

EAA Mount Rainier Chapter 326 Newsletter

Thun Field – August 2009

128

Burger Burn

Sunday, August 9th, 1 pm

Smitty's Hangar, Thun Field
Third hangar row south of the CAP building.

There will be no meeting on Tuesday evening, Aug 11th.

The Burger Burn is a pot luck affair with static display of members' aircraft. And maybe a few demo rides. Park your planes along the taxiway opposite Smitty's hangar.

Whatever you brought last year was so good we'll just keep it the same...**just bring more of it.**

A-G (38) bring a main dish

H-P (41) bring a salad

R-Z (22) bring a desert

The Chapter will provide the Burgers & Soft Drinks.

We are inviting 14 EAA Chapters from the surrounding area to join us. **We provide ALL the food**, so bring your extra large dishes and be a good host.

The Arlington Fly-in was a great success and we had about 40 people come out for the Saturday evening pot luck dinner. If you didn't come out this year, put it on your calendar for next year and come join us.

Andy Karmy
EAA Chapter 326 Secretary

Ed Shadle & Keith Zanghi

at

National Aviation Hall of Fame, 2009.

Keith and I had the great pleasure of being guests of Joe Kittenger at the National Aviation Hall of Fame induction ceremonies this July 17/18 in Dayton, Ohio. Little did I know what I was in for. I arrived Thursday night about midnight. Keith met me at the airport and we put in to one of the hotels near the airport. We were up early and headed straight for the Air Force Museum. We spent most of the day there, then went into town to get into our suits for the Presidents Dinner back at the Museum.

We met the Kittenger's for a quick happy hour drink at the hotel then out to the museum. We were seated with friends of the Kittenger's at one of the near front tables. We were seated with and surrounded by people that had been inducted into the hall of fame. Keith sat next to Dawn Seymour, a WASP who delivered B-17's during 1943-44. Sally Crossfield presented the annual Crossfield Award to a teacher selected from many nominees that teach the STEM subjects, "Science, Technology, Engineering and Mathematics". After other awards were handed out the finale was David Hartman sitting on stage moderating a group of 12 Apollo Astronauts' telling various stories and answering his questions about their Apollo flights. It was quite an evening! Afterward, Keith and I had time to visit with several of the astronauts, one-on-one and visited with Dick Rutan.

Saturday morning, while searching for a cup of coffee in the VIP lounge, I walks Arnold Palmer. Being the shy one that I am, I asked him if he "plays a little golf from time to time". He said he does a bit of golfing. I then asked him how he is associated with flying and he told me he has 18,000 hours, mostly in jets but started out in a Cessna 172 in 1955 as a 16 year old golfer who needed to get around. We wrapped that up with stories about our NAE project then Walt Cunningham (Apollo 7) stepped into the conversation. David Hartman was nearby so he engaged us with a little more discussion about F-104's on wheels.

After that coffee stop, Keith and I headed off to breakfast at the Cracker Barrel then back out to the Air Force Museum. In the afternoon we went back to the hotel to get ready for the evening cocktail hour and Hall of Fame ceremonies. I was dressed in my tucks a little early so I stepped into the VIP lounge to get a cold drink. Sitting at a table was Neil Armstrong. I asked if I could

From the Secretary

July 14, 2009 – EAA Chapter 326 monthly meeting.

Kevin Behrent called the meeting to order & brought the refreshments.

Treasurer report: \$4615.74 in the accounts.

Bruce Hughes presented tonight's program on Canard aircraft. He's building a Long-Eze.

Young Eagles was a great success this year. Thanks to everyone that came out and helped run the event. We flew 220 kids, 24 pilots flying, 8 from outside the chapter. We had 34 Seats to fly kids.

Visitors: Dave Wohler – came to visit due to Young Eagles.

Burger Burn will be Sunday August 9th here at Thun Field at 1pm.

join him and he said "of course". Neil and I sat together for about a half hour discussing Apollo stuff, X-15 stuff and North American Eagle stuff. What a great moment in time! Keith showed up and he was lucky enough to get some time with Neil too.

Keith and I walked over to the reception in the convention center and met many interesting people. We chatted with Joe Engle and his wife, Sally Crossfield and her husband, James McDivett (Apollo 9) and Fred Haise (Apollo 13), Gene Cernan (Apollo 17), Gene Tinsley and Betty Mosley. What a reception! The dinner was fantastic and the presenters were wonderful. Rich Little was the presenter for inducting Jimmy Stewart and did many impressions including Jimmy Stewart. Ed White, Russell Meyer Jr. and Eileen Collins were inducted into the hall of fame that evening. David Hartman and I were talking after the event and I asked him how anyone can describe the grandeur of this event back home and he said it is just not possible. It is the Academy Awards of Aviation.

