Volume 27 issue 3

THE SLIPSTREAM

THE NEWSLETTER OF GREEN RIVER EAA CHAPTER 441 KENT, WA

March 2025

Next Meeting

Thursday, 27 March 7 PM

This Month's Program

VFR Sectional Chart Review

Are you really sure where the boundaries of the Class B airspace are? Any new symbology that might confuse you? Kellen will review the VFR charts.

If you no longer want to receive the newsletter, email me at ron@wanttaja.com

President's Column

Spring Has Sprung

The TV news people tell us that we're past the Vernal Equinox. That means that the days are getting longer, and the amount of sunlight we're gaining each day is at a maximum. We've also tripped into Daylight Savings Time, which means all that is happening later in the evening on the clock. Those things signal the gradual change from "Workshop Season" to "Flying Season".

But somebody forgot to tell the weather gods. It's still cold, rainy, and generally "icky" (a technical term for the weather in the Pacific Northwest, usually persisting from October-April). It seems like the temperature has been 15 degrees below "normal" for months, now. I've had my share of working in the hangar until I couldn't feel my fingers any more.

Last weekend (Saturday, to be precise), I might have tried to go flying, but could not get my airplane across the lake that forms in front of the hangar when it rains too much.

Nevertheless, just like we expect the sun to rise in the morning, April is coming quickly, and we can expect the weather to get better. This is a really good time to make sure the airplane is in good shape for flying season. Maybe you do your annual (or condition) inspection during workshop season, so as not to lose any flying time. It's also a really good time to think about our flying skills. Remember, flying involves motor skills, cognitive skills (thinking), and lots of practice putting those together.

This month for our program, we have chapter member and CFI Kellen to remind us everything we thought we might have known about VFR sectional charts. Kellen will be hosting the discussion, so maybe you'll want to take a peek at a sectional to see if the Class B boundaries have moved again, if the frequencies have changed again or what does that strange symbol really mean? And remind yourself of what you might have forgotten. Should be a good discussion.

Brian

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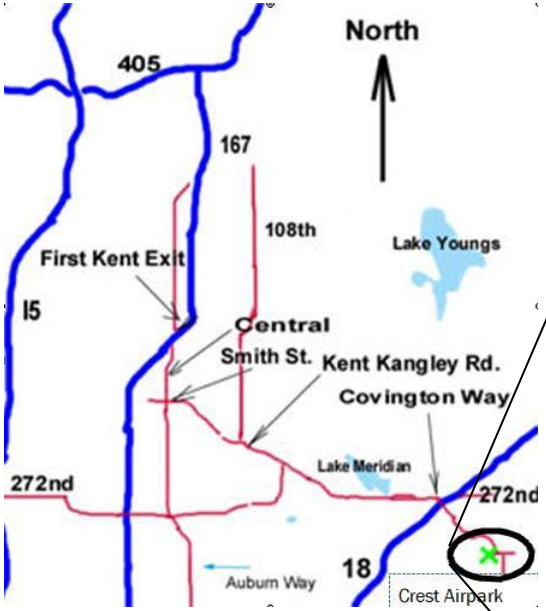
What did we talk about Last Month?

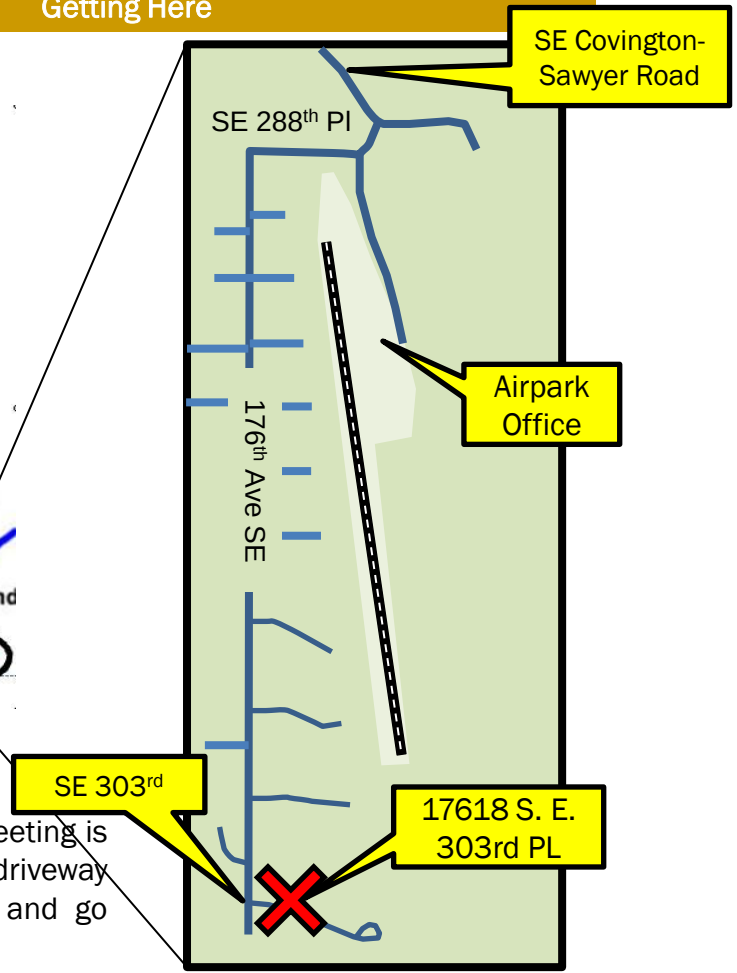
Flying in the BUFF

Note: Deadline for Newsletter articles is Sunday evening 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

Young Eagles Rally – Saturday, July 12th

Steve Cameron is looking for ground volunteers as well as pilots for our Young Eagles rally that is part of Auburn Airport Day on July 12th. Specifically, we are looking for 4 pilots to give kids ground school before their flights, 4 volunteers to escort people on the ramp and answer family questions, 2 volunteers to marshal aircraft, and 3 people to man the entrances to the airshow area and triage new arrivals.

