

EAA Mount Rainier Chapter 326 Newsletter

Thun Field – October 2009

130

Meeting Notice

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

Program: "The Legend of D. B. Cooper" Ron Forman.

Refreshments: Gordy Klawitter.

help pass the test are given at HAM clubs in the area. Morse code is not required anymore.

All units use one frequency that's setup nationwide for APRS use. Each packet takes 1 second to send. There is a limit to the number of stations that can be in a single location due to frequency congestion. The modern units have smart tracking features which reduce the amount of broadcast data to allow more users on the net.

From the Secretary

EAA Chapter 326 meeting - September 8, 2009.
Marv Scott called the meeting to order.

Tonight's meeting was about APRS tracking – Mark McClain.

Visitors: Dave Waller – Came to young eagles with his kids – interested in RV8

Treasurer report: Next month starts 2010 dues season. \$4645.74 in the bank.

Burger burn was a success this year. Tom flew some Young Eagles and we almost ran out of Burgers!

Dave read some Young Eagles letters of appreciation from kids and their families. A great reminder to the impacts that Young Eagles can make in kids lives.

Project reports. Bryce is working on the canopy on his RV9A. Ed took the F104 project to Black Rock Desert for testing (below 350mph). Jim is wiring his RV8. Dave is riveting his tail cone on his RV9A. Jeff wrapping up fiberglass in prep for engine. Bruce is 2 days from flying his LongEze. Smitty is working on the engine of his Mustang project. Randy & Bob visited Aerosport to get their engine for their RV9A. Lee is working on controls on his Bearhawk. Robert is starting an RV10 tail kit. Andy is working on his tanks & wings for his Kitfox 5.

APRS – Automatic Packet Reporting System

Mark McClain has been a HAM radio operator for 25 years. Tracking is a combination of a Radio, GPS, packet encoder (TNC) and software to put it together. APRS is the generic name for a range of systems and technologies used for tracking & data communications.

Tiny Track is a product family that provides an integrated tracker with everything needed to hookup to a radio to get an APRS system up and running. You do need to have a HAM license to be able to use the radio and APRS system. Classes to

Burdette Skinner Gone West

Sad news. Burdette suffered a severe stroke on September 25th and death came soon after at Good Samaritan hospital. He was 73.

Skinner was a long time Chapter 326 member and well known for his cowboy attire and outspoken views on every subject under the sun. We could depend on him for impatience with Chapter business and pleas to move on to the refreshment break. We will miss him.

Fond memories of Burdette by Randy Albritton and John Gallo:

I first met Burdette at one of our EAA meetings soon after I moved back from Texas in 2005. At the time he was really interested in the Light Sport Aircraft movement and since I had a Kitfox we had a lot to talk about. We became good friends and he was instrumental in talking me out of building an RV10 and buying our 172 instead. Burdette had a way of cutting to the chase and pointing out the obvious. After we acquired the 172, my son Ryan became interested in aviation and I enlisted Burdette as his flight instructor. They really hit it off and Ryan got his private ticket in short order. After that we acquired a 120 for Ryan and Burdette and I worked together to get him endorsed as a taildragger pilot. I will always remember how patient and thorough Burdette was with Ryan.

I flew with Burdette about every two weeks or so... either in "Ole Blue" or one of Kerry and my airplanes. He mentioned that he had over 12,000 hours logged and about 4000 of that was in helicopters. I seem to remember him saying that he had graduated over 200 student pilots. He never could quite shake the instructor role and was constantly trying to critique my flying or demonstrate some maneuver that he thought might come in handy one day. I will miss our flying as well as breakfasts over at the golf course and local airport bum gathering places.

Burdette turned 73 on August 9th. He had just passed his medical in May and was looking forward to many more years of flying and enjoying life.

A great pilot, a fine gentleman, a real "character", but most of all a great friend. Randy Albritton

I have known Burdette for 36 years. He retired from Boeing where he worked in the tool room. He learned to fly at his home town of Centralia in a Taylorcraft and a Cessna 120. He became a flight instructor early on in his flying career and was CFI qualified in helicopter as well as fixed wing.

