

THE SLIPSTREAM

THE NEWSLETTER OF GREEN RIVER EAA CHAPTER 441 KENT, WA

June 2023

It's Picnic time

President's Column

We're rapidly approaching the Summer Solstice: the longest day of the year. On one hand, I'm excited about that. On the other hand, it means that days will start getting shorter, and I don't do well with the long dark winter. Enough doom and gloom, days are long, and it's Flying Season.

Got instrument current this week. It was hard work, but I didn't break anything. It's always fun to go to Gray Army Airfield and practice a Precision Approach Radar approach. Those military guys have a radar so precise, they will talk you right down to the centerline. Turns out they are (almost) always interested in getting practice themselves, so we are mostly welcome to get some practice for ourselves.

June is also picnic month for Chapter 441. We will meet on our regular 4th Thursday evening, except for the picnic, we'll start a half hour earlier than normal. So the food starts at 6:30. This is a pot-luck event. The chapter will supply burgers and hot dogs/brats as well as drinks and set-ups. You bring something else you like, and enough to share. This is also a family event, so bring the family, and please, leave the alcohol at home. We have also invited Chapter 26 to join us. The more the merrier! Bring an airplane if you want; maybe we can hop rides?

We are the hosting chapter for Auburn's Airport Day Young Eagles Event, 8 July. There are 200 kids pre-registered. Mark is short of pilots, and we need ground volunteers to help out. The airport will feed us, give us a shirt to wear. If you're flying, they're going to discount the fuel price for us. Please help out, even if only for a while.

Also in the news, Auburn is getting a dedicated radio frequency. Beginning 10 August, Auburn's unicom will be 122.975. If you keep using 122.8, Chahalis and Shelton will hear you, but Auburn traffic will probably not. Don't be the quiet one left out.

There's a runway closure or two coming up at Auburn as well. The biggie will be 28 days, and to top it off, we don't know precisely when that will be. Sometime in July or August, we're told. If we want use of our airplanes, we'll have to make some other arrangements for a month, and don't forget to pay the rent.

Fly safe,
Brian

Next Meeting

Thursday, 25 June 6 PM

Note one hour earlier than usual

17618 S. E. 303rd PL, Kent

This Month's Program

Picnic!

6 PM at Nason's Hangar

*(usual meeting place,
one hour earlier)*

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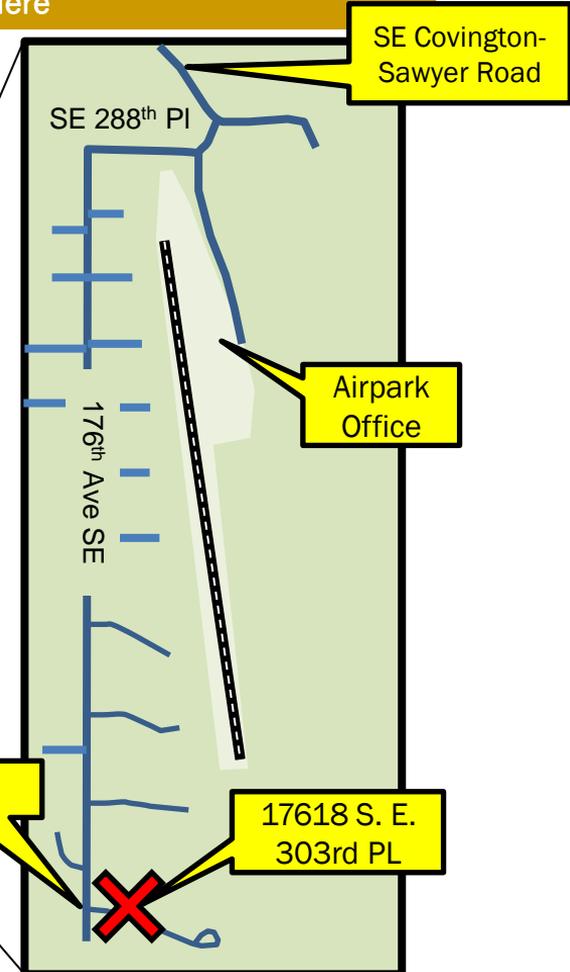
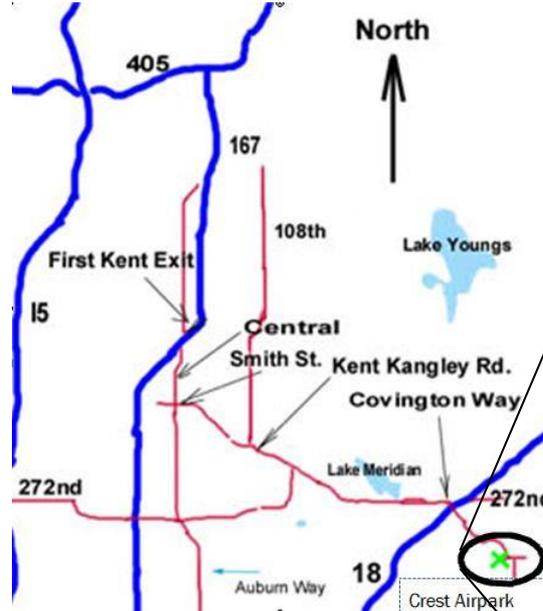
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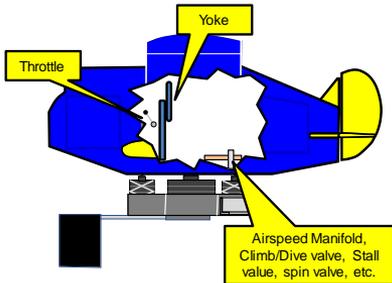
Meeting Address:
 17618 S. E. 303rd PL
 Kent 98042

