



# The Slipstream

EAA Green River Chapter 441  
Kent, Washington

[www.eaa441.org](http://www.eaa441.org)

Sep 2008

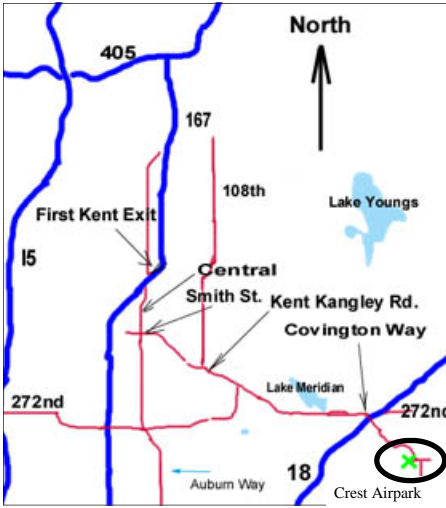
Volume 10 No. 7



## Think it's Crazy Flying In... Try being a controller at AirVenture

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



**Sep 22—7:30 p**

**OFFICERS for 2008-2009:**

- President: Neil Bryant 253-639-2494
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- Temp. Sec: “Gil” Gilbert 253-631-5358
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- WebMaster: Tom Osmundson 253-239-6175
- Tech Counselor / Flight Advisors
  - Jim Huber 253-630-1689
  - Brian Lee 253-639-0489
- Newsletter Editor: Marty Bryant 253-639-2494
- martymouse@martymouse.com fax: 253-639-2495

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

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# President's Column

"Get 'er done!" A word about deadlines.

In our hobby, we've all seen and experienced deadlines, particularly in everyday life. Some are by choice, others are basically unavoidable like work inventory, etc. Some of the ones by choice, such as race dates or flight dates can seem as equally pressing and sometimes can become too much of a distraction. Sometimes the must do and choose to do deadlines interfere with each other, or at least create extra stress. So the trick is, how do we know when to back off on the voluntary ones for our own good.



Case in point, Marty is being kind enough to let me dictate my article while I scramble to put the racecar back together for a championship race in less than two weeks. I know I'm going to owe her big for this. There's a safety issue, having just replaced the transmission, to be certain that all the component parts are



back together properly, and that I can actually drive to Reno, participate in the races, and get back in one piece.

The non-critical thing about this is, even if I push it and take a risk about something breaking down, neither of our lives are truly at

risk. All we're really risking is an inconvenience if something goes wrong, and the disappointment in not taking part in an event I've been looking forward to for awhile.

When it comes to airplanes and airshows, as I scramble working on this car, I'm trying to run through my checklists of what else I need to do before I leave, it reminds me that I

# President's Column, Cont'd

understand the mentality of somebody trying to get an airplane to an event. And as we all know, all too often this can be a tragic or at least a financial loss. We may think we're certain we're taking our time and covering all the bases. But there is the danger of desire clouding our judgement. Last year I had to blow off this race because of my new job and schedule conflicts, and I chose not to push it. I admit that it is a motivating factor to press on and make this year's race.

Again, I could see this creating a dangerous mindset if this were an airplane. All this is meant to bring up the safety thing we all in our minds know about, knowing the tragic stories we've heard in the past. They may have thought "Yeah I know about that", but somehow something still went wrong.

So if I seem distracted at Monday's meeting, or even bow out early, you'll hopefully forgive me, and I'll try to be sure I've got my ducks in a row so that the only thing eventful about this trip is the experience of a well-prepared event going off smoothly. It's the unforeseen things that create the challenges and the opportunities to test ourselves and our judgement. The biggest unforeseen challenge about this circumstance is my dying transmission (admittedly not entirely unforeseen). I was hoping it would survive long enough. This falls into the wishing beyond common sense because of the timing of the event.

So instead of this weekend and next following through with a fantasy of having time to work on our plane wings as a good example, with the car taking a back seat to the airplane project, once again I'm changing priorities. I have made the choice for this race to be a priority at this particular point in time. Thank you all for your indulgence and especially the editor... for this one last hurrah.

Have fun with what remains of our summer flying season.

Please fly –and drive – safe. We'll do the same.

# September Program

If you've ever been to Oshkosh, especially the day or two before opening day and the last day of Airventure, then you've at least heard of the flamingo shirt flight controllers armed with binoculars, sometimes broadcasting from lawn chairs on an open platform. The planes seem like they are landing or taking off in a nearly non-stop pattern that seems to flow like a stream of water. If you've ever heard them or been in the stream of traffic they are directing, I'll bet you wonder how they can possibly identify all those thousands of plane types so quickly, and at the same time plan out the airflow around them so that all the various plane types can land and/or takeoff safely behind each other. It's truly a symphony spectacle.



