

EAA Mount Rainier Chapter 326 Newsletter

Thun Field – May 2012

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Meeting Notice

Tuesday, May 8th, 7 PM
CAP Building, Thun Field

Program:

Sydney Waller: Young Eagle Academy Graduate

Dennis Rhoads: Panel Placards.

Al Jones: WWII Combat Veteran

Refreshments: Mark Owens

March Meeting Recap

March 13, 2012

Andy brought the meeting to order at 7 pm.

Visitors:

Kevin Nearhood

Dennis Rhoads, the panel placard guy you may have seen at the trade show.

Marcus McRee, lives here but commutes to Texas to work on his Midget Mustang.

Rick Blum, interested in starting an RV project.

Al Jones introduced himself as a 93-year-old pilot having concerns about his next physical and thinking about the light sport option. He didn't mention his flying experience.

Treasurer's report: scales, hats, ending balance \$6168.03

There will be a board meeting on Sunday, May 20th to plan YE Day and summer activities.

Dave Fritzsche, Young Eagles:

YE Day is on June 30th

We will scale back the size... 300 is too ambitious.

Newspaper ads not necessary anymore.

Dave had his sign up sheet available. A new position: someone to put out and retrieve our signage.

Some additional activities designed to educate and motivate both parents and kids.

Cub Scouts will visit Kevin's hangar on June 2nd at 1300.

Air Academy candidate: Steve Herr's daughter maybe.

First Flyout of the season was a big success. Seven airplanes to Twin Oaks for breakfast on April 7th. Andy said our formation

was 15 miles wide. But the weather was perfect and it was a fun trip.

Safety Topic for this month: in-flight loss of control
Andy said that the 2012 National Safety Stand Down will focus on this topic.

Safety Talk - Loss of Control - In-flight

- FAA Safety Stand down is a focus on LOC-I
- 40% of fatal accidents over the last 10 years
- 26 times more frequently than emergency situations
- Is it just low time pilots? Nope
- Is it just student pilots? Nope, ATP's as well
- Maneuvering Flight - Traffic patterns, Cruise flight, Wake turbulence, Turns around a point. Practice the basics. Use your BFR's to learn. Test your skills and plane regularly.
- Rich Stowell - The final act is misapplication of controls by the pilot

Dan Henderson gave the evening's presentation on Soaring. Dan entered Air force flying training in 1962. Much, much, later he was a simulator instructor in the Boeing 787.

He started with a quiz on glider records, and passed out prizes to undeserving contestants who had closest, but not even close guesses.

Altitude: Steve Fossett, 50,699 feet in a Sierra wave.

Distance: 1350 nm in New Zealand.

Dan showed some interesting videos:

One on the mechanics of driving onto the airfield with the glider trailer / hangar in tow and then removing it from the trailer and assembling it for flight... all done by one guy in only a few minutes.

Another on some scary looking gliding, barely clearing some ridges in order to make it back to home base.

Some thoughts on maybe having a chapter picnic at the Bergseth gliderport near Enumclaw.

Al Jones

Al soloed a J-3 Cub at Boeing Field in 1938. He intended to build time in the Cub and a Fairchild 22 in order to qualify for an Airline Co-Pilot job. After logging 150 hours he got impatient

and signed up with the Royal Canadian Air Force, RCAF, in 1940. After graduating from their Cadet program, flying the Tiger Moth, Fleet, Avro Ansen, and Harvard (AT-6), he stayed on as an instructor in the Harvard AT-6. This lasted about a year and increased his time to about 1000 hours. In 1942 he requested assignment to the UK where he entered the RAF Bomber Command flying the Wellington. After completing 40 combat missions with the RAF, he transferred to the U.S. Army Air Corps flying night intruder missions in the British Beaufighter, and later in the Northrop P-61. He was stationed in England, North Africa, Italy, Belgium, and Germany.

After the war, Al came back to the U.S. as the personal pilot of the Commanding General of 4th Air Force. After a year there, Al transferred to USAAF Reserve status. He retired from the reserves in 1968 as a Colonel and Command Pilot.

Somewhere in this era for about 10 years, Al flew for the airlines. He has an ATP with type ratings in the DC-3, DC-4, C-46, Lockheed Lodestar, DC-9.

