the Taylorcraft which was bought out from underneath him.

GUESS THAT AIRPLANE:

The AEG PE Panzer Einsitzer

The AEG PE (Panzer Einsitzer – "armoured one-seater") was a triplane ground-attack aircraft of World War I, one of the first aircraft designed from the outset for that role. The Idflieg rejected it on the grounds that its poor maneuverability made it too vulnerable to enemy fighters.

PE stood for Panzer-Einsitzer, or armoured single seat aircraft. It was a much more advanced design than most A.E.G. aircraft, which used a welded steel tube fuselage with fabric covering. The PE had dural tubular wing spars with a fabric covering and a light alloy covered fuselage, with armour to protect the crew and engine. The 195hp Benz Bz IIIb engine was covered by a smooth fairing, a great improvement on the exposed engines used on so many A.E.G. engines.

The PE had two bay triplane wings, with the lower wing level with the base of the fuselage and the middle wing mounted just below the top of the fuselage. The PE was armed with two fixed forward firing machine guns and could carry small bombs on external racks.

To Read More,
Military Factory: [Click Here](#)
Wikivisually: [Click Here](#)
Wikipedia: [Click Here](#)
History of War: [Click Here](#)

General characteristics

Crew: 1

Length: 6.6 m (21 ft 8 in)

Wingspan: 11.2 m (36 ft 9 in)

Empty weight: 1,182 kg (2,606 lb)

Gross weight: 1,412 kg (3,113 lb)

Powerplant: 1 × Benz Bz.IIIb V-8 water-cooled piston engine, 143 kW (192 hp)

Performance

Maximum speed: 166 km/h (103 mph; 90 kn)

Rate of climb: 2.87 m/s (565 ft/min)

Time to altitude: 1,000m in 5.8min

Armament

Guns: * 2 × 7.92 mm (.312 in) LMG 08/15 machine guns



GUESS THAT ENGINE:**Deissner 'Paradox' Rotary Aircraft Engine**

As early aviators began to take flight, it quickly became apparent that most engines were not suitable for use in aircraft. A number of engineers and designers worked to create light and powerful engines that were ideal for aircraft use. Some of these designs, such as the Antoinette, lay the foundation for many engines to follow, but other engine designs were quickly abandoned. Like many others, Charles (Carl) Deissner of London, England designed one of the engines destined to go nowhere. Deissner called his engine the Paradox.

To Read More:

Oldmachinepress.com: [Click Here](#)

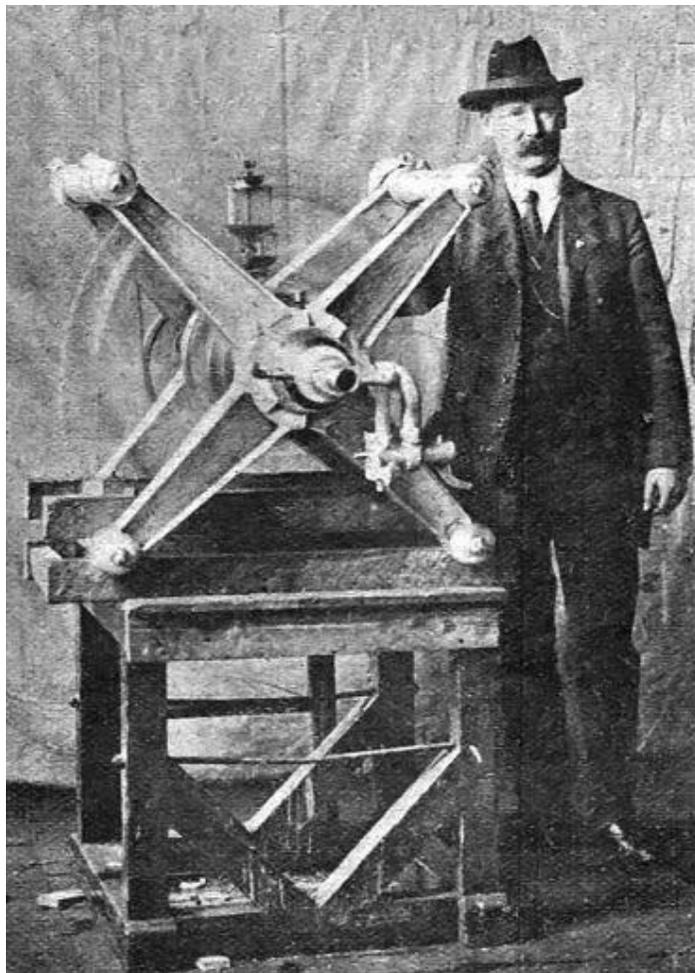
Editors Note:

There were three versions of the Paradox engine planned. 30 HP, 70 HP and 100 HP.

The 30HP shown to the right was a demonstration engine. The huge frame was only for ease of demonstration and would not be used when installed on an airplane.

I was not able to find much more on this engine. The Old Machine Press article describes the design.

Roger



WINGS AND WHEELS COTTAGE GROVE OREGON:

Flying and rolling, excitement abounds at Sixth Annual Wings & Wheels in Cottage Grove!

Visit the Cottage Grove airport for the 6th Annual Cottage Grove Wings & Wheels, Saturday, June 29.

Aircraft and autos, modern and vintage, will be on display for one day only at this family-friendly event. Food vendors will be on site, as will many of the aircraft and auto owners who will be happy to tell you all about their vehicles.

Admission: Just \$5 for adults 16 and over, Kids under 16 enter free

When: Saturday, June 29, 11:00 to 4:00

Proceeds from this event will be used in restoration of the vintage aircraft at the Oregon Aviation History Center--also open during the event.

Oregonians played a vital role in early aviation history, and the Oregon Aviation Historical Society is dedicat-

WINGS AND WHEELS RICHLAND WA FLYER:



WINGS & WHEELS

2019

**FLY AND DRIVE IN DAY
SATURDAY AUGUST 17TH
7:00AM TO 2:00PM**

STAGING STARTS AT 7:00AM
AT THE RICHLAND AIRPORT (KRLD)
1903 TERMINAL DR., RICHLAND WA.



EAA BREAKFAST 7:00 - 9:30AM - ALL ARE WELCOME
WAR BIRDS & EXPERIMENTAL & ANTIQUE AIRPLANES
HOTRODS & CLASSICS CARS
MOTORCYCLES & MILITARY VEHICLES
FOOD VENDORS & NO ENTRY FEE
FREE TO THE PUBLIC

PORT OF  BENTON



For More Information Contact: Scott Urban 509.551.0432 or John Haakenson 509.375.3060

WINGS OVER WILLAMETTE FLYER:

Wings Over the Willamette

Fly-in & STOL Expo
Aug 16-18 *Van's Homecoming*

2019



CUBCRAFTERS  **LIGHTSPEED**  **VAN'S AIRCRAFT**
TOTAL PERFORMANCE

Independence, OR 7S5
EAA 292 for info go to: eaa292.org/fly-in

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