We have 4 pilots confirmed so far… only 13 more to go for our goal of 17. If you know of anyone you think might be interested, please let them know -- reduced 100LL price for the day, a T-shirt, a Young Eagles baseball cap, a nifty name tag… all in addition to the sheer joy of introducing an eager young person to the exciting world of flight.

If you can support Young Eagles that day, contact Steve at YoungEagles.S50@gmail.com.

Controversial FAA Medical Policy Postponed

On Friday, February 28, the FAA announced that it would be holding a “listening session” on a controversial new FAA medical policy, postponing its implementation with no new effective date. The policy would have caused most incomplete medical applications to be denied pending reconsideration, rather than the current practice of deferring applications while the applicant gathers required information or undergoes additional medical workups.

This is the second time the policy has been delayed. It was previously scheduled to become effective January 1 and was delayed to March 1. EAA helped coordinate a broad coalition of aviation advocacy groups in opposing the policy, citing numerous issues. Chief among these is the risk of an overall chilling effect on interactions with the Office of Aerospace Medicine. The FAA has been making admirable progress on their stated objective of “getting to yes” on as many cases as possible. Starting out with a “no,” even with the promise of quick follow-on action, is concerning to pilot advocates and aviation safety professionals alike.

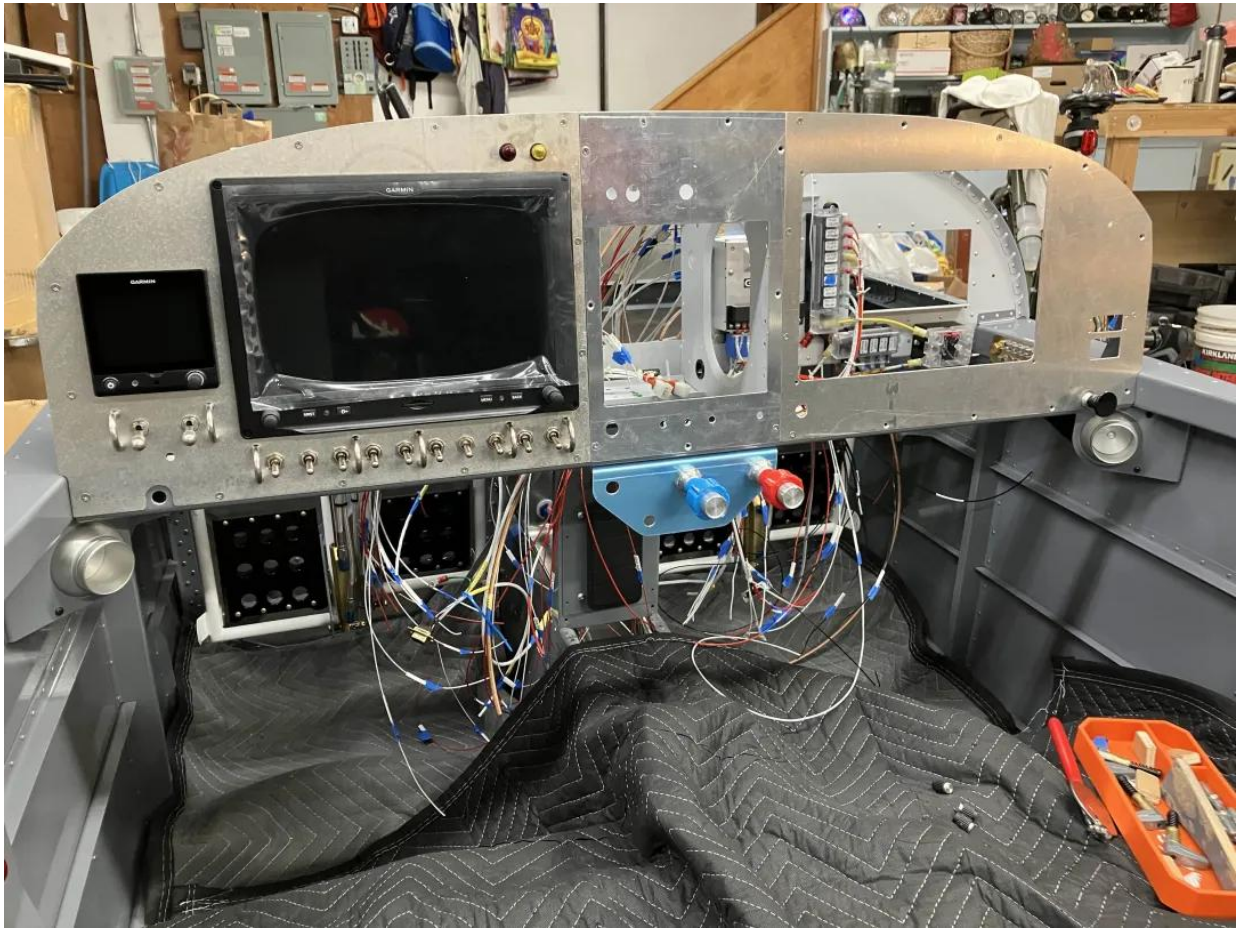
EAA does urge members, despite opposing this measure to stridently address incomplete applications, to submit all pertinent information at the time of initial application.

