



The Slipstream

EAA Green River Chapter 441
Kent, Washington

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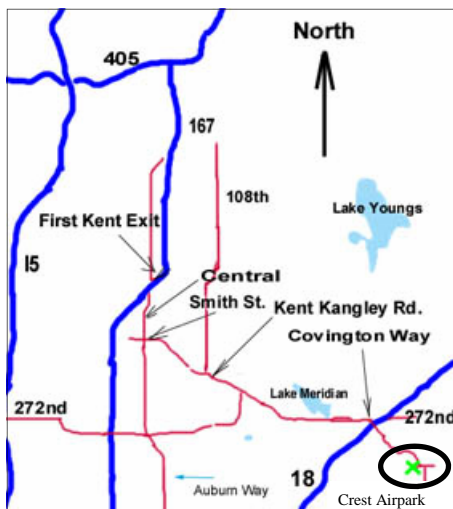


GRUMMAN S-2S IN NEVADA

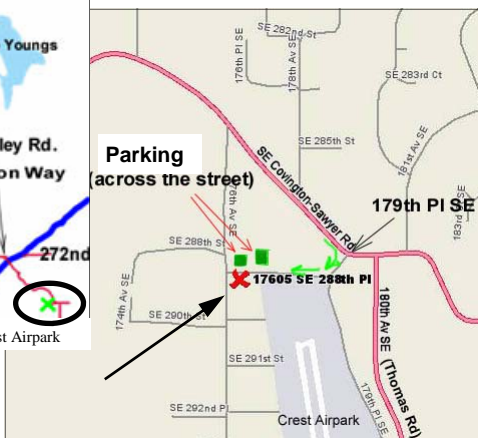
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**Meets 4th Mondays 7:30pm
17605 SE 288th PL, Kent
The Mellema Hanger
Crest Airpark**



Nov 28—7:30 p

OFFICERS for 2005:

President:	Jim Huber	253-630-1689
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Visitors welcome! Membership Dues are \$20 per year.
Members are required to be members of EAA National.
Contact treasurer for forms and more information.
Contact newsletter editor for email version instead of print.

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President's Column

It is now a month since our Young Eagles accident. I am going to admit that everyone surprised me. I will probably have to retire my curmudgeon title (at least for a while). The one person who stands out most during the last month was Mrs. Cowart, Kandy's mother. This is the mother who the day after losing her daughter, standing in front of an assembly of the Aviation High School parents and students, demanded that the Young Eagle rides not only continue, but wanted to be there to experience the joy and smiles from the participants! Amazing. I'm not sure I could have done that.

Number two accolades goes to Peter Anderson, president of Galvin Flying Services (and board member of Aviation High School), defending and promoting the Young Eagle program to the media. We couldn't have had a better spokesman!

And third, the local media. Yes, I am saying it, the local media was exemplary - they were balanced, respectful, and informative - words that I would not have used together prior to this accident. We had good and immediate support from national EAA - Steve Buss (EAA national coordinator) flew out and visited with all the parties involved. The memorial services are finally over and life is now recovering. Gene Hokanson, Kandyce Cowart and Brittany Boatright will be remembered.

Revisiting last months observations:

Accidents and the promotion of the sport.

I stand by my observations concerning the balance of self-examination vs. giving ammunition to our detractors. I still think that the only way to a safer sport is examination of our human failings. We must, however, continue to stress the benefits, primarily among the young members. We must remember that anything worth doing has risk.

Accidents and the media

I am completely baffled. Just when you think you have someone or some group neatly labeled they have to go and do something

President's Column, (Cont'd)

completely unpredictable. Maybe there is a life lesson here (and at my age too!).

Expectations of the public.

My feedback from the "public" (a completely un-scientific sample of Boeing engineers) was remarkable - support for the Young Eagle program and withholding of any judgement. I wonder if this is a reflection of public sentiment created by the media coverage or vice versa?

Assumptions of the public

I believe that the public has advanced to the 1950's - small airplanes are *still* dangerous, expensive *but potentially useful* devices that are completely out of their reach.

There is still very little information as to the cause of the accident but we will stay on top of the NTSB investigation and let you know.

So as the flying season slowly winds down (hopefully there will be a few blue holes left), please always remember to Fly safe!



