

EAA Mount Rainier Chapter 326 Newsletter

Thun Field – March 2011

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Meeting Notice

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

Program: Our own Bob Brooks will talk about his career in Navy submarines.

Refreshments: Dennis Ward

with. (we might get some new members from those visits). Lastly were the pilots that were simply amazed that anyone would build their own plane. When asked if they had an interest in building, they would jump way back with NO, I would never trust myself! WOW, I just don't understand that position, but then guess that's cause I'm a repeat builder.

All in all we had the foot traffic and I think there were some signs that GA is not dead yet, just impacted fairly severely by the economic downturn of the last few years. There was a ton of interest in the RV12, making me wonder if we need to think about some LSA programs, training, community event, etc. Something for a future board meeting as I think our agenda is full through the summer!

Fly Safe

- Andy Karmy

From the President

Last weekend we had the NW Aviation Conference and Trade Show. First off a big thank you to all of you that came out and helped represent the chapter, EAA, and aviation in general to the public. From my time in the booth on Sunday it was clear that we were well received by the show attendees. At times I was asked if we were representing Vans Aircraft and they asked me for kit information. I guess it's an easy assumption to make as we had Kevin's RV9A and Hal's RV12 setup.



I found it interesting that there were really 3 classes of people that I talked with. First up were those that were already building RV's and wanted to look at ours and ask questions, fair enough not much here, just preaching to the converted. The next group were people that were building airplanes without any local EAA chapter support. This group really worried me! I kind of take it for granted having a large group of people to call on when building and the safety that brings to the hobby. They were looking for us by the questions they asked, but didn't really know they needed us or that we were even a resource they could join

From the Secretary

Summary of February 8th, 2011 meeting

Andy brought the meeting to order at 7 PM.

Visitors:

Darrin Dexheimer with daughter Sam, building an RV9A.

Tom Curran, retired from the Air Force and would like to build something to get back into flying. Interested in flying a Citabria for now.

Dell Johnson who is with the Pacific Harbor Council for the boy scouts of America. His father flew the B-24 Liberator all over Europe

Andy gave thanks to Sandy L. for making the coffee and thanks to Bob and Randy Brooks for bringing refreshments.

Treasurer's Report: \$3358 Checking, \$578 savings.

Andy welcomed me to the new role of Secretary.

Dell Johnson got up to speak on how we could increase our numbers of kids for the Young Eagles programs. He announced that the boy scouts would like to get their Aviation Merit Badge and that they are having a "Camporee" at Thun field on May 13 - 15. There will be at least 450 kids at the Camporee. The Army will be there with a Chinook, a Blackhawk, and maybe an Apache. They would like to have Chapter 326 donate pilots to take some of the kids up for flights as we do in Young Eagles with a preflight walk around prior to flight. It was decided that we will have a special board meeting for further discussion.

Paul Poberezny of EAA sent a letter to our chapter thanking us for our donation and a brick with EAA 326 will be placed at the Brown Arch at Oshkosh

Kevin announced that he has no more campsites for Arlington. We are in sites WC-7 thru WC-12. If you wish to camp with us, go online and look for nearby sites. July 6 – 10.

Northwest Aviation Conference will be February 25 -27
Smitty covered the work details of moving aircraft and manning our booth.

While Smitty had the floor he announced that all the Technical advisors get letters from the FAA. He noted that the fatality accident rate for private planes has risen. Most are from pilot error or scud running. The FAA is not as concerned with the accidents themselves, as in the fatalities, (27 percent of the GA fatal accidents involved experimental aircraft even though they account for less than 4 percent of the total GA hours flown) and if the numbers keep going up they may have to make unpleasant policy changes. Smitty also noted that he was impressed with the excellent workmanship and craftsmanship that each builder is putting into their projects.

Jeff Leibman talked of the house bill 1847 where they are trying to institute excise taxes again. AOPA is lobbying a counterinsurgency to defeat this bill. This bill is being slid into the current healthcare bill as an earmark. The Department of licensing will be able to evaluate your plane to decide what it is worth. This will include ultralights, balloons, and homebuilts. They are shooting for an annual 1/2 of 1% levee to fund the basic healthcare bill. Jeff says to read about this bill and let your congressman know how you feel. We must keep up the fight

Andy has decided that for the monthly safety talks he will bring up a subject and have everyone discuss the issue at hand. This month was "Post maintenance test flights" When Andy had his RV9 he was performing a very simple procedure of changing the sparkplugs. He cleaned, re-gapped, and reassembled the plugs. Without checking the plane he took his sister to Portland a week later. Prior to take off from Auburn everything checked out good. Somewhere during the flight the engine ran rough. One plug was not working and only had 55% of power. He didn't have any tools with him and had to borrow a plug wrench. One of the plugs had fused across with lead in it. He was able to flick the lead out and the plane ran good. This got Andy to thinking about post flights after any engine repairs are done. Fly the plane by yourself after any maintenance, making a few laps in the pattern and return for a post check. He noted that Vans website has a checklist and it is a good idea to refer to it during your annual inspections.

Bill Wilson mentioned that when plugs are removed, there is a ridge of carbon that can break off and fall into the cylinder and find its way into the bottom spark plugs. It is a good idea to use a reamer to clean out that ridge.

