



The Slipstream

EAA Green River Chapter 441
Kent, Washington

www.eaa441.org

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Randy Crowther's RV7A

Come see it up close and learn more
at our CHAPTER HANGAR VISIT

Inside This Issue:

President's Column	Page 3
Secretary of the Month Club Program	Page 4 Page 5
Internet Search & Rescue	Page 6
Events Calendar	Page 8-9
Members Classified	Page 10
Membership Form	Page 11

President's Column



I sometimes find it strange that I belong to any club at all, let alone attend or even volunteer time. Most of my working life has included elements that require me to have some social interaction skills to have some sort of measurable success. Even as a subcontractor in carpentry, I needed to work well with both the contractor and homeowner.

Being a manager and involved in sales I am constantly working with people and enjoying interruptions when they are least convenient. My very good neighbor Duane, who's company I genuinely enjoy, has sometimes suffered the fallout of my "people burnout" from long weeks at work, so I don't feel like hanging out on my Sunday break. (Fortunately my hours are about to lighten up.) So why do I spend time with our little group, beyond the selfish benefits of technical support?

It came to me tonight reading the current NW Multihull newsletter. It's my extended family. It's the weird inescapable commonality that we share, no matter what. We let our worldly guard down at least a notch with each other, because we share this interest, sickness, obsession, or need to be in aviation. It sometimes feels like family get-togethers as we have a shared common knowledge about each other.

"..wonder if old cousin Jim will ever sell his house?"
... "Randy's plane sure sounds wicked cool" ... "I love that Steve flies here to see us." ... "Dave's Plane is so pretty I make sure not to tie down near him!" ... "Wonder if cousin Neil is ever gonna stop foolin with his race car and get back to serious effort on finishing their plane; I betcha Joel is up and flyin before them!" ... "I ain't stupid enough to take that bet." ...

I have missed some friends in the Multihull club and we're

President's Column, Cont'd

going to make time to go see them. An overdue visit like to Aunt Wanda's. We don't always make the time we should, but you know you'll be welcome when you show up.

I am a social creature, when not worn out. This club feels like my crazy cousins I used to get in trouble with. "What? We can really do that? Build our own plane and then actually fly it? Ain't there a law against that?"

We certainly hope not, and that's why we are here. I think I owe Duane a friendly visit. Maybe we can take his small horse that passes as a dog for a walk and debate politics. He is family after all...

Safe and fun flying! -Neil

"Secretary of the Month Club!" A new 441 concept of volunteerism!

Benefits:

Get the Cushy chair during the meeting!

Admiration of your peers.

Non committal test drive of a club office. (You might like it!)

Duties:

Keep notes of the meeting, simple stuff like which officers were there, relevant guests, news, and business notes for the full time Officers to follow up on.

Until we have someone step up full time, this is a low key way to help your fellow airplane nuts. Contact Neil or another board member before the meeting or he'll ask for a helper when the meeting starts. Thanks for considering to lend a hand, even if only occasionally.



*According to the
RVAtor,
615 new RVs
became sky-bound
in 2007.*

Programs

February 25—RANDY CROWTHERS RV7A project was part of a chapter hangar visit a few years ago. It was unfinished then, but he's offered to show it completed for this month's chapter meeting!

It is an RV7A with an Eggenfellner Supercharged STI engine, MT Electric Constant Speed Prop, Blue Mountain EFIS dominates the panel. 80 hrs on it since new. Now flying on Gen 3 gear reduction after destroying two Gen 2 gear reduction units. It is performing well, but certainly still a project in development.

We will have a short business meeting first and then people can decide to either walk or maybe carpool about eight blocks down at Crest Airpark. For your convenience, here is his street address:

17660 SE 296th St
Kent, WA 98042

Out of consideration, please try to arrive at Randy's after 8pm so that we can keep the group as together as possible.

March—To be Announced

April—**Tom Torchia** (tentative) talks about surviving a midair collision, control failure, and ditching his damaged Citabria into Commencement Bay. Come hear the story!

