

EAA Mount Rainier Chapter 326 Newsletter

Thun Field – October 2012

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Meeting Notice

**Tuesday, October 9th, 7 PM
CAP Building, Thun Field**

Program: Ed Saylor. Of the 80 crewmembers of the Doolittle Raid, Ed is one of the five still standing. Lucky for us, he lives nearby. Ed will not have a formal presentation; he will answer questions. So, you may want to brush up on your history and be ready.

http://en.wikipedia.org/wiki/Doolittle_Raid

Refreshments: Brice Johnson

From the President

Remember that record-breaking streak of dry weather, well; it's still going on. Beautiful cool fall days and dry every day. What more can we ask for?

So, what new projects are you taking on this winter? Is anyone starting a new plane project? Take a moment at the meeting and share your project with the group, and let us know if you need some help! We have had a number of completions this year so far; which is always exciting to see. Remember to use the chapter resources of our Tech Counselors and Flight Advisors to get some help when needed to have a successful build experience with your project.

One of the key topics this month is to start the nomination process. Please come ready with some suggestions about how you could help out with the chapter, or who you think would make a good addition to the leadership team. I'm away this month on work travel, and will catch up on the news after the meeting. Good luck, and I hope everyone comes with great ideas!

Fly Safe!

Andy Karmy

From the Secretary

From our meeting on September 11, 2012

Visitors: Bud Scherler is joining our chapter, interested in LSA's, You can reach him at pcguybud@centurylink.net

David LaSala is active duty army and joining our chapter. David is building a RV-7. Has ordered his engine and working on his panel.

Cliff Burks, WW2 veteran is our guest speaker.
Elizabeth, a friend of Samantha Dexheimer.

Refreshments provided by Steve Dickinson and Tom Brown brought fresh homemade sparkling cider.

Norm with Treasury report for August:

Start: 5,179.79

- 418.40 For food and supplies

+ 285.00 credit from Young Eagles

End: 5,046.39

Norm will be collecting dues next meeting.

Curt Bryan suggested buying a transponder calibrator with our extra cash.

John Gallo working on his SX-4 has the tail put together and ready to put into place.

CAP has a question for everyone. Their C-182 that crashed two years ago and has been sitting up waiting for insurance and FAA to get done with their work. The plane is now missing its entire panel, including a G1000. They discovered this when the plane was sold to a salvage company and when the salvage company came to pick up the plane they noticed the panel missing. It is not known when the parts were taken but if anyone has any clues please contact the CAP authorities.

Dave Fritzsche wanted to let everyone know he has some carpeting for wing stands if anyone was interested.

Also Dave learned several things at Airventure, including the concern of losing your medical. Dave said he learned that if you do lose your medical, quite often you can get a "special issuance", but that becomes an annual event.

On another note, Dave said the FAA wants to do ramp checks on all participating pilots at all Young Eagle functions due to an accident involving some Young Eagles at Paine field three years ago. All Young Eagles get a free log book, and their first flight lesson for free if they complete phase one of Sporty's free online course, and the written exam paid for, all by EAA.

Dave read a written thank you by Cristina Herr, who was our "chosen one" for the Aviation Academy in Wisconsin. He also read a thank you from Cristina's father, Steve, who said he wished he could have flown in the Bell helicopter! Dave announced that our Young Eagles for 2012 was cancelled due to severe weather. John Gallo spoke up saying that some kids did

get to fly before the bad weather set in. John "entertained" the FAA showing the senior inspectors his project.

Tom Brown announced that Benjamin Littlefield who was our past Air Academy student soloed 4 different airplanes on his 16th birthday. He flew a Cub, a 185, a 140 and a Stearman. Way to go Ben!

John Brick went to Sacramento, California for the Capitol Airshow. "I've been to a lot of airshows, but this was the first time as a "performer"". He parked his plane next to the Thunderbirds and got to hang out in the company of folks like Sean Tucker, Kent Pietsch, Steve Hinton, Tim Weber, F-16 guys, the Thunderbirds, Red Stars, and the Smoke N Thunder jet guy! John was part of the West Coast Ravens formation team that flew a 16-ship of RV's. He passed around pictures of their performance and was very proud of the way they looked. They did a 22 minute show, very nicely choreographed with smoke, and very well received by the airshow organizers. They were provided free hotel, food, booze, fuel, smoke oil, plus 4 SUV's to run around in. John says he came home with more fuel than when he left. Man, what a gig John!

