Experimental Aircraft Association

Chapter 23

Salt Lake City, Utah

MARCH 2008 NEWSLETTER

Minutes of Last Meetings

8th February meeting was a presentation by Marc Karpowich, an instructor in the Department of Engineering at Utah State University. The topic was the construction of a Wright Flyer replica. The presentation was spellbinding, with video and samples to examine.

Next Meeting

14th March meeting will be at 7:00 pm in the CAP building, 2nd Floor, 640 N. 2360 W. Salt Lake City International Airport.

Upcoming Events

April 8th – 13th, **Sun'n Fun Fly-In**
PO Box 7670, Lakeland, FL 33807, (863) 644-2431
May 30th - June 1st, **B-17 Visit** to Ogden-Hinckley Airport
Booking information 1-800-FLY-NB17.
JUNE 6th - 8th, **Golden West Regional Flyin and Airshow**
1364 Sky Harbor Drive, Olivehurst, CA 95961, (530)852-0321
June 27th - 29th, **Rocky Mountain Regional Fly-In**
July 9th - 13th, **Arlington Fly-In**
4700 188th Street NE Suite H, Arlington, WA 98223, (360) 435-5857.
October 23rd-26th, **COPPERSTATE Regional EAA Fly-In**

Articles

1. Inspecting Ideas for the Aging Composite Aircraft
By Bill Berson TC#4919
Contributed by Glen Olson
From EAA, "Safety Wire", Vol. 2, Issue 1, Jan. 2008.

When I was thinking about buying a fiberglass motorglider, made by GROB (pronounced like globe), several pilot friends advised me to never bring a composite aircraft to the cold environment of Alaska where I lived. They said it would not last and I should get an aluminum plane.

Turns out they were wrong, fiberglass structures are actually stronger at minus 40F than at room temperature.

But the idea of buying a composite aircraft of a type I had not even seen before was scary, so I called the GROB dealer in Ohio and spoke with a service technician for about an hour. Calling the factory was a great way to get the information and confidence I needed for making a pre-purchase inspection. I recommend this first step for anyone thinking of buying an unusual aircraft.

The GROB representative said, "Cracks in the gelcoat are normal as long as the cracks are across the wing, chordwise. Spanwise, cracks are not normal and would indicate major damage". He said, "Cold weather is not a structural problem, the aircraft are made in Germany and it gets cold in Germany". When inspecting the wing, I am mostly concerned with looking for a separation of the wing spar where it is glued to the wing skin. The wings are made with top and bottom shells that are glued together at the leading edge, main spar, and trailing edge. The problem lies in the fact that a spar debond cannot be seen from the outside. The GROB G-109 doesn't even have any inspection holes other than the wing root openings.

The standard FAA inspection handbook AC 43.13-1B describes several subsurface inspection methods. The first is called tap testing. It consists of lightly tapping the surface of the part with a coin or other suitable object. The tap test is limited by the inspector's subjective interpretation. I don't use the tap test unless an area is suspected of damage. It would be impractical to tap test the whole plane. The other methods

require expensive machines which use methods such as acoustic-emission and thermography.

I have found a nifty and simple way to visualize a possible subsurface defect such as a spar debond. (Debond is just another word for unglued.) Sometimes around an hour or so after sunset, on a clear evening, moisture will condense on the wing skin but not over the warmer massive spar bond. The spar bond is clearly visible and can be seen in the accompanying photos of the detached left wing, secured on a trailer. Look above the spar clamp holder, where the spar bond image is visible as a dull triangular shape on the wing surface. These pictures were actually shot in the morning at around 10:00, when the moisture is condensed on the colder spar. The reverse happens in the evening.

2. FLYING LESSONS

From Kenny Kendall

During conversations with my friend Bill, of about thirty years, airplanes often get into the mix. On occasion he will spice up the conversation by telling some of his aviation experiences and lessons he has learned over the years. I have always enjoyed hearing him slide these quips into the conversation so I asked him to put some of his experiences and lessons in writing so all of you can enjoy reading them. It is a lot more fun hearing him tell them with his enthusiasm and New York accent.

Bill Harkins is an instrumented rated, private pilot with time in aerobatic and float planes. Growing up on Staten Island, NY he would ride his bike around to the three airports that were on that little island. Bill took flying lessons early on at the long gone Donavan Hughes field. That's when good ole mom came up with the St. Francis medal he writes about below. We don't want to talk about how long ago this must have been but, check out the cost of a flight with an instructor! Later on in his flying life, Bill talks about flying out of Teterboro, NJ when guys like Arthur Godfrey were there.

Bill now lives in Kansas City, MO. I keep trying to talk him into coming out for a visit and some mountain flying but with no luck so far. Maybe someday.

FLYING LESSONS

By Bill Harkins

When I was thirteen years old, I began hanging around the local airport, bumming rides and, when I could get three dollars together, taking a flight with an instructor. This worried my mother. Being very religious, mom checked her book of saints and found that St. Francis of Assisi was the patron saint of aviators. Mom bought a St. Francis medal and gave it to me, with instructions to take it to the pastor and have him bless it. When I told Father McEvoy what the medal was for, his comment was, "I'll bless it for you, but a parachute would do you a lot more good. Oh, and don't tell your mother I said that."

Moving up from a single engine aircraft to a twin means you now have twice as much chance of engine failure.

