

# EAA Mount Rainier Chapter 326 Newsletter

Thun Field – July 2012

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## Meeting Notice

**Tuesday, July 10th, 7 PM  
CAP Building, Thun Field**

**Program: Rob Hickman, Advanced Flight Systems.**

**Rob will do this presentation outside at his aircraft starting at 7 pm... a shuffle of our normal sequence so that Rob can fly home to Oregon at a reasonable hour.**

**Refreshments: Joe Andre**

## From the President

Well, as you all may well know already, this year's Young Eagles rally was a bust. Thanks to a series of low pressure systems that rounded out a very wet June we had a day of low clouds and rain forcing us to cancel the event. Unfortunately, due to some technical problems with the chapter website we were not able to get out the word the day before as we had hoped. Thanks to those of you that were able to be at the airport and help with the people that showed up anyways. We did get a message out mid Saturday morning for the rest of the parents. We will be talking as a group about how to better handle these types of cancellations due to weather or other factors in an upcoming meeting.

On to the brighter topics, Summer is here! This year summer came a day early and we had a nice 4<sup>th</sup> of July. Now with the forecast full sun it's time to get out and fly. Next week we have the Arlington fly-in and a group from the chapter will be camped out all week. Please stop by if you are able to come up and remember the potluck dinner on Saturday after the air show. Hope to see you all there.

Fly Safe!

Andy Karmy  
Chapter 326 President

## From the Secretary

June 12, 2012

CAN YOU HEAR ME NOW??

That is our president, Andy Karmy, testing out the new PA system

Visitors: Tim Ennis coming to speak to us about Flight Cams.

Dan Madden bought a house with a plane in the front yard. He would like to know what kind of plane it is.

Kevin Nearhood likes our chapter and airplanes and wants to join

Duane Tanona put his name on the list, but actually joined last month so is now an official member. He owns a RV 6A and keeps it at Thun

Andy announced that Bill Lucas is unable to join us at Arlington due to health reasons and wants to sell his RV site. \$95.00 for the whole week and that includes a bracelet.

Hurry up and get well Bill. We all miss you.

Debbie is going to purchase new ice coolers for the chapter.

Norm with the Treasury report:

start: \$6,390.03

+300.00

-1,116.24 (\$450.00 for building fee and the rest went to the PA system)

end: \$5,074.79

Norm said he has chapter hats, jackets, and pullovers if anyone is interested.

Dave spoke about the Young Eagles Day. There are 280 kids signed up and 250 on a waiting list. Dave said we need more pilots and planes or will have to cancel some reservations.

Dave invited the FAA to join in on YE day. Randy Henson with the FAA will work with the ground school crew as well as Maynard Thompson who works with the FFAST team in Spokane.

The FAA will be doing ramp checks on all pilots. Dave asked them if they could do their checks early. The FAA wants pilots ready at 8:30am so the flying will not be interrupted.

Pilots need to make sure they have all required documents. An easy way to remember the required documents is with the mnemonic AROW

A - Airworthiness ( this certificate must always be in the plane) which shows the airplane has met certain FAA requirements

R - Registration (this certificate must always be in the plane), containing aircraft and owner information

O- Operating Limitations shown in the Pilots operating handbook (or POH), color-coding on instruments, and cockpit decals (should always be in the plane)

W- Weight and Balance (this is included, along with an equipment list, in the POH or the FAA-approved AFM and should always be in the plane)

You should also have your current medical with picture ID or your pilot certificate.

Rob with Spencer's will have discounts on fuel the day of Young Eagles. Dave was going to talk to Rob to get the room above Spencer's for kids who want to learn more. Someone suggested a project to show at Young Eagles, but was decided there are too many kids and too much confusion to show a project.

Dave asked if anyone had handheld receivers to use during the day.

Marv spoke about the Board meeting and said there were a lot of great ideas for the chapter brought to the board. He said if your not getting emails then you may consider switching to Gmail as it seems to have no problems. Our next board meeting will be in September. All are welcome.

Darrin has a trailer to haul the BBQ stuff, coolers, chairs, and banners to Arlington, but is unable to haul it himself. A driver is needed to pull his trailer. Arlington is scheduled for July 11 - 15.

Our annual Burger Burn (Charlie Cotton Day) is scheduled for Sunday, August 12, 2012. Set-up will begin at 10:00am, eating at 1:00pm and hopefully our formation guys will give us a treat in the sky somewhere in between. There was a volunteer in the room to purchase the meat for the chapter. I am sorry I didn't get the name, but hopefully you know who you are. Keep your receipt so you can be reimbursed.