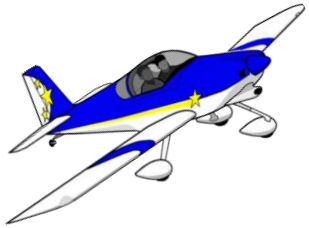
Final Piper Rudder AD Rejects Most Community Input

The FAA released the final version of Airworthiness Directive (AD) 2025-02-11. The AD requires the owners of most Piper high-wing aircraft with rudder posts made of 1025 carbon steel to upgrade to a rudder with a post made of 4130N low alloy steel. The affected model list includes a wide range of aircraft, from J-3 Cubs to PA-22 Tri-Pacers and Colts. The FAA estimates a total of 6,500 active aircraft will need their rudders replaced or modified.

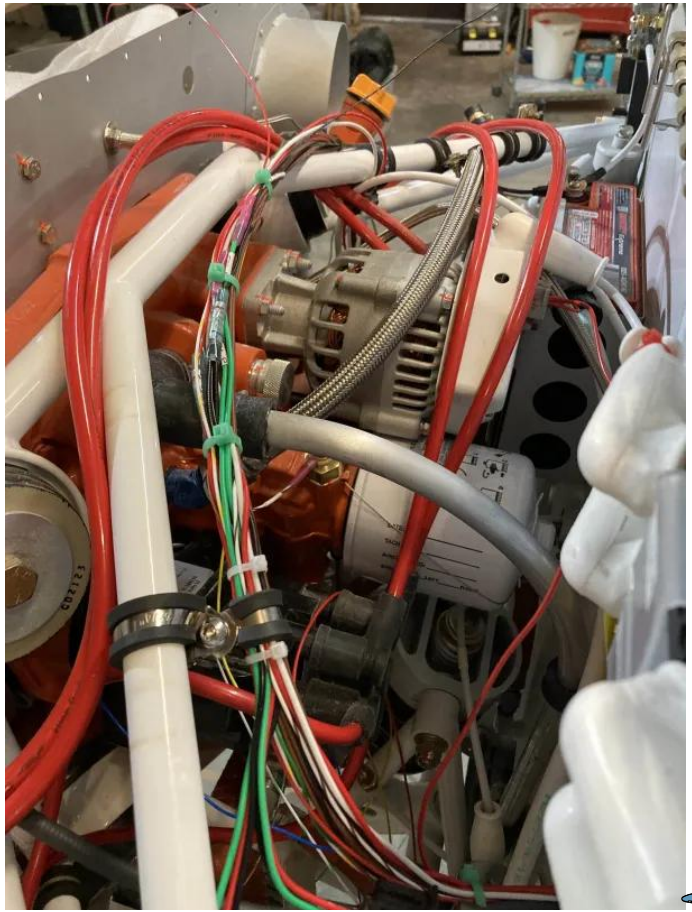
Numerous commenters opposed the AD when it was proposed last year, including EAA and its Vintage Aircraft Association (VAA) division. VAA invested extensive time and resources into proposing an alternative on-condition testing technique, as well as an alternative strengthening method that was minimally invasive and would not require a fabric re-cover. EAA argued for the rescinding of the AD due to its being based on a small number of occurrences, including several uniquely modified aircraft, as well as covering many low-horsepower models that have no known history of failures.

In the end, the FAA disagreed with almost all comments that were critical of the AD and made almost no changes. The only significant concession was creating a new “Category IV” for aircraft such as the J-3 and PA-11 that have low-horsepower engines installed – not removing these aircraft from the applicability list but giving them a 10-year compliance time instead of 5 years.


GARMIN



Starting to get the spaghetti tangle tamed. This is probably the worst section with a bunch of signal and 5 V splices in it - green zip ties are the high temp "permanent" ones keeping the splices from bouncing around too much, white ones are temp for p-clamp install.... And yes - the twisted p-clamp on the engine mount will be replaced.



From the Chapter 441 Discord Forum

It’s amazing what a bath and first coat of wax can do when you’ve gotten used to it being covered in months worth of shop and hangar dust

