

EAA Mount Rainier Chapter 326 Newsletter

Thun Field – December 2012

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Christmas Party

Tuesday, December 11th, 6 PM
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 a salad, dessert, or side dish of your choice.

Decorating and set up will be Sunday afternoon, Dec 9th, 3PM. Cleanup will be immediately afterward to include returning tables and chairs.

From the President

Merry Christmas! By now the rush to Christmas is upon us as we prepare for friends and family and enjoy the holiday season. I hope you and your family have a great Christmas. I'm looking forward to seeing all of you at the Christmas party next week!

So where has the time gone? My two years as president are up this month. With no reservations, and just a little prodding Randy Albritton stepped up to be our next President. Congratulations Randy and we all look forward to your leadership next year. It's up to all of us to continue to make EAA326 a great chapter and contribute to helping push forward the chapter programs and events next year.

I leave you with a holiday poem.

'Twas the night before Christmas, and out on the ramp,
Not an airplane was stirring, not even a Champ.
The aircraft were fastened to tie downs with care,
In hopes that come morning, they all would be there.

The fuel trucks were nestled, all snug in their spots,

With gusts from two-forty at 39 knots,
I slumped at the fuel desk, now finally caught up,
And settled down comfortably, resting my butt.

When the radio lit up with noise and with chatter,
I turned up the scanner to see what was the matter.
A voice clearly heard over static and snow,
Called for clearance to land at the airport below.

He barked his transmission so lively and quick,
I'd have sworn that the call sign he used was "St.Nick";
I ran to the panel to turn up the lights,
The better to welcome this magical flight.

He called his position, no room for denial,
"St. Nicholas one, turnin' left onto final."
And what to my wondering eyes should appear,
But a Rutan-built sleigh, with eight Rotax Reindeer!

With vectors to final, down the glideslope he came,
As he passed all fixes, he called them by name:
"Now Ringo! Now Tolga! Now Trini and Bacun!
On Comet! On Cupid!" What pills was he takin'?

While controllers were sittin', and scratchin' their head,
They phoned to my office, and I heard it with dread,
The message they left was both urgent and dour:
"When Santa pulls in, have him please call the tower."

He landed like silk, with the sled runners sparking,
Then I heard "Left at Charlie," and "Taxi to parking."
He slowed to a taxi, turned off of three-oh
And stopped on the ramp with a "Ho, ho-ho- ho..."

He stepped out of the sleigh, but before he could talk,
I ran out to meet him with my best set of chocks.
His red helmet and goggles were covered with frost
And his beard was all blackened from Reindeer exhaust.

His breath smelled like peppermint, gone slightly stale,
And he puffed on a pipe, but he didn't inhale.
His cheeks were all rosy and jiggled like jelly,
His boots were as black as a cropduster's belly.

He was chubby and plump, in his suit of bright red,
And he asked me to "fill it, with hundred low-lead.
He came dashing in from the snow-covered pump,
I knew he was anxious for drainin' the sump.

I spoke not a word, but went straight to my work,
And I filled up the sleigh, but I spilled like a jerk.
He came out of the restroom, and sighed in relief,

Then he picked up a phone for a Flight Service brief.

And I thought as he silently scribbled in his log,
These reindeer could land in an eighth-mile fog.
He completed his pre-flight, from the front to the rear,
Then he put on his headset, and I heard him yell, "Clear!"

And laying a finger on his push-to-talk,
He called up the tower for clearance and squawk.
"Take taxiway Charlie, the southbound direction,
Turn right three-two-zero at pilot's discretion."

He sped down the runway, the best of the best,
"Your traffic's a Grumman, inbound from the west."
Then I heard him proclaim, as he climbed through the night,
"Merry Christmas to all! I have traffic insight."

Author Unknown,

Fly Safe and watch out for Rudolph

Andy

From the Secretary

At the meeting of November 13th:

Andy welcomed everyone at his last official meeting. Andy, I am sure I speak for everyone when I say you have done a wonderful job as president of our chapter. Thank you for your dedication to the chapter. Thank the first lady, Debbie Karmy too, for all of her hard work involving Charlie Cotton Day, Christmas party, and Arlington burger burn.

