Volume 26 issue 8

THE SLIPSTREAM

THE NEWSLETTER OF GREEN RIVER EAA CHAPTER 441 KENT, WA

August 2024

Next Meeting

Thursday, 22 August 7 PM

This Month's Program

Summer Flying Reports

Bring your pictures and stories!

President's Column

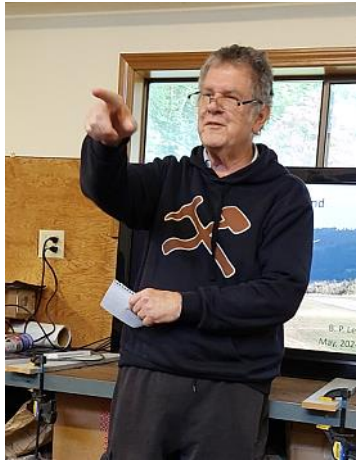
Fifty Years of Safe Operation

I told a few members at our picnic in June that my pilot certificate turned 50 this year. Now I've heard from the local FSDO that they have reviewed all of the relevant documentation and agree. I am to be a recipient of the FAA Wright Brothers' Master Pilot award. According to FAA's FAA/FS-I-8700-2, this is the "most prestigious award the FAA issues...", and recognizes 50 years of flying without an accident or violation. I have flown in each of those 50 years. During nearly 80% of those 50 years, I've flown a small GA airplane across 2 mountain ranges (and back) to volunteer at OSH. (While flying into OSH from, say, Illinois or Minnesota is indeed a worthy accomplishment, I think those in the West will agree that we enjoy some special "opportunities" en route.) And over those 50 years I have sustained an average of more than 90 hours/year, which I think is on the order of twice the national average for non-airline operations.

It is indeed an honor to be recognized for this. At the risk of jinxing the rest of my flying career, I will say that staying "safe" in the GA world is not easy. As you know, there are myriad individual decisions and judgements which must be made continuously. Some are strategic in nature; others are tactical. As I wrote about testing for the SETP, it's important to always keep in mind and have a plan for the "closest path to safer". All the time.

(Continued on Next Page)

The trick (many airline pilots will attest) is to make it look easy. I remember explaining to an overly enthusiastic 17-year old that it may not be prudent to climb into some wiz-bang homebuilt just because the owner said they would take you for a ride. There are some things to look for and it may be appropriate to seek outside council.



Easy or hard, either way, staying safe is a continuous job, a conscious effort. Part of what enables that effort to be successful involves exposure to new and different experiences. Safe exposure to new and different experiences is often called "training". I am a strong proponent of life-long learning. So even after my certificate's birthday, I took some additional training: I added a seaplane rating last month. Not because I think I'll ever need it for something, but because it offered an opportunity to learn new and different things. I also did some on-purpose aerobatic training with a very capable instructor at OSH. Training is good. Go do some!

This month we'll hear about what everyone found at OSH. Did you see that our own Dave Nason is featured in a video for Flying Magazine? Check it out.

Brian

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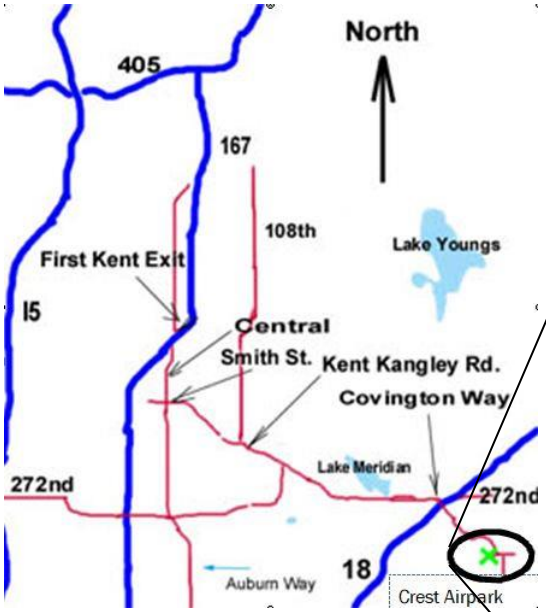
What did we talk about Last Month?

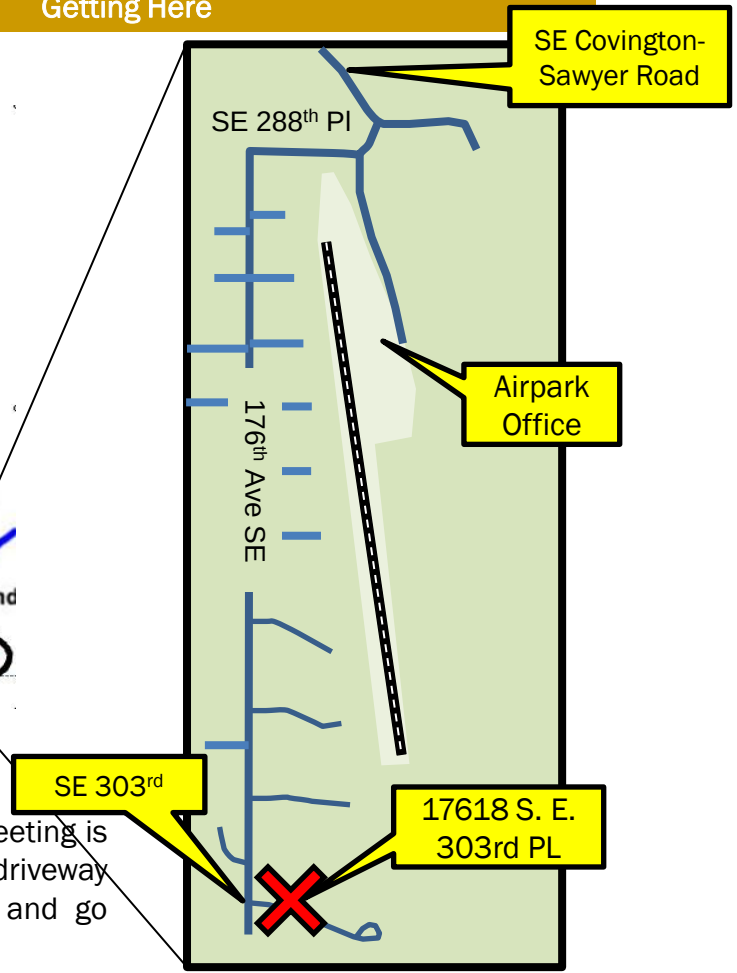
We didn't meet! Last meeting was the picnic in June