Getting Here



What did we talk about Last Month?

Ron Wanttaja remembered "That Clever Mr. Link"



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

Auburn Airport Day is a time to give back to the community of Auburn for their great support of this long-standing pillar of local aviation. It's going to have displays, food trucks, and hopefully, a lot of airplane coming in to visit.

As is usual, we are scrambling for pilots, planes, and ground crews for Young Eagles flights.

Qualifications for Pilots:

1. Be a current EAA member
2. Complete [EAA's Youth Protection Training and background check](#)
3. [Join an EAA chapter](#) near you to participate in a chapter-hosted Young Eagles rally
4. Ensure you meet all of the pilot requirements:
 - Hold an appropriate airman's certificate (sport pilot or greater).
 - Possess a current medical certificate (if applicable).
 - Be current to carry passengers in the aircraft you plan to use.
 - Have a current flight review.
 - Conduct flights in an aircraft that is in airworthy condition.
 - Have aircraft passenger liability insurance for the aircraft used (owned, rented, or borrowed) with \$100,000 per seat coverage.
 - Adhere to all applicable Federal Air Regulations (FARs).

Contact Mark Owens to volunteer

ma1owens@comcast.net

(206) 390-0520

come join in on the fun!

AUBURN AIRPORT DAY

SATURDAY, JULY 8, 2023
10AM-4PM - AUBURN MUNICIPAL AIRPORT

Bring the whole family!

FIRST RESPONDERS K9 & SWAT VREA Alirik Northwest

FOOD TRUCKS

HELICOPTER RIDES \$60 per person (2 person minimum)

BOUNCE HOUSE

YOUNG EAGLES FLIGHTS Free for ages 8-17, youth only

AND MUCH MORE!

Register here:
<https://young eaglesday.org/1226>

Free registration only - Free flights for ages 8-17, youth only

2143 E St NE, Auburn, WA | auburnmunicipalairport.com

AUBURN MUNICIPAL AIRPORT
AUBURN, WASHINGTON

AirVenture Commemorates 30 Years of Women Flying Combat Aircraft During EAA WomenVenture on July 26

Celebrating women advancing in aviation, including 30 years of flying active-duty combat aircraft, will be part of EAA WomenVenture on July 26 during EAA AirVenture Oshkosh.

EAA WomenVenture has become an annual gathering point for women involved in aviation, from the Women Airforce Service Pilots (WASP) of World War II to teenagers involved in EAA's GirlVenture day camp that week. The programs are designed to encourage and inspire women who want to pursue their dreams of flight.

