

EAA Mount Rainier Chapter 326 Newsletter

Thun Field – January 2009

121

Meeting Notice

**Tuesday, January 13th, 7 PM
CAP Building, Thun Field**

Program:

Progress Reports. This is a great time of year for building. Come prepared to talk about your project. Lessons learned... or not. And for you flyers, what would you do differently. Bring any new gadgets or tools for show and tell. This will be fun.

Refreshments: Jeff Bloomquist

New Year New Officers

At the October and November meetings, we failed to come up with anyone, volunteer or otherwise, for the positions of President and Vice-President. This was new territory. The ultimate consequences were unknown but probably not pretty for the Chapter.

Rather than ride in the back while the 100 passenger stagecoach raced toward the cliff, Kevin Behrent and Marv Scott went forward to grab the reins. I hope everyone appreciates these... repeat offenders; it was only three terms ago, before Gordy and Jeff, that Kevin and Marv held these positions.

Andy Karmy and Norm Pauk, Secretary and Treasurer, volunteered to continue in those positions and were approved by unanimous voice vote.

Announcement of the new regime was made at the Christmas party along with many thanks to the outgoing officers, Jeff Liebman and Robert Barra. They did an outstanding job for the past two years. Thanks guys.

Here are brief bio's of our new officers:

Kevin Behrent

Kevin is a Private pilot with over 500 hours and is hoping to get an instrument rating when time permits. He owns a 1968 Mooney M20F and is based at Thun Field.

Kevin is currently in the finishing stage on his RV-9A and hopes to fly in the summer of 2009. "I have always been interested in airplanes. As a kid, I built plastic models and then migrated to R/C aircraft. I enjoyed designing airplanes, scratch building them and then flying them. What a thrill to see something you designed and built flying under your control."

Kevin wanted to build his own aircraft for the fun, challenge and ability to maintain the aircraft himself. "I've become

frustrated with certified aircraft; the headaches and expense in finding and buying certified parts, finding reliable/affordable mechanics and praying that your aircraft manufacturer stays in business. I don't want to wakeup one day and find my plane is worthless because I can't get parts for it."

"One year Marv and I went to Oshkosh and Van's was advertising the new RV-9A and they happen to have a sample horizontal stab kit in a box along with a bucket of clecos at the back of their display area. They kept saying how fast and easy it could be built, so Marv and I set about cleco-ing the stab together. We had it done in about ten minutes. Marv, having spent years on his RV-4 project laying out rivet patterns and fabricating parts, was cussing all the way. What took him months of work and head scratching, we did in minutes! With the ease of the build and its low/high speed capability, I was sold and I immediately ordered the tail kit. Once the RV-9A is finished, I will likely sell the Mooney. Once I catch up on all items on the to-do list, I'll consider building a faster four place to replace the Mooney."

Kevin's father was in the Air Force 25 years and retired in Puyallup when Kevin was in 6th Grade. Kevin went to Franklin Pierce High School and was active in baseball, football and track... pole vaulting and the 880 relay. In his senior year, Kevin crushed his right hand during a weight lifting accident and wound up disabled...not only for athletics but for prospects in military or commercial flying which he had been considering. His hand is fully recovered today.

Oklahoma Christian University had a top computer program and Kevin spent four years there for a degree in computer science. Kevin met Angela there and they were married after he returned to Tacoma. His first job was with an oil and gas company in Oklahoma City. They were downsizing and restructuring. Kevin rebuilt their data processing system, moving it from mainframe to pc computers, using spreadsheets, dBase, and networking. At the time, this was an objective for many companies and Kevin gained a reputation in that field. He was hired as a consultant by a number of them.

Kevin and Angela wanted out of Oklahoma City so they moved back to Tacoma. Kevin worked for the State of Washington at DSHS and then DOH as the Applications Development Manager. After several years, he got tired of the political environment and went to work for Sybase, a leading international database software company, as a consultant. "I was soon flying off somewhere Sunday or early Monday morning and returning home late on Friday evening. A couple of years of that was enough. Another employee and I decided we could do similar work at home so we formed Cascadia Software Inc in 1994. We do systems integration and custom software development for many industries in both the public/private sectors including many branches of federal, state, and local governments. We consult, develop, and train our customers on a variety of products and technologies and assist or lead the effort

in building custom applications that range from internally used systems to commercial software to be sold in the marketplace. That model has worked well for us so far but we are always looking for ways to expand the business.”