Visitors:

Chris Green, who came with Ed Shadle, goes to Bethel High school and wants to learn to fly.

Bill Nichols is here to join our chapter. Bill is building a RV-8 and is 60% done. He does not have his engine yet.

Davide Vigano from P.A.T. Avionics is our guest speaker.

Refreshments provided by Kerry and Randy Albritton,
Tom Brown brought a keg of his world famous root beer.

Norm with Treasury report:

start: \$4,949.61

deposits: \$500.00 (from dues)

end bal: \$5,449.61

Norm said there were no expenditures this past month and he is always happy to collect dues.

Bruce Finney found a pair of prescription glasses after the last meeting in case you are missing a pair.

Congratulations to a fine couple; Toni and Smitty celebrated their 50th wedding anniversary this past weekend at the Seattle Space Needle with their family.

Toni told me that she and Smitty were one of the first 50 folks to go up in the space needle after it was constructed for the World's Fair.

Our chapter Christmas party will be in Kevin's hangar #6 on Tuesday, December 11th at 6:00pm. Decorations set-up will be on Dec. 9th at 3:00pm. If you have a truck to bring, it would be very helpful. This is a potluck with Turkey and Ham provided by the chapter and is always filled with a ton of fun, good food, drinks, and friends.

Hope to see all yall there!

Eagles Nest:

Darrin Dexheimer, said he hopes to have it going just after the new year. Eagles nest not only introduces high school kids (ages 16 to 18) to flying, but also to the building aspect of aviation. Kids in the project learn about building aircraft with hands on building of an RV-12.

The RV-12, once built, would ultimately belong to the Eagles Nest. The last Eagles nest project took a year and a half to build their RV-12. Darrin says he needs three really committed mentors plus mentors of certain specialties. Vans aircraft donated tools to the first group of kids building their RV-12 so maybe Darrin is working with Vans for donations. Kevin suggested getting Spencer's to help out by donating use of their hangar. Eagles Nest is a 5013C which is a non-profit organization and works directly with the FAA and other organizations to promote aviation and aerospace education.

Jose's hangar needs to be cleared out and Andy asked if anyone in the chapter could help out with storing of supplies such as tables, chairs, decorations. The family asked if it could be cleared out in the next 2 weeks.

Dave Atkins has moved his business. "Atkins Rotary" now resides near the Eatonville airport.

After a short round of nominations and discussion we wound up with a new slate of leaders... and a few repeat offenders.

The list of officers for 2013

President - Randy Albritton

Vice-President - Tom Brown

Secretary- Kerry Albritton

Treasurer - Norm Pauk

Newsletter Editor - John Brick

Project Reporter - Bob Brooks

Biographer - Kerry Albritton

Photographer- Andy Karmy

Web Master - Andy Karmy

Young Eagles - Darrin Dexheimer

Tech Counselors include Smitty, Marv Scott, and Charlie Cotton

Flight advisors include Marv Scott and Jim Triggs

Program coordinator is Steve Dickinson

Tool custodian is Joe Andre

Andy brought about the idea of having our own aviation library and if everyone in the chapter went home and grabbed a book or two, we would have a great library.

Kevin is collecting money for camp sites at Arlington for the Arlington airshow 2013. It is \$95.00 for all week and comes with one entry bracelet.

Ben Watson announced he graduated from Clover Park and got a job at Boeing. Ben wanted to thank everyone for their support and well wishes.

There it was at Oshkosh as big as day... the Fighter jet HUD (Heads up display). The HUD was designed originally for the military to use in fighter jets when in air to air combat. The concept was to keep the eyes of the pilot in front of him and not on the instruments in the cockpit, (a heads down position.) This heads up concept not only has helped pilots in air to air, but has also reduced the number of low altitude accidents by keeping the pilot focused outside of the cockpit for other traffic or terrain while still receiving critical information needed. The HUD is now common in military and commercial aircraft, projecting critical data such as airspeed, altitude, and navigational information onto a transparent screen in front of the pilot.