The picnic at Bergseth glider port near Enumclaw is scheduled for Sunday, August 19th and unless you are a Sierra-Hotel pilot, you may want to drive.

Andy announced this is his last year of being president and needs someone to step up to volunteer for President and Vice-president. Lets keep this chapter alive folks!

New Business:

Curt said that July 2 is the last day you will be able to comment on why we should be able to fly with drivers license only.

Fiberlay customer appreciation day is in August. Sign up prior to July 1 and it is free. After July 1st it will cost \$150.00.

It is in Renton and there will be classes on vacuum and composite. You can check it out at their website [www.fiberlay.com](http://www.fiberlay.com)

Conrad and Jim are still testing Conrad's Sonex. On the first flight they flew to 400' and had to land due to overheating. So far he has only been able to take it up to 1,500 feet AGL and each mission is comprised of watching out for airspeed, temperature and the trees!

Andy, continuing on safety education mentioned the FAA Wings program. A few of our guys are members. Norm said he is a

member and although he has not been in a while that they have all kinds of classes, including landings and take-off procedures. Credit for these classes can substitute for the oral part of the bi-annual flight review. The WINGS program is a Pilot Proficiency program that is based on the premise that pilots who maintain currency and proficiency in the basics of flight will enjoy a more safer and stress-free flying experience. They address the primary accident causal factors that continue to plague the general aviation community and by focusing on this objective, they hope to decrease the number of accidents they see each year for the same causes. It is designed to improve our skills and knowledge as pilots. You select (in your airman profile) the category and class of aircraft you wish to receive your training and in which you wish to demonstrate your flight proficiency. Requirements for each aircraft category and class include specific subjects and flight maneuvers. The FAA safety team says reviewing and refreshing your knowledge is just as important as actual flying and to meet that goal they provide opportunities to complete online courses, flight with instructors, attend seminars, participate in webinars, and other online events. Note that completion of any Phase of Wings satisfies the ground portion the of flight review. So not only will you complete a review about the most common weak areas that have led others to the accident site but you end up with a flight review as well! You can find out more at [www.faa.gov/wings](http://www.faa.gov/wings). Instructors are wanted to sign off EAA members

Tim Ennis, who is a graduate from the University of Washington, is the founder of Motocam 360 and Flightcam 360. Motocam was designed for mounting on motorcycles and vehicles. Tim saw the need for aviation video systems and developed the Flightcam specifically for the aviation world. He started his business in 2001 and is proud to boast that everything is made right here in Bothell, WA (not China). Tim and his team have designed a HD Digital aviation system that can keep up with the fast pace and vibrations of planes. Tim said they started with camcorders, but the camcorder couldn't handle the G-force. Their aviation camera systems are designed to work in almost any situation. Whether you need 1, 2 or 4 cameras, their systems are designed to handle the rigors of flight while retaining great quality videos. They normally install 4, but if you want more they will accommodate. Their systems can be customized to meet almost any type of installation. By combing a base package with any of their mounts and accessories you will have a completely customized aerial camera system. Their systems are made either in standard definition or C-moss high definition (HD) . All of their HD systems have a wired or wireless transceiver remote control so you can turn your system on or off at will. The remote control is intelligent with active LED feedback of the status of your camera at all times. In the HD centralized controller, a pilot can control as many as 15 cameras with 1 controller. Their systems can be internally battery powered or hardwired to the aircraft (up to 32V input). Tim says the wired method is much better as not to use your battery life. Your GPS unit can be added onto the camera system and can record all the information from the GPS onto the picture. They have special RAM mounts made in Seattle for quick-release cradles for Garmins or I pads. CCD technology prevents jello-shake which is usually associated with aircraft vibration. Tim said the Go Pro has a lower power consumption,

but has the jello shake. Tim says rain is not a problem, but if there is an oil leak then the oil will clog the lens. The cameras can be mounted almost anywhere on the plane. They have mounted cameras on wing struts, fixed landing gear, inside the plane, and wing inspection plates to name a few. Their mounts are rubber to metal to rubber. Their camera system can provide up to 8 hours of video. The weight of the high def camera is 4.5oz. They also sell Helmet cams in case you don't want something attached to the plane.

Their helmet cams have been tested time and time again in real world conditions. The helmet cam videos what you are seeing. For a standard def system it is around \$2,000.00 which includes everything ( wire, mounts, audio to tap into headset and 2 lithium ion batteries).

Leasing systems? Tim said he would be glad to address that option.

Their cameras now come prop filters that have adjustable shutter speeds to help prevent the prop from getting in the way of pictures. They have thermal imaging in their newer models. They combine the highest quality components with the latest camera technology to create camera systems that deliver incredible quality. You don't have to worry about a thing. Just turn it on, fly, and record!

