

EAA Mount Rainier Chapter 326 Newsletter

Thun Field – January 2012

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Meeting Notice

**Tuesday, January 10th, 7 PM
CAP Building, Thun Field**

Program: Allen Kam, Seattle weather forecaster.

Refreshments: Randy and Kerry Albritton

From the President

Happy New Year! Well here we are in the middle of winter. This year has been so mild we have had many good flying days. Hopefully you got out and enjoyed them. I've been holed up in the hangar working on my project dreaming of spring and the flying season yet to come. Our first event of the year will be the NW Aviation conference. Please join us for a board meeting on Sunday January 22nd when we will do some planning for the event.

So here's to a good year ahead. I look forward to seeing you all at the meetings.

Fly Safe!
Andy Karmy

2011 in Review

January:

New officer intro: Andy and Bruce
Ironman O'Brien
Dr Pellerin and his shoulder mounted assistant



February:

David Voyles, Aviation Attorney
Trade show: Kevin's RV-9A and Hal's RV12



March:

Bob Brooks and his career in submarines
Hal Irvine bio

April:

FAA on Light Sport Aircraft. Minard Thompson
Curt Bryan bio

May:

Dynon Avionics. Kirk Kleinholz
Madera Formation clinic trip report
Jeff Liebman retired from the USAF. He was stationed at McChord since 1992. He and Sandy are moving to Ft. Lauderdale. Jeff was President of our Chapter a few years back and has contributed so much to our success. As Jeff put it so sincerely, "we consider the chapter as our family."

June:

Flying the B-1 Bomber. Tom Curran
Randy's X-C to Texas
Young Eagles Day... 283 kids flown

July:

Jeff Bloomquist's first flight story
Arlington pot luck

August:

Burger Burn

September:

Dave Vermeersch passed away.
Spencer's under new ownership.
Sidney Waller, our Young Eagle Academy graduate, mails her trip report and thank you
Burning Man trip report

October:

Sim Flight Center. Rod Weatherbee.
Memorial celebration for Dave
Report on the Reno Tragedy and local pilots injured / killed

November:

Deb Wallace, Pierce County Airport Administrator

December:

Christmas Party
Angel flight West Auction
Kevin's first flight report

Johnny was a good little boy



A record year for first flights:

Jeff Bloomquist RV-7A
Hal Irvine RV-12
Paul Ohman & Terry O'Brien RV-10
Randy Albritton RV Super 8 (IO-540)
Kevin Behrent RV-9A
Harry Nelson HR II again

At the end of the year we had 105 members.
And about \$5K in the bank.

Happy New Year

Breitling Wingwalkers Official Video 2011

<http://www.patrickaviation.com/videos/cpasley/5395/>

Still don't like formation flying?????

Some History from our own John Andrews

To all,

The web site below comprises the most complete set of really good B-17 photos I've seen recently . . . Great shots of all interior stations as well as a number of exterior photos. Of the 12,731 airplanes built, only a handful remain.

Some of you know that my brother flew 25 missions over Germany (Feb 6, 1945 to April 11, 1945) as a ball turret gunner. On paper it was statistically impossible to complete the then-required 25 missions without being shot down. My brother satisfied that statistic on the first mission when he and his crew bailed out over liberated France after having completed their bomb run on the rail yards at Zwickau, Germany. This article appeared in the Richmond News Leader about the incident. Bill was 19 years old . . . 20 months after high school graduation.



See the news clipping next page...

We are indeed fortunate that the GI's of that generation, and all of the rest that fought before and since stepped forward to preserve our freedoms. Their story needs to be repeated over-and-over lest the now-generation and all the generations to come forget where their (our) good fortune came from.

John Andrews

View the B-17 pictures at

http://home.comcast.net/~szez1a/Al_overcast/Al_overcast.html

Richmonder Who Bailed Out Over France Wishes He'd Learned More French at T-J

(For a first bomber mission, the trip of Sergeant William H. Andrews, 19, of Richmond, over Germany and France had its memorable aspects. As a climax to the mission to Zwickau, Germany, Sergeant Andrews and his crew in the B-17 Flying Fortress "Scrooges Stoges," were forced to bail out over France. The Richmond ball turret gunner, son of Mr. and Mrs. John H. Andrews, of 5310 Monumental Avenue, here tells his story. He is a member of the 100th Bombardment Group, a unit of the Eighth Air Force's Third Division.

By SERGEANT WILLIAM H. ANDREWS

AN EIGHTH AIR FORCE BOMBER STATION, England.—When I was back in Thomas Jefferson High School I flunked French twice, and I sure regretted I didn't learn more from Miss Gill, the teacher, about the language when I found myself suspected of being a German.

I came down in the middle of a field, after we all bailed out, and I just lay there for a few minutes—too tired to do anything. As soon as I felt OK I hid my chute in some bushes and headed for a barn for shelter, because it was raining.

An American "GI" truck came rumbling over a hill then, but only French were inside, so I had a chance to polish up my French.

"Where are the Germans?" I asked, in my best Jefferson High School French. They understood me, but I couldn't understand them—more than a word or two, anyway, because they were talking nonstop perpetual motion style.

SUSPECTED

The Frenchmen thereabouts had got a report that German paratroops had just come down in the area, so the French immediately suspected me. They started pouring out of houses and carts, and even the kids gathered around me. One of them who could speak English, or anyway, about two words of it, started questioning me.

"You American?" he said.

"Yes, American," I said.

"You German?" he said.

That got sort of monotonous, so I shut up, but they grabbed me, and took my dogtags and all the papers and personal possessions out of my pockets. It was like a sideshow at a circus, with all the French people gathered around and me in the middle of it.



SGT. WILLIAM H. ANDREWS

I was taken into a farmhouse, and two French air force men came in, offering to take me to the American MPs, but someone in the crowd piped up that I was a German, and everybody started arguing once again. Considering that it was me they were talking about, I was pretty mad that I couldn't understand what they were saying. I started wishing again that I had learned more French in high school.

HIS SIDE WINS

I guess the side that claimed I was an American won out, because they brought me in some food and some wine. I was kind of skeptical about eating it. They gave me some kind of pie, and salami with garlic, and I had to look like I enjoyed eating it. If these French people only knew!

Late that night, I was finally taken to the gendarmes in a nearby village, where I found other members of my crew, and my pilot, Lieutenant Garrison (First

Lieutenant Jerome S. Garrison, 23, of Sarasota, Fla.) Some of the boys even had a rougher time than I—because the French FFI were about to shoot three of them when somebody stepped in and stopped the shooting, just in time.

All this trouble came about because one of our engines was knocked out by flak at Zwickau, Germany, and we got lost in the clouds after leaving our formation. The radio had gone out and we couldn't get a "fix" and we had been shot at several times by German flak gunners before getting to France.

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