



THE *SPORT FLYER*



May 2004

!!! NOTICE !!!
May Meeting will be May 20th
At Sport Flyers Airport, 7:30pm

Want Back-Issues? See Chapter 774's Website at: www.eaa774.org

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May Chapter Meeting

We will be having the May meeting at Sport Flyers Airport, Milholland Hangar (7:30 PM Thursday May 20th). The Speaker will be our own Bobby Jackson who will be giving a great slide-show presentation of Sun-n-Fun. If you missed Sun-n-Fun this year, this would be a great time to come see all the great planes that were there!

Bohannon Aiming For 50,000

"It needs to be done at Oshkosh"

May 7, 2004 - In the five years since Bruce Bohannon introduced the Exxon *Flyin' Tiger* at the 1999 Sun 'n Fun EAA Fly-In at Lakeland, Florida, he's amassed 24 world time-to-climb and altitude records. At Sun 'n Fun 2004 Bohannon broke his own 9,000-meter time-to-climb marks (Class C-1, C-1b) by more than 5 minutes (from 15:34 to just under 10:00).

"It's probably the coolest thing we ever did," he said this past week, after learning he'd set a new 6,000-meter record on the same flight. "We've broken a lot of records and for me it's usually more fun to break somebody else's, but when we made 30,000 feet in 15 minutes 30 seconds, that was a pretty big deal, and a lot of people made a pretty big deal about it.



"We took 5 minutes 45 seconds off our own run," he continued. "To go out and show what we've learned against a good measure, which is what we've previously done, is a big deal. And to get to 30,000 feet in 10 minutes is really cool because you can do the rate-of-climb math in your head."

Bohannon and his team are preparing to attain their ultimate goal-50,000 feet-at EAA AirVenture Oshkosh and break the all-time altitude record for piston aircraft currently held by the B-29 Superfortress. Last November Bruce climbed his modified RV-4 to 47,067 feet over his home field in Angleton, Texas.

"Specifically, we're shooting for 48,000, but I'd love to get to 50 because it's an easier number to remember, and it's also a spectacular number," Bruce said. "The hardest 3,000 feet of my life will be from 47 to 50."

Teledyne Mattituck Services recently installed a new cam specifically designed for the *Flyin' Tiger's* Mattituck Red/Gold engine that increased its horsepower to 370, and Bruce thinks it'll do 380. That's a 30-hp increase over the November flight to 47,000, Bruce says, and at altitude he'll have roughly 7-hp more. "That's a tremendous increase, about 10 percent, so I expect to move from 47 to 48 rather quickly. Hopefully, that will be enough to get us on to 50."

Bruce's biggest concern about his AirVenture attempt is Oshkosh's distance from the equator. The atmosphere thins as it nears the pole, and "there's more oxygen at 50,000 over Houston than there is over Oshkosh." That concern aside, there's no other place he'd rather reach the ultimate altitude for a piston-powered airplane.

"EAA is what we're all about and it has been since 1993 when we brought *Pushy Galore* out for the first record we did in Oshkosh. EAA kind of brought us to the dance, so we'd love to close out this altitude thing at Oshkosh. It needs to be done at Oshkosh. It's a homebuilt airplane and it deserves to be at the home of all homebuilt airplanes. If we can pull this off there, that name goes into the record books and I think they (Oshkosh and the Exxon *Flyin' Tiger*) deserve to be side by side."

EAA BRIEFS TOP OMB OFFICIALS ON SPORT PILOT

Response to EAA-initiated petition impresses federal agency

April 29, 2004 - EAA continued the final push to make the new sport pilot/light-sport aircraft regulations a reality on Wednesday, as EAA's Vice President of Government and Industry Programs, Earl Lawrence briefed top officials of the federal Office of Management and Budget in Washington, D.C.

Lawrence told the OMB officials, which included Donald Arbuckle, Deputy Administrator of Information and Regulatory Affairs, that sport pilot is the right amount of regulation at the right moment to benefit the general aviation industry. Lawrence was joined by Phil Lockwood and Eric Tucker, members of the light aircraft industry who, along with Lawrence, serve on the ASTM International executive committee that is creating manufacturing specifications for light-sport aircraft.

"This briefing was very productive for both sides," Lawrence said. "OMB was particularly impressed at the support of the aviation community for the sport pilot rule, as indicated by EAA's petition that gathered more than 10,000 signatures and Congressional backing in less than 10 days this month. It showed how deeply sentiment runs in favor of this new rule among aviators."

Lawrence delivered the remaining signatures collected on the petition last weekend through the EAA web site, adding to the more than 8,000 already forwarded to OMB by Congressional leaders late last week.

EAA requested the meeting with OMB earlier this month and was invited by the agency to present additional background on how the rule would create opportunities for both individual pilots and the aviation industry in general. Lawrence also offered OMB the continuing support of EAA, which has spearheaded efforts to create the sport pilot rule for more than a decade.

"I felt our briefing to OMB on Wednesday helped solidify the opportunities presented by adoption of the rule," Lawrence said. "We're glad EAA could support its members by reaching top national policymakers to provide background and answer their questions on sport pilot. This rule will promote aviation in many new areas and prepare many people to enjoy flying as a recreation."

The Federal Aviation Administration, which had pulled the sport pilot proposal back from OMB late last month to clarify several points, continues its discussions with OMB to finalize the rule. Once finalized by OMB, the rule moves forward to final publication.

Evergreen International Decides To Supersize...

