

EAA Mount Rainier Chapter 326 Newsletter

Meeting Notice

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

Program: Flying the Heavy Iron. We have a lot of airline pilots among us. This will be “a day in the life of the airline pilot”... hopefully one of those days they actually go to work. Greg Pyke will lead this off with lots of help from the deadheaders in the audience.

Refreshments: Andy Hinschberger

Weight & Balance Scales program. The chapter also has a set of digital scales for weighing your aircraft. They make doing a new weight and balance an easy (well relatively at least) task and are much more accurate than using some bathroom scales. The cost to use the scales is \$20 paid back to the chapter tool crib fund.

Visitors : Cameron Schwanmann works at the Olympia airport helping Paul work on his RV7. Ron Crane is flying with Jim Triggs in Olympia and got interested in the chapter. Bob Ray, former Navy, American Airlines now. Ryan Winslow working on an RV7 in Bonney Lake. Dave Underwood from Kent building a RV9A.

Andy Karmy

From the Secretary

March 9, 2010. EAA Chapter 326 Monthly Meeting
Tonight’s program is Competition Aerobatics by John Coffey. Kevin called the meeting to order. Paul Good brought the refreshments.

The Aviation Conference was a success again this year. Lots of you came out and helped spread the word to the community about the chapter and building planes. Thanks to everyone for helping and especially to Lee Woody for bringing out his BearHawk fuselage. Next year we should volunteer to drive vans for the airport shuttle to help out and say thanks to Spencer Aircraft for supporting the chapter. They will provide the vans, fuel and insurance.

Treasurer report: \$5320.93 is in the bank.

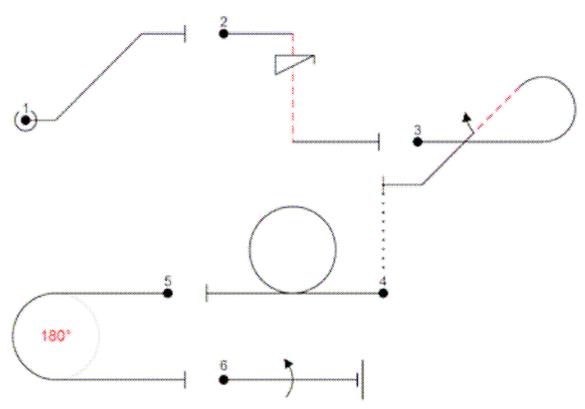
Young Eagles report. This year’s YE Day is the 26th of June. We have a national credit of \$480 for the young eagles program due to our flights last year. We can sponsor a kid to the EAA Air Academy if we can find a worthy candidate. It was agreed that we would supplement this credit to cover the full cost of tuition. Transportation would be the responsibility of the recipient.

Next board meeting will be the middle of April, look for an email notice.

Prop Balance program. Andy presented a new program to the chapter for a member vote and it was unanimously supported. The chapter voted to spend \$1500 to purchased a DynaVibe aircraft propeller balancer. The unit will be run by Marv Scott and Andy Karmy; we will help you balance your aircraft engine & propeller. A \$50 charge will go back into the chapter tool crib fund.

John Coffey

Pretty awesome presentation I thought. John is president of Washington State Chapter of the International Aerobatic Club (IAC). He flies a YAK 55. He knows what he is talking about and



has an uncanny knack for explaining the physics of aerobatic maneuvers. How to trick judges during a competition was another gem. His enthusiasm for the subject is boundless and he went way past our usual 9 pm exit time.

They will have their annual Apple Cup competition at Ephrata (KEPH) on June 18th and 19th. Might be fun to fly there and check that out!

<http://www.iac67.org/>

Dynamic Propeller Balancing

We have an exciting new chapter resource I want to introduce you to. The chapter has purchased a DynaVibe Dynamic balancer. With this digital electronic unit we can test and balance all types of engine and propeller combinations.

The basic procedure is to remove the engine cowling, hookup the equipment and do a base line run. Once we have established how much vibration there is, we then add some weight to the engine. On Lycoming engines, you can simply add a bolt and washers to the starter ring gear. On other engines you may need to drill into the spinner backplate to add the weight. Subsequent runs of the engine refine the solution until the engine runs smooth. Depending on the condition of the engine and other factors will determine the exact amount of reduction that is possible to achieve, but thus far the results have been excellent on all of the planes that have done it. It takes about an hour to get to the final balance solution for most setups.

The program is being run by Andy Karmy and Marv Scott. We will be operating the equipment for you, but it is your responsibility as builder / mechanic to be involved in the adding of the weights. If you wish to balance a certified aircraft an A&P mechanic needs to add the weights to the engine. Our time is being donated to the chapter and its members and the only cost of doing the balance is \$50 that goes towards the consumables used and back to the chapter tool crib fund to enable us to buy more shared tools in the future.

This is a fantastic program for our chapter members, so spread the word and let's use these types of things to attract new members and grow the chapter.

- Andy

Learn to Fly Day

Don't forget to mark May 15 on your chapter calendars as International Learn to Fly Day. It's not too late to plan a chapter event for that day, if you haven't already. The event doesn't have to be elaborate. It can be as easy as taking someone for an orientation ride or inviting someone out to the airport for the day. With a little more planning, you can host an airport open house or a pancake breakfast that's open to the community. You may even want to set up a display in your local mall or other venue to help share the spirit of aviation. For more information and ideas, visit our International Learn to Fly Day website, www.LearnToFly.org. Don't forget to post your activities on the calendar of events, either. www.EAA.org/calendar/

If every pilot and aviation enthusiast were to introduce one new person to flying, aviation would grow. Introduce two people, and the results would be spectacular. Join us in celebrating International Learn to Fly Day on May 15 and help grow general aviation.