Note: Deadline for Newsletter articles is 11 PM the Sunday before the meeting

Meeting Address:
17618 S. E. 303rd PL
Kent 98042

Getting Here





Park along side of road at 303rd, meeting is at the second house. Walk down the driveway between the garage and the house, and go downhill to the hangar

Major Changes to FAA Mental Health, Cardiac, and Vision Policies

The FAA has released a substantial update to their Guide for Aviation Medical Examiners that includes major improvements for the agency's protocols for mental health, coronary heart disease, and some ophthalmologic conditions. The "AME Guide" serves as the main public-facing document for medical policy published by the FAA.

Among the most anticipated changes are those to mental health policy. For the first time, individuals with a history of certain "uncomplicated" diagnoses that have been treated by psychotherapy (including active treatment), have not been medicated within two years, and meet other screening criteria for risk factors can be approved for a medical certificate directly by the AME without a special issuance. These range from generalized anxiety disorder to unspecified depression to PTSD.

An AME can directly issue a medical certificate to individuals with these diagnoses, even under active treatment with psychotherapy, if they meet the criteria on the FAA's decision tool.

For decades, a common complaint from EAA members with coronary heart disease* was the time and expense of the annual recertification process. This often involved annual stress tests and other expensive procedures that insurance frequently refused to cover. Since 2017, many GA pilots in this situation have understandably gone to BasicMed.

Now, the FAA has rolled out a simple recertification status sheet for the treating cardiologist to fill out upon renewal for those pilots who qualify for an AME Assisted Special Issuance (AASI). Stress testing and some other procedures will still be required on initial certification, but now the FAA will accept a simple affirmation from the cardiologist that the individual's status has remained stable in the past year and that there are no significant medical concerns for most pilots. This is a major win for anyone with coronary heart disease who requires FAA medical certification.

Lattice degeneration is a condition of the eye's retina that affects 1 in 10 individuals, according to the American Academy of Ophthalmology. In a new protocol, the FAA has announced that individuals who otherwise meet the vision standards for the class sought and have no complicating symptoms can receive a normal issuance from the AME. As always, those with more complicated cases may still be eligible under a special issuance.

"This is a very strong, good faith effort by the FAA to address community concerns on their evaluation criteria, particularly on their mental health standards, said Tom Charpentier, EAA government relations director. "It makes progress toward the envisioned end state laid out by the Mental Health & Aviation Medical Clearances Aviation Rulemaking Committee, and with the FAA's history of making changes in progressive steps we are confident that plenty of meaningful reforms are yet to come."

Auburn airport is going to close again to finish the runway work, including installing the new PAPI. Scheduled date is Monday, September 8th. Duration of the closure isn't certain, but it'll probably be just a couple of days.

Ocean Shores Airport Appreciation Day

The Ocean Shores Airport Development and Operating Committee is thrilled to invite you to the highly-anticipated 2024 Airport Appreciation Day on August 24th!

Get ready for an unforgettable day filled with excitement and adventure at the Ocean Shores Municipal Airport!

Watch captivating aviation demonstrations that will leave you in awe!

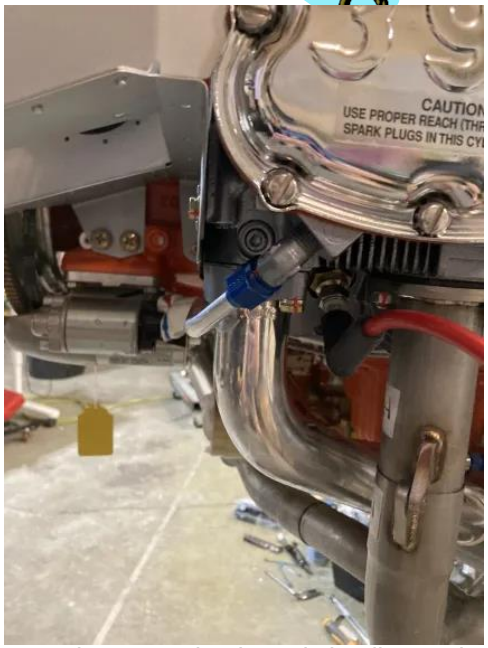
Indulge in mouthwatering food from local vendors that will satisfy your cravings!

Immerse yourself in the rich history of the Ocean Shores Municipal Airport and discover its fascinating journey!

Mark your calendars and get ready to have an unforgettable day of fun, food, and aviation marvels!