From the Chapter 441 Discord Forum

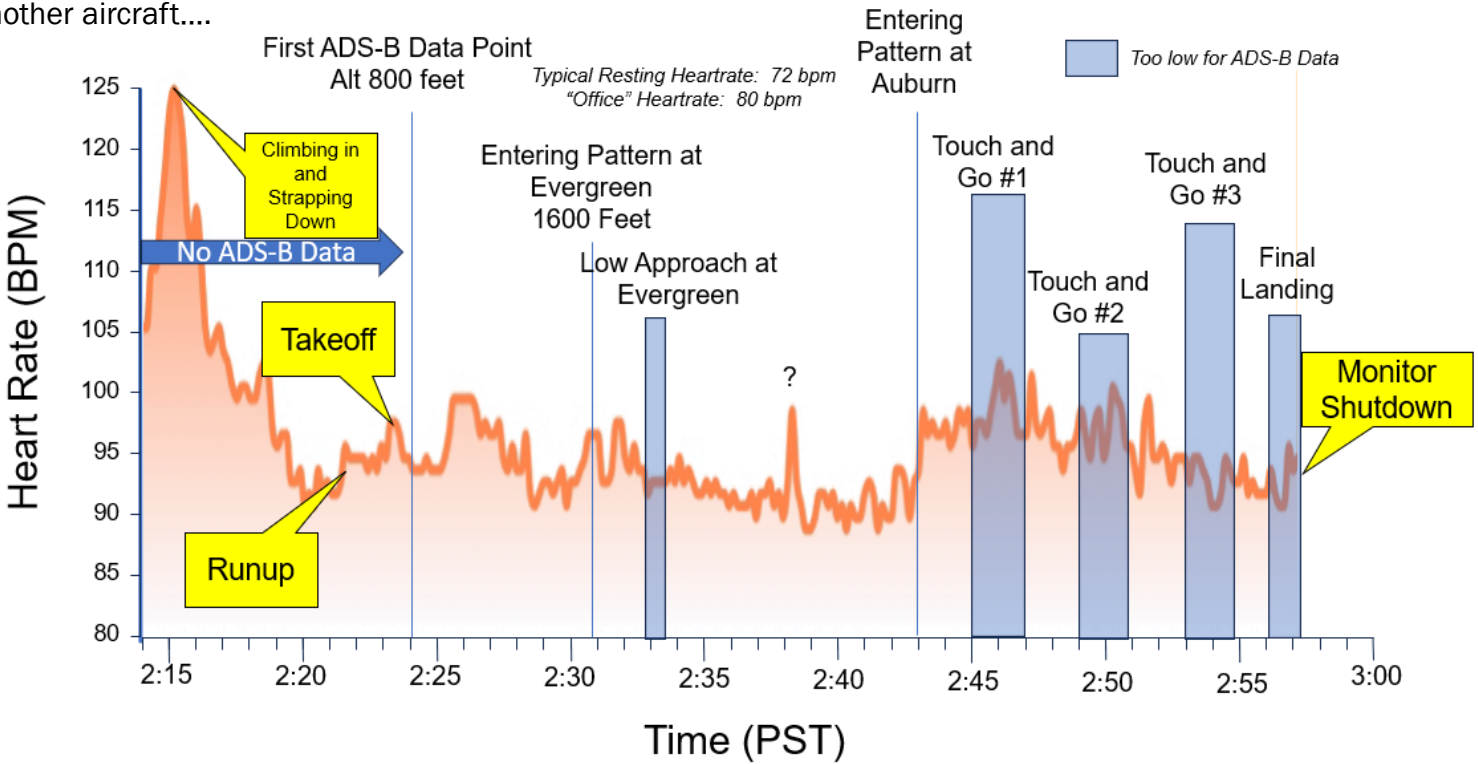
Chapter Member Activity: Ron Wanttaja, Fly Baby

My wife gave me one of those fancy smart watches for Christmas. It includes the capability to record one's heart rate over time.

It struck me that it would be an interesting exercise to record my heart rate while flying my airplane…and use the data from my ADS-B out to correlate what I was doing at the time! The ADS-B signal isn't received below ~800 feet, so there's no record of position until my first post-takeoff contact, and no signal during the touch and goes.

What's interesting is that my heart rate got highest JUST CLIMBING INTO AND STRAPPING DOWN in the airplane. And notice an odd spike at 2:39PM. I think I spotted another aircraft….

In addition, note the rise in rate when I entered the pattern at Auburn. The pattern was very busy that day, and obviously I was looking hard for traffic!



The Story Thus Far:

Almost twenty years ago, a co-worker bought a cottage near Puget Sound. He found a batch of airplane parts in the basement. Just the wings and a few other parts. No fuselage, no identifying marks.

I spent a while researching the parts. The wings themselves were pretty generic, but the other parts...like the cowling, wheel pants, instrument panel, and windshield...were pretty distinctive. I eventually identifed them as coming from a Warwick Bantam, an early homebuilt from the '60. Only a few were built. Further, I found a photo taken by Pete Bowers that showed the Bantam that my wings probably came from. I wrote an article and did an EAA presentation on my find. You can find it in the EAA archives, “EAA Detective“ in the April, 2006 issue.

I thought that was pretty cool. The wings have been in my hangar ever since, against the day I might find someone who needed them. I could have turned them in for recycling and made a couple of bucks, but just didn't want to do that.

Just a bit over a week ago, though...things started happening!

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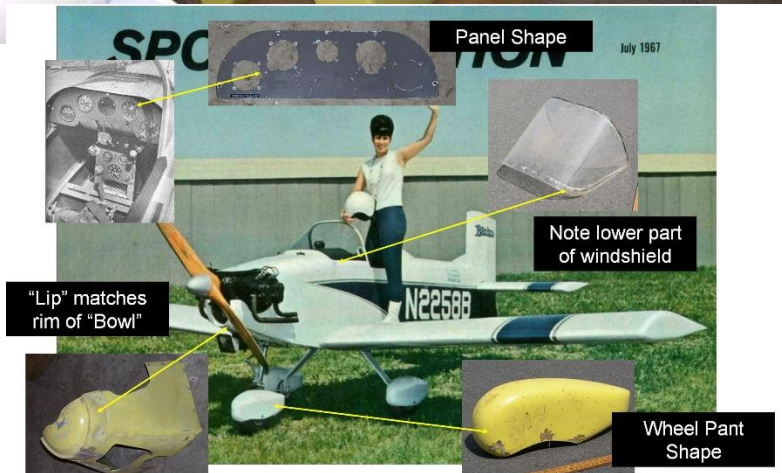


After building two examples of his first design in the early 1960s, Warwick had worked with John Thorp to construct the first T-18 Tiger. After his Tiger was flying, Warwick had decided to design and build his own all-metal homebuilt.