PILOT JOURNEY OFFERS FREE ILTFD MATERIALS
Pilot Journey, an independent web organization dedicated to promoting learning to fly and selling introductory flights, is also joining in the Learn to Fly Day celebration. Pilot Journey has offered its free International Learn to Fly Day presentation and promotional materials to EAA Chapters. For more information, visit www.LearnToFlyDay.com. Pilot Journey is offering free Learn to Fly Day resources for any interested parties, including a "seminar in a box," posters, flyers, promotion, and more. Click [here](#) for more information, or call 800-399-6144.

News from the Skunk Works – no more flying pilots....

Steve Chealander, member of the NTSB (National Transportation Safety Board), 2007-2009, is a retired American Airlines captain. He gave a safety presentation at recurrent training about two years ago. He opened the floor for questions; and one guy asked facetiously when we are going to one-pilot cockpits. Chealander said that is not funny. He said FedEx and UPS are now (two years ago) working on the procedures for one-pilot long-haul over-water operations. The pilot would be at the controls for take off and landing, then go the bunk for cruise while the guy back in Memphis would take over for the cruise.

One-pilot passenger flights will take a bit longer to get approved. 12 years ago I was Director of Operations for the Alaska Air Guard. I went to a high-level conference, and this three-star gave a presentation that said the exact same thing the major said. The only limitation on fighter aircraft now is the pilot. We have the technology to do everything from the ground; and it will be a huge cost savings. No search and rescue, no life-support systems, no backlash when we lose a plane. So this article is right on the money.

I attended a flight safety presentation last evening from a retired USAF Major (test pilot) from Edwards AFB, Bill Koukourikas---now serving there as a civilian. During the course of his presentation, his statement: No future attack military aircraft within the next 15 years will have pilots in the cockpit. The last tactical aircraft with a pilot in the cockpit will be the F-35. He also indicated that within the next 10 or so years all UPS and FedEx cargo flights will be with pilot-less aircraft. This prediction coming from their test shop at Edwards.

All drone testing, development etc. is taking place just south of Edwards in the Palmdale area. Sounds like a continuation of the Skunk Works developments of Lockheed, which previously took place in that area. Simply amazing. Hey, are we a dying breed or what?? Guess you'll have to invite your computer to "have a beer" after the day's flying is done.

The rumor mill at full gallop.

Calendar

May 15, Pasco Fly-In (KPSC)
June 11-13, Golden West Fly-In and Airshow (MYV)
June 19, RV Fly-In, Scappoose (SPB)
June 18-19 IAC Aerobatic Competition Ephrata (KEPH)
June 19-20 Olympic Air Show, Warbirds (OLM)
June 26, Young Eagles Day – Thun Field
July 4, Tacoma Freedom Fair Air Show
July 7-11, Arlington Fly-In and Sport Aviation Convention
July 17-18, Prosser Fly-In (S40)
July 23-25, Concrete (3W5) Fly-In
July 24, Friday Harbor Fly-In (FHR)
July 23-25, Port Townsend, Airport Days & Fly-In (OS9)
July 26–August 1, EAA AirVenture, Oshkosh (OSH)
July 31, Tillamook, OR Northwest Classics Fly-In (KTMK)
August 13-15, Abbotsford, BC International Airshow (YXX)
August 28-30, Van’s Homecoming. Independence State (7S5)
August 27-29, Wings Over Republic, WA (R49)
September 3-4, McMinnville Annual fly-In. (MMV)
September 11, Ontario, OR Airshow (KONO)
September 15-19, Reno Air Races (RNO)
October 21-23, Copperstate Fly-In, Casa Grande, AZ (CGZ)

If I missed one of your favorites, let me know.

Field Trips

We usually have pretty good presentations at our monthly meetings. Sometimes it would be a lot better to go visit a project rather than getting a briefing on it. Here are a few within easy flying or driving distance.

Jim Moss is building a full scale Gee Bee QED. This is a huge airplane for a racer; file photo below. Jim lives on South Prairie airport near Buckley. You may remember a few years back, 10 years already; Jim built a Laird Super Solution. Absolutely gorgeous... and as I recall, built from what was left of plans found at the Smithsonian. The QED is likely to surpass even that.

http://www.skywaysjournal.org/Images/article_racing.pdf



Another possibility is the Gweduck amphibious aircraft built by the Ellison brothers up in Renton. Scratch built and big.

http://www.eaa.org/news/2009/2009-05-07_duck.asp



Paine Field has a lot to see too.

Boeing Museum of Flight Restoration Center.
Paul Allen’s Flying Heritage Collection
Legend Flyers... the Me262 gang.
Boeing Factory tours
The Historic Flight Collection at Kilo 6 (new).

Wouldn’t that be a busy day...

All we need now is a volunteer to organize these outings. If you have additional suggestions fire away.

RV-4 Convertible

Check this out. I can’t find the article right now but I believe they can easily swap this arrangement with the regular bubble canopy. Now real men wouldn’t even bother with the wind screens... ain’t that so Gary, Jose.



end

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