

EAA Mount Rainier Chapter 326 Newsletter

Thun Field – December 2010

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Christmas Party

Tuesday, December 14th, 6PM
Kevin Behrent's Hangar, Thun Field

No gift exchange.
Bring the family.

This being a potluck and volunteer affair, there is no charge to attend. Kevin's hangar is #6, at the north end of the row of blue hangars on the left of the entrance drive.

Food: The Chapter will provide ham and turkey and soft drinks. As for the potluck part, please bring:

Last name beginning with:

A-E bring a salad.

F-L bring a favorite dish.

M-Z bring a dessert.

Decorating and set up will be Sunday afternoon, Dec 12th, 3PM. Cleanup will be immediately afterward to include returning tables and chairs. That means a few trucks would be nice.

From the Secretary

EAA Chapter 326 monthly meeting November 9, 2010

Kevin called the meeting to order this evening.
Marv provided the refreshments
This evening's program is about the election and member projects

No Visitors this evening

President - Andy Karmy
Vice President - Bruce Finney
Secretary - Open
Web Site - Andy Karmy
Treasurer - Norman Pauk
Young Eagles Coordinator - Dave Fritzsche
Assistant Young Eagles Coordinator - Conrad Crane
Newsletter Editor - John Brick
Photographer - Kerry Albritton
Facilities Coordinator - George Lightner
Board of Directors - Marv Scott, et al

Facilities conversation. It's time to start thinking about ways to raise a significant sum of money to get us a chapter facility. There's more than one way to accomplish this task, so let's get

thinking and start talking about those ideas and planning for the future.

Andy Karmy
Chapter 326 Secretary

Fantasy of Flight

I had the happy occasion of visiting Fantasy of Flight last month. It is in Polk City, Florida, about half way between Orlando and Tampa, very close to where Sun n' Fun is held. It is claimed to be the largest, privately held aircraft collection in the world. Kermit Weeks is the owner. He himself is an interesting man, spending his wealth on aviation. Here is a link on Kermit:
http://www.fantasyofflight.com/article_blamesnoopy.htm

Being close to Disneyland, and given the name of the place, I was expecting some kind of aviation amusement park. Wrong, it is much more like an exhibit of very unique, but airworthy aircraft. Kermit has a small but full time crew that has quite a few restorations in progress. They are not satisfied with simply getting some derelict ready to fly again. They invest a lot of time and money in bringing the airplane to a like-new airworthy condition.

One of the employees is Ken Kellett. He has built 44 airplanes. How, I asked... "seven days a week" he replied. He flew his 1903 Wright Flyer replica at Kittyhawk and told us about the difficulty. He said not to confuse that model with later improved versions that actually, sorta flew. His, like theirs, only flew a short distance and was very dangerous... didn't want to get far from the ground. Not sure if he had all the glider experience that the Wright Bros. had... probably not. Interesting fellow, I'm surprised he's not more well known. He flew in the movie, "Flyboys." Here's a link about his part in "Flyboys."

<http://www.airspacemag.com/history-of-flight/flyboys.html?c=y&page=2>

http://www.fantasyofflight.com/articles/article_polkpilot.htm

Of the many unusual airplanes at Fantasy of Flight, the Short Sunderland was one that caught my interest. This is a huge airplane, a flying boat, and it is not amphibious. So how did they get it there? Fantasy of flight borders on Lake Agnes, so they have a seaplane base in addition to their two hard surface runways. When I got home I went to Google Earth and measured the lake. It's kinda small, no more than 5000 feet in a straight line. If and when it ever flies out again, I'd love to be there for that! If you see pictures of it on wheels, those are just part of the "beaching gear," not for takeoff or landing. jb

Short Sunderland

Year built: 1944

Wingspan: 112'

Cruise Speed: 150 mph

Gross Weight: 57,000 lbs

Engine: Four 1200 hp Pratt & Whitney 1830's

Armament: Ten 7.7 mm machine guns, two 12.7 mm machine guns, 4,960 lbs of mines, bombs or depth charges



General History

The Sunderland was developed from the early British Empire flying boats that serviced the British Empire during the last colonial days prior to World War II. The first Sunderland flew in 1937 and was the first British flying boat to have power-operated gun turrets. Able to stay airborne for 16 hours, they were used for coastal patrol, cargo, air-sea rescue and convoy protection against enemy submarines. Because of the many guns protruding from the aircraft, the Germans dubbed it the "Flying Porcupine."