Exhaust install (complete with heat muffs and associated tubing) done, oil cooler and lines installed; real estate between the firewall and engine is starting to get pretty tight in some areas.

My #2 cylinder oil return line extends too far forward and interferes with the inlet snorkel… I contacted Lycoming and they were very helpful - "it's an experimental build so feel free to modify it or make a new one"



First mod was to take the existing line and add a slight bend in the middle of the cross piece where the clash was. That cleared that clash, but led to finding a new one at the inboard bend. Next up was fabricating a new line that ran tighter to the cylinder, which cleared the clash. Unfortunately my tube bending brain decided to take a break on the final bend to connect to the engine and I offset the wrong direction and came out about a tube diameter too short. More tubing on order...

Back in chromate green as a seal coat

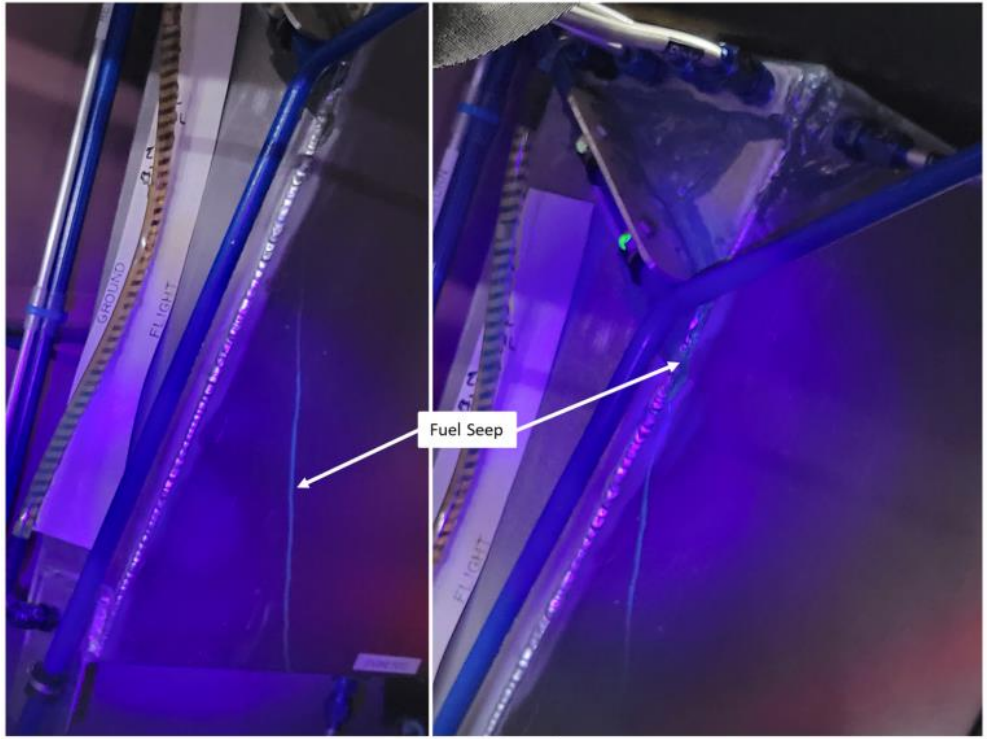
Fuselage Paint Done

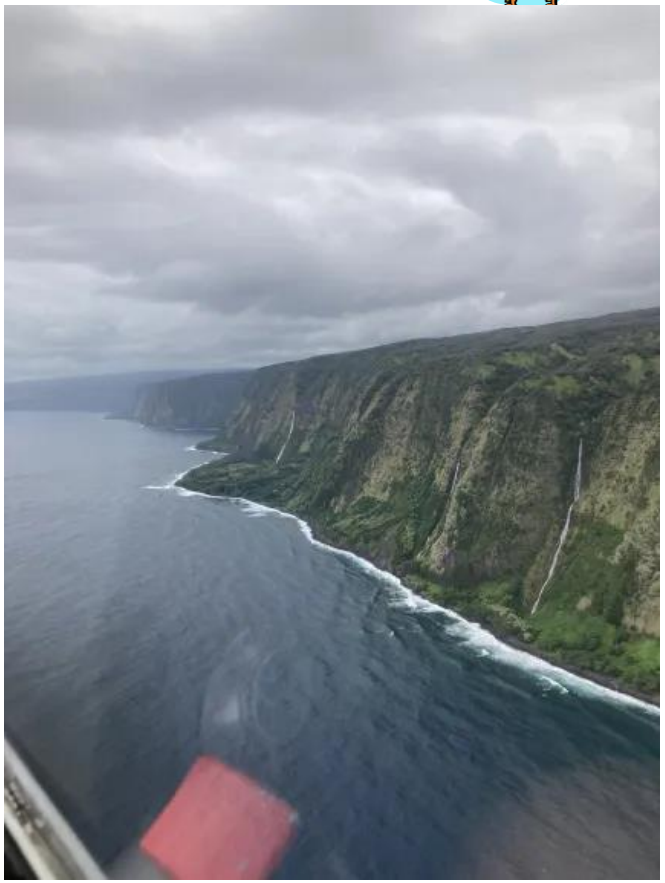
It was well worth the early start, calm dry air and temps in the mid 60's made for great spraying conditions and then the hangar transformed into a solar powered curing oven as the day progressed and was dry to the touch by early afternoon. I'm using catalyzed Globalstar 7D1K1 enamel at a 4:1:10% mix with slow reducer and I was impressed by how well it went on. I started on the top of the aft fuselage, went around the right side then up and over the front and around the left side to end up where I started which made for a roughly 15 minute round trip; I was concerned that the overlap at the aft fuse would end up with a bunch of overspray not blending in but that ended up not being an issue at all.

