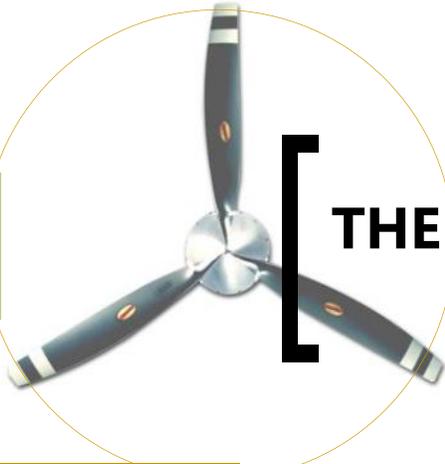


THE SLIPSTREAM

THE NEWSLETTER OF GREEN RIVER EAA CHAPTER 441 KENT, WA
AUGUST 2020



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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, DARIN'S RV ADVENTURES:

Presidents Column:

International Chapter collaboration:

In July 2017, Neil Bowden, EAA 565560, of Chapter 322 in Johannesburg, South Africa, traveled to Oshkosh for AirVenture. Being there several days early, Neil and his EAA colleagues attended the monthly gathering of Chapter 252. There they heard a presentation they enjoyed.

Now, during the pandemic, when many chapters are meeting virtually, Neil remembered that lecture he'd heard at Oshkosh, and asked himself, "I wonder if ..." Neil contacted Tracy Noack, EAA Lifetime 242133, of Chapter 252 and asked about the program he remembered. Tracy went through the records and discovered what Neil remembered was from July 2017, and was presented by Brian Lee, EAA Lifetime 149802. Even though Brian is a member of Chapter 252, he's also the president of Chapter 441, and lives near Seattle, Washington. Tracy got in touch with Brian, who gladly agreed to do a reprise of the chapter program. Chapter 441 has been hosting its meetings via Zoom since April (they simply canceled March, but the membership wanted some kind of interaction), so the idea of a virtual meeting was not particularly foreign.

To Read more of the article: [Click Here](#)

Brian



Pietenpol Update:

Hello 441,

My 1931 Pietenpol project is in a hangar...! Denise and I have purchased a home on the Independence Oregon airpark and we have moved the Pietenpol project into that hanger. I plan to still keep working at Boeing for a while as we transition down to our new place. We're looking forward to this next part of our lives....

Look forward to visitors from the road and the air...!

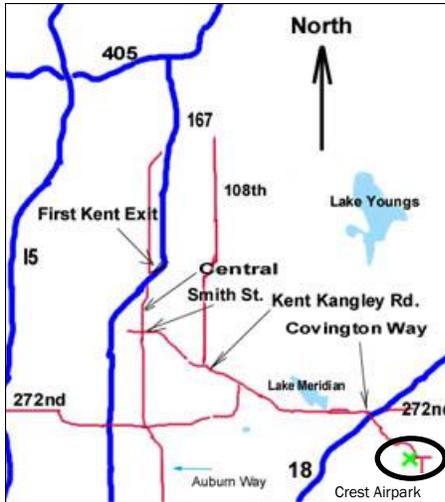
Jake and Denise

Darin's RV Adventures:

On its feet and this thing is BIG!

Yea, I know it hasn't been a full

WHERE DO WE MEET THIS MONTH?



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



AUGUST 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 August 27, 7pm-9pm

Join Zoom Meeting

Password: 1234

Phone one-tap: US: +12532158782,,2069256808# or +13462487799,,2069256808#

Meeting URL: [https://gettyimages.zoom.us/j/2069256808?](https://gettyimages.zoom.us/j/2069256808?pwd=Tks5bnd2d0w2TmxyQXRBOTdtMlZodz09)

[pwd=Tks5bnd2d0w2TmxyQXRBOTdtMlZodz09](https://gettyimages.zoom.us/j/2069256808?pwd=Tks5bnd2d0w2TmxyQXRBOTdtMlZodz09)

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

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+1 301 715 8592 or +1 312 626 6799 or 833 548 0276 (Toll Free) or 833 548 0282

(Toll Free) or 877 853 5247 (Toll Free) or 888 788 0099 (Toll Free)

Canada: +1 587 328 1099 or +1 647 374 4685 or +1 647 558 0588 or

+1 778 907 2071 or +1 204 272 7920 or +1 438 809 7799 or 855 703

8985 (Toll Free)

