

EAA Mount Rainier Chapter 326 Newsletter

Thun Field - June 2005

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Meeting Notice

**Tuesday, June 14th, 7 PM
CAP Building, Thun Field**

Program: Dick Jacobs will give a PowerPoint presentation on "everything you ever wanted to know about a propeller."

Refreshments: Ken Finney

Adjournment: TBA

From the Secretary

May 10th, 2005

Gordy called the meeting to order this month.

Visitors included Bob Brooks.

Bob Fay – talked about the Thun Field Advisory Commission and their community actions of recent. New for Thun, the 5 knot rule will be going away. Runway 16 is primary with a 5 knot tailwind because of noise sensitive areas to the north. Now we have built up areas all quads. Bob said that 12,000 new homes will be in place over the next 5 years and noise complaints are increasing already.

New to the airport, locking gates will be installed around the airport perimeter. Auto locked in the evening. Tenants will have keys to the gates for after hour access.

Also new is a change to pattern height from 1300' to 1500' msl at Thun Field. This is viewed to help with the noise issues. Lastly, Bob wants all of us that fly at Thun to keep in mind that we need to fly quiet and fly safe to keep Thun in good standing in the community.

Project updates - Gordy got his final inspection on his RV7 and Brad got his final inspection on his RV8.

The program was provided by Rob Hickman of Advanced Flight Systems from Portland. They showed info and product on the AF-2500 engine monitor and their line of Angle of Attack products. [Advanced flight Systems](#).

Andy

First Flights

Brad Peltola

It's really hard to put into words the feeling of flying for the first time an aircraft you have built. Maybe in a word awesome! The aircraft is an RV-8 with a factory new Lycoming IO-360 A1A, and Hartzell constant speed prop. The ignition system is the factory Slick mags with the slick start system. Aircraft empty weight is 1096 lbs. The panel has some pretty nice stuff in it, along with vac. gyros and a mix and match of eng. instruments. I started building in November of 1997.

This was a quick-build kit that truly was built with "part time work." The first flight was Sat. May 14th. I departed runway 16 with Terry O'Brien flying chase. All went well with no gripes. The aircraft flies straight and true. The landing went ok with Mike Seger's training paying off. The aircraft is ready for flight again, just waiting for some decent weather. Special thanks for all the tech support and inspiration to Terry O'Brien and Joseph Andrews. Thanks to Ron Sowle and Jim Bergman for always being there to help. Thanks to everyone that stopped by offering advice, and last but certainly not least, my wife Lisa for being understanding.

Regards, Brad.

Gordy Klawitter

RV-7 with O-360-A1A

Constant Speed Hartzell Prop

Ellison Throttle Body Fuel Injection

Left Impulse Magneto, Right Electronic Ignition

1056 Lbs. empty

Icom A10, KT76A, Flightcom Intercom W/Stereo input and digital recorder

Started project on June 4, 2001 First flight May 25, 2005

Rob Hickman and I had done extensive rewiring common to the ACS 2500 plus replace all major components common to the same. We must have cut or disconnected the wires to my aileron and elevator trim. What can I say about the first flight except "Oh My God!" The airplane literally jumped into the air. I was advancing the throttle and thinking I should raise the tail when I realized I was already airborne and climbing at some phenomenal rate never experienced before. When I turned crosswind I was already climbing through 2700 ft. What a thrill. Lots of people there to witness my first flight. Much appreciated. Marv Scott flew chase. What a blast!

Gordy

Charlie Cotton

I asked Charlie for an outline to work from. The "outline" he sent was more than sufficient to stand on its own. Here it is in his own words. Thank you Charlie.