Keith and I were also invited to the "after party" and spent more time with celebrities. I was able to get some one-on-one conversation with Eileen Collins, the first woman to command an American space mission. Joe Engle (X-15/Apollo 17 / twice shuttle commander) took my photo's of the NAE and spread them onto a table and told a bunch of the other test pilots/astronauts about the F-104 and the land speed record. Boy were Keith and I flying high! What a wonderful evening we had.

On Sunday morning, Keith dropped me and Tom Tart (a friend of the Kittengers) off at the VIP gate at the Dayton Airshow. We were taken into the hospitality suite of the Oracle Aerobatic team of Sean Tucker. Next thing I know, I'm recruited to be a pole holder for Sean's aerobatic routine. Tom and I held our poles straight and true when Sean came through at 225 MPH and cut the ribbon. During most of the air show, except for holding the poles for Sean, we were seated at show center and treated with the greatest hospitality by Team Oracle. What a way to spend the day!

All in all, I can say that this was the best birthday present I've received in many years. It was fantastic and I can say I owe a great big thank-you to my wife for letting me do this and to Joe and Sherry Kittenger for inviting Keith and me and being the greatest of hosts.

Now its back to taking out the garbage and picking up dog poop.....Ed



This is the logo on the website for the guy who gives biplane rides at Arlington. Some years ago I bought a ride in the Stearman he was using at the time. For a guy who'd been flying 50 years, and never had an open cockpit or biplane ride, I thought it worth the \$75, and it was. Low and slow, radial sounds, wind in

the wires, could even smell the cows in the Arlington countryside. I got a video too; the camera was mounted in front of me and shoots the cockpits looking aft. I got to fly a few lazy eights and then asked Mike to do a roll. That's on camera too.

So this year, I saw Mike flying a different aircraft, a 1930 New Standard. He was parked way across the taxiway in the field, hardly noticeable from the crowd line and business seemed slow. I walked over to chat and found Mike sitting in the grass next to his airplane. He was fully attired in 1930 garb, laced boots, leather trousers, and looked every bit what I imagine a 1930 barnstormer would look like. The only thing that seemed a bit out of place was Mike intently watching the Tour de France bike race on his laptop computer. Oh well, Mike is an interesting fellow. Check out his career path here.

Your Pilot

Major Mike Carpentiero Navy Fighter Pilot, Air Force Fighter Pilot, Commercial Airline Pilot

Mike Carpentiero has accumulated over 5,000 flying hours and 20 years of flying experience in everything from Gliders to Fighters. Mike started flying Gliders in 1984 out of Hemet Ryan airport in California. After graduating college Mike entered the U.S. Marine Corps in 1988 and completed Naval Aviator training in August 1992. He was attached to Carrier Air Wing 1 aboard the USS America and Participated in Combat operations in Southwest Asia and Bosnia Herzegovina. Mike has over 150 carrier landings and is the recipient of multiple flying awards to include two Air Medals, Southwest Asia Service Medal, NATO Medal, Armed Forces Service Medal, and Aerial Achievement Medal.

Mike left Active duty service in 1997 and joined the Air Force Air National Guard as a full time A-10 pilot with the 104th Fighter Wing, 131st Fighter Squadron, out of Westfield, Massachusetts. In 1999 Mike began flying the Boeing 737 with US Airways. In January 2002, Mike left the Air Force Reserve and the airlines to pursue his dream--Nostalgic Warbird Rides. Mike is now doing what he loves--sharing the thrill of aviation with others.

The Aircraft

"Stanley" - 1930 New Standard D-25

Our New Standard D-25 "Stanley" is among the few remaining examples of aircraft built specifically for barnstorming. It is a rugged, simple airplane, not designed for transportation, but just for the fun of flying.

After World War I, the American public fell in love with aviation. In fields across the country, pilots were eager to sell airplane rides. They often used war surplus "Jennys" and Standard J-1 airplanes, which were cheap to buy, but carried only one passenger. A then-famous showman, Ivan Gates, wanted to expand his "Gates Flying Circus" with as many passenger rides

as possible. He teamed with Charles Healy Day, designer of the original Standard J-1 biplanes, to build new airplanes capable of carrying four passengers and using readily available 180 hp. water-cooled Hisso engines. The result was the Gates-Day D-24, named as Day's 24th successful aircraft design. Their 1928 prototype put the pilot and four passengers in a single open cockpit and was called "five men in a tub." The production design was changed to have two separate cockpits; the business was renamed the New Standard Company, and six D-24's were built in the Patterson, New Jersey facility

While the D-24 models flew well, a more reliable and powerful engine was needed. Day's next design used the newer 220 hp. Wright "Whirlwind" J5 engine and was called the New Standard D-25. Its improved performance was a hit with



barnstormers, who could now carry as many as 40 paying passengers per hour. Doors on each side allowed one set of riders' to board as the previous riders' disembarked. The rides weren't long, but thousands of delighted passengers took first flights this way.

Operating from unimproved farming fields was hard on an airplane, so the D-25 was designed to be rugged and easily repaired. Its construction featured simple duralumin angles, bolted and riveted into a sturdy structure. A very large fabric-covered upper wing was used to lift the passenger load, leading to the nickname "Canvas Cloud."

