



# THE SLIPSTREAM

JULY 2020

THE NEWSLETTER OF GREEN RIVER EAA CHAPTER 441 KENT, WA

**INSIDE THIS ISSUE:**

<b>PRESIDENTS COLUMN</b>	<b>1</b>
<b>PIETENPOL UPDATE</b>	<b>1</b>
<b>CHAPTER 322 UPDATE</b>	<b>1</b>
<b>DARINS RV</b>	<b>3</b>
<b>GUESS THAT AIRPLANE</b>	<b>4</b>
<b>GUESS THAT INSTRUMENT PANEL</b>	<b>4</b>
<b>EDITORS CORNER</b>	<b>7</b>
<b>JUNE GATHERING MINUTES</b>	<b>8</b>
<b>LAST MONTHS GUESS THAT AIRPLANES ANSWER</b>	<b>9</b>
<b>LAST MONTHS GUESS THAT INSTRUMENT PANEL</b>	<b>10</b>

**SPECIAL POINTS OF INTEREST:**

PHYSICAL GATHERINGS TEMPORARILY ON HOLD UNTIL FURTHER NOTICE

WE ARE GOING TO A VIRTUAL GATHERING THIS MONTH

**PRESIDENTS COLUMN, PIETENPOL UPDATE, CHAPTER 322 MEETING:****Presidents Column:**

We should not be in Puget Sound this week. I went to the hangar to see if my airplane might have gone to OSH without me! It's gone every year for so long, it certainly knows how to get there all by itself. But it was still in the hangar, looking sad, anxious to get out and go cross country.

The virtual show has gone on all week. I hope you have been able to avail yourselves of some of the offerings. I have several things I always do at OSH, including renewing my Jepp subscriptions, stocking up on supplies, paying for organizational memberships, etc. I had to call Aircraft Spruce this week because I had not seen a big "show special" sale add, and had been told to expect that. Turns out there is a promotion code to enter, but for what I needed, the discount was not great. I did get free shipping. What I'm really going to miss is the small hardware, stuff, and the people.

Our state is going backwards with regard to the virus, so I think it prudent to continue to avoid social contact.

Please stay safe.

Brian

**Pietenpol Update:**

Hello 441,

Lots going on during these crazy times....! For now enjoy a photo of the Pietenpol at the Evergreen Mu-



seum. We took our grandkids there on Wednesday and they had a blast.

Jake

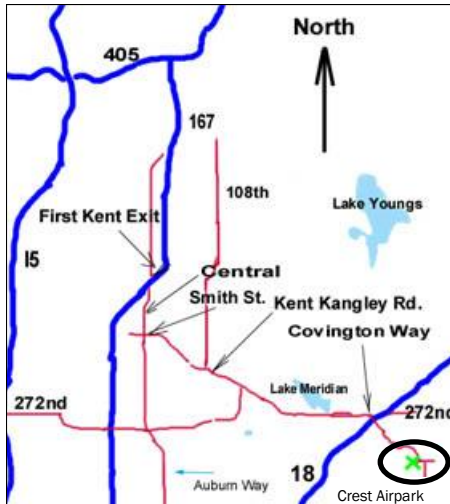
**EAA Chapter 322 gathering:**

How South Africa is organized

In South Africa, EAA has about 750 members 10 chapters around the country. Each chapter operates independently with its own committee (elected by its members) and each organizes its own activities. Chapters often arrange joint activities.

The National Council of EAA Chapters is the liaison body between the EAA Chapters and controlling authorities such as Aero Club and the Civil Aviation Authority. It's composed of

## WHERE DO WE MEET THIS MONTH?



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



## JULY PROGRAM

Virtual meeting with a round table discussion and sharing of photo's and ideas

### Program

Virtual Meeting information:

Mondays meeting is again on Zoom:

Here are the details:

Monday July 27, 7pm-9pm

Meeting URL: <https://gettyimages.zoom.us/j/98133877093?pwd=TmF3MHlkamRoSk5xNnozOFpyY3NDZz09>

Join by Telephone

For higher quality, dial a number based on your current location.

