

EAA Mount Rainier Chapter 326 Newsletter

Thun Field – January 2007

97

Meeting Notice

**Tuesday, January 9th, 7 PM
CAP Building, Thun Field**

Program: RV-8 Show & Tell. Jeff Liebman. Jeff made the nail biting, home-to-hangar move last week. Let's see what he's been doing for the past five years.

Refreshments: Sandy

Good One

The weather was nasty but the **Christmas Party** was great. Good turnout, good food, good entertainment, and best of all, good company. This is an annual event where everyone who comes is important to its success. Thanks for coming.

New Officers

We begin the year with a new President, new Vice President, not quite new Treasurer, and well-worn Secretary.

President: Jeff Liebman
Vice President: Robert Barra
Secretary: Andy Karmy
Treasurer: Norman Pauk

Robert Barra

I was born and raised in Tacoma and can't really see living anywhere else. I attended Henry Foss High School and graduated in 1998. While in High School, a teacher told me about an internship program with the City of Tacoma. One of the opportunities in the program was Computer Support. I figured that would fit me pretty good since I like to tinker with pc's and play computer games. I applied and beat out a field of 7 or 8 other kids to win the internship for two months in the summer of 97. Tacoma Public Utilities liked me so much they asked me to stay on through my senior year since they were short handed. After another year as an occupational intern, a Computer Support Technician position was finally created in the department I worked in. I applied and was rewarded with that job.

Fast forward to 2002, an opportunity for advancement opened up with the Tacoma Fire Department as a Computer Systems Programmer. A better term for it would be Computer Systems Administrator. Myself and another are responsible for 500 users (450 firefighters, 50 support staff) 250 pc's, 30 printers,

and 15 servers. Small by other corporation standards, but it's pretty satisfying and the people are great.

My grandfather was a Master Clock Maker and pretty good with Faberge eggs and carousel eggs. He built his own house, on his spare time, on the island of Hawaii for his wife and 5 daughters. He even built, from parts, my mother's first car, a VW Bug. I remember, as a child, spending a lot of time with him at his house in Lakewood learning how to do things hands on and believing that anything is possible, given the will to do so. It is in his honor that I came up with my N number, 325RB. His birthday is March 25, and I share the same name as him.

My first introduction to flying was by Don Carroll in his RV-4. He was aware that I always wanted take lessons but never did anything about it. He took me for a ride and got me hooked. He even dialed the phone for a great instructor that was available to teach immediately. In the summer of 2003, I earned my private pilot. As a reward, Don took me up again and showed me what an RV can really do with a great pilot at the stick. I immediately asked where I could get one and was informed that you can build one if you want. Six months later, I took the plunge and ordered my tail kit.

Working nearly every day for two and half years, I had built the plane I wanted and was ready for final inspection. On September 20, 2006, Charlie Cotton inspected my RV-8A along with Joe Andre's RV-8. Three days later, with me at the controls, I made the maiden flight at Thun Field with Harry Nelson close behind in his Rocket. I currently have 78 wonderful hours in my plane with a trip to Sacramento under my belt already. I'm really looking forward to the coming year and being able to take the plane to the fly-ins that I used to drive-to or rent a 172 for.

Well, I think that's about it. I know I'm one of the younger one's in the chapter so I don't have as much to write yet. I hope I do well as VP in the next two years.

Robert

Norman Pauk

Hello, I'm Norman Pauk, your Chapter Treasurer for the past year or so. I was born and raised in the farmlands of Missouri not too far from St. Louis.

In 1961 I enlisted in the US Marine Corps, did boot camp at MCRD San Diego, CA and basic combat training at Camp Pendleton. I went to aviation training schools at NAS Memphis. I completed the basic aviation mechanic courses and the Aircraft Structural Repairman. From aviation training I was assigned to a USMC Reserve unit at MART Atlanta. The reserve units were operating the Grumman F9F-8A/B and then the North American FJ-4A/B Fury jet. From Atlanta I was transferred to MCAS Cherry Point, North Carolina. While at Cherry Point I received training as a Hydraulic Systems Repairman. The squadron I was attached to was a pilot transition unit operating the Grumman TF9-8, a tandem seated jet. The program was to transition pilots

from non-jet aircraft or helicopter over to jets before they went to jet squadron. In June of 1965 I completed my enlistment and I got out of the USMC and returned to Missouri.

Following my USMC adventure I worked at a company that repaired and rebuilt old WW II bomber and cargo aircraft. Many of these aircraft were converted into the early business or executive travel aircraft. We also worked on the first business jets, the Sabreliner; this was great experience, VIP aircraft and jets in the same package.