Arlene

- Born and raised in upstate New York in the small farming town of Spencer.
- Like most young boys, I had an interest in model airplanes, both static and flying.
- A neighbor up the road had a Piper J3 that I got my first ride in at the age of 11. That was where the 'hook' was set and I've been all airplanes from that day on. I kept pestering the neighbor for rides, and kept this up until I graduated from high school and went into the Air Force.
- I joined the Air Force in 1964, went to school for aircraft maintenance and ended up at McChord AFB in Tacoma, where I worked on the C-124 Globemaster aircraft. As an 18 year old that wasn't exciting enough, so I volunteered for Viet Nam. The Air Force then sent me to Florida to learn all about the A1E Skyraider, and that was as close as I ever got to one, because when I arrived in Viet Nam, I was assigned to a squadron of L-19 Birddogs. Spent the year maintaining and flying around the country with two L-19's assigned to me to oversee.
- Came back to McChord where I finished my active duty in 1968 working on C-141 aircraft.
- Attended Everett Community College and received an Airframe and Powerplant Certificate.
- In 1971 I got a job at Willow Grove, Pennsylvania as an Air Reserve Technician working on C-130A aircraft.
- Got my Private pilot certificate in 1971, then used the VA to obtain a Commercial and Instrument rating.
- In 1978 got a job as a Air Force Plant Representative at the Boeing Company in Seattle. There I got to oversee/inspect some very interesting aircraft. Got to inspect all of the US Air Force's E3A Sentry AWACS aircraft. I got to go to Paris and London with the NATO countries' E3A AWACS and tanker aircraft. Also got involved in an experimental aircraft for NASA, which was called the NASA-715 or Quiet Short-Haul Research Aircraft (QSRA). Another experimental aircraft was the YC-14, which was to be a replacement for the C-130. This was a two engine, high-winged aircraft that had STOL capabilities, but funding was withheld and it never went any place. I got to inspect the first three B2 bombers. This was an improved concept of the flying wing, built of composite materials for the Air Force. Another project I got involved in was the current Air Force One aircraft. There we oversaw the building, inspection and delivery of the two Boeing 747's used for presidential fleet. Then there was the E6 aircraft for the Navy and the modification and update of the P3 Orion aircraft.

- Went to work for the FAA in the Seattle Manufacturing Inspection District Office. That office has certificate management responsibility over a seven state area for parts and aircraft manufacturing. There I got involved in several interesting projects: a type certificated balloon manufacturer in Spokane, the Aviat Aircraft Company in Afton, Wyoming, the Groen Brothers Gyro-copter project in Salt Lake City, Rocky Mountain Airframe in Montana, Erickson Air-Crane in Oregon, University of Utah in the certification of a Restricted UH-1H, Rocket Engineering for the re-engine installation on Mooney aircraft in Spokane, certification project of the Lancair Columbia aircraft in Bend, Oregon, Aerocet Float manufacturer in Idaho, and a never ending number of STC applicants and parts manufacturers.
- Retired from the Air Force Reserve in 1996 after 20 years at McChord AFB with the 446th
- Built an RV4, but never had a chance to really finish it up. Finally sold it to a young man in Montana who will put the finishing touches on it. I just didn't have enough hours in the day to complete the aircraft myself.
- Retired from the FAA in 2001 and became a Designated Airworthiness Representative (DAR) for the FAA. Since then I have been involved in a number of aircraft modification projects that has taken me all over the world. Some of the most satisfying work though, is the certificating of amateur-built aircraft. It's a neat experience to help the builders see their final goal of getting theirs certificated and ready to fly.
- My wife Emma and I have a home in Kirkland and at the Kapowsin Airport in Graham, where we keep our Cessna 172. We have 3 sons and a daughter with 5 grandchildren, the most recent, being twin girls.

Golden West Fly-Out

The opening of summer – the trek south in search of sun!

Andy Karmy

Friday dawned cloudy and gray, no big surprise for a day in early June in western Washington. The weather was forecast to improve as the day progressed, so we started packing up to go. My son Drew and I, along with Randy Iverson were headed for the Golden West Airshow & Fly-In in Marysville California.

The clouds were at about 2200 ft as we left Auburn heading for an air join up over Chehalis. Arriving just ahead of Randy coming out of Olympia we slowed to 120 and headed south. Randy started the chase and amazing enough we made it to Kelso before he overtook us. Now the problem is he blew right past and we never even saw him. Quick radio exchange, "Randy, where are you now?" "Just passing the reactor tower", me thinks hum, now how do I find him? "Look for the smoke!" huh? Smoke... Ah right up ahead is a nice stream of white smoke coming from a very small black dot. I think we found him. Never thought it would be so useful to have a smoke system for visual identification, but it sure works great.

It took clear until Eugene before we synced up in loose formation. After a quick stop at Creswell OR, with weather clearing we climbed to 11.5K into the clear blue sky. Randy showed us some nice smoke enabled rolls which only made Drew want a smoke system more! Medford, Shasta, Redding, soon it was time to start a descent into MYV. We called into the tower as a flight of 2 and soon were shown to the grass for our camping spot. All told, it took about 3.5 hours from Auburn to Marysville CA with a nice 20 mph tailwind. 202 mph looks nice on the GPS!