"What we've seen over the 15-plus years of EAA WomenVenture is that it has become an unforgettable annual reunion of all women engaged in aviation," said Margaret Viola, an EAA-member pilot who is the volunteer chair of the event.

Events will be held all week, with an emphasis on July 26 activities, including commemoration of 30 years of women flying combat missions in the U.S. military.



Historic Homebuilt Aircraft Anniversaries Part of EAA AirVenture Oshkosh 2023 Activities

A number of iconic homebuilt aircraft designs will be celebrating notable anniversaries this year at EAA AirVenture Oshkosh, which annually brings together the world's largest gathering of amateur-built aircraft.

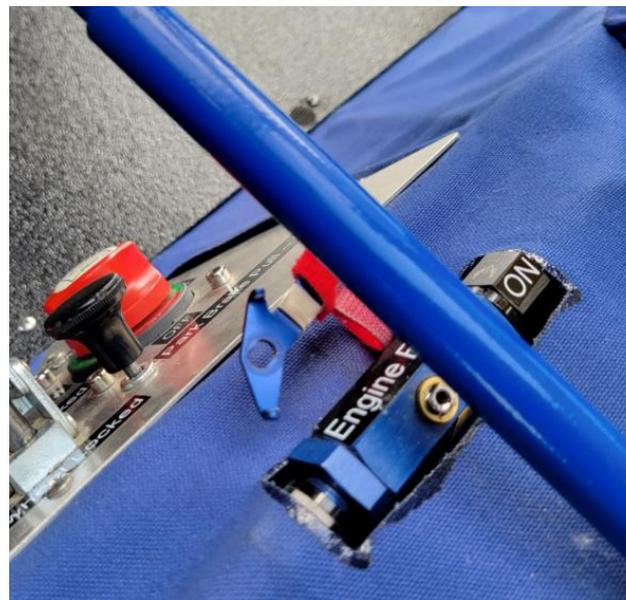
Anniversary aircraft owners are encouraged to pre-register so they can receive updates on special events, parking, and other activities connected to their airplane type. Among the aircraft designs reaching important anniversaries in 2023 are:

- Midget Mustang (75th)
- Wittman Tailwind (70th)
- Thorp T-18 (60th)
- Hiperbipe (50th)
- Sonex (25th)
- Van's RV-10 (20th)





This week, I flew to Copalis for the first time in quite a few years. I was surprised how soft the dark colored sand was. It was always harder than that in the past. Then, it dawned on me that it was a super low minus tide and I was there right at low tide. The water table is down far enough that it must affect the sand hardness at the surface. Still lots of sand dollars, though...



I was happily smashing bugs today, when I noticed this oddity during my flaps-flaps-flaps, fuel-fuel-fuel pre-landing check. The screw in the handle of my master fuel shutoff valve had vibrated out and the handle had fallen off. It was in the FOD collector in the bottom of my cockpit. After landing, I checked the screws in the two other identical fuel valves and they were both loose, too. It is probably impossible to overestimate how much vibration our flying machines have going on.



From the Chapter 441 Discord Forum



Remote avionics boxes installed. Lots of available real estate to work with but with about an inch of keep out zone around the top for the canopy to close into and keeping cable connections accessible meant I had to put the backup batteries for the displays on the back of the subpanel. Getting those 2 mounted gave me just enough need to cram myself into an awkward position and try to hold the screw in place with a screwdriver in my teeth while using both hands to hold the battery and get a nut started to remind me of why I dislike working on mobile electronics... and to appreciate the subpanel approach Vans uses that made the rest of the install pretty straightforward!



Panel physically installed, now to start the electrical part of the job





Did a rebuild of my old compass today. Had a kit from ACS. Gaskets around the glass went on fine. Had some trouble fitting the diaphragm gasket at the other end... apparently (?) the four bolt spacing isn't even around the circle. Took a couple of tries to get the notches in the diaphragm lined up with the holes for the screws.

Speaking of the screws, one of them on the back of the compass broke. Remainder didn't seem enough to really tighten up. We'll see how the fluid level goes.

The other problem I had was with the screw on the top meant for loading the fluid...mine was completely locked up! Couldn't get it off with a screwdriver or vice grips, at least for the level of force I was willing to put on it.