Instructor's Corner: Known Icing

Now that we've entered our wet flying season, it's important to understand that the definitions for "known icing" are evolving. Basically, if there's moisture and it's cold, the FAA considers that we should "know" that there's icing about. You don't need to see it on the wing to know. You don't need a PIREP to know. Any forecast of "chance" of icing, or icing potential is now interpreted as "known" icing.

Most of our airplanes, general aviation, and significantly, experimental, are NOT APPROVED for flight into known icing. Intentional flight into known icing in an airplane not approved for it will be considered a violation of FAR's. Further, generally, if the FAR's are found to have been violated, any aviation insurance policies will be void.

Chapter Meeting Minutes

Vice President Jerry Mothershead opened the meeting at 7:30 P

- Guests: Norman Pauk who has a Thorp T-18 with a Ford V-8 and Clause Staysick

- For Sale: Mustang II w/200 HP Lyc. See Cecil Hendricks.

General Interests:

- Seven chapter members gave a brief summary of their building progress over the last month.
- The chapter executive committee selected Bryan Lee to be the recipient of the leather jacket from EAA headquarters.
- The chapter members voted to accept the following slate of officers for the next two year term: Jerry Divis – President, Tony Pierce – Vice President, Gill Gilbert – Secretary, Steve Crider – Treasure and Marty Bryant – News Letter Editor. The new officers will assume their positions at the January 2006 meeting.
- Tamera Nason gave a brief summary of the Young Eagle Flights for students from the Aviation High School.

Program: Air Force reservists Colonel Peggy and Lt. Colonel Mike Phillips presented a very interesting program about their experiences flying the massive C-17 cargo airplanes. The C-17's are used to support military airlifts around the world and NAS research at the South Pole. The chapter members learned to have a lot of respect for the C-17 missions that are flown by the Air Force reservists.

Meeting was adjourned a 9:10.

Merrill Kleinmann
EAA Chapter 441 Secretary



Grumman S-2s in Nevada

by Stu Robertson

I visited the Nevada County Airport in California in September 2005 when I heard a lot of aircraft noise near by. The airport is at 3400 feet elev. and 70 miles up in the mountains from Sacramento off the Donner Pass highway.



The California Department of Forestry (CDF) operates fire-fighting aircraft out of thirteen airport sites in the Sierras. Each site has a fleet of one or more tanker/bombers and one spotter aircraft.

The tanker/bombers are Grumman S-2's, originally Navy sub-trackers converted for CDF from piston engines to Garrett turboprop engines at 1600 hp each. It carries a crew of one.

The spotter aircraft are North American OV-10's that were used by all the military services, but mostly by the Marines in Vietnam. They have been converted to turboprops by CDF and have a crew of two - the pilot and an air tech officer. The OV-10's are the air controller for the Grumman S-2's and provide tactical support.



Both aircraft types have improved airspeed and payload by fifty percent because of the engine changes and other extensive modifications. Top speed is 240 kts. and mission duration of 4 hours max, giving 20 minutes



reserve. The 13 bases in the state are coordinated with federal agencies similar to CDF so that most flights are held to three hours. The Grumman S-2 pilots are limited to 6 flight hours per day because of the difficult nature of the flying.

The crews and support people are on call at each site during daylight hours. Both the S-2 and OV-10 aircraft are type certificated by the FAA, and the S-2's carry 1200 gallons of retardant. At the Nevada County Airport, one S-2 is loaded with "Phoschek", the red flame retardant, and the second S-2 uses an experimental gel fire retardant of a blue color. The blue color is used in assessing the gel performance over the red Phoschek retardant. The volume of retardant released can be controlled so that more than one target can be attacked. On some days, I could see and hear these two tanker/bombers and the spotter aircraft come in for refueling (and more flame retardant) five and six times a day. It was rather busy at times. Battalion Chief Ken Hughes said they have made as many as ten or eleven missions in one day.

Thanks to Nevada City Airport CDF Battalion Chief (and OV-10 pilot) Ken Hughes and Operations Chief Kurt Chamberlin for their information and courtesy.

The Program: Jake Schultz Monster Garage Flying Car



Photo from Discovery Channel, DCI I

Issaquah's Jake Schultz served as a consultant in the June 6, 2005 airing of *Monster Garage*, headed by Jesse James. That episode converted a Panoz Esperante sports convertible into a flying car in five days. Ok it flew, but only for a few seconds.

Jake is a technical analyst at Boeing, who wrote the book "A Drive in the Clouds" partially based on the life of Mort Taylor from Longview. Jake has visited all five of the aero-cars Mort built, and flew in one of them. EAA's AirVenture Museum website has a restored version of one of Taylor's prototypes.