The only thing new at this display was that this HUD is designed for the experimental or sport aircraft.

Davide Vigano with P.A.T. Avionics interned with microsoft and has a passion for aircraft and the latest and greatest technologies. He thought, why should the military only be allowed this kind of technology? He along with P.A.T. avionics from Milan, Italy came up with the G-HULP. Like the military versions, the G-HULP HUD uses laser projection technology superimposing information onto transparent 7 x 3.5 inch screen attached to the top of the instrument panel in front of the pilot. The whole G-HULP system consists of two component blocks; hardware and software. The hardware has four elements; central processing unit, laser projector, image RX (special glass with flexible frame on which the laser is displayed) and the control panel. The software consists of the HUP or ATR brick. The HUP brick module elaborates data acquired from third party avionics systems such as the Dynon Skyview and graphically visualizes the data through a laser. The ATR brick is an inertial platform designed and developed to elaborate and process all air and attitude data if not acquired from third party avionics. The HUD laser projector comes in two versions: the G-HULP Stand Alone or the G-HULP for Dynon Skyview. Price for the Stand Alone unit is \$5,999. and comes with its own CPU. The price for the Dynon Skyview version is \$4,999. They are extending a holiday promotion through December 31, 2012 with a 10% discount.

The control panel has different options allowing you to change what you want to see on the glass screen. Say if you are concerned of the oil pressure, you can add the oil pressure on the screen. You can change the colors on the screen to suit your eyes and can drag and draw what the pilot wants to see on the screen. Davide says they are in the process of talks with Dynon to get flight path markers onto the screen.

P.A.T. avionics provides all hardware for mounting. The screen comes in either the glass option or the high polycarbonate and there is no difference in price for either one.

G-HULP HUD functions include:

airspeed represented through a rolling scale

Personalization of common aircraft speeds (VNE, VFE, VNO, VLE, VX, VY, VS, VSO)

Altimeter height represented by a rolling scale

Personalization of a reference flag "bug" on the altimeter.

Artificial Horizon: pitch and roll axes and reference lines or points.

Turn rate

Yaw rate

Compass

Outside Air Temperature (OAT)

True Air Speed (TAS)

G-Meter

P.A.T. Avionics began in Milan, Italy but has just announced it is moving to the United States so will soon be "made in America"

You can check them out further if you like at WWW.patavionics.com

Kerry Albritton,
Secretary/Biographer

Flight Advisor Program

Not long ago, a pilot and builder asked the following question.

"Does anyone know anything about the EAA Flight Advisor program? The insurance company... through the EAA wants me to complete the Flight Advisor Program before flying solo. I'm not sure what it entails."

Not knowing the answer myself, I met with Jim Triggs, one of the Flight Advisors in our chapter. What followed was a enjoyable and educational visit with a very experienced aviator and chapter member. In this brief article I will attempt to answer the above opening question.

The objective of the Flight Advisor program is to increase safety of flight in the general aviation community largely through education and expert coaching. The EAA Flight Advisor helps pilot/builders focus on "zero defect" piloting and flight testing much like the EAA Technical Advisor helps us focus on "zero defect" airplanes. Both of these advisors begin by learning the needs of individual builders and then coaching were appropriate or recommending the best resources that meet the need. Both advisors strive to help our flying community overcome potential safety problems with education and skill development. That's what I wanted when I joined EAA, to learn how to build and fly safely.