I pulled off the front glass and gaskets, then set the compass face up and poured the fluid into the open front. I thought this would load it completely... apparently not, since the "water line" was just visible at the top of the window when I closed it up again.

I bought a new Airpath compass a couple of months back, but am having trouble spinning it. It does the N-S adjustment fine, but it just won't adjust far enough for



E-W. Don't think it's an environment thing, since my old one was an Airpath as well and it adjusted just fine. I'm feeling some "clicks" when I try to adjust the E-W, so expect the compensation is screwy somehow.

Photo below shows a hiking compass taped to the turtledeck to swing the aircraft compass. Wooden airplane, remember???





This Month





Last Month: Lavochkin La-5

The Lavochkin La-5 (Лавочкин Ла-5) was a Soviet fighter aircraft of World War II. It was a development and refinement of the LaGG-3, replacing the earlier model's inline engine with the much more powerful Shvetsov ASh-82 radial engine. During its time in service, it was one of the Soviet Air Force's most capable types of warplane, able to fight German designs on an equal footing.

Development

The La-5 descended from the LaGG-1 and LaGG-3, aircraft designed by Vladimir Gorbunov before the Second World War. The LaGG-1 was underpowered, and the LaGG-3 - with a lighter airframe and a stronger engine did not solve the problem. By early 1942, the LaGG-3's shortcomings led to Lavochkin falling out of Joseph Stalin's favour, and LaGG-3 factories converting to Yakovlev Yak-1 and Yak-7 production.

During the winter of 1941–1942, Lavochkin worked unofficially to improve the LaGG-3. In early 1942, Gorbunov replaced a LaGG-3's inline engine with the stronger Shvetsov ASh-82 radial engine. The nose was replaced with the nose of the ASh-82-powered Sukhoi Su-2. The prototype first flew in March, and demonstrated surprisingly acceptable performance; air force test pilots considered it to be superior to the Yak-7.

https://en.wikipedia.org/wiki/Lavochkin_La-5

<https://vvsairwar.com/2016/08/18/the-development-of-the-lavochkin-la-5/>

<https://www.youtube.com/watch?v=4yBWGGfhkaY>



General Characteristics:

Length: 28 ft 5 in Wingspan: 32 ft 2 in
Wing area: 188 sq ft
Empty weight: 5,966 lb Gross weight: 6,984 lb
Fuel capacity: 761 lb

Performance:

