

EAA Mount Rainier Chapter 326 Newsletter

Thun Field – July 2011

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Meeting Notice

**Tuesday, July 12th, 7 PM
CAP Building, Thun Field**

Program: Advanced Flight Systems. Rob Hickman

Refreshments: Joe Andre and Cathy

From the President

July 2011

Thanks to everyone that helped out with Young Eagles this year. We had a large group of kids and a few challenges early on with pilots, but in the end it all came together and we provided another professional event for the community. Look for Dave's full debrief below. With July comes the Arlington flyin! Hopefully you all can make it up for the chapter cook out on Saturday evening as it's always a good time spent with friends.

Hopefully you are able to get out and do some flying with the recent turn in the weather. I think summer is finally here in the northwest.

Fly Safe

Andy Karmy

Minutes of June Meeting

June 14th, 2011

Andy called the meeting to order at 7 pm.

Treasurer's report: \$3345 checking, \$724 savings.

Visitors: Ben Watson and Tom McCauley.

Lots of project reports.

Ethanol Free fuel at the Fuel Farm in Auburn on C street.

Bruce Hughes has Heath Parasol for sale. Needs recovering.

Safety topic was airshow arrivals and notams.

Presentation for the evening was all about Flying the B-1 Bomber by retired Air Force Fighter & Bomber pilot, Tom Curran.

Arlington

6 – 10 July

Our traditional Arlington Pot Luck gathering will be after the airshow on Saturday afternoon, July 9th. All Chapter members are invited. Bring friends and family! We'll provide burgers, brats, and soft drinks... you bring the good stuff. Chairs too if you have any with you. Our camping location is the usual place, second row behind where the airshow planes park.

WB-10 - EAA 326 Chapter tent

WC-8 - George Lightner

WC-9 - Harold Smith

WC-10 - Kevin Behrent

WC-11 - John Brick

WC-12 - Andy Karmy

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

Young Eagles Rally 2011

The day started out iffy, but we were able to fly 283 Young Eagles due to the hard work of our volunteers, pilots and support staff, who rose to the occasion. We had 20 planes scheduled, but six of them never made it due to various reasons. Fortunately two other planes showed up unexpectedly and two instructors from Sim Flight Center flying two of the Center's airplanes helped out when they were not engaged with students. But then we lost 3 due to technical problems. That left us with 15 aircraft (27 seats) albeit two (4 seats) were part time. Needless to say we were on the short side. The FAA decided to ramp check us which also reduced the usage of the available airplanes and may have contributed to the no-show problem. This all led to fairly long waits at times. But I did not hear much complaining as evidenced by the following email I received on Tuesday:

"THANK YOU THANK YOU THANK YOU. My 8 year old son was very nervous about flying. Then we had to wait two hours. When he stepped off the plane (the big red and white 1950's one) he said with a big grin, 'that was definitely worth the two hour wait, i want to go again next year' That was his first airplane ride of any sort. My 5 year old was asking when he would be 8."

Fortunately the weather got better as the day wore on and the children came rolling in. To my knowledge no one got airsick. We have often wondered how many kids were repeat fliers. I tallied the self-report data on the registration forms and found that 74% of the children were making their first flight as a Young Eagle.

Here are the statistics on the flights and home towns.

<u>Pilots</u>	<u>Aircraft</u>	<u>Flights</u>	<u>Kids</u>
Joseph Andrews	Aeronca Champ	1	1
Nate Andrews	Globe Swift	12	12
Dave Atkins	Cessna 172	13	36
Robert Barra	RV-8A	15	15
John Brick	RV-4	14	14
Doug Clough	Cessna 195	10	30
Jess Coleman	Piper J3	5	5
Andy Karmy	Kitfox 7	14	14
Kristina Lang	Diamond DA40	5	15
Mike Michalak	Grumman AA1B	12	12
Lance Newman	RV-7	8	8
Jim Piavis	RV-7	14	14
Greg Pyke	Piper PA-28	10	30
Marv Scott	Cessna 182	14	41
Al Swierzy	Diamond DA40	5	15
Tyler Weatherbee	Cessna 172	3	9
Paul Yarbrough	RV-9A	<u>12</u>	<u>12</u>
Total		167	283

