



The EAA Chapter 79 Newsletter

"All the News That's Fit to Print about Airplanes"

P.O. Box 11132 Spokane, WA 99211-1132

www.eaa79.org

April 2013

Chapter Meeting

Friday, April 12, 7:00 Doors open at 6:00

EAA 79 clubhouse



This month's program: MISSIONARY FLYING WITH PETER BASTKE

Peter flew as a bush pilot in Alaska where he met his wife Sara. Together they have worked in Irian Jaya and Borneo with Mission Aviation Fellowship, in Afghanistan with PACT-EC, in Mali, West Africa with Sahel Aviation Service and in Botswana with Flying Mission Service. They have three boys, Nathaniel and twins Benjamin and Josiah.



Peter is our featured speaker this Friday. He was one of the favorite speakers at Moody Aviation's "Safety Seminar" in March. We persuaded him to talk to our group. If you want to learn about some of the challenges for a mission pilot, you won't want to miss this presentation!

LAST MONTH'S MEETING

Chuck Piece presented a great slide show of fly-ins featuring many homebuilt and vintage airplanes from the 60's and 70's. Gene Soper and Skeeter Carlson helped identify many of the obscure aircraft. It was a great meeting with lots of great pictures and commentary from those decades.



Chuck Pierce, Gene Soper and Skeeter worked the microphones last meeting.



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UPCOMING EVENTS

April 17, Wednesday, 2:00 pm
Felts Field Maintenance Hangar
Discussion of Felts Field improvements

April 19, Friday
EAA 79 Chapter Movie Night
6:00 PM

"Battle of Midway"

May 4, Saturday
Skeeter Carlson 90th Birthday &
Museum Air Show at Felts Field

May 18, Saturday morning
Young Eagles at the clubhouse

June 8, Saturday
Neighbor Days at Felts

June 22, Saturday
Young Eagles at the clubhouse

NW Biplane Fly-In

Spokane

July 19-21

nwbiplane.com



CHAPTER OFFICERS

Jack Hohner—President axama@aol.com

Larry Tobin—Vice President

Marian Heale—Secretary
marianheale@q.com

Clark Taylor—Treasurer

CHAPTER DUES REMINDER! If you haven't paid your dues for 2013 please do. \$30. You can now pay with Paypal on our website.

We've Got A Tower For Young Eagles; Now We Just Need You!

With a last-minute reprieve on tower closures, we're clear to launch another summer of Young Eagles rallies with normal operations in place for May 18. Now all we need is confirmation from all of our Young Eagles pilots and ground crew to get the first rally of 2013 off to a flying start.

Whether you're pilot or ground crew, please send an email to Jamie at aitken3@comcast.net to let him know as soon as possible that you're available for the morning of May 18. As usual, we'll gather at 0800 to set up, with first departures at 0900. We'll be done by 1100 if we have enough pilots and a good variety of aircraft.

An immediate response from pilots is especially important this time. We've normally contacted our Young Eagles kids by now, but the tower situation has really compressed our schedule. We need to start sending emails to kids within the next week, but scheduling can't happen until we know how many pilots and aircraft will be on the flight line. **So if you'll be participating on May 18, please contact Jamie this week!**

For those who have not experienced a Young Eagles Rally, you're missing a terrific experience! There's nothing like the smiles of kids taking their very first airplane ride, and the excitement they share with their families as they collect their Young Eagles logbooks. It doesn't happen without a dedicated and enthusiastic corps of EAA staffers, and we get a huge kick out of it, too. We invite everyone to join the fun!

Eagle Flights are Here

How many times over the past 20 years have we heard the parent say, "Can I come, too?" Until now insurance restrictions kept us from inviting them to the adventure. Finally, Eagle Flights are here!

We're now able to share the aviation experience with older eagles who have always wanted to fly. Unlike Young Eagles, we'll connect individual "Eagles" with individual chapter pilots for a one-to-one, hands-on flight experience scheduled at a mutually agreeable date and time. Our pilots will offer one flight, but further flights are completely up to the pilot. The intent is to hook the Eagle on flying and point him or her to a flight school for lessons.

We'll advertise these flights at Young Eagles events and collect names and numbers. Then we'll circulate those

names among our interested pilots. We'll start small and see how it goes. These are the grown-ups with the means and desire to turn an interest into a pilot certificate. Let's see how far we can take this new mission!