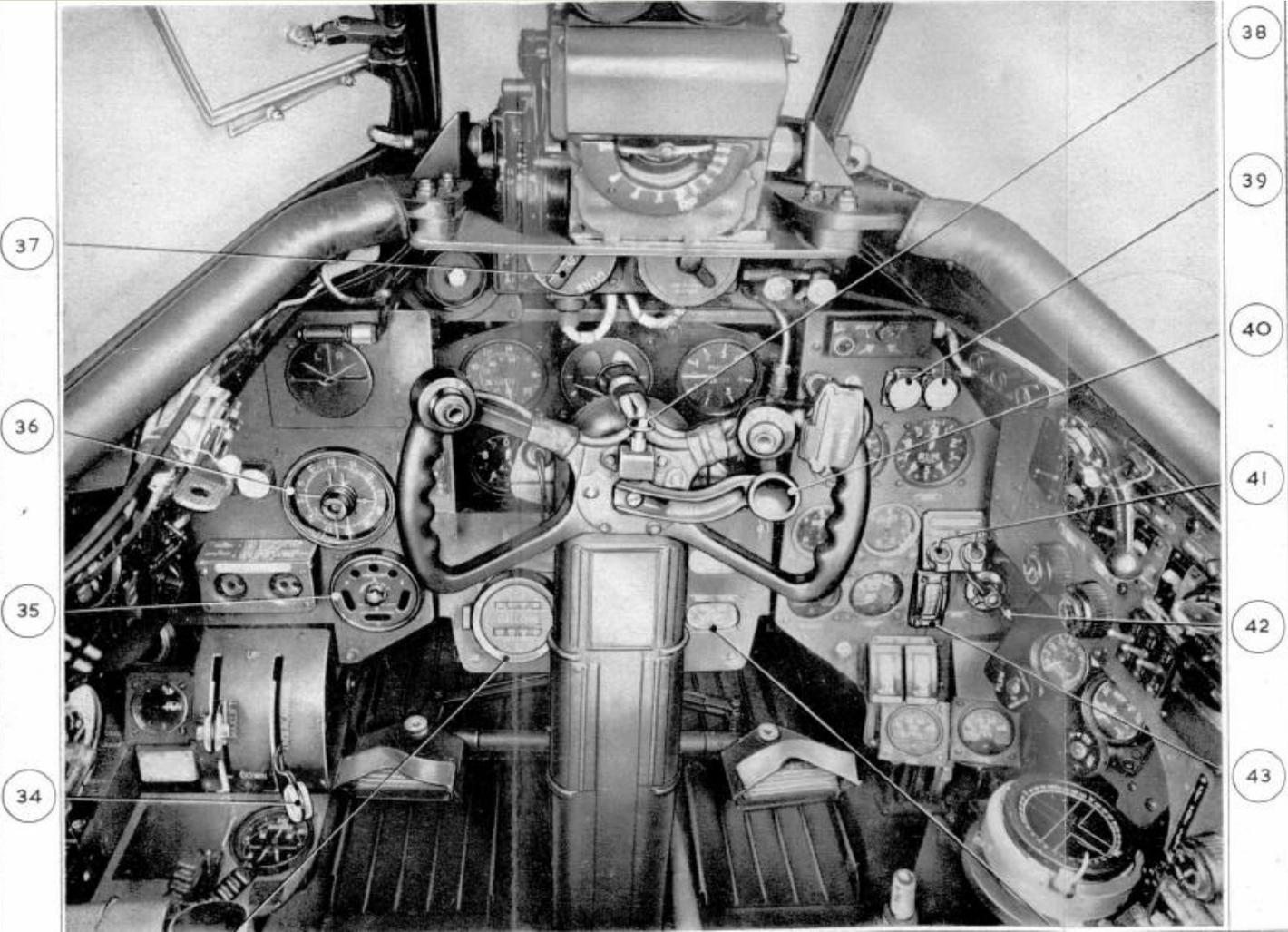
Maximum speed: 403 mph at 20,000 feet
Range: 475 miles
Service ceiling: 36,000 ft

Armament

Guns: 2 × 20 mm cannon with 170 rounds per gun
Bombs: 2 × bombs up to 220 lb each



This Month



37

36

35

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Last Month: CANT Z.1007 Alcione

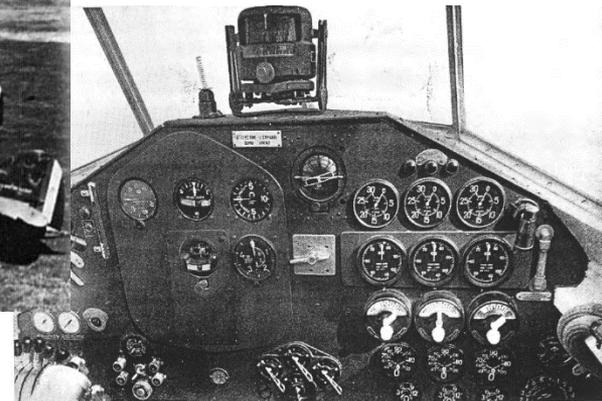
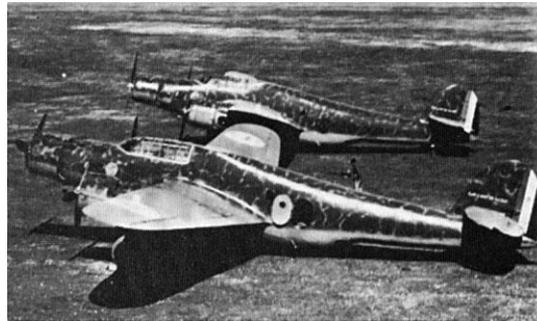
The CANT Z.1007 Alcione (Kingfisher) was an Italian three-engined medium bomber, with wooden structure. It was regarded by some as "the best Italian bomber of World War II" although its wooden structure was easily damaged by the climate, as experienced in North Africa and in Russia.