During this time I started my private pilot training in a J3 cub. I was able to the entire flight program but had to take some Cessna 150 time just to work with a radio. The cub flying was the greatest, low and slow across the Missouri countryside.

The business aircraft job was at the airport in St. Louis just across the street from the McDonnell Aircraft Company (MAC). During 1966 I applied for a job and was hired as an experimental mechanic on various models of the F4H Phantom. I worked the MAC job for a year or more before realizing that a college education would help in the coming years. I left MAC for Parks College of Aeronautical Technology.

At Parks I completed the engineering program and graduated with a BS in Aeronautical Engineering plus an A&P certificated. After graduation I went back to Mc Donnell A/C as a Maintainability Engineer on the F4H Phantom. During my time at Parks I worked part time as a general aviation mechanic doing repairs, modifications, and inspections on many single and multi engine airplanes. Even after returning to MAC I kept working general aviation stuff with an eye towards the home built field.

In January 1975 I took a job with Bell Helicopter International as a Liaison Engineer working in Tehran, Iran. We supported the Iranian Army, Air Force, and Navy in the operation of AB 206, AB 205, UH-1D/H, 214A, B, & C model helicopters plus the AH-1J cobra. The company trained the Iranians to fly, maintain and repair the helicopters. My job was developing or approving engineering repairs to helicopters, which had sustained combat or training damage. After the repairs there was some flying in the helicopters. You may recall in 1979 the Shaw of Iran was deposed from his peacock throne and all of us expatriate workers lost our jobs and came back to the US.

As it turned out the first company I had worked for after leaving the Marine Corps was now owned by Rockwell International. I had kept in contact with people at the company. They mentioned that Rockwell was looking for a field service rep to support the T-39 VIP aircraft at a navy base in Sicily. I contacted the employment office; lucky for me they remembered me and I got a job the next day. Shortly thereafter, off I went to Sicily for about 3 ½ years supporting the USN VIP fleet. But as with any job, times change and eventually I ended up returning to the St. Louis office.

During 1986 I took a job with Boeing as a Maintenance Training Instructor for the first 11 years of my stay in Seattle. I spent over 4 years working in China providing A&P training to airline people. In 1997 I left maintenance training to do customer support work in China and many former Soviet Union countries. During 2001 conditions changed at Boeing and I took my current job as a technical writer in the 737 Operations Manual Group. I write about all of the 737-100 thru -900 models covering Flight Controls, Hydraulic Power, and Landing Gear systems.

Over the years I have kept my hand in the general aviation business as an A&P part time mech. At one time I had an IA certificate but gave it back after I could not remain active in the field while living overseas for years at a time.

So now here we are at the end of my story. I am a 550 plus hour private single and multi engine pilot. I am the proud owner of a Thorp S-18 project in work, which includes a Ford 3.8 liter V-6 engine. We hope it will come out of the shop this spring in the flight mode. In general all of the mechanical work is done, just the engine needs to be run and then attach the prop. Then more run up and checks. So hopefully my next report will be to tell of the first flight. Thanks for listening.

Norm

Unforgettable Encounter

John Andrews

Some of you may know that I proudly served in the USMC in the mid-1950's. Last Spring my wife mail-ordered for me USMC hats for just about every day of the week. My favorite is a black hat with the Marine emblem emblazoned in gold on the front with "U.S. Marine Corps" inscribed on the brim. I wear these hats not for any recognition for myself, but rather to honor the men and women of the Corps, and all others currently serving in each of the military branches who are defending us in this very dangerous time.

Since I started wearing the hat(s), I have had numerous instances of people approaching me and saying, "Thank you for your service!" My stock response to that is to: Thank them for the thought; Point out that my service was relatively easy, and finally express the wish that they reserve and extend their appreciation to those of this generation that are serving us so impressively.

In early November my wife went to California on a week's trip leaving me to shift for myself. One evening on returning to Kirkland from my daily trip overseeing our house construction at the Kapowsin airport, I stopped at Fred Meyer to pick up some vitals for my dinner. Wearing the aforementioned favorite USMC hat (now soiled to the extent that my wife has threatened to take it away from me), I had made a selection at the meat department, and was headed to the frozen vegetable cases. As I walked along, two unusually clean cut young lads (possibly 9 to 11 years old) who appeared to be brothers passed me going the opposite direction. I was aware of the fact that they seemed to take more than casual notice of me, but I really didn't give it a lot of thought. When I got to the vegetable freezer case, I decided on some lima beans, and placed my hand on the handle to open the door. At that instant, the two young men came from behind me and purposely positioned themselves in front of me . . . One right up against the case, and the other more or less squarely in front of me.