He taught helicopter flying at Renton and was an excellent rotorcraft pilot. He could bring in a sling load and put it down gently on a dime without any pendulum swing. He taught fixed wing flying as an independent instructor in his own aircraft and was an excellent instructor for basic maneuvers as well as the maneuvers required for the commercial and CFI certificates.

At one time or another, he owned a Taylorcraft, Ercoupe, a wood wing Mooney, two C-172s, a Cherokee and a Comanche. The PA-28-140 Cherokee, N-9913W was his favorite airplane. He taught more students than I can recount in that airplane.

He was a fixture at the Auburn airport for many years along with his Cherokee and almost everyone there has flown with him in old "crash One Whiskey", as it was known.

The nickname for the old Cherokee was not because of any prang ups, but because of Burdette's penchant for not washing or polishing the airplane. The exterior was very rough.

Burdette was rather 'eccentric'. He never washed or polished his airplanes yet he insisted on painting and cleaning his 1938 and 1940 trucks, but not his fleet of automobiles. His current project was an old 18 wheeler parked in back of the house.

Burdette gave the impression of being a little rough around the edges and of being rather miserly. In truth, he was a very caring and gentle man but did not want to be known as such. I have witnessed him helping those he perceived to be in need, including emptying his pockets of all his available cash. On occasion, I have seen him sneak in a package of cookies at the EAA meetings and surreptitiously place them on the counter. He got great pleasure in giving someone a helping hand, especially young people. Down deep he was very giving, but demanded no credit for being so.

Burdette was always a contradictory individual. He awoke in the morning to today's day of the week, but in the year 1947. He was most happy living in the past. He collected old vehicles and there is a large collection of old tube type radios from the late 1930's to the early 1940's in his house - all operational as he had an extensive supply of radio tubes. He also collected old tube type early car radios and has a substantial collect of obsolete typewriters.

I hope this gives you some insight to Burdette's life. He loved flying and he was always happy to make a new friend.

John Gallo

First Flight Louis Gallego Zenith Zodiac 601 XL

Louis made his first flight from Auburn Airport (S50) on September 13th. Congratulations Lewis!!!!

Here are some details of his airplane.

Engine: Jabiru 300A 6 Cylinder, 4-stroke Engine, 120 hp

Instruments:

Garmin 386 coupled with Dynon D10A and EZ Pilot wing leveler, Icom A210 transceiver, Grand Rapids EFIS, Ray Allen elevator and aileron electric trim.

Prop: Sensenich W64ZK49 Wooden Propeller



Why I chose that airplane? Very easy build, very straightforward plans, no bucking rivets. Light Sport classification. Even so, it took 6 years for me to build.

Hardest part to build was constructing and drilling holes in the canopy. Wife and daughters both gave me moral support, plus helped hold/care large pieces to/from airport. Also, thanks to Smitty for two EAA tech advisor visits.

No real problems, the ICOM A210 ribbon connector from face plate to chassis is easily damaged/crimped when re-connecting face plate. Had to take the radio back up to the manufacture in Bellevue to for warranty work.

Paint? I painted it myself in garage / driveway during our perfect, hot, windless summer. Wanted it completely done before I flew it, I didn't want to see these parts ever again! Total cost: about \$400 including HVLP paint gun, epoxy primer and acrylic enamel white and pearl blue top coat.

The plane flies wonderfully. The engine is absolutely amazing, and using the firewall forward installation kit from Jabiru Pacific, made it the easier part of building the kit. It's still amazing that this damn thing can really fly, but I know every part of it and feel pretty comfortable I put everything together right.

Feds keep little used airports in business

by Thomas Frank in USA TODAY , Sep 17th

Our view on taxing air travelers: Ticket taxes get diverted to fund tiny airfields. Thanks to Congress and small-plane lobby, big airports lose out.

Every frequent flier knows how irritating air travel can be these days: long lines, cramped seats, extra fees for just about everything, and assorted government charges that drive up the cost of a typical \$250 roundtrip ticket by 16%.

What most passengers don't realize, however, is that a wildly disproportionate amount of taxes they're paying for airport

improvements goes to more than 2,800 fields across the USA that they'll never use. Unless, of course, they fly on the private planes that these small fields serve.