Design and development

In 1935, Filippo Zappata, the chief designer of the Cantieri Aeronautici e Navali Triestini (CANT), designed two medium bombers, the twin-engined CANT Z.1011 and the three-engined CANT Z.1007. Both were to be powered by 619 kW (830 hp) Isotta-Fraschini Asso XI.RC inline engines and were of wooden construction. The Z.1007 design was preferred by both Zappata and the Italian Aviation Ministry, with an order for 18 aircraft being placed on 9 January 1936. A further order for 16 more aircraft followed on 23 February 1937. Eventually, over 500 examples were ordered.

https://en.wikipedia.org/wiki/CANT_Z.1007_Alcione

<https://nationalinterest.org/blog/reboot/italy%E2%80%99s-cant-z1007-alcione-was-three-engined-wooden-wonder-189909>



General characteristics:

Crew: 5

Length: 60 ft 2 in Wingspan: 81 ft 4 in

Empty weight: 20,715 lb Max takeoff weight: 30,029 lb

Powerplant: 3 × Piaggio P.XI R.C.40 14-cylinder air-cooled radial piston engine, 1000 HP each

Performance:

Maximum speed: 285 mph

Cruise speed: 210 mph, 183 kn

Range: 1,115 mi

Armament:

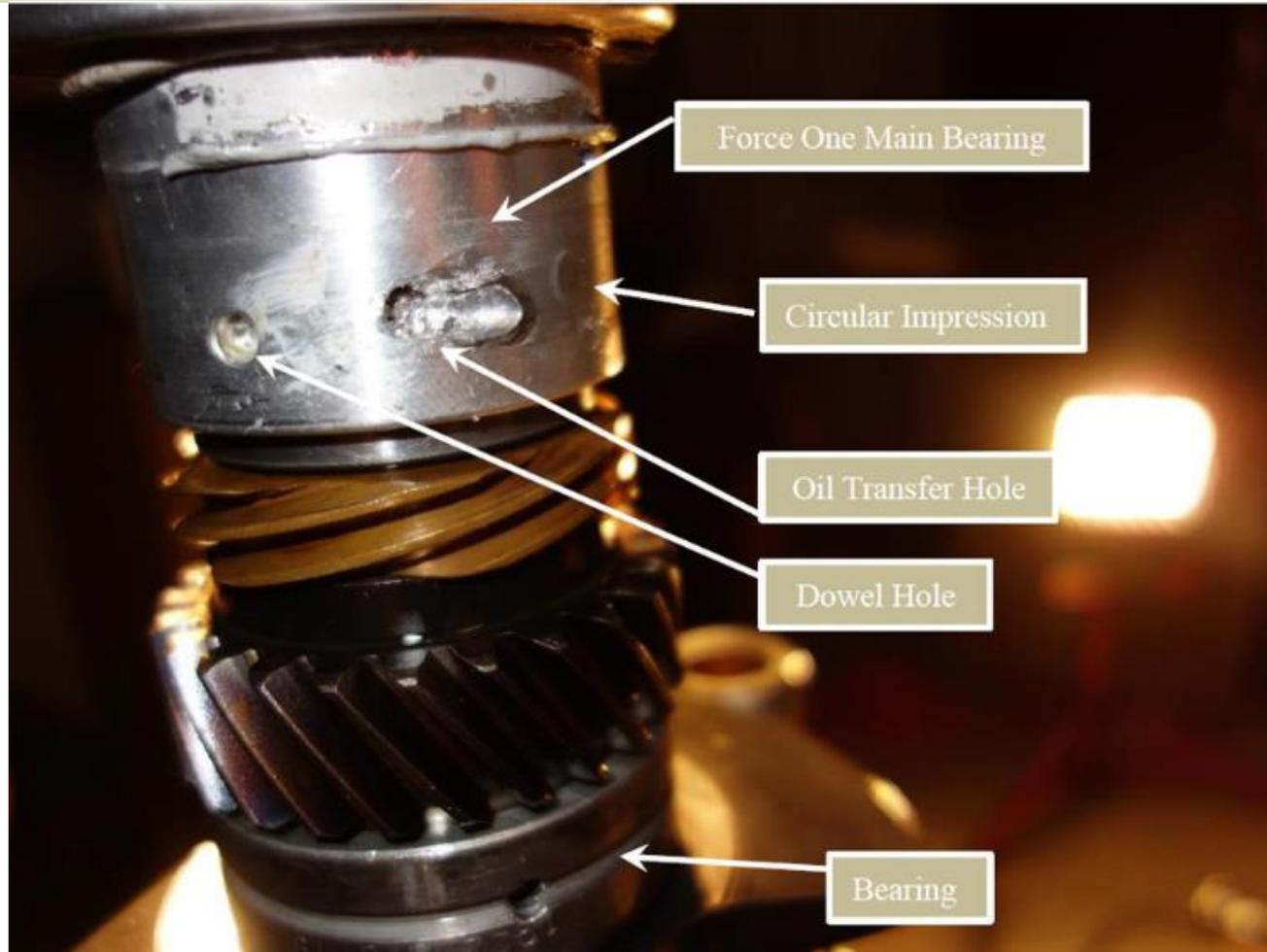
2 x 0.5 in machine guns, 2 x 0.303 machine guns