The one directly to my front said, "Sir, may we ask you a question?" Being somewhat puzzled, I responded, "Sure, what's the question?" He said, "We were wondering if there's someone

in the military that you know that you'd like to have us pray for?"

To say the least, I was totally awe-struck by this unexpected request. And I'm afraid that momentarily I fumbled to provide an answer worthy of their thoughtfulness. I have two second cousins who are USMC Cobra gunship pilots that have both served combat tours in Afghanistan since 911, but they are safely home now. Regaining my composure, I told the two young men that there was no one close to me that needed their prayers at the present time but, if they would do it, that praying for all of the men and women in the military serving this nation in combat would be a wonderful gesture. The "spokesman" for the two said that they would be happy to do that, and promised to do so. I thanked them for their thoughtfulness, and they turned and left me to continue my shopping. I barely had the door open on the case, when it came to me what a special experience the meeting had been, and I suddenly wanted to say so much more to them. I quickly selected my lima beans, and searched for the boys in the direction in which they had disappeared. Sadly, I was not able to find them, but I think the memory of meeting two young people of such remarkable quality and sensitivity will stay with me as long as I live.

And for you that served in the military, please consider this: Get a hat for your branch of the service, and proudly wear it for all to see. For each one of us that do that, it will be a constant reminder to those we meet that we (and they should) respect, honor and value the troops that are serving. And too, it will remind those that would diminish and besmirch the valor of our all-volunteer military, that we stand between them and the Patriots of this time.

John E. Andrews

does have a referendum mechanism in place to fight council-approved ordinances and Prukop and his group have started that process, which means the fee hikes are on hold for at least three months. AVWEB

Who You Calling Fat

After one year of flying, I reweighed my RV-4 with electronic aircraft scales. It was within 2 pounds of my original weight...1102 then and 1100 now. Original weighing was with the Chapter's bathroom "Ruggles" scales. I was amazed how close.

But further comparison of the numbers revealed that the original weighing did not include oil. This time I had seven quarts aboard. And a few other "improvements."

7 quarts oil	13.125#
Oil sump heater	0.5#
G meter	0.7#
Beefed up intake air box.	0.5#
Aileron trim	<u>3#</u>
	18# increase from original weighing

Assuming perfect accuracy of the electronic scales, the Ruggles scales were off by 20 pounds...still not real bad.

Subtracting the oil from 1100# gives me a new empty weight of 1087. Sounds a lot better than 1102.

jb

Thun Field

A hangar tenant at Washington state's Pierce County Airport (Thun Field) is trying to rally local pilots against hangar and tie-down rent increases that he claims are at least immoral and may be unconstitutional. John Prukop, "organizer" of the Thun Field Pilots' Association, says the proposed increase (to \$197 a month) was approved at the Nov. 21 meeting of the local county board, only three days after most tenants at the airport received notice. He claims the increase is unjustified because there have been no improvements to the already-substandard hangars (no doors, leaking roofs) and there's no economic justification because the airport is debt free and covering its costs. But what he says particularly rankles him is that the county ordinance wording appears to apply retroactive rate increases for 2004, 2005 and 2006 in a section that says "Pierce County Public Works and Utilities is proposing an increase to the fees representing a 5-percent increase per year for the years 2004, 2005 and 2006." Whether that's a violation of laws that prohibit backdating is a matter for linguists and lawyers to decide, but Prukop says there's no doubt pilots are underrepresented in the political structure that decides such things. According to Prukop, the Thun Field Advisory Commission, a 12-member board that is the local council's eyes and ears at the airport, is composed mostly of non-pilots, some of whom are actively anti-airport. Pierce County

Sanderson Field

Pilots at Sanderson Field in Shelton, soon won't have to worry about encroachment at the airport. The city is finalizing a plan for an overlay zone for the airport that will prevent incompatible land use. "We applaud your leadership in moving forward to create this overlay zone—which will protect the airport now and into the future," wrote AOPA Senior Liaison of Airports John Collins in a letter to city officials, encouraging them to adopt a plan as soon as possible. A Washington growth management act requires cities and counties to protect airports from incompatible land use. Local pilots and AOPA Airport Support Network volunteer Jack Krause were instrumental in working with the city to develop this plan.

We know exactly where one cow with mad-cow-disease is located among the millions and millions of cows in America, but we haven't a clue as to where thousands of illegal immigrants and terrorists are located. Maybe the Dept of Agriculture should be in charge of immigration.

end

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