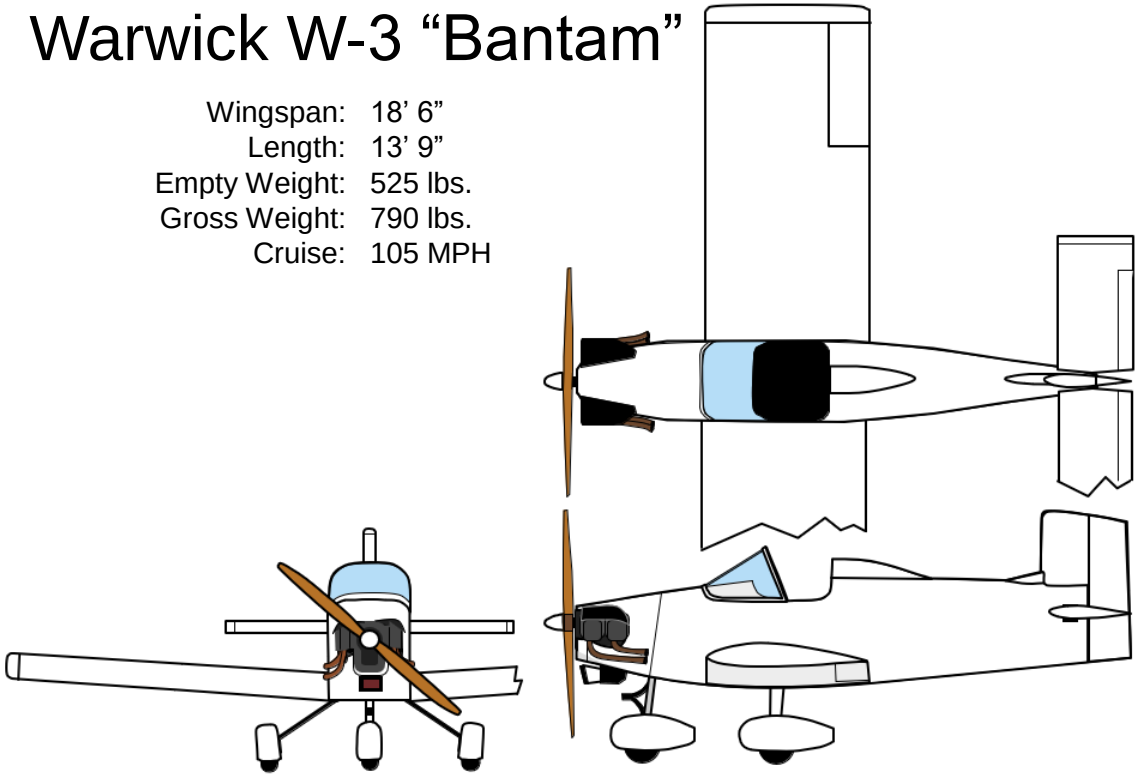
Not too surprising, it had a lot of similarities to the T-18, especially since Thorp helped him on the design. Warwick said, "The design concept is nothing more than a fun, around the patch type airplane that could be built in a reasonable amount of time." Initially open-cockpit, later photos of the prototype and the photos of other examples showed the addition of a full canopy.

Warwick spent 300 hours designing, 1100 hours building, and estimated the plane cost $1,200 (at the time).

There are currently no Bantams on the active FAA registry. Seven are listed as deregistered.

Warwick W-3 “Bantam”

Wingspan:	18’ 6”
Length:	13’ 9”
Empty Weight:	525 lbs.
Gross Weight:	790 lbs.
Cruise:	105 MPH



Storage

The picture on the right is one of many I've taken in my hangar…showing whatever I was working on, and the two yellow Bantam wings propped up on the back wall of the hangar. They went there in ~2006 and hadn't been touched since.

Not for lack of trying. I found one man in California with a Bantam fuselage and wanted wings for it…he was building a playground airplane for his kids. I had no objection, but he never made it here to pick them up.

I know an aviation-themed restaurant owner, and we agreed the Bantam wings would make a perfect canopy over his bar. But…again, he was in south Texas with no way to get the wings there.

I got rid of the little parts, but kept the wings. Hoping against hope.

Discovery

Then I got a strange email a week ago last Saturday.

David Duganne (EAA 1106981) happened to be viewing a new video posted on YouTube by Ben Weeks, who specializes in recovering old, neglected Beech Bonanzas. Ben and his brother had driven from Missouri to Bremerton with a trailer to break down and transport an abandoned 1947 Bonanza. Ben's video panned through the hangar….

…and David noticed the fuselage of little yellow airplane tucked in the back of the hangar.

David, a self-described airplane nerd, not only identified the fuselage of that of a Warwick Bantam….but he remembered the article I'd written in Sport Aviation nineteen years ago!

Incredible.

Concluded next page!

Recovery

David shot me an email on Saturday afternoon at 1:15 PM. I agreed it was not only a Bantam, *but the Bantam that my wings had come from*. My wings had been just 25 miles (as the Bantam flies) from the fuselage

I found Ben's Facebook page ("Ben Weeks, Bonanza Pilot") and sent him an Instant Message…telling him I had the wings and he was welcome to pick them up on his drive home.