Andy talks about Safety: this month "Bird Strikes"

Over a period of 7 years there were 16,000 bird strike accidents in both general aviation and commercial. Most accidents involving birds were less than 1,000ft AGL and usually on take-offs and landings. Andy said that a 2 lb. seagull hitting a plane going 120 mph equates to 4,800 lbs. of pressure. August through October are considered the worst months for accidents, as it is the largest concentration of birds migrating. Dawn and dusk are a high probability of accidents. Since birds tend to fold their wings and dive when confronted with an airplane, your best reaction should be to go up. If a collision is likely, it is best to duck your head so the bird wont hit you in the eyes or head as a bird can and will come through a canopy. Fly the plane and get yourself to the ground as quickly as possible. Declare an emergency if needed and land. Several members spoke of their own bird strike experiences:

John Gallo spoke of a student who had a bird strike on the bottom of the cowling. The insurance company wanted the bird for proof.

Bill Lucas was flying a B-47 out of Lake Charles, Louisiana when they flew through a flock of seagulls (13 according to Bill). Three engines were lost, 7 birds still stuck in the plane and 6 more found on the ground.

John Brick spoke of a fellow Raven pilot "Goose" who has a goose pictured on his tail with a circle around and a slash going through it. Goose struck a bird on takeoff and it put a large dent in the leading edge that disrupted airflow over the aileron. He tried to abort the takeoff but lost control and wrecked the airplane. Thank heavens Goose was all right.

Jim Triggs was flying T-37's in Laredo where Turkey Buzzards could decapitate a pilot if it hits the windshield of a plane. "Ducking for Birds" was common practice in Laredo.

Bruce Hughes announced he hasn't flown solo in 10 years, but is gearing up to do it next month in his Ercoupe.

Our guest speaker, Cliff Burks, is not only a WW2 veteran and Admiral of the Texas Navy, but is also my daddy.

Cliff was 16 years of age when Pearl Harbor was attacked by the Japanese. Like all men at that time he wanted to join. His mother wouldn't sign the papers until after his 17th birthday in July 1942. He started off in Bremerton, Washington where the USS Nevada was being refitted and modernized after being sunk at Pearl Harbor on December 7th. After going to Long Beach to practice shooting their guns and testing all equipment, the Nevada set sail for the Aleutians where the Japanese had occupied two of the islands. Cliff said it was 54 degrees below zero. His buddy threw a cup of coffee up in the air next to him and before the coffee could even fall to the ground it had turned to ice. They were to bring back any prisoners, but in a heated battle there were no Japanese left alive to bring back.

After the Aleutian islands the Nevada headed to Europe via the Panama canal crossing the Atlantic several times on convoy duty.

June 6th 1944 found the Nevada off the beaches of Normandy, France. The Nevada was the flagship of the invasion fleet and fired the opening salvo on D-Day. Once the bombardment began, it didn't stop for 3 days. The Utah beach sector alone, where the Nevada was positioned, was defended by 28 German batteries, some of which were mounted in seven-foot thick reinforced gun emplacements. All told, the defending forces had 110 guns ranging from 77mm canons to 4.9 and 6.1 inch naval batteries. Allied gunners had to be precise as the seven foot thick gun emplacements could only be demolished by direct hits. A German-built seawall was also another target for the naval guns to grapple with. The wall was broken in four different places with space enough to drive a tank through.

The Nevada gave close support to the 101st airborne Division which had been fighting to gain control of the strategically important town of Ste-Mere-Eglise. Cliff said seeing all those bombers flying over was quite an impressive and welcome site. The Nevada was able to influence the outcome of many battles throughout France with her precision gunnery including 14 targets located by spotters, broke up a German troop concentration near the American Fourth Division positions, demolished a 155mm German battery near Saint Vlaast which was straddling the American destroyer "Jeffers", and destroying an enemy armored column of 90 tanks and 20 lorries near the main road to Cherbourg. She even took out a target 30,500 yards from her deck. In just one day the Nevada fired 377 14-inch shells and 2,693 rounds of 5 inch ammunition. Because her accuracy was well established, she was given the delicate task of firing her main batteries within only 600 yards of Allied front lines. The Nevada and the Texas found themselves in a duel with powerful 11.2 inch German shore batteries. While the Texas received a direct shot on her superstructure, the Nevada dodged 32 enemy salvos, one that landed just 25 yards away. The Nevada was in one of the fights of her life as the Germans really wanted to sink her. The liners inside the guns were sticking out from all

the excessive heat from the constant firing, so the ship was taken to Londonderry, Ireland for rest and replenishment. Cliff remembered that the only thing they had to eat in those 3 days was a half of a peach and a little juice from the can.