SKEETER CARLSON LIBRARY COMING TOGETHER

Jim Higgins has been working hard on the library project. He repaired sheet-rock including filling in two doors and one window. The walls and ceiling have now been primed and painted. He is finishing new casework and it is almost ready for a new floor and shelving.....and then the books!



NEW TILE ON LOUNGE BAR FOOTREST

Renee Haynes, Marian Heale and Jack Hohner recently completed the tile covering on the bar footrest. It feels sooo good on your feet!

Tom Sorenson attended the recent "Honor Point Museum" meeting and will be giving a full report at this Friday's meeting.



Chapter Member

John Richardson

By
Marian
Heale



What do you do when you're building an airplane and you can't find the specific avionics package you want to install? If you are John Richard-

son, you simply build it yourself. John designed a unique, advanced automatic trim system that works in conjunction with his auto pilot to keep his Lancair Legacy trimmed and locked on a set altitude or vertical profile. This is maintained throughout the flight envelope. No other system will do that in a small experimental aircraft. John points out that the auto pilot is the only truly experimental part of his airplane. "The EAA "Experimental" category has spawned a wide variety of kit aircraft and the Lancair Legacy is at the high end in several respects. This aircraft would be very difficult to build from scratch. Thank you EAA"

John was born in Akron, which is the county seat of Summit County in Ohio. It is located in the Great Lakes region approximately 39 miles south of Lake Erie along the Little Cuyahoga River. His dad worked for the Goodyear Tire Company.

John's early interest, which has continued in one way or another throughout his life, was electronic technology. He put this to good use as an amateur radio operator. Amateur radio operators are also known as radio amateurs or hams. The term "ham" as a nick-name for amateur radio operators originated in a disparaging way by operators in commercial and professional radio communities. The word was subsequently welcomed by amateur radio operators, and it stuck. Not surprisingly, Japan boasts the highest number of ham radio operators of any country in the world.

John said he talked to people all over the world through the use of Morse code. He began building his ham operators' station in elementary school, and continued through college, although he admits the high school years brought on other interests such as skiing and motorcycles. John strongly believes that young people need something they are interested in that makes them unique and that they can work on and learn from through the formative years. He feels there are many areas in which an early interest might apply, including aviation. John says if you are motivated, you can muster enough drive to accomplish even difficult tasks. (Just ask Burt Rutan)

After high school, and a little time out for non-scholastic pursuits such as skiing in Aspin, John headed for the technoseekers Mecca – Silicone Valley in California. John landed

a summer job with Hewlett Packard, and then like every other dutiful 18-year-old, he contacted his draft board. John ended up being deferred due to numerous shoulder injuries probably sustained while working on his ham radio operator station. It couldn't have been the skis, motorcycles and sailboats. He has since managed through exercise to rebuild his shoulder.

John began university at U.C. Santa Barbra in 1968, and graduated in 1972 with a degree in electrical engineering. While in college, John had a friend who had his pilot's license, and they went flying together when time permitted. During the summers, John worked at a camp in Michigan teaching youngsters swimming, sailing, and water skiing.

In 1980 Hewlett Packard's planning department moved to Spokane, and John made the move in 1984. He had been working with a group of engineers on cell phone measuring equipment, spectrum analyzer equipment, and frequency synthesizers. By this time John had one daughter, and he says his second child came in twos. While he was working on frequency synchronization, his wife was working on heart-beat synchronization. The doctor only detected one baby when listening for fetal heart beat, but they actually had twins.

After moving to Spokane, John ran into more friends and work colleagues who had their pilot's licenses, and in mid-1991 he began taking flying instruction. John took his check ride in 1992 in a Cessna-152. He joined the CAP in Coeur'd Alene where he flew sorties in a Cessna 182. His first step into aircraft ownership came in 1994 when he purchased a 1952 Cessna 170B which he flew 500 to 600 hours. In 1997 John purchased one of his all-time favorite airplanes, a beautiful two-tone green and white Cessna-185 with which he flies Young Eagles.

One of John's favorite projects involving aircraft is taking on the up-keep of S92 (Fish Lake Air Strip) in Idaho. John spends three weeks every August at the strip cutting grass, brush, trees, tree branches, and generally cleaning up the back country strip so that others can safely use and enjoy the Idaho wilderness.