The weather was hot and sunny with temps in the 90's during the day and 60's at night. The show is quite a bit smaller than Arlington, but a good selection of planes flew in each day. The Airshow included everything from a T-cart doing aerobatics, to F18's tearing up the sky. The Confederate air force had a B17 and B24 to give rides and tours. A selection of vendors and forums rounded out a nice EAA Fly-In.

A highlight of our time there was the trip to town. We picked up the shuttle into town. The driver says I'll pick you up at 8:30 on my last run back to the airport. So we head out for dinner and a shopping extravaganza at Wall-Mart. With cooler, ice, water, etc in hand we head back to the drop zone... time goes by... Randy dives into the pool in front of a motel... we wait some more... we finally call a cab to get back to the airport around 10pm! All great fun in local transportation follies.

Sunday morning we packed up to head for home. Leaving around 9am to give the weather time to clear over Oregon seemed the best plan. A nice 2 ship formation of silver RV's said our good by's to California and the Golden West Fly-In. A quick fuel stop in Oroville and we were headed north. The clouds started around Shasta at 8500, by Medford they were at 6500, by Roseburg we were going east and west instead of north and dodging rain at 4000. After a 30 min stop & weather check we headed for Eugene. The rain continued off and on up the Willamette valley, but a benefit of the storm was a nice 20 mph tailwind from the south!

Portland & Scappoose were down pouring, but VFR and it looked a bit better to the north. By Kelso it was opening up and we were back up at 3000 ft. From there it was smooth sailing back into the Seattle basin and we broke off our flight over the Chehalis steam plant. Randy headed back to Olympia and Drew and I on home for a pass over the house and landing at Auburn.

8.1 hrs TT, a great flying weekend, and the start of a summer suntan, all in reach with your flying RV!

Andy, Drew, and Randy

Flying Heritage Collection Featured at Arlington

May 12, 2005 - Several rare World War I and World War II aircraft restored to flying condition will be on display at this year's Northwest EAA Regional Fly-In, July 6-10, in Arlington, Washington. The aircraft, part of investor Paul G. Allen's Flying Heritage Collection, are the result of extensive research efforts where original vendors reconstruct materials and to preserve their authenticity.

"These rare and beautifully restored airplanes will be a popular draw not only because of their significance to aviation

history, but also because of the remarkable quality of the restorations that have taken place," said Barbara Tolbert, fly-in executive director.

The following aircraft will reportedly be displayed:

- 1940 British Vickers-Supermarine Ltd. Mk. VC Spitfire
- 1939 Russian Polikarpov I-16 Type 24 Rata
- 1918 American Curtiss Wright JN-4D Jenny
- 1945 American North American Aviation P-51D Mustang
- 1943 Russian Polikarpov U-2/PO-2
- 1941 American Curtiss Wright P-40C Tomahawk
- 1943 German Fiesler Fi-103/V-1 "Buzz Bomb"
- 1945 German Fiesler Fi-103R Reichenburg
- 1945 American Grumman F6F-5 Hellcat
- 1942 American Boeing B-17E "Flying Fortress"

A 1942 Japanese Nakajima Ki-43-1b Hayabusa and a 1944 Nakajima 16M5-52 Zero-Sen in un-restored condition are also part of the display collection.

Calendar

June 11, Young Eagles Day – Thun field

June 18, RV Fly-In, Scappoose (SPB)

July 4, Tacoma Freedom Fair Air Show

July 6–10, Arlington, 35th Annual Northwest EAA Fly-In.

Jul 16-17 EAA 1026 Aviation Days, Port Townsend, (OS9)

July 25-31, EAA AirVenture, Oshkosh (OSH)

July 30, Forks, 14th Annual Fly-In, Salmon Bake & Car Show

Jul 30-31 McChord Air Expo, McChord AFB, (Thunderbirds)

Aug 12-15 Abbotsford Airshow, Abbotsford, BC, Canada

September 3, 4, Van's Homecoming. Aurora State (UAO)

I've sure gotten old. I've had two by-pass surgeries. A hip replacement, new knees, fought prostate cancer, and diabetes. I'm half blind, can't hear anything quieter than a jet engine, take 40 different medications that make me dizzy, winded, and subject to blackouts. Have bouts with dementia. Have poor circulation, hardly feel my hands and feet anymore. Can't remember if I'm 85 or 92. Have lost all my friends. But...thank God, I still have my pilot's license!

End

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