Internet Search and Rescue

Volunteers collaboratively analyzing aerial satellite imagery to assist in search and rescue efforts

Getting Started

If you are interested in joining us in this Internet Search and Rescue effort, you will need to register first:

<http://internetsar.org/user/join.html>

You will also need to have a broadband Internet connection (dialup will be too slow to download imagery) and a current version of Google Earth (GE) installed on your computer. You can download Google Earth here:

<http://earth.google.com/download-earth.html>

Once you have registered and are logged in, click on the "Get Automatically Assigned Imagery to Review Here" link which will open a dialog box asking if you want to open the KML overlay file. Click on "Open" and the KML overlay will download in GE. These images that are downloaded were taken after the plane (or other searched for object) went missing. They are overlaid on the older GE satellite imagery that was taken before the plane or other object went missing.

Use a systematic pattern to scan the downloaded images at an "eye alt" of about 500 feet. If you see anything that looks like it could be a possible plane crash site (or the searched for object), you will need to check to see if the suspicious object was there previous to the plane's or object's disappearance. To do that, you need to click the downloaded overlay off to see if the object is still there in the older imagery. This is located under the "Temporary Places" in the "Places" box on the left in GE. It helps to toggle back and forth a few times. If the object is there in the old imagery, it does not need to be reported, as it wouldn't be the object we are looking for.

If the object is not on the older imagery, and can't be identified

as an unrelated vehicle or building, then it should be reported. Click on the yellow pushpin assigned to the overlay in GE, which will open a dialog box. Click on the "Report Objects of Interest Here" link at the top. Or as an alternative, go to the InternetSAR.org website and click on the "Report Objects" link and follow the reporting directions.

If you are new to this effort, please check out the tutorial (this will be coming soon), which will show photos of plane crashes, terrain and other imagery to help you with your identification process.

Again, if you would like to join us in the InternetSAR.org effort, please register. Everyone is welcome. You do not need any professional training to participate, just a good set of eyes, attention to detail, and some extra time to devote to the search. If you are interested in joining or reading our forum discussion, it is located on the Google Earth Community website:

[http://bbs.keyhole.com/ubb/showflat.php/Cat/0/
Number/1056636/an/0/page/0](http://bbs.keyhole.com/ubb/showflat.php/Cat/0/Number/1056636/an/0/page/0)

Article provided courtesy chapter 326

Did you forget to send that picture or article?



We reserved this space just for you!



NorthWest Aviation
Conference and Trade Show
Showplex—Blue Gate
110 9th Ave SW, Puyallup, WA 98371

Sat, Feb 23 from 9a-5:30p
Sun, Feb 24 from 10a-4p \$5 entry covers both days!

Pat Shaub, **JEFF RENNER**, **Phil Boyer**, Dave Sclair, Brad Zeigler, Shawn Pratt, Dan Hargrove, Bruce Williams, John Sibold, Matt Fugazzi, Bob Dempster, Tom George, Terry Stoddard, many more.....

Exhaust Safety
Engine Metal Analysis
Weather Patterns/Satellite
 Interpretation
Underwater Egress
Runway Safety
Propeller Care
TAA Maintenance
Radio Communications
Using a mini PC in the Cockpit
Aviation Weather & NW
Mountains
On a Wing & A Prayer—Stories
Fabric Covering
Pilot Briefing
Tire Care
Vacuum Pumps
 & Pneumatic Systems
AOPA Outlook for GA
FAA's NextGen Vision: WAAS
Fuel Cell Maintenance
Living With Your Plane
Top 5 Mistakes Pilots Make
Anti-Corrosive
 Cleaner/Degreaser
Bonanza Maintenance
Exhaust / Engine Mount
 Components