United Kingdom: +44 208 080 6591 or +44 208 080 6592 or +44 330

088 5830 or +44 131 460 1196 or +44 203 481 5237 or +44 203 481

5240 or +44 203 901 7895 or 0 800 358 2817 (Toll Free) or 0 800 031

5717 (Toll Free) or 0 800 260 5801 (Toll Free)

Meeting ID: 206 925 6808

2020

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PIETENPOL UPDATE CONTINUED, DARINS RV ADVENTURES CONTINUED:



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 8 for July's airplane



This month's entry:

Go to Page 9 for July's Instrument Panel



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DARINS RV ADVENTURES CONTINUED, EAA NEWS:

month since my last post but I thought this was post worthy. I'm pretty excited about it anyway. The fuselage is up on its own gear! The process was actually pretty easy with the help of Harry's lift table. I slid it under the fuselage with a movers blanket on top of it and then lifted the fuse about 2" at a time. After each lift I would put a small 2x4 block of wood on top of the fuse stand just in case the table failed. Once I had it up about 11" the legs would slide in so I could final drill and mount them.

Here the fuselage is up high enough to get the gear leg in. You can't see it in this picture but I did have to support the tail as the rest of the fuselage moved up.

Gear legs are installed, final drilled, and bolted to the fuselage. The wheels are slid on for support but the rest of the wheel parts (brakes, brackets, etc.) are not installed yet.

Finally the gear is all done, the nose gear is done, and I rolled the whole thing out into the driveway so I could clean up the garage. The orange bucket is full of water to help hold the nose down. You can also see a blue post that I attached to the tail to keep it from dropping as weight shifts around. Its actually pretty well balanced at this point.

EAA News:

The Technical Counselor Visit: Navigating Paperwork:

By Lisa Turner, EAA Lifetime 509911

In the last article we talked about communicating bad news to the builder. This could be anything from poor workmanship to coming to grips with skills deficiencies. Once you paint the safety picture and the importance of quality and detail in getting the craft flying, the builder will understand the importance of listening to your advice, even if it's not what they want to hear.

Paperwork can be another thorny area. In the excitement of choosing and ordering a kit, the legalities are one of the last things we think about. If you can get your builder started off on the right foot from the moment they unpack everything, the paperwork responsibilities will be much smoother.

To Read More: [Click Here](#)

Adverse Yaw — What Is It?

By Steve Krog, EAA 173799

This piece originally ran in Steve's Classic Instructor column in the July 2020 issue of EAA Sport Aviation magazine.

"If you ever break your neck in an airplane, your ailerons will probably have much to do with it," wrote Wolfgang Langewiesche in his book *Stick and Rudder*. But what the heck does that mean?

We have experienced a good amount of nonflyable weather for the past 10 days as of writing this article, providing a lot of ground school time with students. One weak subject area encountered is knowing and understanding adverse yaw. It is not often well understood by general aviation pilots. What is it? How does it occur? What can be done to correct it? What happens if nothing is done to correct it?

To Read More: [Click Here](#)

CityAirbus eVTOL Makes First Autonomous Flight

The company's full-scale aerial mobility prototype will be optionally piloted when it goes into service, but full autonomy is the goal. To watch Video: [Click Here](#)

AirVenture Inspires Marymoor RC Field Members to Build 15-foot Model C-133

After seeing a C-130 at AirVenture in 2019, Marymoor, WA RC Club members Bryan Connelly, Hailin Truman, EAA 1299650, and Ian Morrow, were inspired to begin their dream project of building and flying the largest RC ever flown at the Marymoor Field.

"About a week or two before Oshkosh, we had this big group chat for the whole Marymoor Field and someone posted this new plane kit that came out, I think it was an eight-foot Liberator, and we were like, 'Oh wow, that's cool, we should try to build something like that!'" Hailin, 15, said. "So, we were already thinking about doing a large project, and then going to Oshkosh we really started thinking and when we saw the C-130, we thought, that's we have to do!" To Read More: [Click Here](#)

Presidential TFR Violations Have Serious Ramifications for General Aviation as a Whole

Since the dark months immediately following September 11, 2001, when general aviation was all but grounded around major metropolitan areas, and EAA along with other aviation associations were fighting

EAA NEWS CONTINUED, EDITORS CORNER, BACK COUNTRY FLY IN CAMPING:

for the future of personal and recreational aviation, the use of temporary flight restrictions (TFRs) increased in prevalence and size. Whereas a presidential TFR was once a three-mile restriction, today they are ten times that size — 30 nautical miles of restricted operations with a 10-mile no fly zone in the center. The closure of these massive swaths of airspace become far more frequent and unpredictable during campaign season, especially in a presidential election year.

