



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

November 2011

**Chapter Meeting: Mike Robertson & Light Sport
Friday, November 11, 7:00 pm
EAA 79 Clubhouse, Felts Field**



This month's program: Light Sport Aircraft with Mike Robertson

Light Sport has proven in the last several years to be a very viable new addition to General Aviation. Mike Robertson, from our local FSDO, will be talking about light sport from the homebuilders perspective. There are numerous kits and plans available that fit the parameters of Light Sport. And there is also at least one factory built certified light sport aircraft that can be purchased "ready to fly." This new class of flying allows many people to fly who may otherwise not be able to. Light sport aircraft are generally less expensive and simpler to maintain. In addition, a third class medical is not required to fly as a light sport pilot.



In this month's issue:
Roger King Bio by
Marian Heale page 3

UPCOMING EVENTS

December 9, Friday, 6:00 pm
EAA 79 Christmas Party at the
Elk's Lodge in the valley.
See full page flyer on page 7

January 13, Friday 7:00 pm
EAA Meeting at clubhouse
Alan Jesmer on Fuel Injection

February 11, Saturday, 6:00 pm
WPA Fundraiser Dinner

LAST MONTH'S MEETING Gleb Liashedko

Gleb gave a great presentation of his week at EAA Air academy at Oshkosh. He impressed everyone with his ambitions and motivation to become involved in aviation. The power point presentation he put together that graphically described his educational week was top notch.

Christian Sturm exposed Gleb to flying during a Young Eagles rally, and recognized the potential in this young man. Christian followed through to arrange Gleb's participation in the EAA Air Academy. It was very apparent that this is a great program. The general consensus was that EAA Chapter 79 should continue this scholarship program and work to send a young person to Oshkosh every summer. The future is in our youth.

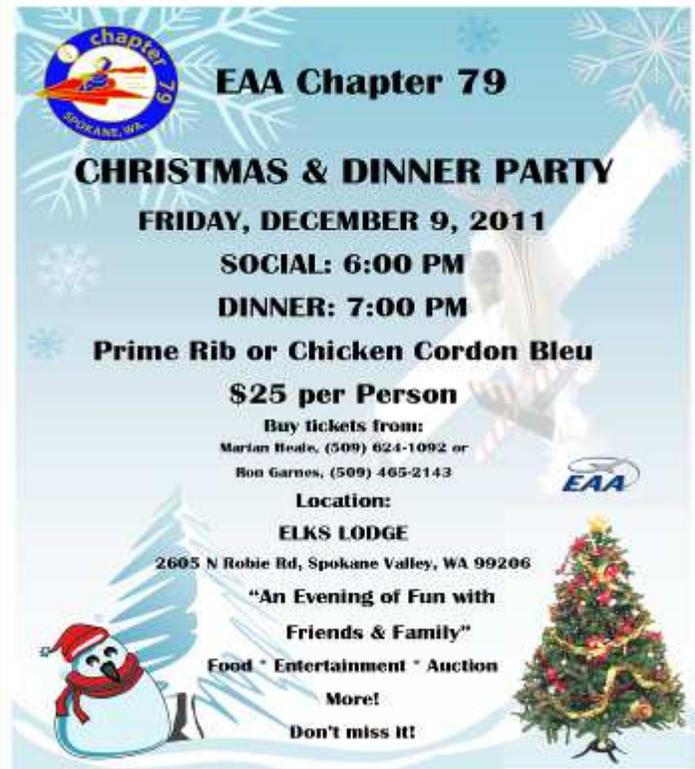


Gleb Liashedko

The President Goes to Adventure land.

Last month I was privileged to attend the 18th Chapter Leadership Academy as Oshkosh 14-16 Oct 2011. During the weekend we discussed how to make chapters grow and succeed as well as what brings members to the meetings and makes people want to join. During my conversations I was again thankful for the large and vibrant chapters we have in the inland northwest. Chapter 79 is a hub and anchor for all EAA members in the area, but we are blessed to have active and dynamic chapters in Sandpoint, Priest River, Lewiston, and the Tri-cities area.