How does the general aviation community score on safety? Last year the NTSB in collaboration with the EAA and FAA conducted a study of Experimental Amateur-Built (E-AB)

aircraft. The NTSB reports that there are about 33,000 experimental amateur-built aircraft (E-AB) in the general aviation fleet in America. This number represents about 10% of the fleet however accounts for about 15% of the total and 21% of the fatal U.S. general aviation accidents in 2011. Investigations of 222 E-AB aircraft accidents in 2011 show that 54 of these accidents resulted in 67 fatalities. And since more than half of the E-AB accidents in 2011 involved E-AB aircraft that were bought used, it's clear that our building, flight testing, and documentation affect not only us but the eventual future owners. In fact, a big lesson learned in this study is that build quality is not the main problem. The biggest problem is the flying proficiency of the pilot.

Scott Spangler of Jetwhine.com quotes NTSB Chairman Deborah Hersman "The cooperation we have received from EAA and the E-AB community has been tremendous." She went on to say that "Through this study, we hope that we'll be able to give the innovators and aviators in the community information about accidents that will result in real and immediate safety payoff for them when they are flying these aircraft." However she warned that "in spite of improvements to the commercial and corporate aviation safety records, the GA accident rate has been stubbornly resistant to safety initiatives." And that "the status quo is not acceptable. We need to break through the plateau and bring the accident rate down significantly." The NTSB also makes it clear that it's not just a problem with new pilots. In a May 22, 2010 press release Hersman said "One of the most important findings of this study is the number of seasoned and experienced pilots getting into accidents so early in the life of structurally sound airplanes...."

Turning the accident rate around requires the attention of each of us. The flight experience and "know-how" within our ranks is truly inspiring. The problem is lessons learned don't appear on resumes making it hard to know who knows what. That's where the Flight Advisor comes in. Through counseling, assessments and checklists developed for the program, he can help us as builder/pilots evaluate the requirements of piloting a specific airplane and help us evaluate our own personal readiness to fly it. They can help us plan the early phases of airplane testing; ask us the questions that we might not be asking ourselves. It is not the job of a Flight Advisor to tell the builder/pilot that he or she is not qualified to fly an airplane. Obviously our chapter Flight Advisors, Jim Triggs, Terry O'Brien and Marv Scott could make such pronouncements but that is not what they do. Their role is to help each of us raise the bar and make those decisions for ourselves. This adds to the knowledge pool within our chapter and the GA community.

The NTSB made recommendations to the EAA.

1. Identify and apply incentives to encourage owners, builders and pilots of experimental amateur-built aircraft to complete training, such as that available in the Experimental Aircraft Association's Test Flying and Developing Pilot Operating Handbook prior to conducting flight tests of experimental amateur-built aircraft.

2. Work with your membership, aircraft kit manufacturers, and avionics manufacturers to develop standards for the recording of data in electronic flight displays, engine instruments, or other recording devices to be used in support of flight tests or continued airworthiness of experimental amateur-built aircraft.
3. Create and publish a repository of voluntarily provided information regarding holders of Letters of Deviation Authority to conduct flight instruction in experimental aircraft.
4. Complete planned action to create a coalition of kit manufacturers, type clubs, and pilot and owner groups and (1) develop transition training resources and (2) identify and apply incentives to encourage both builders of experimental amateur-built aircraft and purchasers of used experimental amateur-built aircraft to complete the training that is developed.

Members in our chapter should take advantage of our Flight Advisors expertise. We can use them even more, involving them in our aircraft projects whether we are building, buying, refurbishing or transitioning to a different airplane. After all, the program offers improved flight safety and something that is very expensive to develop on our own... experience.

Bob Brooks

U.S. Aircraft Carrier Battle Group Going Through The Suez Canal

Scroll down and click on Suezkanaal(Bert).pps. In order to get the music (Louis Armstrong - Let My People Go) to play throughout, I had to advance through all the photos and then at the end, click to restart.

<http://groups.yahoo.com/group/nafn3npilotslounge/message/2941>

Kent School District program provides flight instruction and seat time to students now at Crest Airport

<http://www.maplevalleyreporter.com/news/181229221.html>

The alternative engine that is starting to look really good is the UL Power line. They are working out well in the Zenith CH-750.

<http://www.ulpower.com/>

<http://www.ulpower.net/> cool video

end

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