He responded a half-hour later. He and his brother Stanley were just finishing up packing up the Bonanza (and the Bantam fuselage), and would be starting the 36-hour drive back to Missouri that evening.

The top picture on the right was taken less than four hours later…Ben and I in front of the Bantam and Bonanza at my house, ready to go down to my hangar to pick up the wings. Stanley Weeks took the picture. Ben is holding the instrument panel from the Bantam, which had been in my garage for the past 17 years.

And…less than an hour later, Ben and Stanley had the Bantam wings tucked under the Bonanza's nose, and were heading out to Snoqualmie Pass, headed for Spokane.

The Future

What's up for the Bantam? Ben's not sure. He's a Bonanza guy, not familiar with small homebuilts like the Bantam.

He'll hopefully find a home of some sort. Maybe to an interested restorer, maybe as a playground toy. It's got an engine, but no telling what condition that's in. Maybe he'll, reluctantly have to scrap it anyway. But at least it'll go as a (nearly) intact airplane, and not spread out across the country….

This Month

Armstrong Whitworth AW.15 Atalanta

The Armstrong Whitworth AW.15 Atalanta was a four-engine airliner designed and produced by the British aircraft manufacturer Sir W.G. Armstrong Whitworth Aircraft Limited at Coventry.

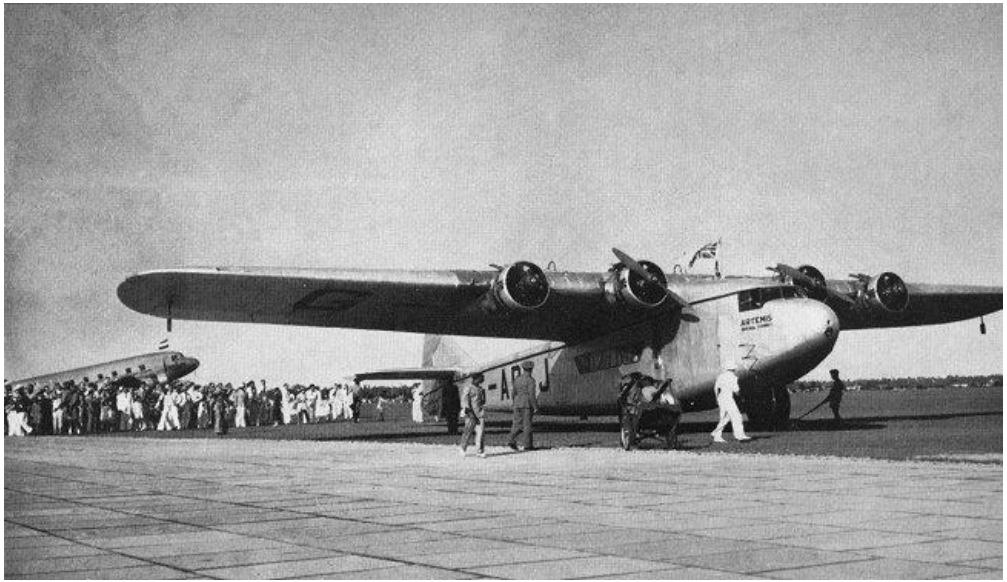
The Atalanta was specifically developed to fulfil the needs of the British airline Imperial Airways, who sought a new four-engined airliner to serve its African routes. A monoplane configuration was adopted largely due to its low drag qualities, which led to a substantially different configuration to that of the preceding Armstrong Whitworth Argosy airliner. Upon its review of Armstrong Whitworth's proposal, Imperial Airways opted to order it into production before a prototype had even been assembled, much less flown. (Wikipedia)

To read more:

https://en.wikipedia.org/wiki/Armstrong_Whitworth_Atalanta
https://www.airwaysmag.com/legacy-posts/first-flight-aw-15-atalanta
https://aircraftinvestigation.info/airplanes/AW.15_Atlanta.html
https://www.airports-worldwide.com/articles/article1020.php
https://www.youtube.com/watch?v=ELgmR8YRR9g

Specifications

General characteristics:
Crew: 3
Length: 71 ft 6 in Wingspan: 90 ft 0 in Height: 15 ft 0 in
Wing area: 1,285 ft²
Empty weight: 13,940 lb
Max takeoff weight: 21,000 lb (9,525 kg)