The various program managers briefed us on their programs and plans for the future, dealing with all subjects from Young Eagles, to Communications, Media Relations, Promotions and Fund Raising. Saturday's high point was dinner with Paul & Audrey Poberezny. Paul's message to everyone is that EAA is about the people. No matter what our aviation interests are, homebuilding, antiques, war birds, or ultralights, we all share the passion and love of flight, and the skills involved in its pursuit. Paul is working right now on another Baby Ace, so all of us who have been procrastinating had better get hot. Dessert on Saturday night was a behind the ropes tour of the EAA Museum with Adam Smith, the museum director as our personal guide. Sunday morning while all the other attendees were learning how to set up websites and develop an online presence, I linked our website to the main EAA site and went for coffee. This brought home to me how lucky we are to not only have the presence and facility at Felt's, but to also have the members with skills and dedication to run successful Young Eagles programs, websites, and newsletters. The final word from all the people at Oshkosh was that they would love to have more Chapter leaders come to the Leadership Academics. EAA national furnishes room & board, and transportation from Appleton airport if you fly commercial. Individual attendees are responsible for round trip transportation. It is worth every penny and I urge any chapter officer who could go, to do so. See you all on Friday for the presentation on Light Sport Aircraft. - Ron G.



EAA Chapter 79
CHRISTMAS & DINNER PARTY
FRIDAY, DECEMBER 9, 2011
SOCIAL: 6:00 PM
DINNER: 7:00 PM
Prime Rib or Chicken Cordon Bleu
\$25 per Person
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Chapter Member Profile:

Roger King

By
Marian
Heale



Roger King grew up in a small town in Iowa, many miles from a hardware store, so he learned early on how to make the parts and tools he needed to repair equipment around his home. Roger learned from his dad, whom he says made everything in his trade as a blacksmith except horseshoes. Thus started a long history of Roger being able to see exactly the piece of equipment or tool needed for a job, and just cutting away the metal or wood from a block of material so that he then had the piece he needed.

Roger was born in Bussey, a small town in south-east Iowa, Marion County, where he lived until the fifth grade when his grandfather had some health problems and could no longer work his homesteaded farm. At that point, Roger's family moved to his grandfather's place to take over operation of his pig farm near Attica, an even smaller Iowa town, also in Marion County. Roger's dad had the care of the pigs plus the blacksmith duties in Marion and surrounding counties. All of the King family members were expected to pitch in to get the work done.

In addition to farming and ranching, Marion County was also a big coal mining area. So, Roger's dad made parts for mining equipment, and installed it when necessary. Roger remembers going 180 feet down in one coal mine to repair a coal crusher. Because his dad kept all the coalmining and farming equipment around the county in running condition, he was never drafted into the military. Roger remembers one of the main things his dad made parts for was the mailman's Model T so that he could continue deliveries, "In snow or rain or heat or gloom of night."

Bussey was on one of the Victor Airways, so Roger was exposed to many different airplanes, most of

which were flying pretty high. There was a group of "Flying Farmers" in the area, and since he consistently seemed interested in aircraft flying overhead, calling them "Waypanes", his dad had a friend take him up in a Piper Clipper. Roger was in the fifth grade. His love of flying and airplanes continued, and on his Senior Skip Day, two weeks prior to graduation from high school, Roger drove to Chariton, the nearest town with an FBO, and had his first flying lesson. After that, Roger took a lesson when he could, obtaining his license after two years in a Cessna 120, and that was fifty years ago this year.

After high school, in addition to working with his dad, Roger held many jobs around Attica including dark-room worker, truck driver, mechanic, and welder. About two years after high school Roger met a tool and dye worker named Lu Van Dellen who was building an experimental aircraft that looked like a flying Frisbee. Lu had to make all of the parts himself, so Roger joined him in his building effort. Roger says the airplane came, "Real close to flying", but a series of mishaps prevented actual flight. Today the aircraft is housed at the Antique Aircraft Museum in Blakesburg, Iowa. Lu Van Dellen and his Flying Frisbee had a big impact on Roger's life. Lu told Roger he seemed to have a "different" way of seeing a problem and approaching the solution. Lu felt Roger should continue his education in college, and encouraged him in that direction. Lu had some encouragement of his own along the line. He left home when he was 18 and moved to Dayton, Ohio. He found work along the lines he wanted with a fellow named Orville Wright, who was building airplanes. So, Roger learned about experimental aircraft from a fellow that learned from Orville Wright.

Roger spent two years at Central College in Pella, Iowa, and finished up at Iowa State University in Ames. He graduated in 1967 with a degree in Engineering Operations. Roger's first job was for the Bendix Corporation, working on life support systems in the Apollo Space Craft in Bettendorf, Iowa. His job was to get liquid oxygen, hydrogen and nitrogen from storage tanks to where it hooked onto the spacecraft. Roger worked for Bendix one-and-a-half years until he was drafted. The hardware he designed, and for which he was responsible, flew on the last four Apollo flights to the moon.