Dial:

US: +1 253 215 8782 or +1 669 900 6833 or +1 346 248 7799 or +1 646 876 9923 or +1 301 715 8592 or +1 312 626 6799 or 888 788 0099 (Toll Free) or 833 548 0276 (Toll Free) or 833 548 0282 (Toll Free) or 877 853 5247 (Toll Free)

Meeting ID: 981 3387 7093

International numbers

Join from a SIP room system

SIP: 98133877093@vip2.zoomcrc.com

Password: 6695

### 2020

#### OFFICERS

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## CHAPTER 322 MEETING, CONTINUED, DARINS RV ADVENTURES:

the various chapter presidents throughout the country, and an executive committee which is elected at the annual general meeting held at the Annual Convention.

**EAA and Aero Club:** EAA is a part of the Aero Club of South Africa. They're the national body that controls recreational aviation in South Africa. Other associations that are part of Aero Club cover many other aspects of recreational aviation including Gliding, Hang Gliding, Parachuting, Power Flying, Micro-lights, Helicopter, Model Aircrafts and Gyrocopters.

More info on the Aero Club of South Africa can be found at [www.aeroclub.org.za](http://www.aeroclub.org.za). also on EAA Website: <http://eaa.org.za/>

### EAA Chapter 322 information:

EAA 322

Johannesburg,

President: Neil Bowden

Contact: 27846745674 |  
neil1@telkomsa.net

Meetings: Every 1st Wednesday  
6:30 PM

Location: Dicky Fritz Moth Hall  
Dicky Fritz Ave, Marais Steyn Park  
Johannesburg 2000

Programs: Young Eagles, Eagle  
Flights

Neil Bowden had attended one of Brian's presentations at AirVenture and called EAA to see if he could get ahold of Brian for the presentations on Checklists. The Membership of Chapter 441 were invited to attend and we had a good Zoom meeting.

It was interesting to note the differences in the manner of allowing flight during this time. While we were and continue to be able to fly as we are keeping social distancing, they were completely shut-down.

### Summary of the Chapter 322 gathering:

Neil Bowden moderated

Presented Just Plane Facts

Body loses an ounce of water for every hour of flight

Why does airplane food taste so bad. Dry recycled air,

Pulse mode for landing lights and turned off at 100 ft. Reduces bird strikes

Lawrence Sperry invented auto compass by modifying his dad's invention for gyroscopes for use on ships to assist in stabilizing the ship to use as autopilot in airplane

Oldest airline in existence today is KLM started in 1917

Tower windows angled at 15 degrees to reduce reflections from inside and out.

Rob Jonkers Presented flying status in South Africa:

Not allowed to fly currently in South Africa: Aviation Minister said that timing of allowing flight is currently unknown. NOTAM restricting flight ended in June 2020. General notice to be published shortly. Asking for

phase 2 status. This would allow training flights as there is an issue with pilot proficiency. Karl Jensen commented and expressed his appreciation for Rob's many and continuing efforts to get individual flying back into South Africa.

Brian Lee gave his Check lists presentations.

Discussed the Tinkertot custom design and build.

### Update of South Africa flying status from Neil Bowden:

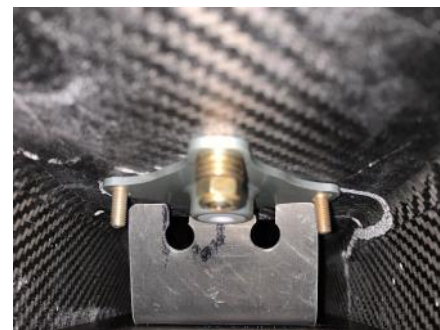
Our Ministry (South African Civil Aviation Authority) is gradually opening up aviation for us, thanks to the hard work of Rob and his team. At this stage we are now allowed proficiency flights when we want, as long as they are solo and we take off and land at the same airport. Touch and Go's at another airport are permitted as well. And now, as of this week, we are permitted to make re-fueling stops at another airport and aviation sporting events (e.g. Nav Rallies) will be permitted! So bit by bit we are moving forward!

Please send regards to Brian and 441 members!

