



The Slipstream

EAA Green River Chapter 441
Kent, Washington

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ALONG WITH THE AVIATION INDUSTRY WE MOURN THE LOSS OF ERIC BEARD. *We will miss his friendly smile.* For more information on Eric, his family and his life visit www.russianthunder.com.

At a personal level, Eric inspired us about safety in flying, and we had hoped to take some spirited lessons from him. His experience with radial engines was a primary reason that we selected one for our plane. During the Arlington fly-in a few years ago, he helped promote the “eBike” and he still sported the tiny “24Volt” logo on his plane when we saw him just a few months ago. —*editor*

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President's Column

Greetings!

As your new president, I would first like to thank all current and past board members for their outstanding support and dedication to EAA. As president it will be hard to fill Jim Huber's shoes, but I will do my best.



I will never forget my first airplane ride. . . It was my uncle's 1959 forney aercoupe and I was about 8. I really enjoyed flying over the Shelton area, it was always bumpy and I liked it. Not long after my first ride the aercoupe needed some cylinder work. I was so impressed with the skills of the mechanic that performed this work. Seeing inside the engine and then actually running it and flying in the plane again. I later pursued a career in aircraft maintenance, working mostly on turbine engine helicopters and corporate jets the last 32 years.

I have been interested in EAA at least as long, having started building a Skybolt in 1974 and regretfully selling it uncompleted in 1981. Alas, I started another about 10 years ago and last July recieved my experimental airworthiness certificate after a thorough inspection by DAR. The Skybolt is located at Arlington and has yet to be flown. Feeling the need for some open cockpit biplane training first, I am looking at Chandler Air Service in Chandler, AZ who train in GreatLakes biplanes.

I work in Aviation. But the real passion has been small aircraft and EAA. My main reason for being a member was to learn from some of the most dedicated and skilled people in aviation. I hope in some way I can contribute to this wonderful group of aviation enthusiasts.



Please feel free to contact your board with any ideas and/or suggestions for our monthly meetings.

Jerry

Chapter Meeting Minutes

November 2005: President Jim Huber opened the meeting at 8:38 p.m. There were no guests.

For Sale:

- A New York friend of Brian Lee has a Fike Model E homebuilt aircraft for sale. It has a 24 foot wingspan and a 90 hp Franklin engine.
- Gil Gilbert has an Aronca Chief w/ a 85 hp engine for sale.
- Jim Huber has a helicopter project for sale.
- Mike Hanson has a factory fresh starter for a 0470 or a 0540 engine for sale.

General Interest:

- Eleven members gave brief reports on the last month's building progress.
- Brian Lee showed some slides on the USAF TIFS (Total Instrumentation Flight Systems).
- Brian's instructor's moment discussed that the Bangor TFI now is a prohibited airspace permanently.
- The leather jacket from EAA Headquarters was awarded to Brian Lee. (Darn! The jacket fit him just fine!)

Program:

- Jake Schultz talked and showed slides about his participation in Monster Garage's making of the flying car program. Jake provided technical input.

The meeting was adjourned at 9:15 p.m.

Merrill Kleinmann, 2004-2005 Secretary, Chapter 441

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.

THE PROGRAM

**January 23—Christian Holtz "Flights of Hope"
Using Your Love of Flying to Help Others**

Angel Flight is the nation's largest charitable aviation organization with over 6,000 pilot members. Drawing on his five+ years experience as a volunteer Angel Flight West Command Pilot and Washington Wing Pilot Recruiter, Christian will provide insight into the world of charitable aviation, sometimes described as "public benefit flying". He will illustrate the benefits, dispel certain notions, and demonstrate how volunteer Angel Flight pilots help General Aviation, their community, and their country by playing a unique and important role in providing free air transportation in response to disasters and tragedies, health care, and other compelling human needs.

Of particular interest to EAA members, Christian will present information on how experimental aircraft or homebuilts can be used to fly certain Specialty Missions, such as transporting organs, blood, and service dogs.



FAASAFETY.GOV—Sponsored Event

"Pilot Pre Weather Briefing via the Internet"

Techniques on how to use the internet for weather planning.

On January 28, 2006 at 10:00 AM

Location: Regal Air—10217 31st Ave West, Hangar C-51
Paine Field, Everett, WA 98204

Allen's seminar shows you how to navigate internet sites like the National Weather Service and government web-sites to obtain a comprehensive preflight weather briefing.

To view further details and to register for this event go to:

http://www.faasafety.gov/SPANS/event_details.aspx?eid=8416

Instructor's Corner— Bangor

Bangor Airspace Permanent

If you have seen your new VFR charts, you've no doubt noticed that there has been a change to the charted airspace. Three of the "big 4" TFRs have been scaled back and are now "NSA" for National Security airspace.

What this means is that they are on the charts as NSA's, so we don't have to read the NOTAM and draw them on ourselves. The NSA designation means that the Feds want us to voluntarily avoid flight through the airspace. It's not prohibited or restricted, but they'd really prefer that we avoid that airspace. In addition, they can become TFRs on a moment's notice...so be sure to check the NOTAMS before EACH Flight.