Early Sunderland's were powered with the Bristol Pegasus sleeve-valve engines. Unbelievably, they were not equipped with feathering propellers. The British had been flying the American PBY "Catalina" Flying Boats and were very satisfied with its Pratt & Whitney engines. With feathering propellers and more horsepower, the decision was made to incorporate these engines on the Sunderland's beginning with the production of the Sunderland Mk V. Earlier aircraft were flown back to the factory the factory in Belfast, Ireland and upgraded. The new power plants were essentially right off the PBY, cowlings and all.

During the war, many airports were constructed throughout the world to help ferry land-based aircraft to different theatres for operations. This would prove to be the demise of the flying boat. After the war, their days were numbered.

Personal History

This aircraft was originally built in 1944 as a Sunderland Mk III and later converted to a Mk V with the American engines. It flew with 3 different countries during the war starting with the British, then the Canadians, and finishing with the Norwegians. After the war, it was later used to haul supplies into Germany during the Berlin Airlift. It then saw service with the Royal New Zealand Air Force operating out of Fiji. In 1964, this aircraft was purchased by Australia's Ansett flying boats to replace one that

was lost moored in a storm. Converted to passenger use, it operated out of Sydney Harbor to Lord Howe Island, an island halfway to New Zealand. When a runway was constructed on the island, it was put up for sale with its companion, a 4-engine Sangringham flying boat. Famous Pan Am Flying Boat Captain Charlie Blair purchased both aircraft in the late 1960's and flew them half way around the world for use in the Caribbean. After Blair was killed in a seaplane accident in the mid-seventies, the boats sat in Puerto Rico until they were eventually both flown back to England.

In February of 1993, Kermit purchased the Sunderland from Edward Hulton. This was a very interesting time for Kermit. They were still cleaning up from Hurricane Andrew after it had devastated the Weeks Air Museum in Miami, while the first shovel of dirt was being dug here at Fantasy of Flight. Work on the Sunderland continued in England for the next 5 months. In July, Kermit and a crew of five flew the Sunderland across the Atlantic making stops in Ireland, Iceland and Canada. The Sunderland was flown directly to the 1993 Oshkosh Fly-In in Wisconsin and was left there for another year while the seaplane ramp was being constructed at Fantasy of Flight. The Sunderland arrived in Florida in August of 1994. In 1996, the Sunderland was flown to Sarasota, where it participated in the Olympic Torch relay to Atlanta by flying the Torch from Sarasota to Miami on the 4th of July.



The Sunderland requires a minimum crew of 4 to operate. Legally, you are required to have a pilot, a co-pilot and flight engineer. A bowman is also required to release and catch the mooring buoy, drop anchor, watch for boat traffic and water depths, handle and release drogue chutes and inflate the rubber boat that is carried. You are looking at the last 4-engine passenger flying boat that can still fly. It was the last flying boat to operate out of the original Miami Pan Am Clipper Base in Dinner Key and the last flying boat to cross a major ocean.

Kermit Comment

This aircraft can only take-off and land on the water. The wheels on the sides are called beaching gear and are used only to get it to and from the water. The airplane is towed by tractor to the top of the seaplane ramp and placed facing the water. The

wheels are chocked and the tractor moves to the rear of the aircraft where a rope is connected from the tractor to the release hook below the Sunderland's tail. The tractor backs up to tighten the rope and the aircraft's engines are started. Once warmed up, the chocks are removed and the pilot begins a slow taxi down the ramp. The tractor in tow helps control the speed. As soon as the Sunderland's wheels touch the water, the tractor slackens the rope. The pilot pulls a handle in the cockpit, and releases the rope as the aircraft taxis into the water. Once moored, the beaching gear with its additional floatation attached is removed and towed back to shore by boat.

Steering on the water is done with differential throttling. There is no water rudder on the Sunderland and it has no brakes or reversible propellers. Operation on the water can get very interesting and it takes a lot of crew coordination. When starting the aircraft for flight, one outboard engine is started first, generally the one closest to shore. Once one engine is running and the mooring buoy released, the aircraft begins to move in a circle until the opposite outboard engine starts. The two inboard engines are started. After they are warmed up, the engines are run up two at a time. When all the safety checks are completed, the aircraft is ready for take-off.