Best regards,

Neil Bowden

Chairman EAA Chapter 322





## 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 INSTRUMENT PANEL

This month's entry:

Go to Page 9 for Junes airplane



This month's entry:

Go to Page 10 for Junes Instrument Panel



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## DARINS RV ADVENTURES CONTINUED:

Johannesburg  
South Africa  
EAA # 565560

### Darin's RV Adventures:

More wiring

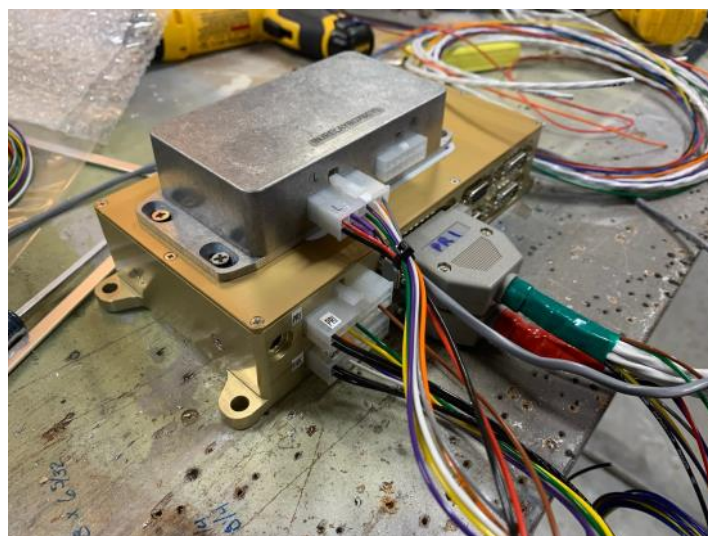


Dang it! I am sure I just posted that last post a week or so ago....

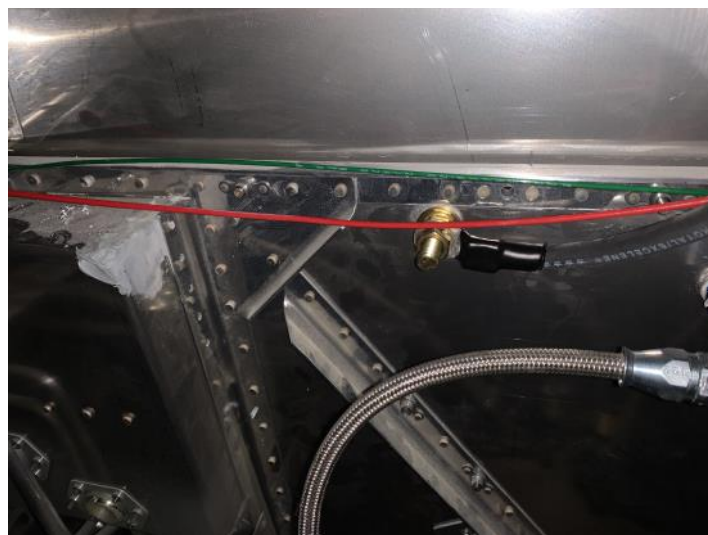
Yep, more wiring. Well, wiring and related tasks.



The past few weeks have been a blur of small tasks all related to getting the interior panel area all buttoned up. I expect the engine to be ready in the next month or so which means I will want to get the airplane up on its gear and engine mounted.



This is a rather odd perspective but its under the center console looking aft to where the fuel valve extension comes up through the tunnel (the star



shaped object bolted on with 3 washers and one nut. Below that is the bracket that will hold the throttle and prop cable housing. What you can't see even further back is the base of the throttle quadrant.

Throttle quadrant bolted down to the tunnel cover. There is a sizable doubler on the under side of this sheet that is attached by all those AN470 rivets you see.

This is what it looks like now. The quadrant is bolted on, the cable mount is bolted on, and the wire loom for the headset jacks is bolted to the tunnel cover.



**DARINS RV ADVENTURES, CONTINUED:**

Following the footsteps of a couple others who have gone before me I attached the silver relay housing to the SDS CNC'd ECU enclosure. The wiring harness for the two just seemed to be made for this.