Professional Aviation
 Industry Advice
What the NTSB Doesn't Report
Airport Land Use Planning Guide
Getting it Right in the Right Seat
Engine Break-in & Run-in
Flight Simulator as Training Aid
Magneto Repair & Care
Flying for the VP-Stories
Corrosio9n / Silent Killer
Vortex Generator Installs
Sport Pilot and LSA in NW
Aviation Insurance 101
Future of Aviation Training
Flying to Alaska
FARs for Regulatorily Challenged
Stall Spin Awareness Training
Future of Flight Software
First Around the World-1924
Getting Most from Chart-Case Pro

**SEE
YOU
THERE!!!**

For schedules go to:
www.washington-aviation.org

Fly-Ins / Event Calendar



Mar 1—Spokane, WA—Spokane Chapter/WAPilots Assn. Annual Banquet & Auction. Guest Speaker: Dr. Amy Hoover-Central Wash Univ on Mountain/Canyon Flying. 509-979-8819
Email: alcessnapilot@comcast.net
www.wpaflys.org/Chapters/Spokane/spokane.html

Mar 15—Snohomish, WA—Saturday Night Movies at Harvey Field. “Mosquito Squadron” in Hangar 15 www.snohomishflying.com

Apr 8-13—Lakeland, FL (LAL) - US Sport Aviation Expo Sun 'n Fun Fly-In, Lakeland Linder Regional Airport sun-n-fun.org

Apr 23-27—McCall, ID—Spring Canyonlands Safari at McCall Mountain / Canyon Flying Seminars. FAA Wings approved instruction 208-634-1344 www.mountaincanyonflying.com.

Jun 6-8—Marysville, CA (MYV) - Golden West EAA Regional Fly-In, Yuba County Airport www.goldenwestflyin.org

Jun 27-29—Watkins, CO (FTG) Rocky Mountain EAA Regional Fly-In, Front Range Airport www.rmrfi.org

Jul 9-13—Arlington, WA—Northwest EAA Fly-In www.nweaa.org

Jul 28-Aug 3—Oshkosh, WI—EAA AirVenture, Wittman Regional Airport www.airventure.org

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.

Members Classified Section

Craftsman 8 in table saw, cast iron, tilt arbor, wings, fences, blades, 3/4 hp Craftsman motor, on wood roll around table. \$100.
Hilmer Swanson 253-859-4844

For sale: plans-built Barracuda designed by Jeff Siers. Won 1976 Oshkosh best new design. All-wood 2 place low wing, high performance. Airframe almost finished. Need to finish flap, fuel system, wire and plumb, and all firewall forward. Have glass for canopy and windshield, and fiberglass cowling parts. Engine mount for O-540 engine. \$6K obo. Tony Szabo 253-232-9726, Enumclaw members.aol.com/flybarracuda



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! \$465k 253-630-1689 james.huber@comcast.net

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, \$18k for both. **Tom Worth** (253) 576-2730 wocon@att.net **Schedule a T-18 demo ride too!**

1958 Colonial Skimmer Lake Amphibian - precursor to Lake LA-4 and Lake Buccaneer. Type certificated, but experimental. Engine has low time, minimal radio panel. Main gear wheel hubs, nose gear strut and all hydraulics have been overhauled. Plane is intact and has all AD's. Estimate 8k-20k to make plane airworthy. May be ferry-able to other 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 or restorable condition. reputableman.com \$36.5k Craig 206-498-9447

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.

Aviation related commercial advertising may be accepted on a space available basis at \$15/page (8.5 x 5.5), per issue, prorated favorably for partial pages. Members rate is \$12/page. Pay treasurer in advance. Graphics should be at least 300 dpi quality.



Membership Form EAA 441

" New Member " Renewal " Info Change

	You	Spouse/Add'l Family
Name		
<u>**Nat'l EAA No. & Expire date</u> (Required)		
Pilot / A&P Rating(s)		
EAA Offices Past or Present		
Phone(s)		
Email (checkbox to get newsletter by email)	"	"
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 299th PL, Kent, WA 98042

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Kent, Washington

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