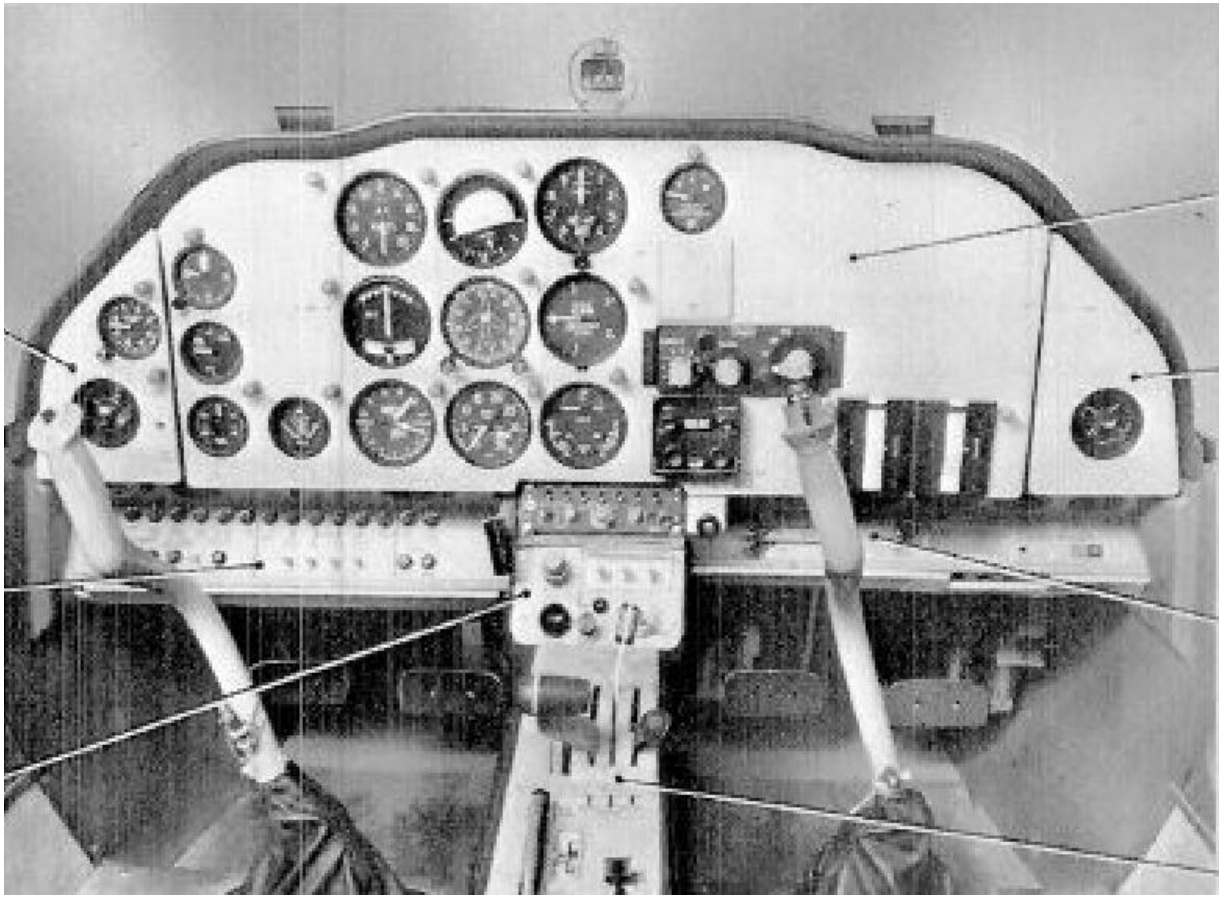
Powerplant:

4× Armstrong Whitworth Serval III radial piston, 340 hp each

Performance

Maximum speed: 156 mph
Cruise speed: 100-110 mph
Range: 640 miles
Service ceiling: 14,200 ft
Rate of climb: 600-800 ft/min

This Month



Airspeed Consul

The Airspeed Consul was a twin-engined light transport aircraft and affordable airliner designed and produced by the British aircraft manufacturer Airspeed Limited. Introduced during the immediate post-war period, it was a straightforward conversion of surplus Airspeed Oxford military trainers that had been extensively used during the Second World War.

General characteristics

Capacity: 1 pilot + six passengers
Length: 35 ft 4 in Wingspan: 53 ft 4 in Height: 10 ft 1.5 in
Wing area: 348 sq ft
Empty weight: 6,047 lb Max takeoff weight: 8,250 lb
Powerplant: 2 × Armstrong Siddeley Cheetah 10 seven cylinder air-cooled radial piston engines, 395 hp each
Propellers: 2-bladed Fairey-Reed fixed-pitch metal propellers

Performance

Maximum speed: 190 mph Cruise speed: 163 mph
Stall speed: 64 mph
Range: 900 mi

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

https://www.airhistory.net/aircraft/754/Airspeed-AS-65-Consul

https://britishaviation-ptp.com/Companies/A/airspeed_as65.html

Zenair CH-701 – California: While in cruise flight, the pilot felt a severe vibration from the Viking engine and saw cooling fluid leaking onto the windscreen. About 30 seconds later, the engine lost total power. The pilot conducted a forced landing on a narrow field surrounded by vineyards. During the landing, the airplane slid into a ditch on the side of the field, coming to rest nose down substantially damaging the left wing and forward fuselage.

The pilot reported that one of the spider pins and some of the material holding the pins, which connect three rubber links that transmit power between the engine and transmission, had broken. The semiattached broken pin resulted in extreme vibration, it swung out on the other pin by centrifugal force which hit and broke the coolant line causing a loss of coolant.

Two days after the accident, Viking Aircraft Engines, the engine manufacturer, noted the forced landing due to a failed flywheel drive part, recalled the flywheel drive assemblies, and stated they would be replaced with heavier flywheel drive assemblies. (7/15/2017)

Glasair – Colorado: The ATP was attempting to take off in a nonsteerable, castering, tailwheel-equipped experimental airplane with the tailwheel unlocked. During the takeoff roll, the airplane veered left. The pilot applied right rudder pedal input and then applied the right brake, but the airplane continued to veer left. The airplane veered off the runway about 2,400 ft down the runway and struck a taxiway light; the airplane's normal takeoff distance is 1,000 ft. A postcrash fire erupted from the right main landing gear well area as the occupants safely exited the aircraft.