This is the back side of the firewall where the ground penetration goes through. Still lots of wire work to do including some support needs.

Here the CNC is cutting the plate you see in the next picture. This is where the headsets will plug in. I'm only installing the Lemo plugs in this airplane. I will purchase a couple of the dual GA headset adapters to keep in the airplane for headsets that require that method. This should help eliminate any ground loops that the GA plugs are famous for.

Here the Lemo plugs are installed and ready to be mounted in the center console.

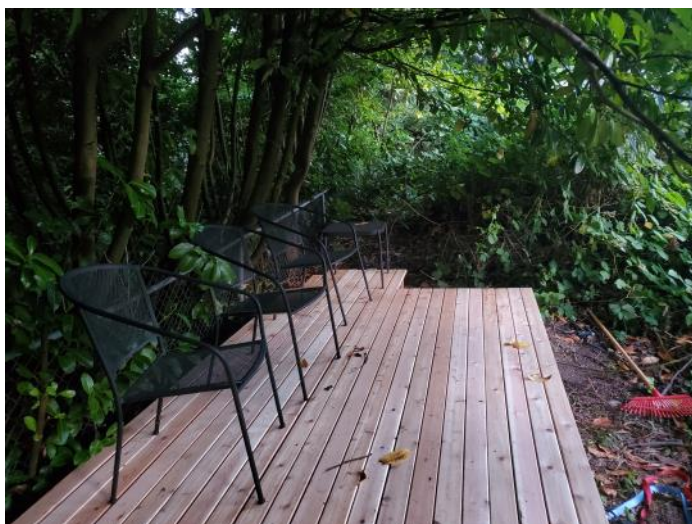
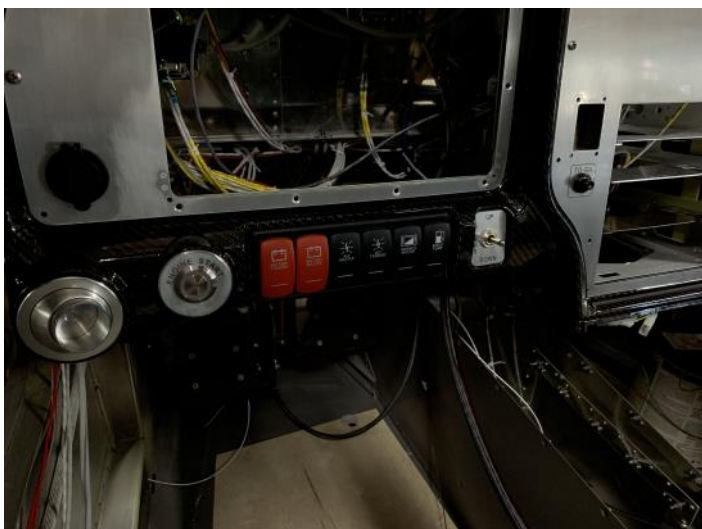
I installed and wired up much of the FlyLED control board as well. This is in the foot-well of the right side rear passenger seat. There is a panel that covers this area and its a good common location for all light wiring runs.

I did a bit of wiring on the firewall as well. Here you can see some of the various wires coming through the firewall pass-through as well as some of the power harness. The big white cable that goes from the solenoid on the left to the solenoid on the right is the cross connect cable. The smaller white wire on the left is the backup battery power supply.

Most of the wires are installed at this point. Still a few more to terminate like the blue and brown wires you see hanging out.

This is the final look of those label plates that I engraved on the CNC a few weeks ago. I think they look good!

Darin





## EDITORS CORNER:



Geyser Flyers air field at Flaming Geyser Park.



To Read More: [Click Here](#)

### Editors Corner:

It was interesting to get a look into another Chapters

operation and meet some new pilots from around the globe. The excerpt above describes the activities that happened during the gathering. It is good to hear that they are making progress back to flying. Thank you Neil and Rob for holding an outstanding gathering and inviting our chapter into it.