Gordy announced he has a steel worktable sitting outside his hangar #12. If anyone is interested, just take it.

Guest speaker tonight was David Voyles, an aviation attorney and a licensed pilot. He is with Lane Powell PC and can be reached at voylesd@lanepowell.com. Lots of good questions and discussion.

Kerry Albritton

Hal Irvine

Hal had his RV-12 on display at the Trade Show. He met a number of RV-12 builders and is trying to organize a class for the inspection rating that allows you to do the annual inspection on your LSA. With enough participants, he could arrange for the 16-hour course to be conducted locally.

Hal is 18 months into the project and 90 percent done. He hasn't flown for 40 years, but he holds a commercial flight certificate and was a flight instructor long ago. Back in Middleton, Ohio, in High School, he soloed at 16 and got his Private before graduating. "Eight bucks an hour, dual in the J-3." He plans to get recurrent locally, in a J-3 Cub of course, and then take the RV-12 transition course from Mike Seager at Van's. "Radios will be new to me," he says.



Fresh out of High School in 1956, Hal enlisted in the Air Force and began a 30-year career as an aircraft electrician. Here is a list of his assignments.

Ardmore AFB, OK: C-119, C-123, and the first C-130's.

Kadena AFB, Okinawa: RF-84, RF-101, F-100, F-105.

McConnell AFB, Wichita, KS: B-47, B-52, KC-135.

Okinawa again in 1961.

Seymour Johnson AFB, NC: F-4

Tehran, Iran in 1969 for one year teaching Iranians F-4's.

Thailand, Ubon: F-4's and AC-130's.

Castle AFB, CA: B-52's and KC-135's.

Okinawa again in F-15's.
Yokota, Japan: 5th Air Force Headquarters.
McChord AFB:

Along the way, Hal obtained a bachelor's degree in Business Management from U of Maryland and a master's degree in Education from USC. In 1986, Hal had reached the top of the ladder and retired as a Chief Master Sergeant at McChord. Then he took a civil service job, working in facility maintenance for the Marine Corps in Okinawa.

You've probably guessed by now where his wife is from. He married Mitsuko in Okinawa in 1960. They have three children and six grandchildren, all in the WA, CA area. Hal and his wife are avid golfers, and Mitsuko is a frequent Muckleshoot visitor.

Great to have you in Chapter 326, Hal.

Torque and Horsepower

A good refresher for Gearheads

http://www.eaa.org/experimenter/articles/2011-02_howto.asp

Battle of Britain 70th Anniversary Air Show

Now here is a real treat - 16 Spitfires!! Watch this video, and turn up the sound loud to really take in the sound of the Merlin engines.

<http://www.airshows.org.uk/2010/airshows/duxford-battle-of-britain-airshow-review.html>

B-52's 55th Anniversary

Excellent Military Aircraft Photos

<http://www.slideshare.net/Bryagh/b52s-55th-anniversary>

The Besler Steam Airplane from 1933

Powered by a steam boiler. Was so quiet that spectators on the ground could hear the pilot talking to them.

<http://www.wxnews.com/1TG846/100126-Steam-Powered-Airplane>

Early Days at LaGuardia

Priceless Photo Collection

<http://www.faa.gov/about/history/celebration/media/LaGuardia%20Exhibit%20Album.pdf>

Ford's Willow Run Bomber Plant

Ford built the plant in 12 months and the airport in 9 (concurrently). Sorensen lead the operation. He had done every moving line for Ford from the Model T to the B-24. The line was 1 mile long and was originally to have been a straight line but to avoid crossing county lines a turn was added. Consolidated designed and built the B-24 but couldn't handle the workload of designing a gun turret for it (initially had NO guns in the nose - guess where the Messerschmits attacked from). Ford designed the front turret (in about 2 months time) and it worked great and could even be retrofitted to older models with very little work. The 8500+ planes Ford built were just under half those produced - not bad for a bunch of cars guys racing against Consolidated AND Douglas (who built 24's under license).

After the War Ford declined an offer to buy the plant and Kaiser produced cars there for a couple years and Flying Box Cars (C-119) were also made there. In 1953 GM's transmission plant burned and they moved Hydramatic into Willow. They also built a vehicle assy plant there. The vehicle plant closed in 1996 (I think) and the transmission plant closed in December of 2010. Great run. I'm afraid the future is pretty bleak for the plant and the old hangars. The two big bay doors where the B-24's rolled out were truly the "doors" on the Arsenal of Democracy.

This is a significant credit to the Ford Motor Company. Built By Ford

Willow Run Bomber Plant Video....

This film will absolutely blow you away - one B-24 every 55 minutes!!! Take a few minutes to watch this snapshot of history.

http://xa.yimg.com/kq/groups/15654030/1604819366/name/bomber_plant.wmv

Landing of the Soyuz Capsule

It is hard to believe that this primitive, Jules Verne looking thing will outlast our space shuttles.

A Soyuz capsule carrying Russians Alexander Skvortsov and Mikhail Korniyenko, and NASA's Tracy Caldwell Dyson came back to Earth September 25, 2010 from the International Space Station and landed safely in Kazakhstan, a day after an initial attempt to return was aborted after latches holding the Soyuz TMA-18 craft to the orbital station failed to open.

Photos from NASA.

[Soyuz TMA-18 Descent Module Landing Photos](#)

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