After the Normandy invasion, the Nevada was sortied around the peninsula into the Toulon Harbor and participated in the Battle of Southern France where she came head to head with the German-manned French battleship Strassbourg with her eight 13-inch guns. The Nevada sent a direct hit to the Strassbourg's main deck which sent her into a severe starboard list. One of the Nevada's spotter planes, an OS2U Kingfisher was shot down by the Germans. The Nevada was ordered to move closer to Marseilles where she destroyed three batteries, partially knocked out a 4th and put a 5th out of action. The Nevada destroyed an enemy turret placed on the top of a cliff overlooking the harbor entrance. This hit tore the earth away beneath the guns and the entire battery and crew fell into the sea. This ended the European mission. She was sent to New York where she was reconditioned for further action, most importantly her shot out 14-inch guns were replaced with the guns salvaged from the USS Arizona.

The Nevada was then ordered back through the Panama Canal to the Pacific in November 1944 for her next assignment - the invasion of Iwo Jima in the Bonin Islands. Iwo was only 4.5 miles long and 2.5 miles wide, but was of strategic importance for both sides. Iwo was an impediment to American airmen who had to fly around it and avoid it when approaching and returning from bombing attacks on Japan. The Americans also needed an airstrip for the "shot-up" bombers returning from Japan to make emergency landings. Due to her brilliant bombardment record in the European theater, the Nevada became the flagship of this operation which included the Idaho, Tennessee, Texas, Arkansas and New York. Cliff's assignment on Iwo was targeted at a sugar mill where he put in a direct hit knocking off the top of the mill's stack. His buddy next to him said " bet you can't do that again". Cliff aimed again, knocking the mill to the ground. The Nevada headed to Mount Suribachi where LCI's supporting a UDT mission were mistaken for the actual invasion fleet and were coming under a murderous attack. When the full right rudder order was given at 800 yards from the island, the five aft 14-inch guns began firing on gun positions on Suribachi.. The forward big guns opened fire on a cliff north of the landing beach. With direct hits from the Nevada, the cliff began falling into the sea, taking its huge bunker with it. The Nevada had been stationed off Iwo for one month. Just 100 of the 23,000 Japanese soldiers survived the brutal fight. As a result of capturing the island, 3,000 aircraft would be able to make emergency landings with approximately 30,000airmen on board.

During their next campaign in Okinawa, the Japanese became desperate, sending out suicide attacks. The Kamikaze pilots sole mission was to crash into battleships, aircraft carriers and destroyers so training was minimal and this war became bloody. The Nevada was positioned to support the First Marine Division and became the first battleship to be crashed into by a kamikaze plane. The kamikaze attack on the Nevada knocked out the 14-inch guns of Turret 3 and destroyed three 20mm mounts. One officer and 10 sailors were killed; 49 were wounded. Both of the

Kingfisher float planes were destroyed and thrown overboard with the kamikaze plane. Every man on the Nevada except those on watch attended services for the dead sailors and marines. Cliff said they didn't have the room on board to keep the bodies so each was sewn into canvas bags, wrapped in an American flag and dropped into the ocean in a very touching ceremony. Even the Japanese suicide pilot was given the same proper burial as the Americans. The Kamikaze attacks became a daily ritual for the Nevada crew and the news that the powerful Japanese battleship Yamato with her suicide fleet was heading their way worried all. American carrier aircraft of Task Force 58 intercepted and sunk the Yamato and her escorts. On June 22, 1945, Lt. Gen. Ushijima committed hari kari and the island was secured. Okinawa was the bloodiest battle in the Pacific War. U.S. forces ashore lost 7,613 killed and 31,800 wounded. Thirty four naval vessels and landing craft sunk and 368 damaged. Over 4,900 sailors were killed or MIA, and over 4,800 wounded.

Kerry Albritton
Secretary/Photographer

Sport Air Workshop Coming to Seattle

Actually at the Museum of Flight Restoration Center at Paine Field
Oct 27 & 28
Composite / Fabric / Sheet Metal / Electrical / Avionics
Check details at

<http://www.sportair.org/>

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
Kent, WA 98030

Great Pictures of the Early Birds

http://lesgpr.free.fr/breves/vieux_coucous.pps

You might need a power point viewer for this one. And it takes about 20 sec to open on my computer. jb

end

Chapter 326 Staff

President	Andy Karmy	253-333-6695	
Vice President	Bruce Finney	253-709-8402	
Secretary	Kerry Albritton	253-214-6035	
Treasurer	Norman Pauk	253-630-6396	
Newsletter Editor	John Brick	253-846-2617	jebrick@comcast.net
Photographer	Kerry Albritton	253-214-6035	
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	
Tool Custodian	Joe Andre	253-539-2408

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

EAA Mount Rainier Chapter 326
C/O John Brick
8304 242nd St. E.
Graham, WA 98338