To Read More: [Click Here](#)

Editors Corner:

Our meeting continues to be a virtual meeting through Zoom. In all cases so far, it has been really a great venue for us to share our experiences and each and everyone of us gets the opportunity to be a presenter. While I miss the “big” presentation and the physical presence of people, I find this a more relaxed way of sharing our side as well as major projects.

Here is the Mondays information for our next meeting:

Join Zoom Meeting

Password: 1234

Phone one-tap: US: +12532158782,,2069256808# or +13462487799,,2069256808#

Meeting URL: [https://gettyimages.zoom.us/j/2069256808?](https://gettyimages.zoom.us/j/2069256808?pwd=Tks5bnd2d0w2TmxyQXRBOTdtMIZodz09)

pwd=Tks5bnd2d0w2TmxyQXRBOTdtMIZodz09

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United Kingdom: +44 208 080 6591 or +44 208 080 6592 or +44 330 088 5830 or +44 131 460 1196 or +44 203 481 5237 or +44 203 481 5240 or +44 203 901 7895 or 0 800 358 2817 (Toll Free) or 0 800 031 5717 (Toll Free) or 0 800 260 5801 (Toll Free)

Meeting ID: 206 925 6808

I have been busy with Spousal “suggested activates” and have not been able to cut any of the sticks for the ribs. Truthfully, I am flip-flopping between a routed rib and a built up rib. I really like the built up rib for the semi-Zen aspects of it. On the other hand a routed rib seems to take less time and fussiness to make. I will start to cut the sticks and form the airfoil shape after our meeting on Monday.

I have purchased a Harbor Freight utility trailer that I plan to convert into a tear drop camper. I will probably miss the summer opportunity to go camping. I had hoped to do some camping around the state this summer, but summer is flying away like scared little birds. Ultimately I would love to do some back country fly in camping.

Since I haven't been camping in 20 some years, I don't even know what to use. I know I would like to have a 2—3 burner stove in my trailer. When I was at Oshkosh several years ago, I car camped on the field next to a really great guy who had a medium sized teardrop trailer which was outfitted pretty well with stove and refrigerator and lights. He would always offer up a beer when I got back from my wanderings around dinner time.

My trailer will not be so grandiose, more of a comfortable 1 person size. I will let you know how it all works out.

Build Straight

Roger

Back Country fly-In camping:

I did a little research on the web and found a lot of material dating back to nearly 2000.

One of the first questions is do you need a bush plane like the Super Cub, Husky, or the other bush kits?

The answer is no, people use Bonanzas, Cessna 210's, Stinson 108 and so on, I am sure that the membership has experience with this.

Make a plan:

Is the destination commensurate with your skill's and the aircraft's abilities? It would be better to start with some remote airstrips that were constructed for some venture like mining before jumping in the just land anywhere.

BACK COUNTRY FLYIN CAMPING CONTINUED, JULY 2020 MEETING MINUTES:

Both Idaho and Utah have many remote strips with Idaho having the most remote airstrips. Get a copy of "Fly Idaho" or "Fly Utah" by Galen Hanselman who probably has the most back country flying in the US. [Click here](#) for a book review of Fly Idaho There are both hard copies and e-pub digital formats available.

To visit the Fly Idaho website: [Click Here](#)

Here is a beginners guide to backcountry landing: [Click Here](#)

Know your airplane, will you be experiencing headwinds higher than your aircrafts airspeed?

Many strips are land one way and take off in the opposite direction. How will your aircraft handle the tailwind on either take off or landing. A good example of this kind of airstrip in the local area is the Bergseth Airstrip where Puget Sound Soaring operates in northern Enumclaw. If you decide to fly in there, please check with the operations manager of the day, phone number located on their website. To go to the PSSA website: [Click Here](#).

