

# EAA Mount Rainier Chapter 326 Newsletter

Thun Field – October 2011

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## Meeting Notice

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

**Program: Sim Flight Center. Rod Weatherbee.  
Rod is the new owner of Spencer's.**

**Refreshments: Kevin Behrent**

## From the President

October 2011

When was the last time you were able to connect with the non flying public? I mean really give them an insight into the world of recreational flying, EAA, and homebuilding? Seems crazy I know. This month I had just such an opportunity. My company was having our annual leadership meetings. 100+ senior people from across the world were together for 4 days of meetings. Part of the agenda this year was a TEDtalk session. Now if you have ever seen them TED is an internet craze these days. The tag line is "ideas worth spreading" so I jumped at the chance to present "Can do it yourself be taken too far? A multigenerational approach to living that will change your outlook."

To say it was well received would be an understatement. This group of people, which I have worked with for many years, was just blown away by things that to us really are not that amazing. Ya I've built a plane or two and ya I have a bunch of projects going on, doesn't everyone? In the end it was an interesting opportunity to plant the seeds in their minds that homebuilding is not something crazy and if they ever come across it they will know someone that does it now.

Sometime if our schedule gets slow I'll present my talk to the group. Until then, Fly Safe!

Andy Karmy

## From the Secretary

Meeting started promptly at 7:00pm  
VP Bruce Finney filling in for Andy Karmy

Treasury report:

Beginning balance (checking)= 3, 902.79  
+ 45.00(dues)

Ending Balance (checking) = 3,947.79

Beginning Balance (savings) = 854.33  
+ 25.00 (scale rental)  
+ .04 (interest)

Ending Balance (savings) = 879.37

**Norm wanted to remind everybody that he will begin collecting dues next month (Oct.)**

Bruce said we received a letter from Sydney Waller who was sponsored by our chapter to go to the EAA camp for 6 days. Sydney especially loved the helicopters.

Photographer, Kerry Albritton announced she figured out how to download pics onto the EAA website and the Burger Burn and Van's homecoming are there now for viewing.

Since the guest speaker was unable to show up due to alternator problems, Bruce had everyone around the room tell of their flight stories and how each pilot got involved with flying and when they joined the chapter. Our chapter has to be made up of the best pilots around from what I heard.

Special thanks go to Douglas MacArthur who supplied our refreshments for the evening.  
(Who could ever forget a name like that!)

Kerry Albritton

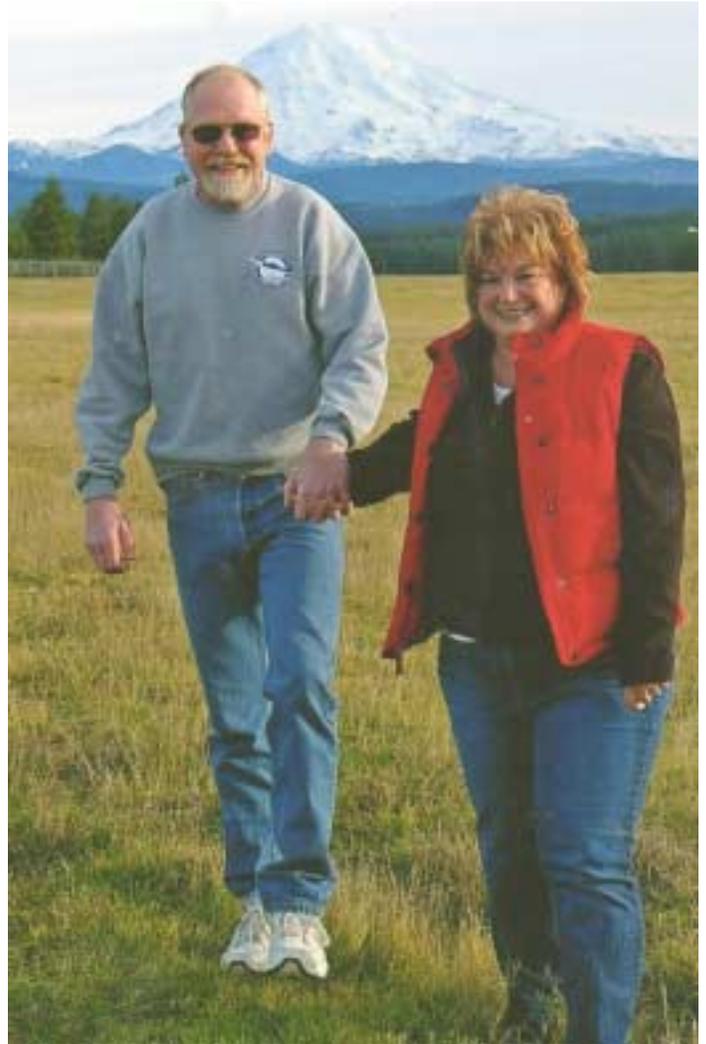
## David Alan Vermeersch

(March 28, 1960 - September 6, 2011)

Dave was a father, boyfriend, brother, son and friend. He passed away at home at the young age of 51. He will be remembered for that mischievous twinkle in his eyes. "It's all Good." Dave was a welder, working in the fencing industry for several companies through the years. He was owner and operator of Gates Etc, LLC until he became too ill to work. He could build anything. When he got an idea in his head he would go right to work on it. The results were amazing. He had a love for flying. He went to A&P School at night after working a full shift during the day. He bought the plans and built his own airplane in his garage, A Van's RV-9A. For 5 years he would spend his nights and weekends in the garage building his plane. He moved the airplane to THUN FIELD on Thanksgiving Day 2007. With the help of his mentor, Harry Nelson, Dave finished it and flew it for the first time on Feb 16, 2008. June 2009 he bought a hangar at THUN FIELD. It was a bare hangar with one light bulb. You would never know it now. He often said he was going to sell his house and move to the hangar. He felt the most at home when he was at the airport.

