

EAA Mount Rainier Chapter 326 Newsletter

Thun Field – February 2011

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Meeting Notice

**Tuesday, February 8th, 7 PM
CAP Building, Thun Field**

Program: David Voyles, Aviation Attorney. Bring your legal questions.

Refreshments: Bob and Randy Brooks

From the President

I've been reading with interest the series of articles in Sport Aviation about the future of General Aviation and ideas on what is impacting its decline and what we can do about it. The topics range from infrastructure, cost of new aircraft, competition for recreation money in families, regulation, and the list goes on. In my own experience I seem to be fighting a simple lack of interest. While both my kids have flown in GA and even homebuilt aircraft since age 2, they seem to only have a passing interest in aviation overall. While we have some good examples like Konrad in the chapter, he truly represents the exception to the new pilot reality that we are facing.

As a chapter I think we are doing a good job in providing a number of programs and activities to expose both kids and adults in the community to aviation. I just wonder sometimes if there is more we could be doing? It's up to all of us to continue to think about the issue and bring forward new ideas to keep our hobby, sport, and in some cases avocation, going for years to come.

One area that we have not explored very much in this chapter is group ownership of aircraft. I know in other areas of the country it's much more prevalent to have multiple owners either build or buy a plane and operate it as a shared group. Just having two owners cuts almost all of your main costs of ownership in half. The reality is not many of us fly every day or even every weekend and it seems that some arrangement could work. Once again, it might be part of the solution to the high cost of planes and plane ownership these days. If you are interested in the topic, even if just out of curiosity, come talk to me at one of our meetings. I'm going to do some investigation into what it takes to setup a partnership arrangement and what people have learned in doing it.

Well, I'm looking forward to seeing you all at the NW Aviation conference and trade show at the Puyallup fairgrounds this month. It will be a good time to talk with other pilots about the interesting things we can do in the homebuilt world and the exciting projects we could be involved in.

Andy

From the Secretary

Summary of January 11th, 2011 meeting

Andy brought the meeting to order at 7 PM.

Visitors:

Ray Van Cleave, former Air Force F-4 pilot.

Slate Erickson, Pitts Special pilot at Thun Field

Treasurer's report:

Checking: 3260.14

Savings: 578.09

Board meeting: There was a short recap of the January 9th meeting. Mostly about the trade show and young eagles.

Andy introduced a new topic for our meeting agenda: **Safety**. He proposed that we include a short safety briefing as part of our pre-refreshment routine. We can talk from personal experience or research a topic of interest. Andy kicked it off with his own experience flying "over the top" of weather in Montana. We all have gained experience, usually from bad judgment, that would be worthwhile to share.

Andy read a letter from Paul Poberezny. It announced the creation of a \$100,000 challenge grant wherein chapter donations would be matched, up to that amount by a private individual, Pete Burgher. This will be a restricted fund, specifically established to assist EAA chapters. It will help establish websites for all chapters, support the electronic newsletters, and enable continued participation in the Chapter Leaders Academy.

A motion was passed for us to donate \$100 toward this program.

Prop balancer: Don't forget we have this valuable service in-house. Four have used it so far. Randy Albritton said that after balancing his prop, it took away his seat of the pants method of finding the rpm with minimum vibration. Now it is smooth at all rpm's.

Andy encouraged everybody to update their personal profile on our website.

Jeff Liebman gave a status report on the controversy surrounding Flight Prep's patent lawsuit. Flight Prep, based in Aurora Oregon and sometimes a vendor at the Trade Show, has used its patent muscle to cause some of our favorite (free) flight planners to go out of business.

Hal Irvine announced that he has Sherwin Williams wash primer, (that Van's has used forever) available to whoever wants it.

Arlington campsite reservations: 6-10 July don't delay.

Main presentation for the evening. If you missed it, what a pity. Dr Pellerin is a pilot with a Lake Amphibian based at Pierce County Airport. He has flown up the inland waterway to Juneau Alaska 41 times. Here is Dr. Pellerin's website. Be sure to look at "about the doc."

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



Dr Pellerin and his shoulder mounted assistant.

In choosing an AME (Aero Medical Examiner) look at it this way. If you own an aircraft, fly for a living, or have a complicated medical condition, (in other words, you have a lot riding on the outcome) go to an AME that does a lot of them. Dr. Pellerin does about a hundred a month, most in the NW region. And he is on our side. But he insists that you go onto the website to fill out the <https://medxpress.faa.gov/> and here is where you can hurt yourself bigtime. From his point of view, it protects him from paperwork errors. From your point of view, be careful. Don't volunteer stuff that is not asked for.

Main Issues:

- 1 Hypertension - must be under control; FAA will still let you fly with a B/P of 155/95, even though that's a ticking time bomb according to Pellerin.
- 2 Lasik surgery - must see Ophthalmologist for clearance
- 3 Diabetes - insulin diabetes will have trouble getting medical. If sugar drops while in flight could be dangerous.
- 4 Thyroid... dosage.
- 5 Myocardial infarction or heart attack could fly again after 6 mos and approved by cardiologist. Must have coronary angiogram for 1st and 2nd class , stress test for 3rd class.

Also touched on Sleep Apnea, kidney stones, cancer, and narcotics. Dr. Pellerin advised that if you think you can't pass a medical, then don't take it. FAA takes note of driving records. If you get a DUI it must be reported within 60 days.

Kerry

Northwest Aviation Conference & Trade Show

February 26 & 27

This year we will have Kevin Behrent's, RV-9A and Hal Irvine's RV-12 on display at our booth. We will begin the hauling etc., from Thun Field on Friday, 25 Jan at noon. Volunteers are needed. Same for recovery on Sunday afternoon.

Sign up for duty in manning our booth will be taken at our February meeting. Since our booth has become a social event in itself, we may expand the sign up list.

Here is the list of activities scheduled which may influence when you would, or would not, be available at our booth.

<http://www.washington-aviation.org/schedule.html>

Arlington Camping

July 6 -10

For those of you that decide later to get a camp spot here is the location that the core chapter group will be located for reference.

- W-B10 - Chapter site
- W-C8 - Lightner
- W-C9 - Smitty
- W-C10 - Kevin
- W-C11 - Brick
- W-C12 - Karmy

Here's the website for camping reservations:

<https://www.arlingtonflyin.org/secure/camping/default.cfm>

EAA Young Eagles Air Academy Nominations

Our pilots who flew 10 or more Young Eagles in 2010 earned our chapter \$5 per Young Eagle in Young Eagles Credit.

At our January meeting we agreed to apply those credits to pay the tuition fees for a youngster to attend the Young Eagles Air Academy in 2011 as we did in 2010. Transportation and other costs incurred in getting to and from the Air Academy in Oshkosh, Wisconsin must be covered by the Young Eagle's family. The candidate does not have to be a Young Eagle.

Nominations are now open for a youngster who will be between the ages of 12 and 18 by the time they attend the Air Academy. If you have a child, grandchild, or friend who would qualify, please email the name and age of the youngster and session of attendance to Dave Fritzsche at fritsch@eskimo.com.

Also include a one page document written by the candidate telling us about her/him and why they would like to attend the Academy. Nominations will close at our next meeting on 8 February. Our candidate will be expected to report their experience to our membership at a future chapter meeting upon return from the Academy.

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