To Read more:

Disciples of Flight: [Click Here](#)

Pilot Getaways: [Click Here](#)

Flight Report Air camping at Johnson Creek [Click Here](#)

Dirt Strips and Airplane Camping: [Click Here](#)

Have fun:

Roger

July 2020 Meeting Minutes

Steve Crider was wearing his 1997 Arlington t-shirt. It is now old enough to drink Half asleep. Looked at Brian's project. Would suggest leaving it as a vacation trailer. When worked in Ford. He found a way to remove the carbon

Ron: Printing some 3d.Re-printing the rocket ship for a retiring friend. Started in AF worked on 19 space craft over the years. Worked on the Space station Batsat lead engineer on the project for Boeing. The batsat was injected into orbit by a missile from under wing of a Lockheed L1011 into low orbit. Orbit decayed pretty fast.

He commented on the Museum Flybaby. Made a suggestion to capture the transition between mono-plane and bi-plane. Did article on pilot inflight inca-

pacitation. Even an open cockpit gets CO typically 30 PPM is the level where iCO is dangerous.

Tim Yokers: A friend featured in Kitplanes for the longeze. Nothing much going on

Tom Osmundson: Kiddo doing good. Eating and walking. he was in the background. Looks at the air-planes as they go by.

Andy Karmy: RV8 Had a valve issue. Found a neat tool to clean up the valves. running more auto (non-Ethanol) gas and adding some additive.

Parker: 17 thinking about colleges. no family history in aviation. He is researching colleges and opportunities and has read up on scholarships. Jake suggested U of North Dakota, Emery Riddle.

Jake: Denise is away, not much progress on Piet. Bought a home in Independence Oregon This is the airport where the WWI Replica Nieuport's were built many years ago. The airport is owned and operated by the state of Oregon. Gary a DAR on the airport. Wide open place to fly. They are moving in slowly Plans to work at Boeing for a couple more years. All welding should be completed on Piet. There are 4 people building Piet's on the airfield. This also gets them closer to the kids in Yreka Ca. Big RV chapter on field. Two planes in hanger. The Piet and another to get them to the Grandkids fast. There are 26 RV's based at Independence Oregon .

Brian: Needs to get on the glider by September. Needs a place to store the glider A quick go to pick up a trailer three brake failures, convertor went out with Mark Owens. Hopes that tree gliders will fit in it. wants to keep the camping stuff in it. but thinks it needs to be lightened up. Camping Trailer. Needs to extend the trailer to accommodate the wing of one of the gliders. Needs to classify it a an utility trailer and not a camper. Tinkertot came home since last meeting. Found Stella to help some work on Tinkertot. Lives in U-District. Short list for the Naval Academy. Annual dragging on too long on Cessna 310. Fuselage repair

Steve Little: Working on his own genealogy. lots of meetings for the Museum. Working some on the plane. as soon as the flaperons get painted, He can put the wings on.

Scott been out of state on vacation. not much aviation activities. Still not flying or working on any projects.

GUESS THAT AIRPLANE

de Havilland DH.110 Sea Vixen

The de Havilland DH.110 Sea Vixen is a British twin-engine, twin boom-tailed, two-seat, carrier-based fleet air-defense fighter flown by the Royal Navy's Fleet Air Arm during the 1950s through the early 1970s. The Sea Vixen was designed by the de Havilland Aircraft Company during the late 1940s at its Hatfield aircraft factory in Hertfordshire, developed from the company's earlier first generation jet fighters. It was later called the Hawker Siddeley Sea Vixen after de Havilland was absorbed by the Hawker Siddeley Corporation in 1960.

The Sea Vixen had the distinction of being the first British two-seat combat aircraft to achieve supersonic speed, albeit not in level flight. Operating from British aircraft carriers, it was used in combat over Tanganyika and over Yemen during the Aden Emergency. In 1972, the Sea Vixen was phased out in favour of the American-made McDonnell Douglas Phantom FG.1 interceptor. Since 2017 there are no flying Sea Vixens.