In 1956, Al was hired by Boeing as a production test pilot on the B-47 in Wichita. Later he was assigned to the B-52 test program. He flew the F-100 as chase plane on B-52 test hops. In 1962, Al transferred to the Commercial Airplane Division of Boeing, where he flew all models; 707 thru 747. He retired in 1981 as the Chief Pilot of the Flight Crew Training Division with 18,000 hours.

Bring your questions to the meeting. I believe Al shot down three enemy aircraft; one in the Beaufighter and two in the Black Widow. I'm sure he'll fill us in on the details. And crash landing a Wellington at night in the desert... got to hear about that one.



AL JONES 1945



Vickers Wellington Medium Bomber



Bristol Beaufighter



P-61 Black Widow

Other News

Saturday May 5th:

Twin Oaks (7S3) Breakfast: Let's depart Thun Field at 0730 just like last month, weather permitting. Pat Brick will be aboard, first flight since hip replacement surgery three months ago.

Arlington (KAWO) Airport Appreciation Day and Young Eagles. They need help with Young Eagles.

Ed Shadle will be doing engine runs of the North American Eagle at Shelton (KSHN) in the afternoon. Valerie Thompson will be getting checked out on start up and shut down procedures. Valerie is a Tacoma native currently living in Scottsdale, AZ. She is a 2-time motorcycle land-speed record holder and is preparing to pilot the North American Eagle and pursue another prestigious record to become the "World's Fastest Female" by eclipsing Kitty O'Neil's 1976 record of 512 mph.

The Chapter has a new PA system. The hearing impaired among us, 90 percent of the usual audience, should have an easier time of it.

Bob Beisler painted a chapter logo on the backs of all our chairs and tables. Thanks Bob!!!

Randy & Kerry Albritton, Marv Scott, and John Brick attended the annual formation clinic at Madera, CA. About 70 RV's showed up for a very well organized and fun flying weekend. The clinic culminated Sunday morning, April 29th, with a 32-ship formation flyover with cameras rolling. Haven't seen the photo's yet... probably a lot of face saving work for the editors.

Marcus McRree is looking for a prop for his cont 85 or information on what is needed for his Midget Mustang. He would like to get in touch with anyone that has experience in the MM1.

Randy Albritton purchased a second-hand RV-7 project that's mostly completed. Steve Herr will be partnering on this venture.

Calendar

May 12 Ranger Creek Work Party/ Chili Feed to open airstrip (21W)

May 19 Ellensburg Pancake Breakfast/ Aircraft Static Display (ELN)

May 26 Moses Lake EAA Flyin Breakfast-355 (W20)

Jun. 8-9 [Twisp AP Fly-in/ Pancake Breakfast](#) (2S0)

Jun. 8-10 Marysville, CA [Golden West Fly-in](#) (MYV)

Jun. 14 Desert Aire Fly-in Breakfast (M94)

Jun. 16 Anacortes Airport Fly-in (74S)

Jun. 24 McMinnville, OR [Fly-in/ Drive-in Pancake Breakfast](#) (MMV)

June 30 Our Own Young Eagles Day at Thun Field

Jul. 11-15 [Arlington Fly-in](#) (AWO)

Jul. 21 Mulino, OR. 56th Annual Blueberry Pancake Breakfast (4S9)

Jul. 23-29 [EAA AirVenture Oshkosh](#) Wittman Regional Airport (OSH)

Jul. 21 Friday Harbor Airport [Fly-In/Open House](#) (FHR)

Aug. 4 Colville Valley Fly-in Breakfast/ Rendezvous Days (63S)

Aug. 4 South Bend 3rd Annual Willapa Harbor Oyster Flyin (2S9)

Aug. 10-12 Scappoose, OR. [NW Antique Airplane Club Fly-in](#) (SPB)

History

Pan Am Clipper Flying Boats

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

Willow Run B-24 Bomber Plant

http://www.liveleak.com/view?i=dfe_1271725785

Life Magazine, 1942. Flying Tigers story

http://cbi-theater-1.home.comcast.net/~cbi-theater-1/flyingtigers/flying_tigers.html

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