Initial results are OK - with the exception of one run where I got distracted by nearly tripping over my air hose and stopped moving the gun for a second (and of course it's in a highly visible spot where I will always see it or any attempts to cut it out) the paint itself went on really well. Given the amount of work I had to do to overcome the original primer surface texture issue and going pretty thin on the actual paint to help avoid the orange peel it is susceptible to, I was expecting to find some areas of less than ideal surface prep and I did indeed find some. Most of them look like where I might have caught an edge of the sandpaper during my final 400 grit pass before the seal coat, but there are also some grit swirls left from the heavy cutting I did initially with a 150 grit jitterbug and a few spots where I sanded through that didn't feather out as smoothly as I would have hoped as well as a couple of areas where for some inexplicable reason the old primer surface texture was still present.

I think I mentioned this before at a meeting, but I have a little cat toy laser that also includes a black light feature intended for things other than aircraft maintenance, I'm sure. But it worked great helping me find the exact source of a seep in my header tank (yet again). You can see the drain trail on the side of the tank fairly easily and it helped me rule out leaks at the fittings.

Update on my voltage regulator adventure... the fact that my voltage was dropping down well below 14 volts at WOT and even at cruise RPMs. After not seeing a huge difference with a new (OEM) Regulator/Rectifier and snugging down every single electrical connection in the plane, I replaced the 18 AWG positive wire to the main EFI power connection (a 10A circuit) that came with my system's wire bundle with a 14 AWG wire, I gained 0.3 to 0.4 Volts on the system. This keeps voltage at 14 or above for all operations except WOT for takeoff. I'm happy with that until I have everything apart over the winter and have access to all three 10A circuits in my engine's EFI harness and replace them all. Other people told me that the voltage drop shouldn't be an issue with this short of a wire run on 18 AWG (about 3 feet), but I can see a difference. In other news, I have been getting an engine oil pressure low light when pulling the engine to idle on final on these really hot days (above 90 degrees... the days when you see Ron W. laughing at the rest of us as his hair is cooled off by the breeze in his cockpit). Other Yamaha Apex users have experienced the same and run 5W50 oil instead of the 10W40 oil I have been running. I stocked up on that and will change it in 10 more hours of flight time during my next B-check. Of course, this manifested itself for the first time during my flight review. I don't think my CFI saw the yellow light because he was distracted by my attempts to cheat death while landing.



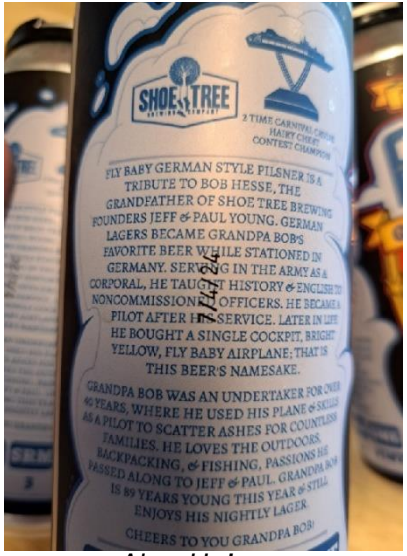


Made use of a day off to get some time in a Diamond DA20 with a local instructor (and excellent tour guide) and explore the northern coast of Hawai'i.

All Right, Where's the RV Beer?

The Shoe Tree Brewing company in Carson City, Nevada.

"Fly Baby German Style Pilsner is a tribute to Bob Hesse, The Grandfather of Shoe Tree Brewing founders Jeff & Paul Young. German Lagers became grandpa Bob's favorite beer while stationed in Germany. Serving in the Army as a corporal, he taught history and English to noncommissioned officers. He became a pilot after his service. Later in life he bought a single cockpit, bright yellow, Fly Baby airplane; that is this beer's namesake."



Alan Heim

Photo taken of Bob Hesse's Fly Baby at Arlington 2002

More Auburn Murals

In addition to the mural featuring EAA Chapter 441 member Joe Jackson, Auburn has added two additional end-of-hangar paintings.

This one depicts a student's first flight, with the instructor standing nervously at the side of the runway with a handheld radio. It was sponsored by Valley Fliers, a long-standing flying club based out of Auburn.

From Auburn Airport's web page:

"Have you ever wondered where airline pilots come from?

"Most people think they are mostly ex-military pilots. But this hasn't been true since the great wave of WWII-trained pilots who retired in the 1980s.

"Incredible as it might seem, about two-thirds of airline pilots in the US learned to fly at small General Aviation airports like Auburn. Without airports like Auburn, airlines would be forced to train their own pilots…"

For the full text, go to: https://auburnmunicipalairport.com/valley-fliers

More Auburn Murals

All right, this one is pure fun.