<http://www.airventuremuseum.org/collection/aircraft/Taylor%20Aerocar.asp>. According to Larry Johnson's article about Jake in the Issaquah Press, Jake's book will be published by Historic Aviation from Minnesota. This should great!



Holiday Potluck—Dec 17@1p

Bring your potluck dish(es) to share (sides/deserts); Chapter 441 will provide turkey, ham, utensils, and beverages. Bring an AVIATION-RELATED white elephant gift for the holiday exchange—value should not matter. Have fun with it: wrap the gift you got last year and recycle it! SEE YOU THERE!



Steve and Linda Crider, Crest Airpark Taxiway H
17644 SE 299th Pl, Kent 98042 **253-630-6114**

Members Classified Section



Mustang II being parted out! FAA registration will be canceled and no builder parts to be used on any aircraft. The aircraft is to be sold as is where is on Arlington airport. The asking price is \$14,400.00. Tony Burdo: tburdo@msn.com or 18111 Cambridge Dr., Arlington, WA 98223

Lycoming 10-360A1B6 200 hp injected engine approx. 1600hrs.; Spin on filter and all accessories turned once a month.

Hartzel Constant speed prop, metal spinner; II Morrow Apollo GPS system; Collins Microline-VHF-25 1 Com 720 Channel; VIR-351 VOR/LOC & Indicator IND-350; Transponder TDR-950 w/alt reporting; All antennas

Full complement of flight instruments, and circuit breakers. ALCOR 4 cylinder EGT & Combustion Analysis system; Telex headsets (2); RST audio panel; Flightcom II intercom; Comet-type wing strobes; Nav position lights; T-18 Canopy; 500x5 Wheels Brakes and Tires; Cessna electric flap system; Electric actuators for aileron and elevator.

Custom Aerobatic Biplane - Extended/Streamlined fuselage modified Smith Mini with just 800 TT: 150HP Lyc O-320A2B with 1100 TT and solid compression for all 4 cyl; Inverted Fuel and Oil with Ellison Throttle Body; Hangared with Paint and Fabric a 8.5 of 10 and really nice scheme; Battery and Radio and Position Lights; Sensenich Prop with yellow tag; Good logs on airframe and engine. \$17,000 or best offer. Jason 206-850-6536

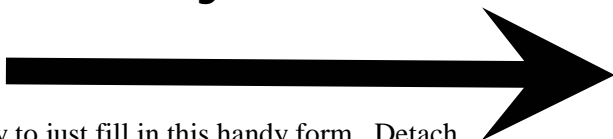
Classified advertising is available to members at no charge.

If you have something related to aviation you would like to buy, sell, or trade, or if you want to cancel or extend an existing ad, please contact the Editor.

Time to RENEW your DUES!

Hint, hint...nudge,
nudge...wink, wink....

And we made it so easy to just fill in this handy form. Detach and either mail it in or bring it with you to the next meeting. Of course, the treasurer would also appreciate it if you accompany the form with a check...



Brian Lee is Winner of the EAA #441 FLIGHT Jacket!

We announced the winner and ordered the jacket. Now the jacket has arrived, so we will present it to Brian at the November meeting and see if the jacket actually fits him...

If it doesn't, well, we may just have to select someone else.... Nah! I'm sure it will fit. But you might want to be there just in case. :)

*Stock photo badly cropped
intentionally for this display.*



Need a Tech Counselor?

Chapter 441 is fortunate to have two tech counselors. Feel free to call Jim (253) 630-1689 or Brian (253) 369-0489 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. Both 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.



Membership Form EAA 441

☐ New Member ☐ Renewal ☐ Info Change

	Your name	Spouse Name
Name		
Email		
Nat'l EAA # & EXPIRATION		
Pilot / A&P Rating(s)		
EAA Offices Past or Present		
Phone		
Address		
City, ST ZIP		

☐ Send Newsletter by email (PDF) ☐ Send printed version

Interested in Helping with

☐ Programs ☐ N-1 Project ☐ Officer ☐ Other

Plane / Project (% complete):

*Requires National EAA Membership: 800-JOIN EAA (564-6322)

Dues are \$20 for one year. Make Check Payable to EAA 441
c/o Steve Crider, Treasurer
17644 SE 299th PL, Kent, WA 98042

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Kent, Washington

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