Kerry Albritton  
Secretary/Photographer

Unfortunately, the Young Eagles had to be cancelled due to severe thunderstorms in the area. Thanks to everyone who had signed up to participate in the event. Special thanks to Dave Fritsche who spent tons of hours organizing the whole event. Good job Dave.

### Arlington 11 – 15 July

Our traditional Arlington Pot Luck gathering will be after the airshow on Saturday afternoon, July 14th. 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.

WB7 - Harold Smith  
WB8 - Chapter Tent  
WB9 - Andy Karmy  
WB10 - Paul Good  
WC7 - George Lightner  
WC8 - Kevin Behrent  
WC9 - John Brick  
WC10 - Available

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

### Calendar

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

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

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

**Jul. 21-22 Joint Base Lewis-McChord Air Expo**

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

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

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

**Aug. 4 Chehalis Air Fair**

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

**Aug. 12 Chapter Burger Burn**

**Aug. 18 Van's Homecoming, Independence State, OR (7S5)**

**Aug. 19 Chapter picnic at Bergseth Gliderport**

### An Old Guy And A Bucket Of Shrimp

It happened every Friday evening, almost without fail, when the sun resembled a giant orange and was starting to dip into the blue ocean. Old Ed came strolling along the beach to his favorite pier.. Clutched in his bony hand was a bucket of shrimp. Ed walks out o the end of the pier, where it seems he almost has the world to himself. The glow of the sun is a golden bronze now. Everybody's gone, except for a few joggers on the beach. Standing out on the end of the pier, Ed is alone with his thoughts...and his bucket of shrimp.

Before long, however, he is no longer alone. Up in the sky a thousand white dots come screeching and squawking, their way toward that lanky frame standing there on the end of the pier. Before long, dozens of seagulls have enveloped him, their wings fluttering and flapping wildly. Ed stands there tossing shrimp to the hungry birds. As he does, if you listen closely, you can hear him say with a smile, 'Thank you. Thank you.'

In a few short minutes the bucket is empty. But Ed doesn't leave. He stands there lost in thought, as though transported to another time and place. When he finally turns around and begins to walk back toward the beach, a few of the birds hop along the pier with him until he gets to the stairs, and then they, too, fly away. And old Ed quietly makes his way down to the end of the beach and on home.

If you were sitting there on the pier with your fishing line in the water, Ed might seem like 'a funny old duck,' as my dad used to say. Or, 'a guy who's a sandwich shy of a picnic,' as my kids might say. To onlookers, he's just another old codger, lost in his own weird world, feeding the seagulls with a bucket full of shrimp. To the onlooker, rituals can look either very strange or very empty. They can seem altogether unimportant .... Maybe even a lot of nonsense.

Old folks often do strange things, At least in the eyes of Boomers and Busters. Most of them would probably write Old Ed off, down there in Florida . That's too bad. They'd do well to know him better. His full name: Eddie Rickenbacker. He was a famous hero back in World War II. On one of his flying missions across the Pacific, he and his seven-member crew went down. Miraculously, all of the men survived, crawled out of their plane, and climbed into a life raft. Captain Rickenbacker and his crew floated for days on the rough waters of the Pacific. They fought the sun. They fought sharks. Most of all, they fought hunger. By the eighth day their rations ran out. No food. No water. They were hundreds of miles from land and no one knew where they were.

They needed a miracle. That afternoon they had a simple devotional service and prayed for a miracle. They tried to nap. Eddie leaned back and pulled his military cap over his nose. Time dragged. All he could hear was the slap of the waves against the raft. Suddenly, Eddie felt something land on the top of his cap. It was a seagull! Old Ed would later describe how he sat perfectly still, planning his next move. With a flash of his hand and a squawk from the gull, he managed to grab it and wring its neck.. He tore the feathers off, and he and his starving crew made a meal – a very slight meal for eight men - of it. Then they used the intestines for bait.

With it, they caught fish, which gave them food and more bait... and the cycle continued. With that simple survival technique, they were able to endure the rigors of the sea until they were found and rescued (after 24 days at sea...). Eddie Rickenbacker lived many years beyond that ordeal, but he never forgot the sacrifice of that first life-saving seagull. And he never stopped saying, "Thank you. That's why almost every Friday night he would walk to the end of the pier with a bucket full of shrimp and a heart full of gratitude.

Reference: (Max Lucado, "In The Eye of the Storm", Pp..221, 225-226)

PS: Eddie started Eastern Airlines.  
Great story, and it's true!

end

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