Maybe you're even good at knowing a lot of different kinds of airplanes yourself on sight, but how about identifying them head-on and having to make a split second decision about their flight path?

Here's your chance to get a briefing similar to what those controllers get. Brian Lee will show you pictures of what a lot of these various plane types look like from the controller's vantage point, and tell you most of the key features to help identify them in short order.

This should be informative and entertaining. Join us for the test following the briefing (just kidding...).....oh, we ARE having a test? Well, ok....

See you there!

# AirVenture 2008 Highlights

*Submitted by Meg Godlewski, reporter for General Aviation News and local CFI*



The Icon A5, a Light Sport Aircraft was introduced to the world during a MTV-style unveiling at the EAA Museum. The aircraft was quietly developed in California.

Guests at the unveiling were treated to a video of the prototype test flights set to rock music.

"That's the first time anyone has played "Metallica" in the EAA Museum," quipped museum director Adam Smith.



The Icon A5 has a sports car-like interior and has folding wings that allow it to be easily towed on the road with a trailer. The estimated price of the Icon A5 standard model is \$139,000 and orders are now being accepted at [www.iconaircraft.com](http://www.iconaircraft.com) with a fully refundable \$5,000 deposit. Aircraft production and initial deliveries are scheduled to begin in late 2010.

Meanwhile on the other side of the country a group of graduates from the Massachusetts

Institute of Technology unveiled their roadable aircraft known as the Terrafugia. The design, which they plan to have certified as a Light Sport Aircraft, also has foldable wings. The



vehicle needs to be parked to make the transition from ground to air, say developers.

Eastern Washington resident Addison Pemberton brought his Boeing 40C model to the show. The aircraft spent the better part of eight years in restoration and is the only airworthy Boeing 40 left in the world. The aircraft was the first commercial airliner built by Boeing.



For the Light Sport enthusiast Flight Design unveiled the CTMC, a metal high-wing aircraft aimed at the flight school market. Currently Flight Design holds approximately 23% of the



LSA market with its composite designs the CT and the CTSL. One of the selling points for the MC (which stands for Metal Concept) is the cockpit which measures 51 inches at seat level.

# Pilot Courtesy

*By Kay Morgan, EAA Chapter 512, Placerville, California*

What does it mean to be a “courteous” pilot? It is more than just yielding right of way in the air and not swearing on the radio. It starts when you arrive at the airport and continues until you leave the airport. It’s your attitude and how you behave towards others. Are you a courteous pilot? Do you recognize discourteous pilots?

Have you ever seen any of these things happen? Driving a car on the taxi way and stop or turn in front of a moving aircraft. Parking near enough to a taxiway an aircraft wing doesn’t clear the vehicle. An airplane pulled out of the hangar to preflight on the taxiway because the light is better than in the “dark” hangar. An airplane left at the fuel pumps after refilling and pilot heads elsewhere. Starting the engine without looking to see who or what will be blasted by an initial 1500 rpm.

These are just a few of the discourteous actions I have seen during the 21 years I have been flying. And I’m sure each of you has something to add to this list of offenses. What made them discourteous? Most likely the pilot was just not thinking of how his actions would impact other pilots.

As an EAAer, be the one setting the example of courtesy, demonstrating how it’s easy to be courteous.

When we have a gathering at our chapter hangar, please be careful of where you park your airplane (or car). When getting ready to leave, please be sure to pull your airplane clear of ANY hangar or other aircraft to avoid blowing dust during engine start. To avoid blocking the taxiway for an extended period of time, have your bags and cargo loaded and be ready to go BEFORE pulling out for start up.

It’s flying season. When you arrive at another airport, please ensure you are parked in an appropriate transient parking so that a based aircraft is not booted out of their tie down.

We want everyone at our local airports to be glad to know the EAAers and those at other airports welcome us.

# Excerpt from EAA National

## MEMBERS URGED TO COMMENT ON '51% RULE' PROPOSAL!

The homebuilder community needs your help! The FAA has proposed changes to the Experimental Amateur Built rules that EAA believes will negatively impact the homebuilt movement. We are urging all EAA members to do two things:

1. Comment on the FAA's proposed changes;
2. Spread the word - tell other builders and get them to comment.

The FAA's stated goal was to better control commercial activities that reduce the amateur builder's actual involvement in the project to less than the "major portion" (51%) required by the regulation (Ref: FAR 21.191(g) ). EAA is concerned that the proposed changes place significant burden on our members who are building within the letter and spirit of the regulations while doing little to address excessive commercial assistance and "pro building".