In February of 2006 John started work on his Lancair Legacy. He did a great deal of preparatory work on choosing a project which included deciding exactly what he wanted to do with the aircraft, reputation of support given customers, and a well-proven design. He knew he was after speed and professionalism in flying, along with a total glass panel. After searching for the avionics he wanted and was unable to find, he located a company, Aerotronics, Inc., in Billings, Montana, that was willing to work with him on his design. Working seven-days-a-week along with a five-week stay in Redmond, Oregon at the Lancair home base, John first flew the plane in November 2007. His Lancair is one of the most beautiful, best equipped, and fastest airplanes at Felts Field.

Asked if there is any special meaning to his "N" number of N16DX, John replied, "Yes – my hangar number is 16, where the Lancair was built, and DX is a ham radio term for long-distance." Very apropos!

Hohner's Corner by

Jack Hohner
axama@aol.com

MY MOST UNFORGETTABLE CHARACTER



Ed "Skeeter" Carlson turns 90 this May 4. Be sure to book that day for the appropriate celebration at our clubhouse.

I remember my first contact with Skeeter. (Is it just me, or is that nickname somehow the most appropriate for this guy?) Anyhow, I was 20 years old and building a little glider out of plywood, sitka spruce and chromoly. I was having an issue with the plywood skin covering my wing leading edge. I began seeking out advice at Felts and calling around. Everyone told me, "talk to Skeeter." Skeeter? I mumbled to myself. The way people referred to him it was as if he was the undisputed authority on such matters. The reverence to his knowledge and experience was apparent from every pilot I contacted.

Several years later I joined chapter 79 and began to learn first hand of why he earned his legacy. This guy "oozed" airplanes and airplane building from every pore of his body. That was thirty years ago. I remember him as a permanent fixture at every chapter meeting and function. He is an unassuming and humble man, yet his presence always brightens the room. Perhaps most of all it is his clever wit that leaves all those around him smiling. The examples are unending but I will throw out one that comes to mind.

We were viewing a slide show at the Friday chapter meeting. One of Skeeter's antique biplanes came up on the screen and he began his narrative. When describing the flying characteristics, he explained how it was very tail heavy. It required constant forward pressure on the stick just to keep it level. And then, in his usual deadpan fashion, he said, "to flare for landing, all you had to do was not push forward so hard on the stick." Maybe you had to be there, but I recall that comment getting a good laugh. Of course the key to any successful standup is the delivery.

Another time a group of us were sitting around and longtime member, Jack Johnson was lamenting his recent forced landing from engine failure. Something like that sticks with a guy and although it had been weeks he was still tingling about it. So he says to Skeeter, "how many forced landings have you had?"

In his usual deadpan, unconcerned manner, he replied, "I had five in one day once." Evidently, a forced landing was no big deal to Skeeter. I know he always flew with an eye out for suitable fields. Perhaps that goes with flying vintage airplanes that nearly date back to the Wright Brothers.

For my first twenty some years in the Chapter, every Labor Day we had a potluck at Skeeter's place, the

legendary OX Meadows. What a fun day that always was. There were airplanes literally overflowing from every one of the several hangars he had. One day I was trying to get a count...a bit challenging because of the manner in which many of the disassemble ones were stowed. So I asked Skeeter and the number I recall was 46!

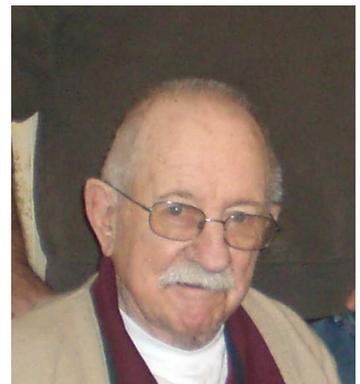
Those were the days. A dozen or so pilots would fly in for the party. Howard Alexander would be giving tethered rides in his balloon. Skeeter would give tours in his vintage Yellowstone Park bus. And amongst all this, Addison Pemberton was giving rides in the side car of Skeeter's ancient motorcycle. He and his "next" passenger would be grinning ear to ear every time they blasted past. It was like a carnival going on.

A week ago Skeeter came to our Friday movie night and brought the "Poncho Barnes" story. It was still early after it finished so we stuck in "The Spirit of Saint Louis," starring Jimmy Stewart. Well for those of you who don't know, Skeeter's Ryan B1 was used in the movie for the Spirit of St. Louis airplane. It was fun....every time that old Ryan came on the screen, one of us would say, "hey Skeeter, there's your old Ryan!" I would glance over at Skeeter and see the satisfaction in his face as his eyes were glued to his old plane flying in that movie. Which by the way, is a very good movie. What a legacy this guy has carved out.