Having received his draft notice, Roger quickly joined the Air Force, hoping to be able to fly. As with so many young men, this was not to be. Roger was sent to basic at Lackland AFB near San Antonio, then to tech school at Lowry AFB near Denver for "Precision Photo Processing." Roger then went to March AFB in Riverside, California, which was a holding place for those shipping out to Viet Nam. Through a series of military glitches,

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Roger was still in a holding pattern after a year at March. He took matters into his own hands, and after a few well-placed letters, was given a "Special Duty Assignment" to Wright Patterson AFB in Dayton, Ohio to work as an engineer in photo processing. Roger worked as liaison to Kodak on advanced photo processing machines for the last two-and-a-half years of his time in the military.

During his time of working in various areas of military photo processing, Roger got an idea. So, while not working for Uncle Sam, he began work on a new contraption designed to process color negatives, color slides and color prints all in the same machine. Roger completed his military obligation in 1973, and started his own company named King Concept Corporation. At its height the company did 3-million worth of business per year, had 47 employees, and shipped product all over the world. The company lasted till 1986 when it was dismantled so that Roger's interests could go in other directions.

About this time Roger heard from an old friend named Tyke, who is the son of the man who first introduced him to aircraft building. Tyke was living in Sandpoint, Idaho, and knew of a camera store for sale. Roger came to Sandpoint and started another company named, "The Idea Works." His goal was to make working models of other people's ideas while also working out some ideas of his own.

It didn't take long after his arrival in Sandpoint for Roger to meet up with other aviators. The first was a man who was flying an ultralight out of his back yard. This seemed like such a great idea, it started Roger's long-standing interest in ultralights, whose maximum empty weight is 254 pounds. First, he learned how to fly and maneuver a Quick Silver MX. In 1988 Roger purchased his first ultralight, a Hovey Delta Bird Biplane designed by Bob Hovey, who he later got to meet. Roger did a lot of modifications on the airplane mostly in the areas of safety and ease of operation. In 1995 he purchased another ultralight called The Weed Hopper, which he also modified, or as his friends say, "Rogerized"

In 2007 Roger purchased the current love of his life, a 1946 Aeronca Chief with a gorgeous deep maroon paint job, sporting a gold chief's head in silhouette. He bought the aircraft in Canada and had to go through a great deal of paperwork to keep it certified, but it is now a frequent flyer. Roger keeps a record of all those he has taken for a ride, and the book is now on number 90.

Roger currently has 14 patents issued over the years to his new inventions including several for photo processing, a portable solar battery charger, medical products, aircraft rivet squeezer and a fabric seaming machine. Cleaveland Aircraft Tool commissioned the riveter.

Roger has been an EAA member since 1981. He was Sandpoint's Chapter 757 president starting in 1987 for three years, and filled nearly all the other officer slots at one time or another. He was Chapter 79 vice-president in 2000, and Chapter President in 2001.

Roger is currently working on improving his shop, doing product design work, and flying the heck out of the Chief.



Operation Raincheck student tries his hand at controlling landings of aircraft in the air traffic controller's simulator. Sixty students participated in control tower familiarization at the tower at Spokane International Airport. A second class will be held in January. We will keep you posted.

GlaStar Project \$45,000 OBO and Avid Magnum Project \$20,900 OBO- ready to fly (well almost - just a "little" more work to do) Call Fred Hoffmann 208-448-1810 Photos and info: go to <http://www.eaa1441.org/>



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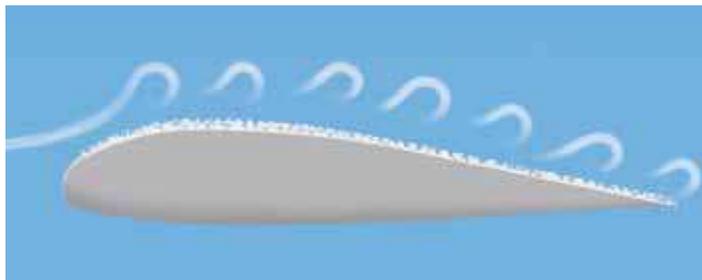


Bill Abel
EAA 79



During the last 10 years, there have been over 30 accidents on takeoff as a result of wing contamination by snow, frost, and ice. A few simple steps during pre-flight could have easily prevented these accidents.

