

# EAA Mount Rainier Chapter 326 Newsletter

Thun Field – January 2011

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## Meeting Notice

**Tuesday, January 11th, 7 PM  
CAP Building, Thun Field**

**Program: Aeromedical Examiner, Dr. Richard Pellerin will talk about the dreaded FAA medical.**

**Refreshments: Steve Dickinson**

## Meet Your New Officers

**President Andy Karmy**



Well, here I am, your newly elected president. Now you may be wondering just who you so quickly ran into office, so here's my life story... Well at least the points of it that I carefully edited down for public consumption!

I was born in southern California and lived there until age 10. Didn't really like that much as there was so much smog I had to stay inside all the time. Moved to Virginia in mostly the middle of nowhere for a number of years and my dad still lives in the Shenandoah Valley today. I moved back west in my teens and lived in Chehalis Wa, Redmond Or, Walla Walla Wa, and that was all in just one year! Later I lived in Camas Wa, Port Orchard Wa, and Auburn Wa where I live today.

Both my parents are baby doctors, so I have been around the medical field all my life. Early on as I was waiting for them to deliver a baby, sitting in the doctors sleeping room listening to women scream, I decided that I would take a different path in life. I remember saying to my mom after my son was born that I'm sure glad I only was around this process once or twice and not every day. Whew.

Grade school was in Glendale CA and New Market VA, then high school at a couple of boarding schools. Started living away in the dorms at age 15. Half way through high school I decided to return to the west coast and finished up my last 2 years at Auburn Adventist Academy. Which by the way had a flight program and that's where I got my license.

Youth activities, sports, scouts? Nope, I was the overweight kid with asthma who started figuring out computers early on. Over the years I picked up a few hobbies, some of which I still have today. They include photography, which I started in high school with a 1977 Nikon FE film camera that my son still uses today. I also picked up a love for bicycles early on and have had a large number of bikes as the kids grew up and we tried different things. Of course I would get into model planes as I got older and I continue to spend time with most any new computer technology, but I call that work related now!

I always was interested in flying and R/C models as a kid. At age 14 my parents got divorced, then while living with my Dad at age 15 we somehow saw a sign for ground school at the local airport in New Market Virginia. We took the class together and started lessons with an old retired FAA instructor in a 1962 172. We flew Tango (as we called her) for many of our initial lessons. My instructor had a form of narcolepsy and would often dose off once we were in the air and going somewhere! I soloed with Tango in Virginia at 16, then moving west for high school I finished up my training with an Alaska bush pilot in Enumclaw flying my boarding schools 172 (80137). I took my private check ride at Tacoma Narrows in 1986.

I flew some the last year of high school (the last years I had my Dad paying for the flight hours) then it kind of dried up as I headed to College. I took the Instrument ground school and passed the written with 98% but never took the flight training beyond Private.

In College, Walla Walla University (WWU), my advisor suggested that if I really loved flying I should pick a career that would pay for it as it was a hard road to fly professionally. So I moved my major to Computer Science and headed to work. I worked full-time during my years studying, got married to my high school sweet heart Debbie my sophomore year and graduated in 5 years with the first child on the way. At the time I

left Walla Walla, I had 22 R/C airplanes, 2 gliders and a helicopter. I stumbled across EAA and homebuilding as a possible cheaper solution to getting into a full size plane. I got a set of plans to build a Fisher Horizon 1 (think Champ made of all wood) sadly I never built more than the wing ribs. On a business trip to the Bay area I was able to see a Horizon in person and TRY to get in it. Lesson learned; you need to try out a plane before starting the project.

Work took me from Walla Walla, working for the College, to Portland where I worked for the Army Corps of Engineers on rain flow prediction networks for flood control. When I got the chance I moved to Hewlett Packard doing IT systems for their deskjet division. After a few years I got the opportunity to move to Seattle with a small group HP had doing some R&D work. This caused us to move to Port Orchard.

After a trip to Oshkosh I started another airplane project. This time I was able to try it out and got a complete kit delivered by truck to my door. The Team miniMax was a neat wood single seat ultralight. By this point I had two small kids and they enjoyed helping build the plane. The project involved the entire family at times with Debbie and her dad helping me build ribs on New Years day one winter. It took just 9 months to have it ready to fly including covering and paint! I had a lot of fun flying the miniMax around the south sound area, but boy does it get cold in an open cockpit plane in the winter. *[Andy's miniMax won Grand Champion at Arlington]*

As my career grew, I joined Getty Images in 1999, the year the miniMax flew and over the last 11 years I have moved through a number of positions until my present Vice President of Technology. After having the miniMax flying for a few years we decided that we needed a bigger and faster airplane. With much research I decided on an RV9A which I built in 18 months here in our very own chapter 326. Once again it was a family project as Debbie would jump in anytime I needed two hands on a task. Her proudest accomplishment was running the rivet gun for all of the top skins of the wings while I bucked. They turned out great, with a nice smooth finish. My son Drew and I flew across the US twice, flew to Oshkosh, Reno, and many other points across the country over the 5 years we flew it. Not sure why, but people were always impressed that we built it in just 18 months using standard kits and no outside help. It can be done, but it does take some dedication and time invested by the entire family. After 5 years with the RV9A I decided it was time for something different, so I picked up a Kitfox series 7 which is my current airplane. With both of the planes, my daughter Emily loves to fly out to Orcas Island. In the summer we fly up and go wading in the Eastsound bay, stopping for ice cream on the walk back to the airport. If you have not gone, it's a must see attraction.