Time is of the essence! Comments must be submitted by 30 September. For more information:

[http://www.eaa.org/news/2008/2008-09-04\\_proposal.asp](http://www.eaa.org/news/2008/2008-09-04_proposal.asp)

EAA has created a sample letter to provide guidance to EAA members and other parties who are concerned about the FAA's proposed policy on interpreting and enforcing the amateur-built aircraft regulations' "51% Rule."

Send your comments to: e-mail: [miguel.vasconcelos@faa.gov](mailto:miguel.vasconcelos@faa.gov)

U.S. Mail: Miguel L. Vasconcelos

Production and Airworthiness Division

AIR-200, Room 815

800 Independence Ave., SW

Washington, D.C. 20591 fax: 202-267-8850

# Members Classified Section

**Ancient TIG welder.** Wilson 200 amp MCM HeliWelder, model 200MCM-1H. 220v, single phase. DC machine w/hi-freq. generator option. Works well in DC on steel w/ HF for starting, and on aluminum using HF continuously. Can be used as stick welder. 3 amp ranges, continuous amp variation within each range. No torch, no ground lead, no stick lead, no argon bottle, no radiator. Brian Lee 253-639-0489

**Home-Crest Airpark**, 3Br 1.5 Ba, metal roof, 49X45 heated hangar, MIL space, more. Must sell! james.huber@comcast.net

**\$465k obo 253-630-1689**

**T-18 Project** at Tacoma Narrows; O-290D GPU conversion w/chrome cylinders. **Pacesetter wood prop 68 X 68**; Professional-built wing spar, ribs; **all parts and materials to finish project on hand, no instruments.** Terra:- COM, NAV, & OBS; NavAid AP (head and servo). \$10k partially complete plane, \$8k for engine, **\$15k for both.** Tom Worth (253) 576-2730 [wocon@att.net](mailto:wocon@att.net) **Schedule a T-18 demo ride too!**

**1958 Colonial Skimmer Lake Amphibian** - precursor to Lake LA-4 & Lake Buccaneer. Type certificated, but experimental. Engine has low time, minimal radio panel. Main gear wheel hubs, nose gear strut and all hydraulics overhauled. Plane has all AD's. Estimate 5k-15k to make airworthy. May be ferry-able to airports for <1K from Boeing Field. Plane is wonderful, economical, 3 place. Excellent performance, about 9 gal/hr at 65-70% cruise. Rather rare, only a handful still in flyable. reputableman.com \$19.5k Craig 206-498-9447

**Geoff Sharples** family needs to sell his 1956 Cessna 172 w/2500 TT, and 10 hrs SMOH. Exterior & interior original but seats have been re-upholstered. Basic VFR panel (guessing 70s-80s) w/radio, transponder. 2 yrs out of annual. Asking \$25k, a steal, since \$23K was spent on engine overhaul. Jim Huber is handling this for the family: 253-630-1789, or email him at [james.huber@comcast.net](mailto:james.huber@comcast.net). There's also tools:

- |                          |                                      |
|--------------------------|--------------------------------------|
| 1 Bench Belt Sander \$80 | 2 Stands w/ 2-Ton Jacks \$100        |
| 2 Come Alongs \$20 Ea    | 2 Stands w/1 Jack \$40               |
| 1 2-Ton Floor Jack \$90  | 1 Painte Sprayer \$5                 |
| 1 Metal Sheer \$50       | 1 Mini Grinder \$20                  |
| 1 Drill Press \$120      | 6 Aircraft Tires & 2 Rims (donate\$) |

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# Membership Form EAA 441

New Member     Renewal     Info Change

	You	Spouse/Add'l Family
<b>Name</b>		
<b>**Nat'l EAA No. &amp; Expire date</b> (Required)		
Pilot / A&P Rating(s)		
EAA Offices Past or Present		
Phone(s)		
Email (checkbox to get newsletter by email)	<input type="checkbox"/>	<input type="checkbox"/>
Mailing Address		
Describe your plane / project / group interest(s)		

Are you interested in helping with programs/activities?     Yes

Please share which other aviation subscriptions you read:

- AOPA     Plane & Pilot     General Aviation News (GAN)  
 Sport Aviation     Kitplane     Flying     Flying Getaways  
 Aviation Safety     Other: \_\_\_\_\_

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

\*See Chapter President or Treasurer to sign up with National EAA, and our Chapter 441 gets extra benefits!

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

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EAA Green River Chapter 441

Editor: Marty Bryant  
17606 SE 288th PL  
Kent, WA 98042