To Read More:

Wikipedia: [Click Here](#)

Thunder and Lightnings: [Click Here](#)

Vintage Aviation Echo: [Click Here](#)

Navy Wings: [Click Here](#)

Military Factory: [Click Here](#)

General characteristics

Crew: 2

Length: 55 ft 7 in (16.94 m)

Wingspan: 51 ft 0 in (15.54 m)

Height: 10 ft 9 in (3.28 m)

Wing area: 648 sq ft (60.2 m²)

Airfoil: EC1040

Empty weight: 27,950 lb (12,678 kg)

Gross weight: 41,575 lb (18,858 kg)

Max takeoff weight: 46,750 lb (21,205 kg)

Powerplant: 2 × Rolls-Royce Avon 208 turbojet engines, 11,000 lbf (49 kN) thrust each

Performance

Maximum speed: 690 mph (1,110 km/h, 600 kn)

Maximum speed: Mach 0.91

Range: 790 mi (1,270 km, 690 nmi) on internals

Service ceiling: 48,000 ft (15,000 m)

Rate of climb: 9,000 ft/min (46 m/s)

Wing loading: 64.2 lb/sq ft (313 kg/m²)

Thrust/weight: 0.54

Armament

Hardpoints: 6 with provisions to carry combinations of:

Rockets: 4 Matra rocket pods with 18 SNEB 68 mm rockets each or 4 Rocket pods with 24 or 32 Microcell 2-inch rockets each[67][68] or 4 6 3-inch rockets 24 total[68][69]

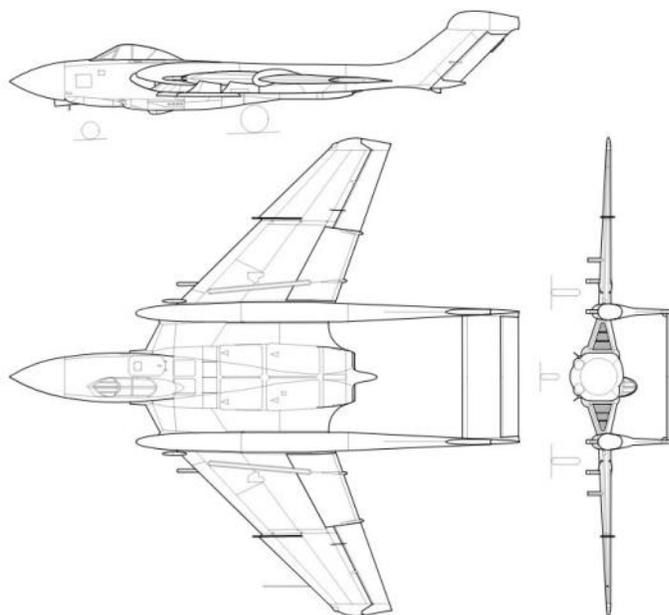


Missiles: 4 Red Top or Firestreak air-to-air missiles, 2 AGM-12 Bullpup air-to-ground missiles

Bombs: 1 Red Beard freefall nuclear bomb, or four 500 lb (227 kg) or two 1,000 lb (454 kg) conventional bombs.

Avionics

GEC AI.18 Air Interception radar



Drawing by Kaboldy - Own work, CC BY-SA 3.0, <https://commons.wikimedia.org/w/index.php?curid=14859818>

GUESS THAT INSTRUMENT PANEL

Beechcraft C-45:

The Beechcraft C-45 was based on the Beech Aircraft Corporation's civilian-minded Model 18 "Twin Beech" series. First flight for the original company design was recorded on January 15th, 1937 and the aircraft was introduced that same year attempting to find its place in the peacetime market. Ultimately, with the onset of world war on the horizon, the US military adopted the Model 18 in many guises including the United States Army Air Forces (USAAF) which designated the type as the "C-45". It went on to become a fixture within the inventories of the USAAF (later the USAF), the US Navy and the USMC and saw additional service overseas with British and Canadian forces through Lend-Lease. In all, some 9,000 Model 18 aircraft were built covering 32 different variants in the family line. Production spanned from 1937 to 1970. While the Model 18 served as the basis for the C-45, it was also the origin of the "Navigator" and "Kansan" lines of the USAAF/USAF and the USN/USMC. The C-45 went on to see considerable operational service in World War 2 and the Korean War in the light transport, VIP transport and mission liaison roles.