Looking back at my flying history I have a close friend that has been there through the years. I met Cam Seidel in California in kindergarten where we lived next door to each other. When we moved away, him to Texas and me to Virginia I never thought I would see him again. We met up again in Chehalis Wa in 7th grade and found that over the missing years we both had a deep love of aviation. The next few years found us flying R/C together

and going to high school where we both got our private licenses. Apart again for years we met up as I was finishing up the RV and by some strange luck of fate he caught a ride up to the NW Aviation conference in a private metro liner on the very day of my first flight. It's neat to see the picture of us both standing by the RV that day. Some of you have met Cam as he went to Reno with us one year. We had our best trip a couple of years ago when I was able to take him to Oshkosh in the RV. That's a trip we will both remember and talk about when we are old. Cam has moved back to Texas so we don't see each other as often anymore, but we still talk about building identical planes someday and flying them back to Oshkosh.

My best aviation memory was being able to stand in front of spaceship one with my son Drew at Oshkosh and then listening to Burt Rutan and Mike Melville talk about private spaceflight. Just one of the highlights of having your own plane and being able to travel.

So there you have it. That's not all of my story, but it's enough to show you some areas where we may have common history or experiences. So consider the ice broken and introduce yourself if you don't already know me at the next meeting! I look forward to a great year ahead as we have some fun with aviation in the community.

Andy Karmy  
PPSEL 1500ish hours  
Kitfox 7  
Chapter 326 President

**Vice President Bruce Finney**



I grew up in St. Joseph, Illinois, a small farming community. Dad was an insurance salesman, mom a schoolteacher. I graduated from the University of Illinois in 1972 with a BS in Aeronautical

Engineering. Mother said that when they gave me paper and crayons I started drawing pictures of airplanes, maybe that was it.

I learned to fly at the University of Illinois Institute of Aviation. So far, I have 250 hours total of which 150 have been in my Thorp T-18. Longest cross-country was to Oshkosh this last year. Private pilot single engine land.

I've been with Boeing for 36 years, as a software engineer in flight simulators; combines both of my passions, aviation and computing.

Married, three kids, two grandkids.

Hobbies: Aviation, airplane building, computing, photography, model railroad, I play with trains.

Bruce Finney  
N18JF T-18C #262  
Auburn, WA USA

### **Ironman O'Brien**

Terry O'Brien was the first of many RV-4 builders at Thun Field and has been flying his for over 17 years. He is at the airport almost daily working on an RV-10 now, but he seldom attends our meetings. So if you haven't met him yet, don't be looking for Ahnold. I knew he was into bike riding but I was astounded when I heard he did the Ironman competition in Coeur d'Alene last summer.

It's true. Not the sort of thing you'd expect of a B777 captain that sits on his butt for 12 hours a day. Terry started training in September, nine months prior, 15 hours a week. Hadn't been swimming for 20 years, he said. Here's the deal... you have to swim 2.4 miles, bike 112 miles and run 26.2 miles. They start at 7 am and have to finish by midnight, 17 hours later. There is more than one winner. Although they all compete together at the same time, for the purpose of competition and records they are classified by age and gender. Terry is in the 55 – 59 age group. How many people altogether? You would think the \$500 entry fee would put a damper on turn out, but it doesn't... the limit was 2500 and that was filled within a few days after registration opened. Unbelievable! Some 600 or so did not finish... Believable, very.

Terry says that finishing can be more psychological than physical and that knowing how to manage food and liquid is huge because you burn 12,000 calories. He did surprisingly well on the swim,

good on the bike, not so good on the run. Two flat tires during the bike ride was costly. He had a spare tube and CO2 cartridge, but when he pinched the tube hurrying to inflate it, another flat. Then he had to wait for help, which set him back half an hour. Did he finish? With an hour to spare. Way to go Terry!!!

Now he's motivated and already in training for 2012. This time he has a coach, another United captain... what's with those guys.

Here are some great videos to give you a feel for this thing.

Start of swim: 1-minute video

<http://www.youtube.com/watch?v=mnHsznMWsGA&NR=1>

45 minutes later: 1-minute video

<http://www.youtube.com/watch?v=AoNzu7grjOo>

2009 Coeur d'Alene highlights: 11-minute video but this is the best!!!

<http://www.tvclip.biz/video/Lhn2kNzROnY/ironman-cda-2009-highlights.html>

### **Good Stuff**

Pensacola air museum.

<http://www.cdsg.org/forums/viewtopic.php?t=337>

USAF Museum at Wright Patterson AFB.

<http://www.cdsg.org/forums/viewtopic.php?t=381>

Enola Gay – B-29 in 360

<http://www.davidpalermo.com/data/slideshow/4/index.html>

Space Shuttle Launch. Long (30 min) but best ever photography.

[http://www.oshkosh365.org/ok365\\_DiscussionBoardTopic.aspx?id=1235&boardid=147&forumid=175&topicid=5900](http://www.oshkosh365.org/ok365_DiscussionBoardTopic.aspx?id=1235&boardid=147&forumid=175&topicid=5900)

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### **Funny**

[How airline pilots should talk!](#)

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