



Next Meeting
Tuesday Jan 14th, 7pm

CAP building Thun Field

Program: QED video &
member project reports

Refreshments: Kerry Albritton

I woke up on January 3, 2014 with the sun shining brightly on Mt. Rainier. There was a small lenticular cloud over the mountain and didn't seem to be any wind at all up there. The night before the wind had been howling up to 25 knots. I was scheduled for my Private Pilot Ticket, but wondered was I going to really get her done.

You see, I had been scheduled already six times and each time I would get myself "psyched up" for the upcoming questions that the FAA examiner may ask and then the fog would roll in blocking me from ever leaving the ground. One time the weather looked just like this and I actually flew to Harvey airport where the examiner would be testing me from. I could see to



Kitfox 7

RV-8 Wings



SE5 at Arlington

Canada that day as the skies were so clear, but looking down where Harvey was supposed to be was a sea of clouds. I flew to Paine field and called the examiner. He asked if I could wait there a while to see if it would break up. After sitting in the bitter cold for two hours, my examiner called me and said I might could get in. So, I started Old Blue and headed out towards Harvey again. This time the "sea" had broken, but only for a short minute. Each time I was on the downwind I ended up in clouds not seeing a thing. The last attempt I totally lost the airport. I thought to myself this is NOT safe and flew home. The examiner apologized and said he should have never advised me to try and that I made the right call.

So, it was hard to be excited about something that may not happen that morning. I tried eating a high protein breakfast before I left, but as usual my stomach was in knots. I loaded up Old Blue, organizing my gear. I was sitting on our taxiway talking to my momma, who had passed away a few years back. I knew she was with me as always. Just prior to starting the engine I looked up to the sky and saw a big, beautiful bald eagle flying towards me. He flew straight down the taxiway and just as he came in front of Blue he pulled up and away. I knew at that moment it was going down. That eagle was definitely a sign from God. Back in 1990, my mother gave me a card that had a verse on it from Isaiah; "They that wait upon the Lord shall renew their strength. They shall mount up with wings like Eagles" I have kept that saying on my bedside table. When Randy first met me he saw that card and told me he would not fly in his first plane that he built without that saying being in the plane. That verse became "our verse" and was included in our wedding. I was comforted by the thought and started my engine. I did not want to be late.

I flew up out of Albritton international and turned north. The sky was pretty dark that

way and even Seattle was not easily seen. I transitioned through Renton's airspace so I could get some tower time on the radio, limbering me up. Somewhere around Bellevue the engine started running rough. I noticed that my RPM's had dropped a little and the roughness was getting worse. I'm thinking she never runs this rough, why today? Then it dawned on me could this be carburetor icing? I had never experienced it before, but knew Continental engines were prone to it so I pulled the carb heat and the roughness disappeared. I reached Harvey where the ceiling was about 1,100. I began to get really nervous at that point and it wasn't due to the low ceiling! I kept thinking what if I screw up. I felt confident with my flying, but stuff happens sometimes and I didn't want anything to go wrong.

I was early for my appointment arriving before the examiner. Once there, we went over all the paperwork and computer work. He asked me questions about flying, temperatures, airspeeds, density altitudes and my cross country that he had me plan for Pullman. I went over my weight and balance, mileage, wind calculations, fuel requirements, etc. The examiner then said "Ok, this is enough harassing in the office, let's go fly where I can harass you in the sky"! By then the ceiling was up to 2700 feet. He had me start off with my cross country to Pullman and when he decided that I knew where to go, he had me turn around for some hood time. He had me doing turns, keeping my altitudes and airspeeds up. He put me in unusual attitudes so I could show him that I knew how to recover. After the hood work he had me fly to Paine field to show off my tower skills. We had to wait on several planes there and the examiner seemed to be upset with that. I was hoping it didn't influence his decision on my performance. The whole time we were flying, the examiner had a clipboard that he was steadily writing on. Was it good, I wondered? We flew north to try and find an area without low hanging clouds. He had me doing power on and off stalls, slow flight and then pulled my power and asked where was I going to land. There were fields everywhere so I had plenty of

choices. We headed back to Harvey where he had me do a short field take-off and landing and then a soft field take-off and landing. He then told me lets go in.