Puyallup	90	86
Rainier	2	0
Renton	0	3
Redmond	2	0
Roy	2	5
South Prarie	0	2
Spanaway	31	26
Sumner	16	2
Tacoma	47	42
University Place	6	6
Yelm	<u>14</u>	<u>20</u>
Total	301	283

Home Town	2010	2011
Algona	1	2
Auburn	11	9
Battle Ground	2	0
Bonney Lake	8	0
Buckley	0	1
Burien	4	2
Covington	0	3
DuPont	5	2
Eatonville	4	3
Edgewood	5	4
Enumclaw	1	3
Federal Way	4	2
Gig Harbor	1	0
Graham	13	15
Issaquah	0	2
Kent	1	9
Lacey	0	1
Lake Tapps	1	3
Lakewood	14	8
Maple Valley	0	2
McKenna	3	3
Mercer Island	0	2
Milton	1	0
Olympia	4	1
Orting	8	12
Pacific	0	1
Port Orchard	0	1

The sign-in crew asked all of the kids how they heard about the rally. The overwhelming response, over 80%, was word of mouth. A far second was school. I am not sure what that means as I do not know the source of word of mouth. We need to refine that variable's response choices next year.

We had a software glitch in the reservation program and had 86 kids sign up to fly at 3:30, the last open slot before we closed it down on 9 June. Thus we had 61 children we could not accommodate. I sent an email to all who had signed up asking them to notify us if they needed to cancel. I was able to subsequently place 30, and 6 of the 61 canceled when a slot became available, so we were left with 25 which we were unable to accommodate. We attempted to keep a tally of the children who showed up to fly. From the data I have which are a little soft, it looks like between 20 and 22% who signed up to fly did not show up. All in all it was quite an eventful rally.

Dave Fritzsche

Jeff's RV-7A First Flight



Not sure where to begin so I'll give you the whole story.

Around 2003 I started flying RC planes and couldn't seem to get enough. (New planes, faster planes, bigger planes.)

Several friends at the field were pilots and also into flying full scale planes, something I'd always wanted to do so. So in April of 2004 I started working on my private pilot's license at Auburn Airport. My license came that August and I soon began renting Cessna's at Crest Airpark where I also completed my Instrument rating. Somewhere around that time a friend introduced me to Robert who was building an RV-8A in Tacoma. Robert and I became good friends and upon completion of his plane we'd occasionally fly together. Either together in his 8A or me in a rental Cessna and him in the 8A. I kept thinking how am I possibly going to talk my wife into a 7A? I finally got her blessing on a trip to Florida and I couldn't wait to get home and order the tail kit.

Once I got started on the tail I soon figured out how little time I had for such a project. Kids soccer, swimming lessons, birthday parties, it always seemed like something was going on. I discovered that the only free time I really had was in the mornings. I've always been a morning person and was soon setting the alarm for 3:50am each day. I was usually so excited to work on it that I seldom had to wait for the alarm clock to go off. So that's how it went for the next 4 years or so. About 2 hours every work day, and usually 3 or 4 on Saturday and Sunday or until the wife or one of the kids woke up. It worked out very well, no phone calls, nobody stopping by to BS, nothing but me and the project. This kept the family pretty happy and the only thing I ever really missed out on was sleeping in. On occasion when I needed help riveting we'd do that in the evening or during a free weekend day. Through the chapter I have met a lot good people and made some great friends. I was really surprised how many people that I'd just barely met volunteered some of their free time to come over on occasion to help rivet and offer advice. Robert, Nick, Dave V., Dave F., Harry, and Smitty (Tech Counselor) have all helped me on more than one occasion and I couldn't have done it without them. I really wanted to paint the plane before moving it to the airport and my 70yr old dad came up from California to help. It took us about 36 days and ton of work but we got it done. In February of this year I moved the plane to a hangar at Pierce County Airport.



As things were wrapping up I started thinking a lot about the first flight and scheduled transition training with Brian Moentenich (Highly recommended) down in Troutdale, OR. I spent 2 days with him and it was time well spent. RV's are not

hard to fly, just a lot different than the 172s and 152s I'd grown so accustomed to. I also met with Marv (Flight Advisor) to sit down and talk about the first flight. (Again highly recommended) No judgment, no pressure, just a nice lunch with a great guy who's been there himself. Having someone else share ideas or bring up things I wouldn't have thought of was very valuable. Little things like; plan on a heavy wing, what if your airspeed fails after takeoff?, and don't worry about breaking in the engine on the first flight, to name a few.