Since the Airport Improvement Program began in 1982, \$15 billion — about a third of the money collected for the program — has gone to the smaller airfields with no scheduled passenger flights. By contrast, the nation's 30 largest airports, which enplaned more than 500 million passengers last year alone, got about \$13 billion.

How to explain such a senseless allocation of taxes? It's the same two words responsible for earmarks and other political distortions: Congress and lobbying.

At the start of this decade, Congress reworked the airport program to steer more money to the 2,834 smaller fields, which handle only "general aviation." How it happened is easy to understand. Private pilots with their own planes, and corporations that own jets, make up one of the most formidable lobbies in Washington. Just about every lawmaker has scores of pilots in his district, and many lawmakers have been frequent fliers on private planes. From 2001 to 2006, lawmakers took 2,154 trips on corporate jets, according to a study by PoliticalMoneyLine, an independent research group.

This flow of forced largesse from commercial air passengers brings business and services to small towns and helps connect rural areas with the rest of the country. Some small airports help relieve congestion at nearby bigger airports. But it would be hard to find fliers who wouldn't rather keep their money or see it spent to improve the airports they use.

Besides, USA TODAY's analysis found that half of the small fields are within 20 miles of another private-aviation airport, making many redundant. And in seven states analyzed, 90% of the private-aviation airports operate at less than one-third capacity. For example, the Williamsburg-Whitley County Airport in Kentucky — built with \$11 million in federal funds and boasting a 5,500-foot lighted runway and colonial-style terminal — sees just two or three flights a day.

The powerful groups that represent private pilots (the Aircraft Owners and Pilots Association has been dubbed "the NRA of the air") argue that commercial airports have other sources of federal funds, which they do, and that the nation's small airfields are akin to the nation's highway and road system, which is just silly. Virtually everyone in the nation drives a car, rides in cars or buses as a passenger, or benefits from products moved on the nation's highways. That's not the case with private-aviation airfields, where projects are financed mostly by taxes on passengers who never set foot in them.

We don't argue that this network is unnecessary. The Airport Improvement Program, however, wasn't intended to be a piggy bank for the small-plane lobby. Air passengers shouldn't have their pockets picked to fund an extravagance that benefits a select few.

This article set off a firestorm of howls from GA associations, news, trade, and pilot groups everywhere. Rebuttals usually include a long list of list of reasons why small airports are worth the money.

The National Business Aviation Association is pointing out that the following facts were overlooked in the distorted coverage of general aviation, and Members can do likewise:

Fact: Community airports serve a vital role for towns with little or no airline service by providing transportation lifelines for small to mid-size businesses, schools, universities and humanitarian organizations, and serving as regional development engines that generate jobs and economic activity.

Fact: Community airports are essential for providing air transportation access for postal service, firefighting and disaster relief, medical evacuations, law enforcement, homeland security and military operations, patient and organ transport to emergency centers and other services. In short, *all* Americans benefit from a robust system of large and small public-use airports.

Fact: Companies of all sizes, but primarily small to mid-sized businesses, make up the business aviation community; business aviation generates over a million jobs and helps companies of all sizes be more efficient, productive and competitive.

Fact: Continued funding for the Federal Aviation Administration must protect air transportation access for small towns and communities. Any scheme that burdens small businesses with tax hikes and fees, and penalizes small airports is a disservice to all of us.

Do these facts apply to Thun Field? We all should have a fact sheet available as the basis for defending general aviation and airport funding. Defend? How? Good question. Like a boy scout, be prepared; friends, neighbors and bartenders might just ask.

In this economy, everybody is trying to cut costs... except the Government. When the economy recovers, the Government will be looking to get that money back. Nineteen percent of FAA funding comes from the General Fund. Don't expect that to hold. They'll be raiding the aviation trust fund and talking user fees again.

Chapter Dues for 2010

As usual, we begin collecting \$15 annual dues at the October meeting. Make check payable to EAA Chapter 326. Pay our Treasurer, at the meeting, or mail to

Norman Pauk
12012 SE 260 PL
Kent, WA 98030

Hangar for Sale or Lease at Thun Field

Large hangar with doors at the North and South sides. It holds our 182 and 172 with plenty of room to spare. It's in the far north row. West side. Hangar 100. It has rolling steel doors full height and bright halogen bulbs overhead. Asking \$105k. Tom Brown 253 847 2507

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