I parked Blue and followed the examiner in like a lost pup. We walked into his office and he turned around and said **"Well, you passed"**! I was so excited I jumped up giving him a humongous hug! Those were the finest words I had heard in a long time, probably since Randy said "I do"! It was so hard to listen to what all he had to say due to all the excitement in my head, but I did hear him say I will be a fine pilot and that was good enough for me. He printed up my temporary license and handed it to me. Boy was that

an awesome sight. I couldn't wait to take a picture and send it to my daddy. On my way home, I flew through some rain. That would have once flipped me out, but I was just fine with it. I looked at the cascades to the east and saw a gorgeous rainbow. Another sign from God. This was going to be a good year!

Wishing all y'all a very happy and prosperous new year.

Kerry Albritton, Chapter 326's newest pilot!!



Wes Schierman

One of the pioneers of RV formation standards and a founding member of the Blackjack Squadron, Wesley Schierman passed away this weekend. Wes, Marty, and Dick began flying their RV4s in close formation together in the late 80's and expanded their group by developing a structured training program in the early 90's that continues to this day. Over the years, nearly 50 fortunate aviators have been 'patched' to fly as Blackjacks.

There are extraordinary people living ordinary lives among us...

Here's a great writeup about his time in Vietnam

<http://www.eaa326.org/wordpress/wp-content/uploads/2014/01/Wes-Schierman-A-Bad-Day-at-Son-La.pdf>

WANTED

EAA Chapter 326 Newsletter Editor

John Brick has retired after many years of service. We need a new editor to continue the chapter communications, Please consider stepping up to this important role.



Contact
Randy
Albritton or
Andy Karmy
for more
information.

FOR SALE

RV-9A. Asking \$79,000.

- VFR night. 450/495 hrs (tach/Hobbs).
- 0-320 AerosportPower with mid-pitch prop.
- Auto pilot.
- TCAS.
- A very straight build and NO

ISSUES.

Earl Gruer [360-427-1264](tel:360-427-1264).



RV-4 For Sale (N474JB)



Located at Pierce County Airport - Thun Field (KPLU)

TT A&E 1340

Aero Sport Power, new IO-360-B1B with 9.2 compression.

Airflow Performance fuel injection with purge valve.

B&C Starter and Alternator.

Lightspeed Plasma III electronic ignition in place of right mag.

Whirl Wind 200RV constant speed prop.

Full IFR panel. GPS, VOR, ILS, 2 com radios.

IFR approach certified KLN-94 (not WAAS)

Dual axis TruTrak autopilot with automatic pitch trim.

Bose headsets front and back.

Infinity stick grip with aileron and elevator trim on hat switch.

Mountain High O2D2 Oxygen system.

Antenna switchbox to permit use of bottom whip with ICOM handheld (3rd radio).

Andair gascolator in each wing root.

Custom built alternate air door. Way better than Van's.

Fuel capacity: 53 gallons in normal (extended) wing tanks.

RV-7 Wing Tips

Tall main gear legs.

Performance: 175 knot cruise (201 mph) on 8 gph or less.

Seattle to Oshkosh with one stop, each way.

Absolute ceiling: FL280. Yes... been there, May 29th, 2008.

Normally aspirated.

Normal cruising altitudes are 11.5 or 12.5 but cruises nicely at

FL210 too.

Aerobatic: absolutely. Loops, rolls, cloverleaves, etc. Have yet to pull much over 4 G's.

Construction: Two part epoxy primer throughout.

Award for workmanship at Arlington, WA.

Attractive paint and upholstery.

Reason for sale: Medical

Questions? 253-230-8516

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EAA Chapter 326

The Mount Rainier Chapter

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