"Stanley" was built in 1929 and licensed in January of 1930. Its first owner was a WWI ace named Ken Unger, who was a test pilot for the New Standard Company, of Unger Aircraft, Inc. based in Hadley Field New Brunswick, New Jersey. During the early 30's the New Standard Company went out of business during the depression and Mr. Unger ended up with two airplanes, of which this was one. Mr. Unger used the plane to hop rides and at one point had a contract to spray for mosquitoes.

"Stanley" is one of the only New Standards that seems to have survived the crop dust era, which basically wore out or destroyed all the others. Initially this airplane had the same owner for 37 years, then it was sold and rebuilt several times until it was purchased by the EAA who refurbished the entire airplane. We were fortunate enough to acquire "Stanley" from the EAA and are excited to return this plane to its original purpose, bringing open-cockpit flight to excited passengers across the country!

Northwest Antique Airplane Club
N. W. A. A. C.
Fly-In
August 14 15 16

Pearson Airfield (VUO)

Welcome everyone! We're so excited about having our 50th Annual Fly-In at Pearson Field Airport. Pearson was the location of our very first fly-in. So please join us in our celebration. The Fly-In is Friday, Saturday & Sunday, August 14, 15 & 16. There is no registration fee for pilots. There is also no charge to pilots to visit the Pearson Air Museum while at the fly-in (normally \$8). As always, you're welcome to pitch a tent and sleep under the wings of your beautiful airplane

We will have a pasta feed on Friday night at 5 pm for \$10/person with the Dixieland band "Earthquake Ethel" performing from 5 pm - 7 pm. Breakfast will be from 7 am - 11 am on Saturday for \$7. It will include pancakes, eggs, sausage and a drink. On Sunday, breakfast will be served from 7 am - 10 am. Biscuits and gravy will be served for \$4. There will be an awards banquet on Saturday night at 6 pm on the field. Dinner will include 1/2 rack baby back ribs & chicken, BBQ beans, potato salad, slaw, rolls, dessert & drinks for \$15. Only 150 tickets will be available, so please be sure to get them early. Bill Alley, Pearson Museum Curator and also writer of the book "Pearson Airfield" will be the guest speaker. A Swing/Jazz band "Swing Squadron" will be performing immediately afterwards. We're gonna have some fun!

ATTENTION - Fly-In procedures! We cannot stress the importance of the following information enough. Being next to PDX International has posed some challenges that we hope have been overcome. You MUST have a 2 way radio and transponder is highly recommended. We have specific approach and departure guidelines that need to be carefully followed. We will also offer a staging area from our clubhouse in Scappoose, where an NWAAC volunteer will provide any necessary information. Aviation fuel is also available at Scappoose if you'd like to gas up prior to arriving at Pearson. But, we want you to support Pearson and there is fuel available at the Pearson FBO 24 hours with credit card/lock box. But, there will NOT be a fuel truck on the field. Please click this link for complete arrival & departure information.

<http://www.nwaac.com/documents/090602VUOFLYINPROCEDURESMTM.pdf>

Calendar

Aug 9 Chapter 326 Burger Burn. Thun Field [KPLU]
 Aug 14 -16 50th Annual NW Antique Airplane Fly-In, Vancouver, Pearson [VUO]
 Aug 22 Wings over Republic [R49]
 Aug 28 - 29 Van's Homecoming, Independence State [7S9]
 Sep 4 -5 McMinnville Aircraft Fly-In [MMV]
 Sep 5 Bremerton Blackberry Festival [PWT]
 Sep 12 WAAAM Fly-In Hood River Ken Jernstedt Airfield [4s2]
 Sep 13 Olympia Fly-In [OLM]
 Sep 16 - 20 Reno Air Races
 Oct 22 - 24 Copperstate Fly-In [CGZ]

end

Chapter 326 Staff

President	Kevin Behrent	253-906-6674	
Vice President	Marv Scott	253-691-5496	
Secretary	Andy Karmy	253-333-6695	
Treasurer	Norman Pauk	253-630-6396	
Newsletter Editor	John Brick	253-846-2617	jebrick@comcast.net
Photographer	Vacant		
Webmaster	Andy Karmy	253-333-6695	

Young Eagles Coordinator	David Fritzsche	253-848-1699
Technical Counselor	Harold Smith	253-752-5480
Technical Counselor	Charlie Cotton	360-893-6719
Chapter Flight Advisor	Terry O'Brien	206-244-3619
Chapter Flight Advisor	Jim Triggs	360-438-1482
Chapter Flight Advisor	Marv Scott	253-691-5496
Program Coordinator	John Brick	253-846-2617
Biographer	Vacant	
Property Custodian	Vacant	

Chapter 326 Website <http://www.eaa326.org>

EAA Mount Rainier Chapter 326
C/O John Brick
8304 242nd St. E.
Graham, WA 98338