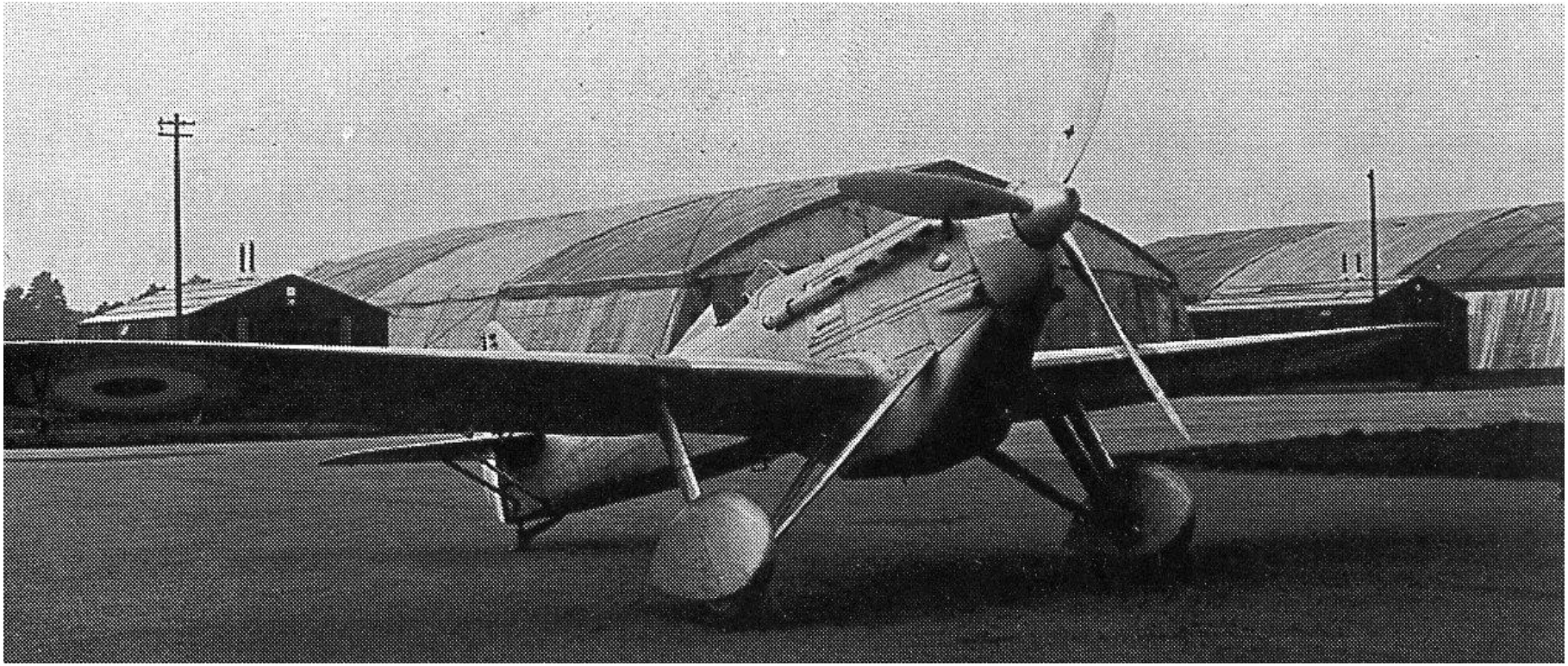
Who is Lieutenant J.G. Nick “Goose” Bradshaw?

He was Tom Cruise’s radar operator in the original “Top Gun” movie, played by Anthony Edwards. He’s killed in a flying accident about three-quarters through the movie.

Lest you want to squawk about government funds being spent on this, rest assured: It was fully funded by one of the airport residents—no city funds involved.

The anonymous sponsor also paid for a bench, with a tribute to “Goose.”

This Month



Last Month: Amiot 143

The Amiot-143 was a French inter-war bomber that was designed to meet the French 1928 specification for a day/night bomber and long range reconnaissance/bomber escort. It took a long time to develop for that timeframe (7 years). It succumbed to the fate of many airplanes in the inter-war period of being obsolete before it could fly and begin initial production.

https://en.wikipedia.org/wiki/Amiot_143

https://planehistoria.com/amiot-143/

https://www.passionair1940.fr/Armee de l'Air/Appareils/Bombardement/Amiot-143/EN-Amiot-143.htm

https://tvd.im/aviation/124-amiot-143.html

General Characteristics:

Crew: Five (pilot, navigator/bombardier, radio operator, nose and dorsal gunners)
Length: 59 ft 10 in Wingspan: 80 ft 6 in Height: 18 ft 8 in
Wing area: 1,100 sq ft
Empty weight: 12,026 lb Gross weight: 18,984 lb
Max takeoff weight: 22,840 lb
Powerplant: 2 × Gnome-Rhône 14Kirs/Kjrs 14-cyl. air-cooled radial engines, 858 hp each