Dave started showing signs of ALS in Oct 2009, diagnosed in Oct 2010. He had to communicate with a boogey board and he got his point across by writing. Dave was confined to a wheelchair the last few months of his life but he still had the need for adventure. He started building an off-road wheelchair, "The Buffalo". With the help of his friends, Harry Nelson, George Giboney, Paul Yarbrough and Tobey Schell he was able to finish it. He wanted to take it to Reno for the Air Races this year. The Buffalo is at the airport for his friends to enjoy. A few weeks ago Dave got to go on an airplane ride with his friend Jeff Bloomguist thanks to a hoist that Harry and Jeff rigged to lower Dave into the airplane. He loved chasing Anne's grandson's Todd and Wylie on their bikes with his wheelchair. Dave will be missed by everyone who knew him. He is survived by his girlfriend, Anne Martin; his son Cameron Vermeersch and fiancé Jenny Larsen; Sisters and brothers-in-law Cindy and Mike Sartore, Teri and Leo Robbins Brother and sister-in-law Tom and Sheri Vermeersch, sister Elaine Vermeersch; Mother Jean Short and his nieces and nephews. He is preceded in Death by his father Wilbert Vermeersch and his brother William "Billy" Vermeersch.

**There will be a Celebration of Dave's life on Oct 8th @ 12:00 at Thun Field, Pierce County Airport Spencer Aircraft .**



## Tragedy at Reno

On Friday, September 16th, a P-51 crashed at the edge of the stands and took eleven lives. The headlines on the front page of the Reno newspaper on Saturday morning read **CARNAGE** in huge bold letters taking up 1/3rd of the page. Some of us in the Chapter were planning to be at the races on Saturday so after arriving in Reno on Friday afternoon we learned of the accident and that was the end of it. Pat & I had just arrived at our hotel at the time of the accident.

It wasn't until returning home on Monday that I learned that local Thun Field pilots were among the injured at the scene of the crash. Dan Merritt with a broken leg and Larry Cruz of Wings West with a severed arm. Doug Clough of Kapowsin (flew Young Eagles for us in the Cessna 195) lost some fingers.

And tragically, four of the eleven fatalities were from our area: Ron Morcom, owner of Regal Air at Paine Field, George and Wendy Hewitt of the Cascade Warbirds, and James McMichael of Graham.

Once again, there is much speculation about future of air racing. Here is a flashback to the last of the Thompson Trophy races at Cleveland in 1949:

[http://www.airnews.co.za/march/article\\_march\\_the\\_beguine\\_story.html](http://www.airnews.co.za/march/article_march_the_beguine_story.html)

jb

## FIFI to Oshkosh

This one will positively warm your heart.....the only remaining flying B-29 in the world.....

<http://www.eavideo.org/video.aspx?v=1143348987001>

**Question:** I'm considering purchasing an iPad for use as a supplemental moving map display with charts and approach plates in my airplane. Is it legal to do so? Do I still have to carry paper charts?

**Answer:** If you operate under Part 91 of the federal aviation regulations (excluding subparts F, large and K, fractional), there is no explicit requirement to carry paper charts, even though historically this was the only way to bring along the legally required information. While it may make sense to carry paper charts as a backup source of information (which is recommended by the FAA, at least for an initial validation and testing period), there is no reason that you can't bring your iPad along with your favorite moving map application. Your own personal minimums for safety of flight should include whether or not backup paper charts are necessary for a given mission. iPad aviation applications can provide sectional, terminal, and IFR en route charts, as well as instrument approach plates, A/FD information, weather, and much more.

The FAA has recently said that it is making revisions to Advisory Circular 120-76, "[Guidelines for the Certification, Airworthiness, and Operational Use of Electronic Flight Bags \(EFB\)](#)," that will be applicable only to Part 121 and Part 135 operators, good news for Part 91 operators, sparing them potential restrictions. "Electronic flight bag technology is a valuable tool in flight and will help enable many expected NextGen capabilities at an affordable cost," said AOPA Manager of Regulatory Affairs Kristine Hartzell. "The FAA needs to keep this option available to GA." You can find more information regarding the current FAA perspective on [AOPA Online](#), as well as a [draft](#) of the Advisory Circular in question on the FAA website.

## Drag Paradoxes

Here are some U-Tube videos of early drag experiments by Ascher H. Shapiro of MIT. Suggest you begin with part 4, and if still interested, look at the rest.

Part 1

<http://www.youtube.com/watch?v=Lp3OHZnt7IW>

Part 2

<http://www.youtube.com/watch?v=zOJ6gWDMTfE&NR=1>

Part 3

<http://www.youtube.com/watch?v=ZOIOC8jds1o&NR=1>

Part 4

<http://www.youtube.com/watch?v=ftq8jTQ8ANE>

## North Platte Canteen

Great video. I didn't know about North Platte Canteen until I saw this video.

This is awesome. I had never heard this before.

[http://www.youtube.com/watch\\_popup?v=07DGeLvDw8I](http://www.youtube.com/watch_popup?v=07DGeLvDw8I)

## Chapter Dues for 2012

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

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