747 To Make Jumbo Water Bomber...

By July 4 of this year, Evergreen International Aviation hopes to gain independence from firefighting the old-fashioned way. The McMinnville, Oregon-based company is working with the FAA to obtain certification for Evergreen "Supertankers") -- retrofit Boeing 747s capable of carrying 24,000 gallons of fire retardant each. Supertanker spokesman Justin Marchand tells



AVweb the flight-test aircraft has made more than 50 flights and 82 drops and carried 536,000 gallons -- 4.5 million pounds -- of retardant. Why a 747? "I like the analogy 'why send in a single soldier when you can send in the army,'" says Marchand. This aircraft is going to be very effective in its mission." As AVweb reported last week, a plan called the Strategic Aerial Firefighting Excellence (SAFE) Initiative has already called for the replacement of the current aging heavy air-tanker fleet over the next ten years. Consider that an Evergreen Supertanker will carry in one load what it would take seven other firefighting planes to haul, and it will be able to get to the fire clipping along at Mach .86 (near 600 mph). Each Supertanker will carry 24,000 gallons of flame retardant, which weighs 9 pounds per gallon. That's 216,000 pounds of material that will be leaving the plane in eight seconds. That would be an interesting ride. Or maybe not. According to Marchand, data collected so far and borne out by the flight tests shows only a "negligible" g-loading (or un-loading?) when a drop is made. "Since it is a fully pressurized system, you can't even tell [when a drop is

made] from a cockpit aspect," says Marchand. Neither does hauling such a big load put the jumbo on the cusp of weight problems. Even fully loaded, the 747 is still 150,000 pounds shy of its max takeoff weight. AVweb was contacted by a reader who told us an announcement was made to local pilots that one of the Supertankers would be based at the Interagency Fire Center in Boise, Idaho, this summer. Marchand says no decision has yet been made on aircraft placement, but that Evergreen plans to have a "fleet" of Supertankers once certification is received. One thing seems certain. With drought and fire already causing problems in the western U.S., the 747 will likely see a lot of action, and its nickname could change from "jumbo" to "cavalry."

PILOT INSECURITY RULE SUSPENDED (FOR NOW)

May 11, 2004 - TSA and FAA temporarily suspended a controversial rule opposed by EAA and other aviation organizations that empower the Transportation Security Administration (TSA) to designate a person as ineligible to hold FAA-issued airmen certificates. The rule, spelled out in DOT Docket No. [FAA-2003-14293](#) and [TSA-2002-13732](#), orders FAA to pull an airman's license if TSA informs the FAA in writing that a person poses a security threat. Also subject to suspension and/or revocation are flight engineer, A&Ps, and other FAA certificate holders, based on security grounds. EAA and other organizations oppose the rule because the exact security grounds are arbitrary and there is no means for affected individuals to see the evidence against him/her, or an avenue of appeal.

TSA's March 16 memorandum states that the suspension/revocation rule is no longer effective against U.S. citizens because TSA and FAA have yet to define or establish Congressionally mandated appellate procedures. Congress required such appeals procedures in the FAA Reauthorization Bill passed in December 2003. Both FAA and TSA rules remain in effect, however, and TSA officials told EAA that the rule would be fully reactivated upon the completion of the appellate procedures.

TSA assured EAA that the procedures would be activated via the government's standard rulemaking process, including eventual publication of the process in the Federal Register that would include a public comment period.

EAA's conclusions and comments on FAA-2003-14293 and TSA-2002-13732:

http://www.eaa.org/communications/eaanews/030130_homelandsecurity.html

http://www.eaa.org/communications/eaanews/030123_certificate.html

http://www.eaa.org/communications/eaanews/030123_certificate1.html

For a copy of the EAA's submitted comments, visit:

http://www.eaa.org/communications/eaanews/pr/030325_revocation.html

SPECIALISTS CONTINUE TO ASSESS B-17 DAMAGE

New video may offer more clues

May 10, 2004 - Damage assessment of EAA's B-17 Aluminum Overcast continues at the Van Nuys Airport in California, where the vintage World War II aircraft suffered a landing gear failure after safely landing there last Wednesday, May 5. The immediate goal is to determine what repairs are necessary to the B-17, which is currently on the Van Nuys ramp awaiting available hangar space.

EAA Museum Director Adam Smith, who has been in close contact with EAA maintenance officials on the scene, said some recently obtained video footage shows the entire incident from approach to touchdown, roll-out, and gear collapse.

"We are using that new video to help us understand exactly what happened," he said. "Our emphasis, naturally, is on the landing gear and discovering why it malfunctioned."

The damage to the Flying Fortress is pretty obvious to anyone who has seen the video or photographs, Smith said. "We are assessing our options. But we don't feel we are finding anything of major concern beyond what is obvious in the photos and video that have been circulating since the incident." As expected, there is some propeller damage, with inspections continuing to the airplane's four engines. On the bright side, the damage to the underside of the fuselage was not as heavy as first feared, further cementing the B-17's 60-year reputation as an extremely rugged airframe. No timeline has been set for completion of the aircraft inspection or repairs. A number of people have asked whether they can go to the site and see the airplane, but Smith stressed that the site is not publicly accessible. EAA continues to receive calls and e-mails from members and enthusiasts from throughout the country, offering everything from repair assistance on the airplane to monetary donations. EAA has a long-established B-17 Maintenance Fund that is specifically earmarked for maintenance of the aircraft. To learn more, visit EAA's B-17 website.

From our "Finer Points of Maintenance" file...

"Remember, you really only need two tools: WD-40 and duct tape. If it doesn't move and it should, use the WD-40. If it moves and it shouldn't, use the duct tape."