Angela works for Russell Investment Group, formally Frank Russell Company, based in Tacoma. She’s a 21 year veteran with them. Sons, Dylan, 12 and Max 9, are regulars at the airport and love to fly in the Mooney. They also like model airplanes and have just recently gotten into R/C airplanes. All three of them are members of the Academy of Model Aeronautics and the Mt Rainier R/C Flying Society.

Marv Scott

For a birthday gift, Marv’s wife Rose Mary bought flying lessons for him at Spanaway...**the whole private pilot course at Spanaflight, cash in advance!** Our wives need to consult this beautiful woman for gift ideas.

So, Marv started flying lessons in April of 1985 and passed his Private Pilot check in December. A few years later, he bought a Cessna 182 that he still has and flies out of Spanaway. And he is IFR rated.

Marv works for South Tacoma Honda where he has been for 30 years this February. He is the shop foreman...”working shop foreman” he says. In his early years, Marv competed in Honda’s “Top Tech Contest.” This was a nationwide program where their mechanics could receive recognition for their skills. Marv won the regional competition four times in eight years...the region being eight northwest states. And twice came in second in the nationals. “You had to have been through all the Honda schools and the field of contestants was whittled down by a written exam to qualify. It was fun. We had to find and fix bugs planted in a car and we were timed on how long it took. The prizes were great. All expenses paid to the Canadian Grand Prix in Montreal one year. Another was a trip to San Francisco and all the tours there. Wives included.”

Marv’s Dad was in the Air Force and they moved around quite a bit until high school. Marv graduated from Bethel High School in 1974 and worked in a motorcycle shop until he went to work for Honda. Rose Mary was a school bus driver for Bethel (since retired) and now is driving for Chief Leschi Tribal School and has done that for more than 27 years.

In 1988, Marv bought an RV-4 project from an A&P at Kapowsin. “The A&P bought the whole kit, started on the firewall, botched that job, bought another firewall kit, and then sold the whole kit to me at a bargain price.” Marv’s first flight was on March 5th 2005. Still waiting for fiberglass work and paint. He really hates fiberglass.

Marv and Rose Mary are avid snow skiers. They take their grandson JT with Max and Dylan Behrent up to Crystal Mountain every Sunday for lessons during the season. And if that is not enough, Rose Mary works up there on Saturdays driving the Shuttle in the parking lot to the ticket booths.

Marv was Young Eagles Coordinator in 2001 and 2002 and was Chapter Vice President 2003 and 2004. He also serves as Chapter Flight Advisor.

Hire Out Your Aircraft

Experimental aircraft owners who wish to allow their aircraft to be “hired” for flight training will need to contact the Operations Supervisor at their local FSDO and apply for an Experimental Aircraft Flight Training Letter of Deviation as outlined in FAA Notice N 8900.15. Once that letter is issued, the aircraft owner may receive compensation for the flight training use of the aircraft.

FAA Notice 8900.15, explains the process. The notice states, in part:

“Training deviations will be issued only for training that cannot be conducted in aircraft holding standard airworthiness certificates. Training such as aerobatics, tail wheel transition, or high performance/complex transition can be conducted in aircraft holding standard airworthiness certificates and are therefore not acceptable. Acceptable training is:

- (1) Experimental aircraft specific make and model initial training.*
- (2) Experimental aircraft specific make and model recurrent training.*
- (3) Jet unusual attitude and upset training.*
- (4) Aircraft specific instrument competence training.*
- (5) Experimental aircraft specific make and model flight review training.*
- (6) Experimental aircraft specific make and model formation training.*
- (7) Other specific training approved by the General Aviation and Commercial Division, AFS-800”*

Remember that the Letter of Deviation is only required if the owner of the aircraft wishes to rent his experimental aircraft to others for transition training. A pilot may receive flight instruction in his own aircraft (once the initial flight test period is complete) without specific authorization. Also, a person may allow others to use their experimental aircraft for flight training at any time so long as no fee is charged for the use of the aircraft. Individuals building an experimental aircraft or buying an experimental aircraft who need aircraft specific flight training, or experimental aircraft owners in need of a flight review should also contact the Operations Supervisor and ask for a list of available experimental aircraft within their region for the needed flight training or flight review. EAA no longer maintains a national database of experimental aircraft that may be used for hire for flight training.

Members with questions concerning this issue should call EAA Safety Programs at 888-322-4636, ext. 6864.

What was That?

The mood couldn't have been more relaxed aboard an executive jet carrying three Incline residents as it began its descent towards Reno-Tahoe International Airport Monday afternoon.

Mike Chipman was dozing while his wife, Evy, read a book. Steve DiZio was also reading and occasionally looked-up to check the flight's progress on a GPS read-out.

