

# EAA Mount Rainier Chapter 326 Newsletter

Thun Field – November 2012

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## Meeting Notice

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

**Program: Davide Vigano from P.A.T Avionics. Their product is a heads up display, HUD, for general aviation aircraft.**

**Refreshments: Kerry Albritton**

## From the President

November 2012

Two weeks ago I was standing in the middle of Red Square in Moscow Russia. I was thinking about Mathias Rust who at the tender age of 19 flew a rented 172 from Germany into Red Square undetected by Russian defenses. This was in 1987 and the world was a very different place than today. Some credit his "stunt" at helping bring about a power shift as Gorbachev fired more than 2000 people as a result of the incident. It's amazing how aviation has the power to change the world in the larger scene and change personal lives at a much closer level.

As you have heard by now EAA is in a leadership transition as we look for a new leader. I have seen a very open willingness over the last 6 months to re-embrace the core values of what makes EAA great and find a balance to elevate both homebuilding and GA overall. I hope you as I have been encouraged by the efforts of Chad Jensen the homebuilders community manager. He has been showing up at all sorts of Internet forums and reaching out to the builders. I think Jack Pelton is saying the right things and they will find the organization a leader that's in line with the members' interests and directions to grow the organization.

At a local level we have much the same decisions to make. What's the future of our chapter and who can we support in leadership roles to take us forward for the next term. We have an amazing group of people with a shared passion for aviation that is amazing to see and be a part of. You are all part of that community and now it's time to consider how you can help move it forward. This month is elections and your service is needed! I look forward to talking with you all at the meeting!

Fly Safe!

Andy Karmy

## From the Secretary

At the meeting of Oct 9th, 2012

Visitors:

Ed Saylor who is our guest speaker.

John Alexander and his father-in-law, Al Jones.

Bud Scherler, interested in LSA's.

Dave Brent, also is interested in LSA's. He has an Ercoupe.

Carl Ballard from Olympia wants to build a Long EZ. He is a glider pilot.

Scott Humphrey from Tacoma, Tom Brown's neighbor .

Bruce Finney filling in for Andy today.

Norm is collecting membership dues for our chapter. If you are mailing your dues, please mail to:

Norm Pauk  
12012 SE 60th Place  
Kent, Washington

Refreshments were brought by Bryce Johnson. Thank you Bryce.

Carl, who works for Boeing said he was interviewed after building a Thatcher. Carl said it was "like making a dress". HMMM... I wonder if he has ever made a dress.

Andy Hirschberger spoke about his experiences flying with passengers to Canada and Mexico. Border Patrol says you have No rights. If filing your trip online in advance, make sure everything is totally correct. If you are taking passengers, copy their passports so that nothing is misspelled and everything will be correct. If a passenger's passport says Lawrence you cannot put down Larry. The border patrol is very picky about everything being precise. Everything needs to be specific, no mistakes. He said it is \$5,000.00 for the first violation and \$10,000.00 for every violation after the first. He also said that the "enhanced" drivers license will not work for airplanes. It only works on the ground. You must have a passport.

Last order of business: Good things don't last forever. Andy and Bruce are finishing their two-year term of office. It's time to elect new leaders.

Ed Saylor, who is 92 years young, was our guest speaker of the night. Ed shared with us his amazing story and experiences of the "DoolittleRaiders"

Ed was an engineer in the 17th Bomb group of the U.S. Army Air Forces stationed at Lexington County Army Air Base in Columbus, SC when Lt. Col. James Doolittle came in to recruit volunteers for an "extremely hazardous" but unspecified mission.

