

FROM THE LEFT SEAT

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Special Edition of Wing Flap

Article by Rick Stockton

For the first time in many moons I missed fixing breakfast for you, but I had a good reason. I flew to McMinnville, OR (KMMV) to be with a Europa Fly-In. I left early Friday morning. Because of my age I only had two cups of coffee before I launched at 0845. I had planned on the first stop being at Anderson, OR (S03).

Well, it didn't happen. I made it to Red Bluff (KBFL) for my first stop. Once I got up to my cruising altitude biological factors caused me to land. Once those factors were taken care of and a fresh load of fuel were taken on I was off again, this time planning on making KMMV in shot.

This was the first time I have taken the Europa skyward to go to another state. It would be the highest I have flown. If you read any of the Not Plug and Play articles that I wrote for the WingFlap, you know that I have had an ongoing battle with the Jabiru engine. Most of my trouble were self induce. Knowing too much and not knowing enough about the Jabiru engine. I signed the Phase I off in April and then I had some engine problems. I have finally figured out the engine, ALMOST.

Anyway, I took off for Red Bluff and the heat hit me. DA was about 4000 feet. Temps were in the high 30's. That's centigrade. Climb took a while, but by the time I flew over Lake Shasta I was at my cruise altitude of 85K. I saw that I was bucking a head wind, but NOAA said it was going to be clam winds. It is a little intimidating flight over high mountains with nothing but trees everywhere and knowing the history of my little engine. I finally arrive it the coastal plain of Oregon near Eugene and looked at my EFIS and it was showing 38 Kts head wind. I went lower, but the wing were strong at 55K. I then tried 35K and the winds were stronger. I was following my route on the iPad and saw a nice looking airport just off of I-5 in Albany, I only had 34 NM to go as I passed by the Albany airport (S12). About two to three miles passed the airport the engine quit. I had

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been waiting for it to quit as I have a 2.5 gallon reserve. Now I looked ahead and thought long and hard do I continue or go back, what about the next airport up the line McNary (KSLE) only 16 nm away. A quick check on ForeFlight showed that their gas was .30 more per gallon. I made 180 degree turn cropped the throttle and setup for a downwind leg. It is amazing how fast my little plane comes down with full flaps and 70 Kts. I pulled into the self serve fuel pumps and this guy comes out of the Flight School and welcomes me to the airport and gives me a cookie.

After refueling and a bathroom break I head off to McMinnville. Twenty minute later I was parking the plane. I was greeted by the FBO/Flight School and was told that I was the first Europa to arrive. The time was 1343. Still beats a car any day of the week. Flight time was 4 hours, so average ground speed was 100kts.

As the afternoon wore on one more plane came in from Friday Harbor. Jerry and his wife were flying a monowheel Rotax 914. Over dinner he was telling us that his ground speed coming south was 170kts.

We had one person drive in from Canada. He had just bought a used Europa with a 914. As he was not licensed to fly that type of plane plus it was still in maintenance, he could fly it down.

Saturday morning we drove over to the Evergreen Museum and the home of the Spruce Goose. It is hard to describe the building much less than the airplane sitting in the middle of the building. The story of building the plane and the history takes hours to go through. I got to look inside. I had one look at it in Long Beach before it was move, but not inside. Inside it look smaller than a C141 or C17. In talking to a couple of the men and women that help restore and maintain these planes it was most interesting. I spend the whole day between two building and missed going to the movie and the water slide. That night we gather at the airport pilot lounge/EAA meeting room. After dinner we looked at the two Europa's that had flow in, mine and Jerry's monowheel. We picked up two Sacramento pilots that Had flown in on a R-10. One was Bill how is build an Europa at Sac Exec.

The next morning I filled up and headed to Klamath Falls (KLMT). The climb up to 95 was a little hard for my plane as the temp on #2 cylinder kept creeping up to 180C. I'm only allowed to be here for five minutes. So I'd level off and let the temperature drop off then climb

again. It took thirty five minutes, but I got to 95K. I'll have to shave a little off the front baffle this next week.

I again found myself over those lovely mountains with tall tree everywhere. My route took me over Crater Lake. As I didn't want to climb higher I shot around the north end of the lake. There is a requirement to be at least two thousand above the highest point. Once passed Crater Lake I had 48 nm to go. I landed on a 10301 foot runway. They gave me permission to land long as everything was in the Northwest end of the airport. They have a F-16 squadron based here for the Oregon State Air Guard. I had flown over to Klamath Falls to look at a new French helicopter that I had seen at an HAI convention two years ago. Once I had spoke with one of the CFI's and got the information I wanted I took off, but I made a mistake. I asked for an intersection takeoff. The 10301 airport has a crossing runway half way. I figured I had 5000 feet of runway and only needed a little of that space. DA was 5900 feet. I figured I'd be airborne in one thousand feet. I was surprised that it took so long to get up to liftoff speed. About five hundred feet the left wing came up then the right, but it settle down into the boundary layer and I pushed the nose over and stay it until I had 90 Kts indicated. The temp was again in the high 30C range. I climbed up, but it was hotter than KMMV so it took a lot longer to get up to 95k. It was interesting as I leveled out I was in the downwind path of the air going around Mt Shasta. I encountered a lot of turbulence; up, down and left and right wing low. Once I got out of the shallow it smooth out, but then I ran into the south wind blowing up from the Sacramento Valley and the wind indicator of the EFIS showed 27Kts on my nose. As I passed over Chico (KCIC) I went lower, but again it did not help. As I flew over the Sutter Buttes I set up for a GPS approach into Yolo County Airport (KDWA).

Total trip time was just over eight hours. I had taken off from KMMV at 0953 and landed at KLMT at 1139 then departed at 1248 and touch down at KDWA at 1452.

The little plane that could did.



This Special edition of Wing Flap was written by Rick Stockton Photos by Rick Stockton

Editors note: We didn't have room for this article appear in the regular edition of Wing Flap. I decided to have a special edition produced. Enjoy it. ed.