2,645 lb of bombs internally. 2,200 lb externally

2 × 17.7 in/1,800 lb torpedoes

Onex- California: Shortly after takeoff on its first flight, the airplane's engine experienced a total power loss and the pilot initiated a descending left turn in order to avoid an airport fence. Subsequently, the airplane impacted terrain, in a nose down attitude with the left wing low.

An examination of the engine revealed that the Force One Main Bearing seized to the crankshaft. Further, there were multiple circular impressions on the bearing surface. Based on this evidence, it is likely that while building the experimental engine, the pilot did not properly align the Force One Main Bearing, and the oil feed hole was inadvertently used as the dowel pin hole, which resulted in a blockage of the oil transfer hole, thus preventing oil into the bearing and resulted in engine seizure and total power loss.



Avid- Florida: The pilot took off and initiated a steep, left, crosswind turn to avoid horses off the end of the runway. About 300 ft above the ground, he smelled "burning wires" and thought he saw a "wisp of smoke." The engine "sputtered then died." The left wing stalled, the airplane rolled inverted, and entered a downward spiral. The airplane collided with trees and terrain before coming to rest, inverted, in a grassy field.

Examination of the airframe and engine found no evidence of a mechanical failure or malfunction that would have prevented normal operation. (1/9/2016)



Kitfox- Idaho: During the landing roll, the left main landing gear slowly collapsed forward. During a Postaccident examination of the airframe it was revealed that the left main landing forward gear tube had collapsed, which resulted in substantial damage to the landing gear mounting bracket. (2/7/2017)



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





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

The screenshot shows a Discord chat window for the EAA 441 server, specifically the #project-updates channel. The interface includes a left sidebar with channel lists, a main chat area with messages and a shared image, and a bottom input area.

Channel List (Left Sidebar):

- TEXT CHANNELS
 - # introductions
 - # announcements
 - # resources
 - # suggestion-box
 - # calendar
 - # general
 - # help-needed
 - # tips-and-tricks
 - # trading-post
 - # project-updates (selected)
 - # flight-reports
 - # young-eagles
- VOICE CHANNELS
 - General

Chat Area (Main):

February 15, 2023

Steve Cameron 02/15/2023 11:53 AM
So, my big honkin' capacitor showed up... I thought it would have the screws included, but didn't. Headed to Tacoma Screw to get some short M5 screws and washers. Also, now I think I need to make some sort of nifty box to hold it for mounting, given the external side is negative polarity. It is way bigger in person than I had thought!



Mark Owens 02/15/2023 11:55 AM
It is huge.... I am sure a physically smaller one will work.... Adel clamps or hose clamps mount them nicely

@Mark Owens It is huge.... I am sure a physically smaller one will work.... Adel clamps or hose clamps mount them nicely

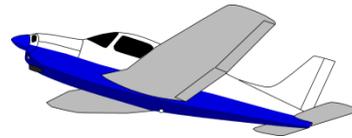
Steve Cameron 02/15/2023 12:06 PM
Thanks!

Mark Owens 02/15/2023 12:10 PM
Would you like to test with this one



Message #project-updates

Bottom Bar: Ron Want... #7534



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.