He told them all there would be "No questions asked" Ed said it didn't matter where we were going and what we were going to do, we all knew that a crew chief and its crew goes with the plane. The group's B-25B Mitchell bombers were first taken to the Mid-Continent Airlines modification center in Minneapolis, Minnesota. The crews selected, including Ed, picked up the modified bombers and flew them to Eglin Field, Florida on March 1, 1942. There the crews received intensive training for several weeks. Lines were painted on the runway to simulate an aircraft carrier deck and the bombers practiced carrier deck takeoffs, low-level and night flying, and low altitude bombing. Ed said the bombers had to be airborne by 500 feet in place of the 1,500 feet they were used to. After training, a total of 16 B-25's were flown to NAS Alameda, California on March 31st. The modified bombers along with their 5-man crew were loaded onto the flight deck of the USS Hornet. Ed said those bombers took up the whole flight deck. The thought of the men was that they were being carried some place to far to fly. The bomber crews slept in the mess hall of the Hornet and the navy crew was up by 0400. For some reason, Ed had checked his bomber and discovered a couple of metal flakes off the timing gear stuck to the oil drain magnet. Doolittle asked Ed if he could fix it and Ed told him he would try. Ed was provided with a chain hoist and a tripod on deck to take the engine off. It was very tricky on the flight deck of the carrier as the wind was blowing hard. Nuts, bolts, and screwdrivers were getting blown away. Ed replaced the part and the engine worked out. Each bomber carried 4 - 500lb. bombs, two .50 caliber machines guns in an upper turret and a .30 caliber machine gun in the nose. Simulated gun barrels mounted in the tail cones were intended to discourage the Japanese air attacks from behind. Since the Hornet's fighters were stowed below decks to allow for the B-25's to use the flight deck, the USS Hornet rendezvoused with the USS Enterprise commanded by Vice Admiral William Halsey, Jr. The Enterprise fighters and scout planes would provide protection for the entire task force in the event of a Japanese air attack. The combined forces included 2 carriers, 3 heavy cruisers, 1 light cruiser, eight destroyers and 2 fleet oilers. They all headed to Japan in radio silence. The task force still about 650 nautical miles from Japan was spotted by a Japanese picket boat, a 70-ton patrol craft which radioed an attack warning to Japan. Since being spotted, Doolittle and the Hornet skipper decided to launch early, even though they were 170 nautical miles farther from Japan than planned. Despite the fact that none of the B-25 pilots, including Doolittle, had ever taken off from a carrier before, all 16 bombers launched safely. The B-25s flew towards Japan, most in groups of 2 - 4 aircraft before flying single file at wave top level to avoid detection. The aircraft arrived over Japan and bombed 10 military and industrial targets in Tokyo, two targets in Yokohama and one each in Yokosuka, Nagoya, Kobe, and Osaka. None of the B-25 bombers were shot down. Fifteen of the sixteen bombers headed across the East China Sea towards eastern China, where several fields in the Zhejiang province were supposed to be ready to guide them in. Ed saw smoke from their bomber and thought they had been hit but they were not hit. He was glad the Japanese were a "little stupid" as it could of been worse. All the crewmen knew that since they took off from the Hornet a lot further than supposed to that there would not be enough fuel to make it to China, but then a miracle happened, the

wind changed to a tailwind and most of the planes made it to China. Other bombers, including the #15 bomber that Ed was on had to "ditch" themselves outside of China at sea due to running out of fuel. One crew flew to the Soviet Union as fuel was too low to make it to China, their B-25 was confiscated and the crew was interned for a year. Ed said he wished his emergency escape hatch would have been a little bit bigger. The crew got out the life rafts and one of the life rafts was cut on the aileron. Ed said he was glad he didn't panic and as quoted "I can't swim". Ed pulled his cord on his life vest and began hanging on to what was left of the life raft and began floating towards China. Some Chinese fishermen discovered them and after showing them some books with American flags the Chinese fishermen realized that they were Americans and took them to another island. Ed said it was very tricky as the Japanese came to the island during the day to steal chickens, fish, whatever they wanted. They were hiding in a Chinese pagoda with a preacher who wondered what to do with the Americans. The preacher had a can of sticks with something written on them. Two sticks fell out. Ed never found out what was written on the sticks, but whatever it was it worked. They spent the rest of the day in a 10 x 12 foot cave with a Chinese guerilla there for their protection. The guerilla wore an ammunition belt that was about 12 to 15 feet long and wrapped around him 4 to 5 times. They could see Japanese soldiers' shoes walking by the cave. It took the #15 crew about 2 months to get out of Japanese territory and they had to do it without shoes as the only soldiers that were tracked down was due to the heels of their shoes. They came across a Chinaman running a boat. He took them "under his wing" and hid the crew under a tarp. The boat captain was stopped by bandits who yelled at him. After sweating that out the Chinaman took them to a hospital where a doctor took the leg off the pilot. They then headed out for Chunking. A Chinese teenager (about 14 or 15 years of age) who was homeless and spoke a little English navigated them and scrounged food for them. Ed said they owed him big time. The crew was taken to a bus that burned charcoal gas and held about 20 people. They rode on the bus about 50 miles heading to a pagoda on a riverbank where a plane was supposed to pick them up. On their journey, they saw a plane strafe another bus just like theirs and fearing that they would be sold out for money they left the bus. They ended up hitchhiking on a C-47 cargo plane back to the U.S.

One interesting note was that the wife of a Chinese general had awarded them medals while there and Ed's wife was watching Movietone News in a theatre between movies and she saw her husband, where he was, and what was going on. Up till then, she had no word of him.

After the raid, Doolittle told his crew that he expected a court-martial upon his return since all 16 aircraft were lost and the damage to the targets was minor. Instead, the raid bolstered the American morale to such an extent that Doolittle was awarded the Medal of Honor by Pres. Roosevelt and was promoted two grades to a brigadier general. Of the whole mission, two crewmen were drowned after their plane crashed into the sea off the coast of China and eight were taken prisoners of the Japanese Police Headquarters. Three of those crewmen were given a war crime trial by the Japanese and were taken by truck to Public Cemetery Number 1 outside of Shanghai and executed by a firing squad. The other five airmen remained to military confinement on a