I have finally received my wood shipment from Aircraft Spruce and now have a lot of little sticks to make to build up the ribs for my project. Unfortunately it has languished a bit while waiting. In the meantime I have been making a deck in my back yard under some laurels. It is kept cool in the summer by the shade and we gathered on it for some cake and ice cream (my wife, daughter and I) last Sunday to celebrate my birthday.

I wasn't paying attention to my EAA mail this month



## EDITORS CORNER, CONTINUED, JUNE GATHERING MINUTES

and I discovered that I had missed a few good on line presentations. Hopefully someone else was able to attend and you did and wouldn't mind writing a small article, it would be great.

I have been spending a significant time visiting different parks and campsites over the last couple of months. Flaming Geyser, between Black Diamond and Auburn, has been one I have been returning to frequently. It is situated next to the Green River and has a RC model airplane field. They have a couple of buildings and about 500 to 1000 feet of runway. There is plenty of activity. I had hoped to meet the gentleman who flies a semi-scale de Havilland Venom. It has a electric ducted fan for propulsion. So far, I have not been able to see the gentleman, but there were a couple of semi scale P47's and an A10 twin ducted fan. From what I have seen so far, most of the aircraft are electric. They are called Geyser Flyers. To visit their Website: [Click Here](#)

### We have a new Member:

Parker Wasson. He is 17 and lives in Seattle. He is interested in everything aviation related. We plan to get some Young Eagle rides in when we are able to sit in confined spaces again.

I plan to get back to working on my project this week.

Build Straight

Roger

### June Gathering Minutes:

Ray Van Wyngar: Not up to a lot. Wants to get his tail Dragger sign off. Went to Enumclaw, could hang-er an ultralight . Thinking of an Ultralight given his age. Likes the Kolb. Enumclaw has a grass field that welcomes the UL. But community may be generating hate mail.

Brian Lee: Brought the Tinkertot home to his hanger. See photos. Steve lifted it up onto the trailer. Wing Panels weigh about 40 pounds each. Brian has not yet found the weight and balance. Got his iPad to connect to the meeting. Needs to get the 310 through the annual. String engine monitor egt and cht wires out to each cylinder and to both engines. This detailed job takes time. Took the old tank bladders out, put new bladders and discovered that the bladders leaked and had to remove 40 gallons of fuel and store it 5 gallons at a time.

Andy Karmy: set up the virtual meeting. Thank you

Andy!

Tim Yokers: Not much to say, busy spinning his wheels

Steve Crider: Hauled 3000 pounds of concrete today in his 78 Ford truck. Has dump box. Used to clean up some broken up sidewalk. He and the cat enjoying listening. Who sells insurance for UL's?

Jerry Paterson: Does his Cessna have bladder tanks. Yes have rubber bladders. Made in 1963 and no leaks. Cessna used real rubber for them. They have a good longevity. 67 years old with no leaks. How many gallons? 55 gallons plus two 18 gallon spare tanks. Haven't done much. 6 weeks ago spouse fell and broke leg. Been caretaking for 6 weeks. Might fly to morrow. May go early around 10. Ready to go

Roger Schert: Restarted on the rib making. Has most of the wood to make one rib for destruction testing. Awaiting Aircraft Spruce wood order.

Tom Osmundson. Child playing with some toys. Looked at the Luscombe today. Looked into what it might need and gathering costs. Wants to know what a decent used propeller. The 85 Engine puts you over the weight of the LSA weights. Crank has been yellow tagged from 1989. Never heard back from Logan. After July 4 will try to get hold of Glenn Peterson. Andy might be able to get a contact for another A&P/Al from Thun Field.

Ron Wanttaja: Been preparing figures for his next talk with the Flybaby guys. Auburn closed for the next few days to add 400 ft of runway. Trying to get in the range of the small Business Jets. This was discussed at a meeting with the mayor several years ago and wants to add a control tower. 4th busiest airport in Washington. Installed radio into the Flybaby several years ago into the panel. has to replace the potentiometer. The Icom radio doesn't want to have an aircraft headset. Uses a long cord to meet the earbuds. Which work great. When he plugs in his standard headset. Dislikes the impedance matcher. Will probably remove his panel to work on it this week while airport closed. Flew three times this week. The new runway end is messing with his pattern.