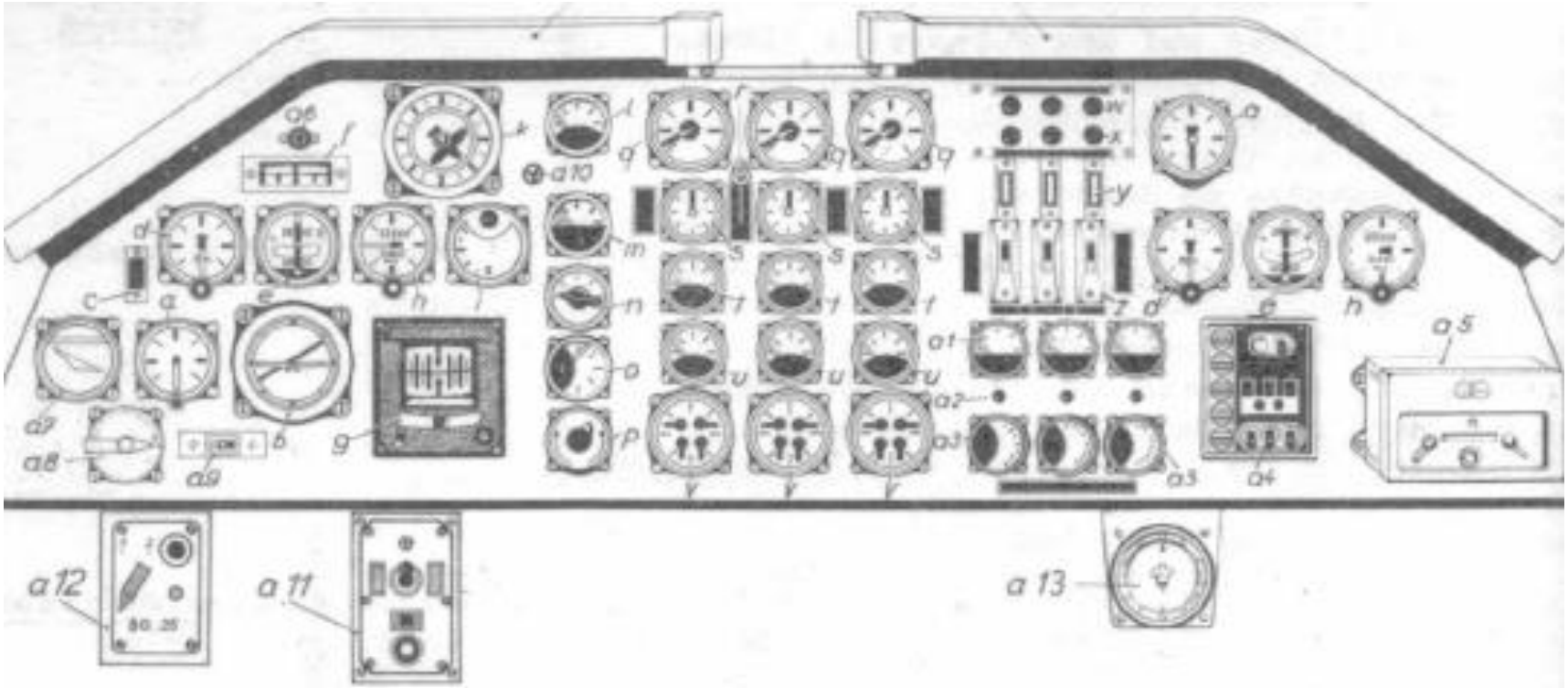
Performance:

Maximum speed: 183 mph
Range: 810 mi
Ferry range: 1,240 mi
Service ceiling: 24,600 ft
Time to altitude: 6,600 ft in 6.8 minutes

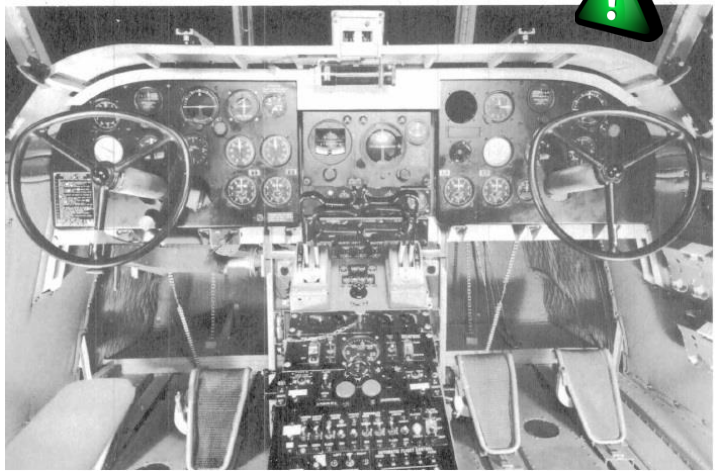
Armament:

Guns: 4 × 7.5 mm (0.295 in) MAC 1934 machine guns (one each in nose and dorsal turrets, forward gondola and rear gondola)
Bombs: 1,800 lb internally plus 1,800 lb externally

This Month



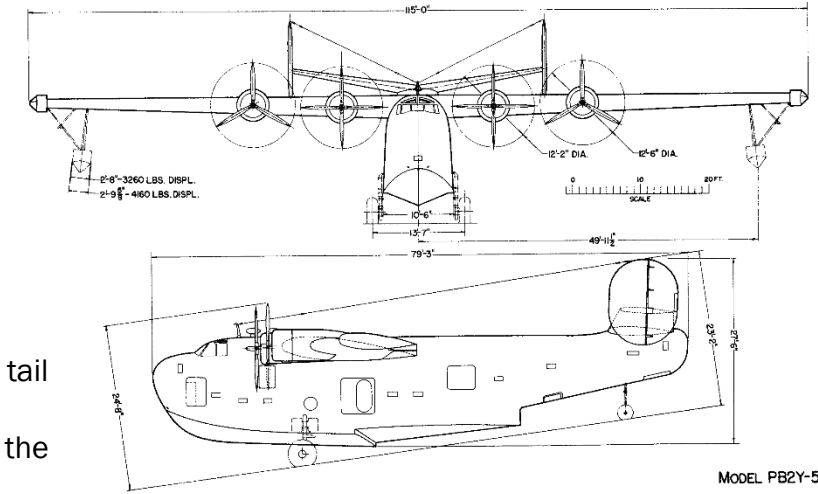
Last Month: Consolidated PB2Y Coronado:



The Coronado was a naval seaplane designed in 1936 with a first flight in 1937. The PB2Y-1 showed stability issues that were resolved in the PB2Y-2 with a large cantilever wind and a horizontal stabilizer with a significant dihedral (9 degrees 40 seconds vs the wing dihedral of 3 degrees), twin vertical stabilizers, The pontoons retracted into the wings which extended the range. The engines were Pratt and Whitney R-1830's. The two inboard engines had 4 bladed reversable propellers while the outboard engines had standard feathering 3 bladed propellers.