The continued application of right brake after full rudder deflection, as evidenced by witness marks along the runway, did not correct the airplane's path; instead, it likely increased the takeoff distance and created a heat source for the initiation of the fire. According to the airplane Owner's Manual and a checklist item in the manual, the tailwheel was to be in the locked position for takeoff and landing. (7/15/2017)

JA30 Superstol – Oklahoma: During takeoff, the pilot thought that the airplane's performance was sluggish. The airplane started to lose lift, so the pilot reduced the control stick input. He maneuvered the airplane around trees, but the airplane continued to descend, so the pilot decided to land. The airplane made a hard landing, causing the airplane's landing gear to collapse due to sideload, and the airplane then skidded into a tree.

During a postaccident examination, a repair station noted contamination in one of the fuel jets and both carburetors of the Rotax 914. After replacing the fuel jet and cleaning the carburetors, the engine produced normal power. The cause of the contamination could not be determined. (7/2/2017)

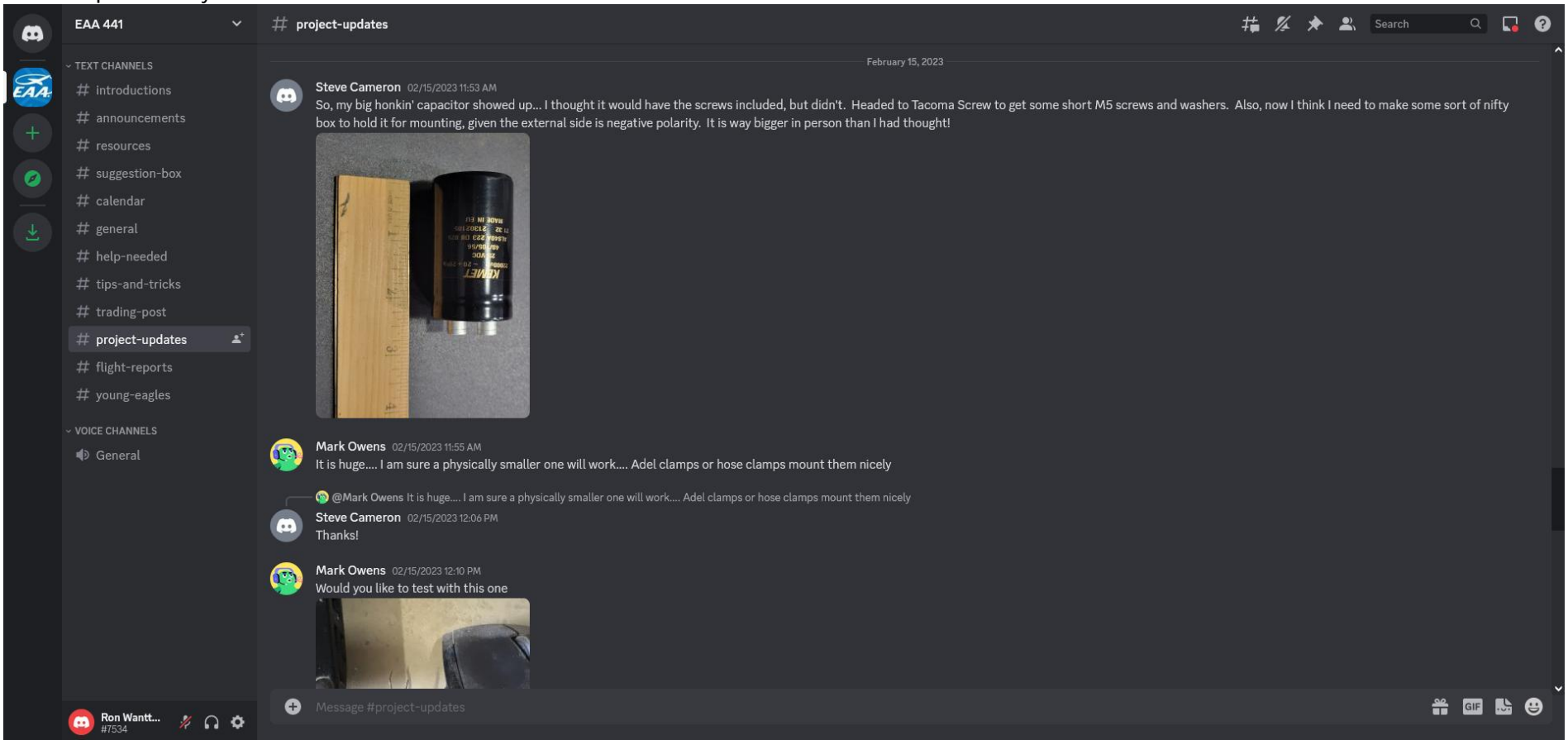
Hi fellow EAA members,

I am currently selling my unfinished S-18 project. No engine. Considerable amount of aluminum sheet and tubing included. $12,000. If you or someone you know who is interested, please contact me at:

Norm Pauk: Tel: 253-561-4801
Email: Npauk@msn.com

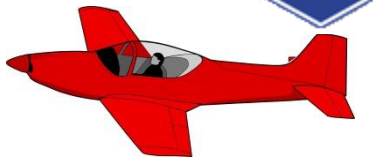
Chapter 441 Online Forum

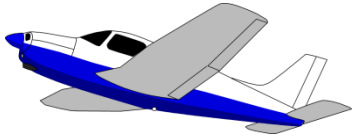
EAA 441 has a dedicated online forum using the Discord server. It's a free service without ads or spam content, and can be accessed via mobile apps or on your PC via a web browser. To sign up, email Edwina Sharp: ebsharp@centurylink.net.



EAA Flight Advisor

TECHNICAL COUNSELOR EAA





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.