Once when I was at the potluck party at Skeeter's, I asked him of all the airplanes he has owned and flown, which was his favorite. He said the Heath Parasol. We talked about the reasons why. You see, the smaller and lighter an airplane is, the more maneuverable it is. And the lighter you make it, the closer you get to flying like a bird. I think Skeeter was born with a lot of "bird" DNA. He is a pilot's pilot. And he is always interested in what others are doing with their projects and flying. One night a group of us were standing outside the clubhouse, looking at the stars, and in his usual Skeeter fashion, he asked the general question to all in the group, "any of you guys commit aviation this week?"

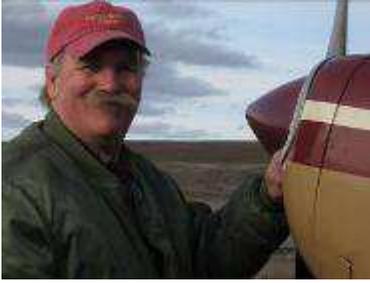
Reminder!

A party for Skeeter's 90th birthday is Saturday, May 4th at the clubhouse. Addison and others will be bringing biplanes. We are planning on having a good time. Watch your upcoming email for more details.



Wanted aircraft partnership formal or informal. I sold my Mooney 231, but still want to fly. Interested in RV or other 2 place aircraft I can bring a hangar and runway (Skymeadow WN-92) to the party. Contact Dave Barker Phone 509 921 8980 email david_barker@msn.com

Check this link for Lancair parts for sale by Steve Crisp.
<http://www.chewelahrealestate.net/parts.html>



Bill Abel EAA 79



Spark plug life can be just about doubled by proper plug rotation. Look at the spark plug electrodes the next time you remove the spark plugs from your engine. One electrode is usually worn more than the other. On one plug, the center electrode may be worn, while on another plug, the ground electrode may be worn. Swapping plug position evens out the wear between the center and ground electrode, thereby preventing any one electrode from incurring excessive wear.

The spark plug's firing polarity causes uneven electrode wear. The magneto generates energy by means of a rotating magnet. As the magnet rotates, the magnet's north and south poles generate positive and negative electromotive force. The magneto sends a positive voltage down one lead and a negative voltage down the next lead and so on. Each ignition lead always fires the same voltage (on horizontal-opposed engines), but the voltage alternates among leads. (D-2000/D-3000 magnetos on 4-cylinder engines always fire at the same polarity). Current flow, from the spark plug's cathode electrode to the anode electrode, causes the cathode electrode to wear.

To equalize wear, move the spark plug to a different position so that it fires at the opposite polarity. Do this by swapping the spark plugs with worn ground electrodes with the plugs that have worn center electrodes. You may also move the spark plug to the next lead position coming out the back of the magneto. Spark plugs also wear unevenly due to differences in lead salt deposits and ignition lead capacitance. The higher wear rate on spark plugs operating on avgas than on autogas is due to lead salt corrosion from the lead in avgas. Swapping plugs from top to bottom helps equalize wear caused by lead salt corrosion.

The greater the ignition lead's capacitance, the more current flows across the spark plug gap and the more the plug electrodes wear. Shielded spark plug leads, having an insulator separated by two conductors, act as linear capacitors. Approximately 25 percent of the energy sent to the plug from the magneto is used to charge the lead's capacitance. Once the lead is charged, the voltage across the spark plug electrodes increases until a conductive path forms between the ground and center electrodes and the plug fires. The conductive path completes the electrical circuit between the lead's center conductor and the ignition lead shielding. Capacitance energy stored in the lead then discharges across the spark plug gap after the original arc. Usually, the spark plug has already lit-off the fuel/air mixture, so this capaci-

tance energy is of no use except that it causes electrode wear. The longer the lead, the greater the capacitance, and the more the electrode wears. Swap spark plugs between short and long leads to equalize wear caused by lead capacitance.

Here is a method of plug rotation that not only swaps plugs from top to bottom, but also swaps from short lead to long lead, and reverses spark plug polarity. This method works with most horizontally-opposed engines.

For a six-cylinder engine move plugs:

1T to 6B
2B to 5T
3T to 4B
1B to 6T
2T to 5B
3B to 4T

For a four-cylinder engine move plugs:

1T to 4B
2B to 3T
1B to 4T
2T to 3B

Where T=top and B=bottom and the number is the cylinder position number.



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