After landing, and prior to mooring, the engines are cooled down and the inboard engines are shut down first. The pilot can steer the aircraft on the water by applying small amounts of throttle to the outboard engines. Remember, there are no water rudders or reversible propellers. In less than heavy wind conditions, this differential throttling allows the 'boat' to maintain far too much speed to moor and the aircraft easily will overrun the buoy. Upon command from the pilot, the bowman releases the drogues out each side. They are 3-foot canvas water parachutes that are attached each side of the nose and act as water brakes to slow it down further. When in very calm wind conditions, this is still not enough to slow the aircraft down. The pilot resorts to steering the aircraft by sailing the aircraft by using the flight controls to allow the wind to slowly turn the Boat. In the last few moments the pilot can further steer and slow down by temporarily shutting the engines on and off with the magneto switches.

To perform maintenance on the water, the leading edges of the wings just outboard of each engine, hinge down to become work platforms. With a portable stowed crane, the Sunderland has the ability to change an engine or propeller on the water. Working on the water can be interesting, where dropping a tool takes on a totally new meaning.

A FUN VIDEO WITH SOME INTERESTING HISTORY ABOUT SEAPLANES ON LAKE UNION

With water all around us in Seattle, the float plane offers incredible freedom. This video is about the history of seaplanes at Lake Union, which is unique because it is in the middle of Seattle and hosts a variety of watercraft all sharing the lake. Enjoy this video on a fascinating form of aviation set in the scenic beauty of the NW.

http://www.lakeunionhistory.org/museum/Seaplane_Intro.html

Links to Good Stuff

The world as seen from a Cub. Awesome photography.
<http://www.vintageflying.com/page24.html>

Red Green on "How to Build Your own Airplane."
<http://www.youtube.com/watch?v=HioV-vQvqio>

Our Own Flight Review Prep

Some chapters do a sort of ground school for the flight review, or the BFR as we often call it. We could do that too. Something like a four hour class on the usual stuff. We could divide this up. You don't have to be a certified instructor, just bone up on a particular area and lead a discussion on it.

This would not qualify as a substitute for the one hour of ground instruction required by the flight review. But what the heck, we all could use way more refreshing than that.

Part 91 is the broad area to be covered, but that can be broken into sub-areas, relevant to our everyday flying around here: aircraft airworthiness (AROW) and maintenance inspections, personal airworthiness, airspace, traffic patterns and procedures, weather, AIM, etc. Look at this link for the straight skinny from AOPA.

<http://www.aopa.org/asf/publications/sa03.pdf>

So, assuming we could get a quorum on some Saturday morning at Thun Field, what area would you like to lead?

Chapter Dues for 2011

As usual, we began 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

So far we only have 44 members paid up. We usually are much further along by December. We normally lose about 15 members and gain about 15 members in the course of a year, averaging out close to 100. Judging from the lack of visitors at recent meetings, membership seems to be declining. Maybe we need to spruce up our recruiting. Any ideas?

INFORMAL AIRSPACE MEETING

SUBJECT: Planned Modifications to the Class B airspace at Seattle (SEA), WA

The Federal Aviation Administration (FAA) will hold three informal airspace meetings regarding a plan to modify the Seattle Class B airspace area. The purpose of the meetings is to solicit aeronautical comments on the proposal's effect on the planned action (FAA Order [7400.2](#)). The meeting dates and locations are scheduled as follows:

1. December 9, 2010 - Everett, WA
2. December 14, 2010 - Burien, WA
3. December 16, 2010 - Auburn, WA

The changes are expected to make the Class B airspace area fully support the procedures for the current operations. The chart depicting the planned Seattle Class B Airspace area design is included to assist in the preparation of comments prior to the meeting. The current Class B chart is included for comparison.

To view these charts (zoom "+" for legibility) and for meeting address, time, agenda, and procedures see the attachment link below.

[SEA Class B Meeting Docs](#)

Following each presentation there will be time for questions and presentations by attendees. Written comments may be submitted at any time during the meeting. Information gathered through this meeting will assist the FAA in the drafting of a Notice of Proposed Rule-Making (NPRM). The public will be afforded the opportunity to comment on any NPRM published on this matter.

COMMENT PERIOD:

Comments must be received on or before January 31, 2011.

Comments on the plan, in triplicate, should be sent to:

John Warner, Manager, Operations Support Group, AJV-W2
Western Service Center, Air Traffic Organization
Federal Aviation Administration
1601 Lind Avenue SW
Renton WA 98057

FOR FURTHER INFORMATION CONTACT:

Everett Paul Delay, FAA Support Manager Seattle TRACON

Sea-Tac International Airport

825 South 160th Street,

Burien, WA 98148

(206) 214-4620

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