When making a forced landing at night, in unfamiliar terrain, turn on the landing lights when you get down to 800 feet. If you don't like what you see, turn them off.

If forced down in the mountains in poor visibility, establish a glide path on a roughly northeast or southwest heading. Most mountains in the United States are oriented in that direction, so you'll have a better chance of coming down on top of a ridge or in a valley - instead of straight into the mountainside. (See previous landing light instructions.)

The most reliable fuel gauge of all was the simple hooked wire attached to a float in the gas tank in front of the windshield on the Piper J-3. If the wire was sticking up well above the cowling you had plenty of fuel. If the hook was down almost to the gas cap, it was time to land.

The flaps on those little Grumman sport planes give pilots something to fiddle with on approach, but they don't alter the attitude much. If you want to scare a Grumman pilot half to death, take him for a full-flap landing in a Cessna 182. He's never seen the ground up close from that angle.

One way to un-stick a floatplane from a short lake is to pop on ten degrees of flaps when you reach flying speed. A better way is to find a longer lake.

The two most useless things to a pilot are altitude above him and runway behind him.

An instrument rating teaches you when to stay on the ground.

No matter how a flight ends, an air traffic controller gets to go home at the end of the day.

"Where are you?" What the tower asks when you know where you are but want to know where the tower is.

If helicopters were meant to fly, God would have given them wings.

A propeller is a fan to keep the pilot cool. If you doubt that, let the prop stop and watch how fast the pilot starts sweating.

Whitey "no stick" Walker got his nickname from an incident in a J-3 Cub. When hopping folks on sightseeing rides, pilots would remove the rear stick from the floor socket to prevent the passenger from interfering with the controls. Balance criteria for the Cub requires a solo pilot to fly from the rear seat. Taking off on a solo flight one day, Whitey pulled back and the stick came out in his hand! Whoever replaced it

after the last passenger hop forgot to replace the cotter pin that holds it in the socket. Whitey had to undo his seat belt and reach over the seatback to the front stick while climbing out and while trying to stab the rear stick back in its socket.

One instructor carried his metal instrument clipboard when giving dual instruction to primary students. He said it helped chop their hands loose from the wheel when necessary.

3. Presidents Message

We've just returned from an Eastern Caribbean cruse. While we are recovering from the trip I'll do the Presidents message.

We haven't traveled any where by air since before 9-11, boy have things changed. Security at the airport is awesome; some other words come to mind also. Getting from here to Miami and back taught me a new skill, patience. Flying after that will be restricted to my own plane. Security getting on and off the ship wasn't quite so bad.

One of the things I wanted to do on the island stops was to look at each airport and talk to the local people about flying. Unfortunately when traveling with other people you don't always get to do what you want. I did make it to the airport at St. Thomas and was able to watch a Piper 140 make two attempts to catch a banner. The third attempt was successful. We were unable to talk to any pilots. There were very few small aircraft and all had N numbers. In the bay across from where the cruise ships dock there were several amphibious sight seeing aircraft. There were several take offs and landings during the day while we were there.

We did not see any small aircraft flying over any of the islands, other than the 140 pulling the banner. Every day we were in a port it was great flying weather, yet we did not see any small planes flying.

I guess my point is that we still have it pretty good here in the US. Flying is almost affordable still and the Young Eagles program should keep the younger generation interested in flying. Flying is such a kick. I hope we never loose the ability to have this much fun, then get together and talk about it.

Bill Letcher

News of Interest

Longtime chapter member, and lifetime EAA member Liberty R. Lloyd passed away 26 Apr 2007. Reported by Alex R. Lloyd, CIV.

Classifieds (usually run for 2 newsletters)

March Ads

Repairman Course

I have 10 people lined up to take the Repairman (LSA) Inspection-Airplane EAA course and need about 10 more to get the EAA here. If any of you know of people that would be interested in attending the Repairman (LSA) Inspection-Airplane EAA course let me know. The course is $399, if you are an EAA member the cost is $299. It appears the first class will be late June or July/August, and held in the Salt Lake CAP building upstairs classroom. The typical class is held on Friday at 5pm until 8pm, Saturday from 8am until 5pm and Sunday from 8am until 3pm.

Thanks, Kevin Angus

New Lycoming Engine for Sale

New Certified Lycoming O-320-D1F (160 HP), includes new mags, plugs, fuel pump, starter, carburetor, vacuum drive, and pad for prop governor. Engine is still sealed in the Lycoming factory box. I am asking $23,500 and will consider all offers.

I can be reached at (970) 858-9740 (Home), (970) 361-6659 (cell) or email: emike107@msn.com

I would also consider delivering the engine to the buyer, depending on the cost and distance.

Thanks for your help
Mike Stolle, Fruita, Colorado
Secretary for EAA Chapter 800 in Grand Junction, Colorado

February Ads

For Sale

$6000 - Stits Playmate including Plans and Trailer. The tach shows over 2 hundred hrs. One good pair of wings and one bad pair of wings. You will have to install the good ones, the bad ones are on the plane now. This is a plans built plane so there are not any standard parts. There is some question about the Weight and Balance of the plane. I tried to weigh it and I couldn't figure it out. Then Danny Sorensen was looking at it for me and he found the cracks in the spar and I decided not to continue working on it. It has a Franklin 150 HP engine that Cory Bagley worked on and he said it is in good condition. No Logs. Call Scott Royall 856-8856.

Thanks, Scott

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