Frost and snow often accumulate on wings, elevators, and other surfaces when an aircraft is parked outside on the ramp. The disrupted airflow over the wings can substantially alter flight characteristics. Increased stall speeds, longer takeoff rolls, or an inability to fly at all may be the result. Even a passing snow shower can foul surfaces enough to make flight inadvisable.



Smooth boundary layer flow over airfoils is critical to safe flight—degrade it with any snow, frost, or ice and flight may not happen.

When frost or snow is present on the airframe, the pilot has two choices: go home or spend some extra time during pre-flight **completely removing** frost and snow from the aircraft. While no Federal Aviation Regulations (FARs) specifically prohibit a light general aviation (GA) aircraft from attempting a takeoff while covered in snow or frost, doing so may fall under careless and reckless operation (FAR 91.13).

Clean it up!

The best and easiest way to prevent contamination is to park the aircraft in a hangar. In the highly regulated airline world the rule is simple: An aircraft can depart only when it's 'clean' – no snow, frost, or ice on any part of the aircraft. GA pilots should use the same winter operations principle.

If the aircraft is snow-covered, consider using soft bristle brooms or small snowbrushes. While effective, they can scratch paint, so use care. *Clean* towels or shop rags will also remove snow without scratching the paint. The bad news is that underneath the snow there may be a layer of ice that also needs to be removed. Removing frost and ice is trickier than loose snow, but just as critical. The best tool is a heated hangar and an hour to spare. When melting

the frost and ice make sure water does not penetrate control surface hinges where it might refreeze and cause problems.

No hangar available? No problem. Glycol is the most expensive and generally only available at select-FBOs. **Polypropylene antifreeze** is pink in color and is available at RV, automotive or marine stores. Placed in a small garden sprayer, it works quite well (especially if the sprayer is heated to room temperature). A note of caution though: Composite aircraft owners should test it in an inconspicuous area first, as there have been reports of staining.

Automotive windshield de-icer in a **spray can** is inexpensive and can be purchased at gas stations and department stores. Do not use it on aircraft windshields or windows. It's the easiest to carry and, unless the airframe is heavily iced, will yield several applications.

Rubbing alcohol, sold in relatively small quantities in drugstores and supermarkets, can work in a pinch using a spray bottle with a hand pump. With the exception of Glycol, these products are inexpensive to purchase and *should be used liberally*. Remember, we're talking about becoming airborne! Cleaning off the windshield is slightly different. Some pilots clear the aircraft's windshield by using a *clean* towel or shop rag. Other pilots start the airplane and wait for the defroster to do the job. This could take a while in cold weather at idle power. Both of these techniques work without damaging the windshield. **Do not** use car ice scrapers, credit cards, or any other hard plastic device to remove frost or snow from the windshield. Do not taxi until you can see enough to move safely. No cheating! Finally, remember that do-it yourself airframe decontamination will take a while, in cold, often windy conditions. A light flight jacket and tennis shoes, while stylish, do not work well. A parka, boots, gloves, and a hat will encourage you to give this critical job the time and attention it deserves.



A garden sprayer can be used to help remove frost



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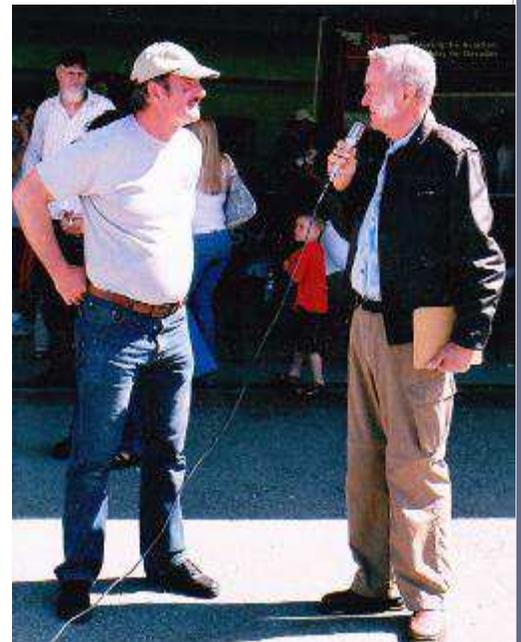
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Jack and Burt at the EAA 79 Neighbor Day.



EAA Chapter 79

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DINNER: 7:00 PM

Prime Rib or Chicken Cordon Bleu

\$25 per Person

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