starvation diet with their health deteriorating rapidly. They were moved to Nanking on December 1943 where a fourth crewman died. The remaining four men survived their imprisonment until they were freed by American troops in August 1945. Ed said that these four men wrote a book on their life experiences in the Japanese prison called "Four came Home" which he highly recommends. Twenty-eight of the crewmen remained in the China Burma India theater flying missions, most for more than a year. Five were killed in action. Nineteen crewmembers flew combat missions from North Africa after returning to the United States, with four killed in action and four becoming prisoners of war. Nine crewmembers served in the European Theatre of Operations, one killed in action. Altogether, 12 of the survivors died in air crashes within 15 months after the raid. Two survivors were separated from the USAAF in 1944 due to the severity of their injuries. Ed was one of the airmen to stay in the Army Air Force and retired as a Lt. Colonel. There are only five remaining survivors of the raid still alive today. The remaining Doolittle raiders have held an annual reunion since the late 1940's. It is a private ceremony in which the surviving Raiders perform a roll call and then toast their fellow Raiders who have passed away during the previous year. Specially engraved silver goblets, one for each of the 80 Raiders, are used for this toast. The goblets for those who have passed are inverted. So that each crewmember can be recognized, whether dead or alive, their names are engraved on the goblets twice, right side up and upside down. When only two Raiders remain alive, they will drink a final toast using the vintage 1896 bottle of Hennessy cognac which has accompanied the goblets to each reunion since 1960. The bottle of cognac and the goblets have been maintained by the U.S. Air Force Academy and now resides in the Museum of the United States Air Force at Wright-Patterson AFB, Dayton, Ohio along with other Doolittle Raid memorabilia. Our chapter, and I am sure most of you will agree, was most fortunate to hear of this history firsthand.

Most honored to write this story,  
Kerry Albritton  
Secretary/Photographer

From  
**Van's Engineering  
Department**


 **[RV-12 landing gear analysis:  
Update Oct 12, 2012](#)**

 **[RV-12 landing gear analysis:  
Update Oct 4, 2012](#)**

## Van's Announces

### S-LSA RV-12!

#### [Introductory Video](#)

 **[FLY AWAY IN AN S-LSA RV-12!](#)**



#### **Chapter Dues for 2013**

Dues collection is underway. Make check for \$15 payable to EAA Chapter 326. Pay our Treasurer at the meeting, or mail to

Norman Pauk  
12012 SE 260 PL  
Kent, WA 98030

#### **Don't Sit in First Class**

Here's a video of the intentional crash of a B-727. A very interesting experiment. The commercials are short so be patient and watch the whole thing.

<http://dsc.discovery.com/tv-shows/curiosity/videos/crash-and-impact.htm#mkcpgn=tbla2>

#### **The Safety of Experimental Amateur-Built Aircraft**

This is the NTSB report which is likely to influence some regulation changes.

[http://www.nts.gov/news/events/2012/EAB\\_Study/index.html](http://www.nts.gov/news/events/2012/EAB_Study/index.html)



Nate Andrews on the left wing in his Swift and Julie Clark in the slot. Nice company, Nate!

### Supersonic Freefall

[www.redbullstratos.com](http://www.redbullstratos.com)

### New FAA Safety Briefing Now Available!

Notice Number: NOTC4427

The link to the online edition is:

[http://1.usa.gov/FAA\\_ASB](http://1.usa.gov/FAA_ASB)

### Aviation History Pics

Incredible number of photos... 16 pages. Should keep you entertained for weeks.

<http://www.mission4today.com/index.php?name=ForumsPro&file=viewtopic&t=14428&finish=15&start=0>

### Douglas World Cruiser Project

It's been a long, long, time, July of 2003 in fact, since Bob Dempster came and spoke to us about his plan to build a full scale replica of the Douglas World Cruiser, Seattle, and fly it around the world, hopefully with more success than the original in 1924. I remember him saying that they were planning to make the flight "next summer," which would have been the 80th anniversary. Well that was a little optimistic... but they are making progress. Here is a video of the first public run of their Liberty engine:

<http://www.antiqueairfield.com/articles/show/1416-video-first-public-run-of-seattle-world-cruiser-liberty-engine>

The Douglas World Cruiser was the first aircraft to fly around the world, in 1924. Flown by United States Army Air

Service pilots in specially built Douglas World Cruisers, DWC's, between 6 April and 28 September 1924. The flight of four, the Seattle, the Chicago, the Boston, and the New Orleans, officially started from Seattle's then Municipal Airport at Sand Point. The Chicago and the New Orleans, successfully completed the journey. The Seattle World Cruiser Association is building a flying, full-scale reproduction Douglas World Cruiser in Renton. It will be christened the Seattle II.

The trip took 363 hours to fly the 26,000 miles averaging 73 mph! Lest you think this was easy, the average lifespan of the Liberty engine was 63 hours! They weighed 900 lbs and produced 450 HP. Watch the video.

### Arlington Campground Reservations

July 10 - 14

Kevin Behrent is collecting \$95 for people interested in camping in our group at Arlington for 2013. They should be opening up the online reservations real soon and he will be purchasing spots for those who pay in advance now. You must pay in advance.

You can either pay Kevin at this months meeting or mail it to the address below.

Kevin Behrent  
17419 135th Lane E  
Puyallup, WA 98374  
(253) 906-6674

### NAE at Alvord Desert

Ed Shadle and his team making test runs at Alvord on Nov 3rd. Lots of pictures.

You may need to paste this into Google Chrome.

<http://landspeed.com/project/project-updates/146-nov-03-2012>

end

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