The fourth, the Bangor submarine base has changed designation. It is now **PROHIBITED AIRSPACE** from the surface to 2500 feet. It is irregularly shaped, but it is now a Permanent **PROHIBITED AIRSPACE**. Please take note. Its designation is P-51. The days of flying over Bangor at 500 feet and waving to the sailors are gone. Please do not violate this airspace. The Navy is serious.

Of course, if you have not seen your new VFR charts, perhaps this is a good time to renew your charts. Remember, the VFR charts for our part of the country are on a December/June revision cycle, and they become obsolete for navigation after 180 days. As I've said before, I have a subscription with NOS, so they come to my mailbox automatically. This is a good way to go. Whichever way you decide, please make sure you've got current charts.

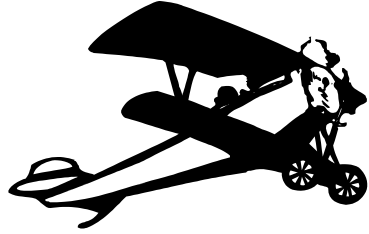


Fly safely. Brian

More Instructor's Corner-FAA

FAA to crack down on registrations

Remember that change of address rule that says you've got to notify the FAA if your address changes? (You've got 30 days.) Well, a similar rule applies to aircraft registration. One reason for FAA needing the proper contact information for owners of airplanes is so that they know where to send urgent AD notices and other useful things. Another is that if the airplane is found crashed or is reported missing, the FAA wants to know how to contact the owner.



FAA regularly sends notices to owners of every registered airplane. If the notice comes back as undeliverable or whatever, the FAA puts a note in the registration file. After some period of non-response, the FAA declares the registration invalid.

Now, FAA has published a notice in the Federal Register to the effect that after 1 February, they may begin denying access to airspace if, for example, someone tries to file a flight plan with an invalid N-number.

Make sure your registry data is up to date. FAA's database is searchable at <http://registry.faa.gov/aircraftinquiry> where you can look up your airplane and see the status of your registration. There is a separate database called "registrations at risk", accessible from the same page, that you can search to see if you are on the "bad" list.

Let's avoid any surprises and make sure the data is up to date.

Fly safely. Brian

Time to RENEW your DUES!

We made it so easy to just fill in the form on the back of this newsletter. 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...

However, even if nothing has changed since the last time you filled in our membership form, it is important for chapter insurance reasons to keep the forms current. **Please send in a completed form whenever you renew.**



2006 Event Calendar

- 2/11 San Carlos, CA-Tuskegee Airmen at Hiller Aviation Museum, San Carlos SQL
Terri Gorman 408.356.7443 or flynbyk@cs.com
- 2/25-26 Puyallup, WA-NW Aviation Conference and Trade Show, NEW exhibition and Conference Center at Blue Gate, Western Washington Fairgrounds; washington-aviation.org
- 3/3-4 Casa Grande, AZ-Cactus Antique Airplane Fly In, CGZ
Cactusflyin.org
- 5/6-7 Anchorage, AK-9th Alaska State Aviation Trade Show and Conference, Ted Stevens Anchorage International Airport PANC alaskaairmen.com
- 5/14- Kennewick, WA-Chapter 391 Fly-in Breakfast, Vista Field
- 5/14- Cache Creek, BC Fly-in. AZ5 Andy Anderson 250-453-2281 or 250-457-9347
- 5/19-21 Monument Valley, UT-4th Annual Kolb Gathering UT25
kolbrapilot2@comcast.net
- 6/23-25 Richland, WA-Richland Airport Open House / Fly-in
- 7/5-9 Arlington, WA-NW Regional EAA Fly-in: nweaa.org
- 7/21-23 Concrete, WA-Concrete Old Fashioned Fly-in
- 7/24-30 Oshkosh, WI-AIRVENTURE-National EAA Fly-in and Trade Show: airventure.org

Chinese Repair on Airbus A-300 Can you

**Believe
this?**

*Submitted
by
Cecil
and
Fanny
Hendricks*



**Or
this?**

VariEze Project for Sale - \$1.00 (Strings attached)

“Yeah, you read that right. Here's the deal.

I have a VariEze project that's been gathering dust for too many years. I will likely not ever finish it myself, but I'd still like to fly it some day, so I'm willing to make somebody a good deal. I'm looking for someone who will finish the project, and, in exchange for the good deal, let me share the flying. I am not looking for a partner and I'm not talking about hiring somebody to finish the project for me. They will own it, lock, stock and barrel. What I want is a finished aircraft that I can fly when the owner's not using it. If there's anybody in or around your chapter who's interested, please have them contact me. Pictures are available on request.”

Bob Chester EAA #190681, Tumwater, N914TJ@earthlink.net

Members Classified Section

Helicopter project- Commuter II (predecessor to Baby Belle/Safari). Lycoming O-320 has approx. 50 hrs on overhaul, \$25K. Jim Huber 253-630-1689 evs. (picture w/Safari behind.)



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.

Asking price \$14,400.00. Tony Burdo tburdo@msn.com or 18111 Cambridge Dr., Arlington.

Lycoming 10-360AIB6 200 hp injected engine aprox. 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

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.

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
 Send Newsletter by email (PDF)
 Send printed version

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

- Interested in Helping with
- Programs
 N-1 Project
 Officer
 Other

Plane / Project (% complete): _____

Other Notes _____

*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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EAA Green River Chapter 441
Kent, Washington

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The Great North WETT!