Then, they heard what sounded like an explosion coming from the cockpit. The cabin depressurized and the plane veered to the right before going into a steep dive.

"The pilot had just put on the seat belt sign, and a few minutes afterwards there was this explosion ...a really loud bang or crash from the cockpit," recalled DiZio, a retired high-tech start-up manager.

Traveling from the Carlsbad Airport in San Diego , the Hawker 800XP jet struck a glider in a mid-air collision at 16,000 feet over the Pine Nut Mountains southeast of Carson City .

The accident, which took place at about 3:10 pm., destroyed the jet's nose cone and the glider whose pilot, Japanese citizen and 30-year glider veteran, Akihiro Hirao, parachuted safely back to earth.

The pilot quickly brought the jet back under control as the three startled passengers secured their oxygen masks.

After deducing that the damage to the starboard wing, part of which had caved-in and was leaking fuel vapor, was too extensive to have been caused by a bird, and that they would all be dead if they had struck another conventional airplane, passenger Mike Chipman, a part owner of the Arizona Diamondbacks baseball team, surmised the truth.

"I knew there were gliders all over the place ... the only thing I could figure when we realized it wasn't a bird was that it was a glider," he said.

DiZio and the Chipmans said they did not panic after the crash. "Things go through your mind, but it was sort of like a dream," DiZio said." There was nothing we could do. We just sort of went calm." "I did some deep breathing and said a few prayers," Evy Chipman said.

"Though I was aware of the damage to the wing, there wasn't much I could do," said Mike Chipman. "The pilots clearly had it under control, but it certainly had my attention."

Though the passengers didn't know it at the time, the starboard engine had failed. Moreover, part of the glider had ripped its way through the plane's nose and into the instrument dash, causing it to burst into the pilot's face and lap.

Despite a gash to her chin, pilot Annette Saunders remained in control throughout the remainder of the flight, even after a two-foot piece of the nose structure had bent its way in front of the cockpit window.

After passing the Carson City Airport , the pilot swung the plane around to bring it in for an emergency landing. As they leveled-

out, the co-pilot turned and yelled over the noise that they had lost control of their landing gear and would skid to a halt on the aircraft's belly.

Though passengers assumed the emergency position, they said the landing could not possibly have been better.

"The landing was as smooth as you could imagine, not even a bump," DiZio said. "We stayed on the runway right up to the end, so she (the pilot) must have had that just perfectly lined-up even with the crosswinds."

Upon landing, pilot Saunders was taken to the Washoe Medical Center with minor injuries.

Glider pilot Hirao was found unharmed by Washoe Tribal Police later that evening.

According to Lyons County Sheriff's Department Captain Jeff Page, the tribal police spotted a Japanese man, asked him if he was a glider pilot, and told him that a lot of friends were looking for him. They drove him back to the Minden-Tahoe Airport, where he had taken off earlier that afternoon, where he was greeted by friends, examined and quickly released with only scrapes and bruises.

"To be quite honest, I don't think anybody was expecting the outcome that we had," Page said. "In my 20 years in law enforcement, I've never seen a mid-collision where anybody survived. Here, everyone made it."



ARN851: 'Halifax Terminal, Nova 851 with you out of 13,000 for 10,000, requesting runway 15.'

Halifax Terminal (female): 'Nova 851 Halifax, the last time I gave a pilot what he wanted I was on penicillin for three weeks. Expect runway 06.'

end

Chapter 326 Staff

President	Kevin Behrent	253-906-6674	
Vice President	Marv Scott	253-691-5496	
Secretary	Andy Karmy	253-333-6695	
Treasurer	Norman Pauk	253-630-6396	
Newsletter Editor	John Brick	253-846-2617	jebrick@comcast.net
Photographer	Vacant		
Webmaster	Andy Karmy	253-333-6695	

Young Eagles Coordinator	David Fritzsche	253-848-1699
Technical Counselor	Harold Smith	253-752-5480
Technical Counselor	Charlie Cotton	360-893-6719
Chapter Flight Advisor	Terry O'Brien	206-244-3619
Chapter Flight Advisor	Jim Triggs	360-438-1482
Chapter Flight Advisor	Marv Scott	253-691-5496
Program Coordinator	John Brick	253-846-2617
Biographer	Vacant	
Property Custodian	Vacant	

Chapter 326 Website <http://www.eaa326.org>

EAA Mount Rainier Chapter 326
C/O John Brick
8304 242nd St. E.
Graham, WA 98338