General characteristics:

Crew: ten
Length: 79 ft 3 in Wingspan: 115 ft 0 in Height: 27 ft 6 in
Wing area: 1,780 sq ft
Empty weight: 40,850 lb Max takeoff weight: 66,000 lb
Powerplant: 4 × Pratt & Whitney R-1830-92 radial engines, 1,200 hp each



Performance:

Maximum speed: 194 mph Cruise: 170 mph
Range: 1,070 mi at 131 mph
Service ceiling: 20,500 ft

Armament:

Guns: 6× .50 in M2 Browning machine guns in twin nose, dorsal, and tail powered turrets, 2× .50 manual waist mounts
Bombs: 2× Mark 13 torpedoes or Up to 12,000 lb of bombs, housed in the wings

Steen Skybolt – Texas: A witness was outside his house when he heard an airplane "flying aerobatics." He said that he heard the airplane conduct two to three passes and that he could hear the engine "cycling under load as they do in airshows." He then went to the other side of the house, at which point he saw the airplane in a hammerhead climb (climbing straight up);the airplane then entered a slow, spiraling descent straight down, during which he did not hear engine noise. The airplane made about four spirals before it went out of sight behind rising terrain. The witness added that it did not appear that any attempt was made to recover from the descent.

The airplane wreckage was found less than 1/4 mile from the pilot's private grass airstrip. The examination of the wreckage revealed no preimpact mechanical malfunctions or failures that would have precluded normal operation.

RV-7 – Arizona: During the second flight following the installation of a new autopilot, the pilot noticed on short final that the mixture was set too lean. He added that, "with a gloved hand," he pushed the mixture in to a richer setting and accidently turned on the autopilot, which was located directly above the mixture control. The autopilot was set to navigation mode, heading mode, and altitude mode from a previous flight. The pilot reported that he was "fighting the auto pilot" and that the airplane aerodynamically stalled, which resulted in a hard landing. (12/30/2016)

Not the accident aircraft

Kitfox – Wyoming: The pilot had experienced engine roughness during previous flights in the accident airplane. Maintenance personnel determined that the airplane was not receiving adequate fuel at full power, even with both electric fuel pumps operating. As a result, they installed check valves in the fuel system and replaced the fuel pressure regulator. On the day of the accident, the engine experienced a total loss of power after both fuel pumps were turned off during a pre-takeoff engine run-up. The pilot and mechanic then performed another run-up check, during which the engine operated normally. The pilot subsequently departed and entered the airport traffic pattern. While on the downwind leg, with both fuel pumps operating, the pilot reduced engine power and the engine experienced a total loss of power. The pilot performed a forced landing to a field, during which the nose landing gear collapsed.

Postaccident examination of the engine revealed that the fuel pressure and airbox pressure differential was not within the engine manufacturer's limits. The fuel pressure regulator was adjusted within those limits, and the engine was subsequently test run with no anomalies.

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

For Sale – RV-12 Project

I have an extensive RV12 project for sale. Thank you for sharing this information with your members. Here's what's included:

Wings are completed, including landing light and strobes

Tail group and fuselage cone are completed

Fuselage is 80% complete, including controls, wiring, canopy

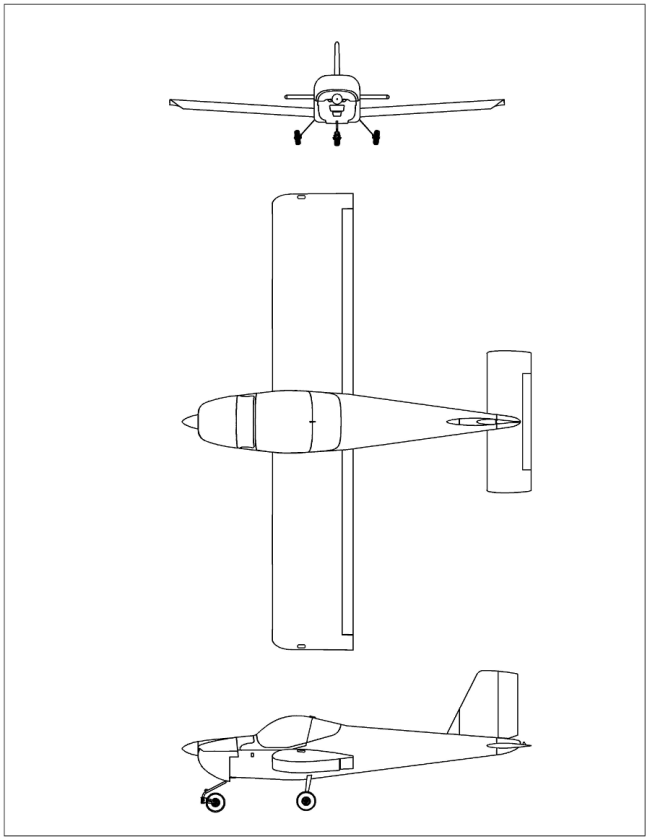
Panel completed, including Avidyne/Garmin/ELT package with 2 axis autopilot

Finishing kit includes landing gear, brakes, tires, fairings, wheel pants, control cables, seat belts, plexi, etc. (This the most expensive kit on the airplane).