Things came together and I was able to have my Airworthiness inspection with Charlie (DAR) on the morning of May 10th. Everything went great and Charlie was outstanding in not only inspecting the plane, but answering questions, and really explaining the whole process.



I had not planned on flying the plane that day but it just worked out. After the inspection I started putting things back together and soon Harry swung by to help. Smitty who I'd previously asked to fly chase was also at the field that day and the weather couldn't have been better. By 2pm the plane was ready to go and Harry and I decided to go get some lunch. It was nice to sit down, and go over the details of the flight and get a good plan together. Honestly at that point I was pretty nervous. When we got back to the hangar I rolled the plane outside and did the pre-flight inspection. Once the plane was ready I got in and fired it up. My nervousness seemed to immediately subside and I felt almost honored to taxi by some of the people who had helped me so much. Dave V. was able to make it along with George, Harry, and Anne. Smitty was already taxiing by in his RV-6.

After Smitty took off I pulled onto the runway and gave her hell. Everything was in the green as the airspeed came to life and I was quickly accelerating through 20, 30, 40, 45Kts when I noticed the airspeed start bouncing around then go to zero. By that point I was probably doing 60kts and was practically flying so I went ahead and continued the takeoff. (Funny that Marv had mentioned this very thing.) No worries, I intentionally kept my climb out angle low at was soon at 3000 ft. Smitty joined up in his RV-6 to look for leaks or anything going on I couldn't see from the cockpit. We also compared my GPS ground speed to his indicated and they were just about right on. (calm day) After several laps above the airport I slowed down in landing

configuration and attempted a power off stall. I made it down to about 53kts GPS groundspeed and could tell it was very close to stall. Close enough for me on the first flight. I then flew a simulated pattern to landing starting at 3000ft down to 2000ft for runway 16. That went great so I went ahead and joined the 45 for 16 and landed. Because my indicated airspeed still showed zero, I maintained 80kts GPS groundspeed and had a great first landing. The whole flight ended up being about a half hour and was easily the best experience I've ever had.

Wow what a journey! The RV flies better than I'd even imagined and I couldn't be happier. For those still building, keep it up, it's so worth the effort. Also be sure to utilize the chapter's Technical Counselors and Flight Advisors. Those guys along with good transition training are invaluable.

I'd really expected to find my pitot line (hard plastic kind) blown out of its connector but it wasn't. I finally figured out the factory AOA and pitot lines were actually rolled inside the pitot tube, opposite of what the directions showed. Although I had pressure tested the pitot line with a manometer, I never confirmed it with the pitot tube attached due to the drain hole(leak). My mistake. Lesson learned.

RV-7A Slow Build
Aerosport Power IO-360B1B
180HP, Fuel Injected, Vertical Induction, Dual Slick Mags
Sensenich 72FM8S9-1(85)

Jeff Bloomquist

Calendar

If I missed your favorite, let me know!

Jul 6–10 Arlington (AWO)
Jul 16 17 Mulino OPA Blueberry Pancake Breakfast (4S9)
Jul 16 Port Townsend Airport Day & Fly-In (0S9)
Jul 22 23 24 Concrete (3W5)
Jul 23 Friday Harbor Open House (FHR)
Jul 30 Tillamook Air Museum Fly-In (TMK)
Jul 25-31 Oshkosh (OSH)
Aug 5 6 7 Eastsound Orcas Island (ORS)
Aug 7 Chapter 326 Burger Burn, Thun Field (PLU)
Aug 12 13 14 NWAAC Fly-In at Scappoose (SPB) formerly at Pearson
Aug 12 13 14 Abbotsford Airshow F-22 Raptor Demo (YXX)
Aug 19 20 21 Oregon International Airshow (HIO)
Aug 26 27 28, Van's Homecoming. Independence State (7S5)
Aug 26 27 28 Wings Over Republic (R49)
Sep 10 WAAM Hood River (4S2)
Sep 10 Klamath Falls Fly-In (LMT)
Sep 14 – 18 Reno Air Races (RNO)
Oct 20 21 22 Copperstate (CZG)

end

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