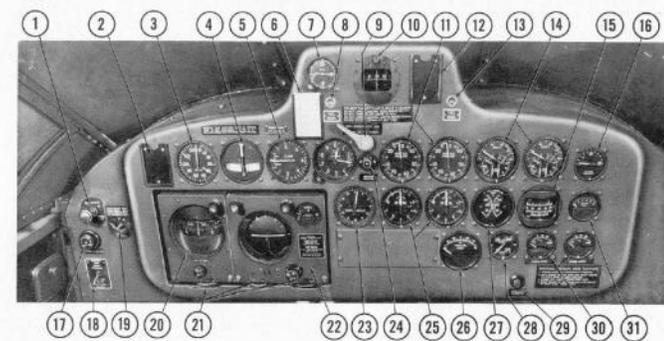


Figure 24—Pilots' Instrument Panel

- | | | |
|--|--|---|
| 1. Deviator Control | 11. Manifold Pressure Gages | 27. Back-and-Climb Gyro Indicator—Automatic Pilot |
| 2. Air-Speed Correction Card Holder | 12. Compass Correction Card Holder | 28. Radio Compass Indicator |
| 3. Air-Speed Indicator | 13. Fuel Pressure Warning Light—Right Engine | 29. Matrix-Beam Indicator Light |
| 4. Turn-and-Bank Indicator | 14. Engine Gage Units | 30. Engine Tachometers |
| 5. Rate-of-Climb Indicator | 15. Fuel/Air Ratio Gage | 31. Free Air Temperature Gage |
| 6. Altitude Correction Card and Holder | 16. De-icing Pressure Gage | 32. Cylinder Head Temperature Gage |
| 7. Clock | 17. Complex Light Rheostat Control | 33. Oil Pressure Gage—Automatic Pilot |
| 8. Fuel Pressure Warning Light—Left Engine | 18. Air-Speed Static Pressure Selector Valve | 34. Anti-Ice Rheostat Control |
| 9. Automatic Pilot "ON-OFF" Valve | 19. Fuel Level Gage Selector Switch | 35. Carburetor Mixture Temperature Gages |
| 10. Magnetic Compass | 20. Directional Gyro Indicator—Automatic Pilot | 36. Fuel Level Gage Indicator |
| | 21. Automatic Pilot Sensitivity Controls | |

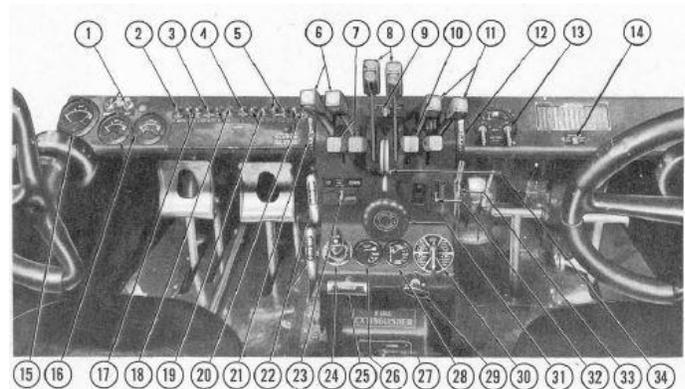


Figure 23—Pilots' Sub-Panel and Control Pedestal

- | | |
|---|---|
| 1. Landing Gear Position Signal Lights | 18. Position Light Switches |
| 2. Voltmeter Switch | 19. Generator Switches |
| 3. Passing Light Switch | 20. Master Switches |
| 4. Pitot Head Switch | 21. Propeller-and-Manifold-Heat Controls
Friction Adjustment |
| 5. Landing Light Switches | 22. Cowl Flap Controls |
| 6. Propeller Controls | 23. Landing Gear Operating Switch |
| 7. Manifold Heat Controls | 24. Engine Primer Pump |
| 8. Throttle Controls | 25. Parking Brake Control |
| 9. Landing Gear Warning Horn Silencer Switch | 26. Flap Position Indicator |
| 10. Oil Shutter Controls | 27. Engine Fire Extinguisher Control |
| 11. Mixture Controls | 28. Elevator Tab Position Indicator |
| 12. Mixture-and-Oil-Shutter Controls
Friction Adjustment | 29. Tail Wheel Lock Control |
| 13. Ignition Switches | 30. Fuel Tank Selector Valve |
| 14. Starter Switch | 31. Aileron Trim Tab Control |
| 15. Voltmeter | 32. Flap Operating Switch |
| 16. Ammeters | 33. Pilots' "Check-Off" List |
| 17. Oil Dilution Switches | 34. Throttle Controls Friction Adjustment |