Factory built fuel tank.
Interior kit ….upholstery, side panels, sound proofing.

This is RV12 #616. It is designed for the carbureted 100 HP Rotax, and cannot be converted to the injected version. The kits were purchased 2011/2013. My cost was over $50K. Duplicating today would be over $75K. Price for all is $45K.

Project is safely stored and available for thorough viewing in Anacortes.



Jeff Robinson
360-961-2482

Oliver Paine and Brian Morse in New York have a Tri-gear Europa kit that is mostly complete in contents. The project was purchased from an estate and it was one of two kits that were purchased together. One was built and flown and this one was not started (Wings are still in original boxes).

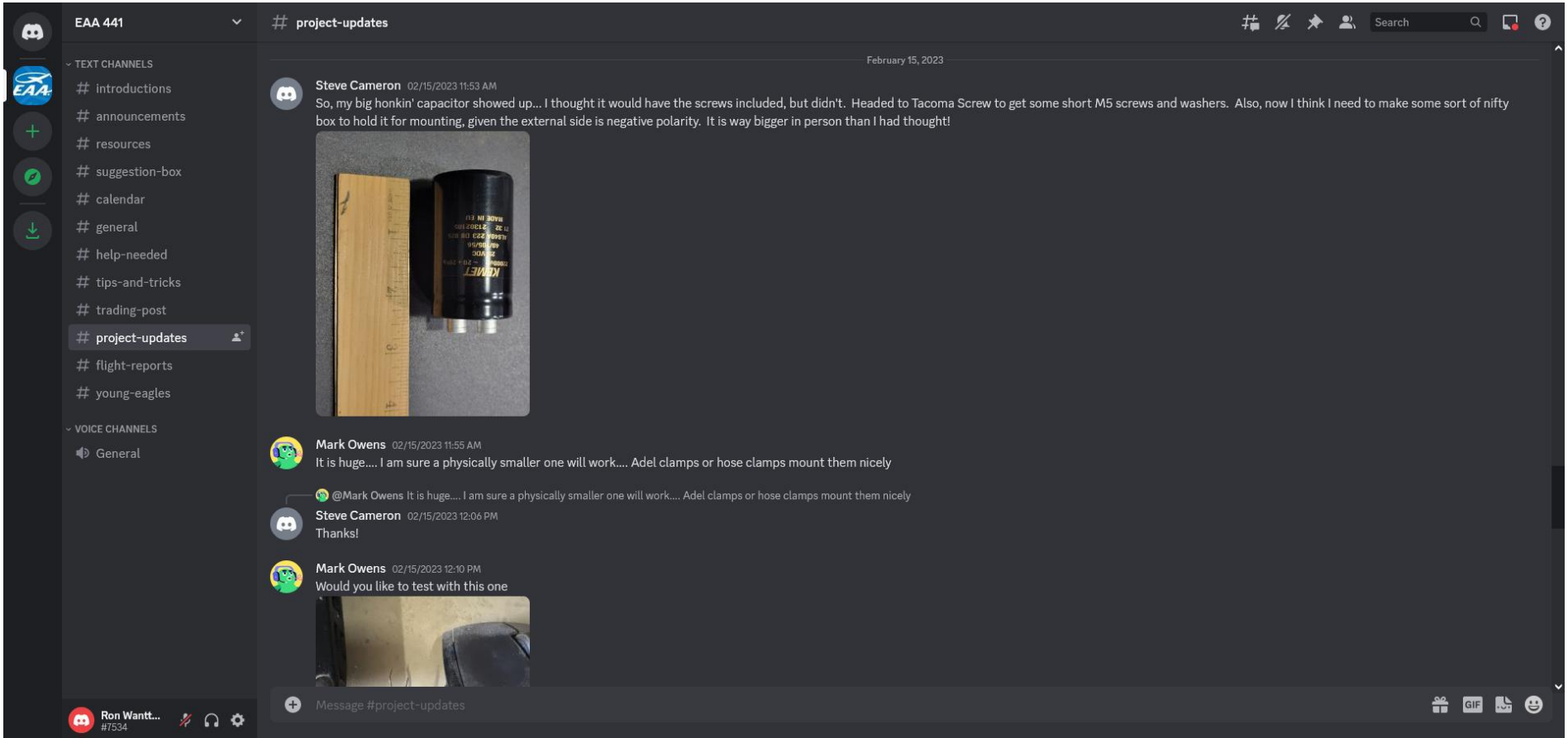
They have not done a complete inventory of the Parts but the airframe and hardware appear to be there. However, there are a few items that are not included with the kit.

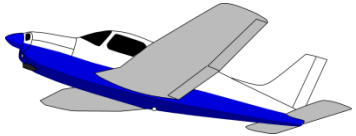
The nose cowl and motor mount were not included and glass for the windows. Airframe, Landing Gear (main and nose) wheels and tires are there. However, they have not been able to find the "Castor Nose Gear" (the part that the nose wheel bolts into). The nose gear mount and nose gear strut are there as well as the nose Tire and wheel assembly). The part is still available from Europa.

They are asking $8,000.00 for the kit as is and want to sell the whole kit and not part it out. The kit is in very good condition with no damaged parts

Contact:
Brian Morse
315-372-3767
kmsmb@verizon.net

EAA 441 has a dedicated online forum using the Discord server. It's a free service without ads or spam content, and can be accessed via mobile apps or on your PC via a web browser. To sign up, email Edwina Sharp: ebsharp@centurylink.net.





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.