## GUESS THAT INSTRUMENT PANEL

### Martin B-10

The Martin B-10 was the first all-metal monoplane bomber to be regularly used by the United States Army Air Corps, entering service in June 1934. It was also the first mass-produced bomber whose performance was superior to that of the Army's pursuit aircraft of the time.

The B-10 served as the airframe for the B-12, B-13, B-14, A-15 and O-45 designations using Pratt & Whitney engines instead of Wright Cyclones. A total of 348 of all versions were built. The largest users were the US, with 166, and the Netherlands, with 121.

#### Design and development

The B-10 began a revolution in bomber design. Its all-metal monoplane airframe, along with its features of closed cockpits, rotating gun turrets (almost simultaneously with the 1933 British Boulton & Paul Overstrand biplane bomber's own enclosed nose-turret), retractable landing gear, internal bomb bay, and full engine cowlings, would become the standard for bomber designs worldwide for decades. It made all existing bombers completely obsolete. Martin received the 1932 Collier Trophy for designing the XB-10.

The B-10 began as the Martin Model 123, a private venture by the Glenn L. Martin Company of Baltimore, Maryland. It had a crew of four: pilot, copilot, nose gunner and fuselage gunner. As in previous bombers, the four crew compartments were open, but it had a number of design innovations as well.

#### To Read More:

Wikipedia: [Click Here](#)

Lockheed Martin: [Click Here](#)

Aviation History: [Click Here](#)

National Museum of the Air Force: [Click Here](#)

History of War: [Click Here](#)

How stuff works: [Click Here](#)

#### General characteristics

Crew: 3

Length: 44 ft 9 in (13.64 m)

Wingspan: 70 ft 6 in (21.49 m)

Height: 15 ft 5 in (4.70 m)

Wing area: 678 sq ft (63.0 m<sup>2</sup>)

Empty weight: 9,681 lb (4,391 kg)

Gross weight: 14,700 lb (6,668 kg)



Max takeoff weight: 16,400 lb (7,439 kg)

Powerplant: × Wright R-1820-33 Cyclone (F-3) 9-cylinder air-cooled radial piston engines, 775 hp (578 kW)

Propellers: 3-bladed variable-pitch propellers

#### Performance

Maximum speed: 213 mph (343 km/h, 185 kn)

Cruise speed: 193 mph (311 km/h, 168 kn)

Range: 1,240 mi (2,000 km, 1,080 nmi)

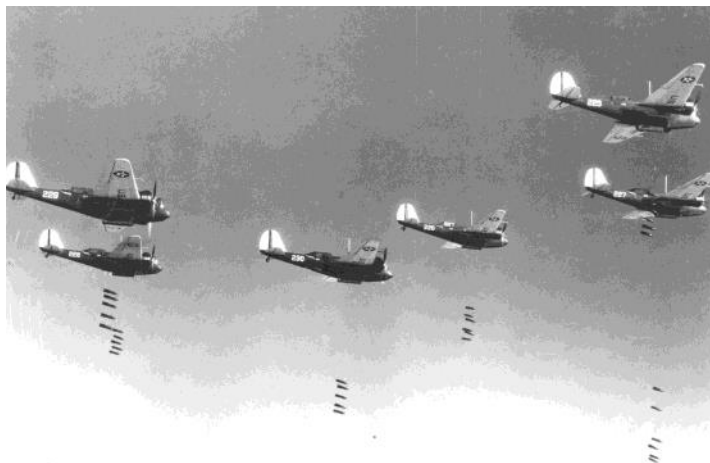
Service ceiling: 24,200 ft (7,400 m)

Wing loading: 21.7 lb/sq ft (106 kg/m<sup>2</sup>)

#### Armament

Guns: 3 × 0.300 in (7.62 mm) Browning machine guns

Bombs: 2,260 lb (1,025 kg)



**GUESS THAT INSTRUMENT PANEL**

Convair B-36J Peacemaker

All Photos from the US Air Force Museum, Dayton, Ohio.

To See and Read More: [Click Here](#)

