

EAA Mount Rainier Chapter 326 Newsletter

Burger Burn

Sunday, August 7th, 1 pm

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

There will be no meeting on Tuesday evening, Aug 9th.

The Burger Burn is a potluck 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 bring a main dish

H-P bring a salad

R-Z bring a desert

The Chapter will provide the Burgers & Soft Drinks.

We are inviting 13 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.

Minutes of July Meeting

July 12th, 2011

Andy called the meeting to order at 7:07 pm.

Joe & Kathy brought root beer floats for refreshments.

Visitor: Randy David – new RV-8 kit.

Treasurer's report:

\$310 Young Eagle credit from EAA.

\$493 from Young Eagle hot dog concession (\$157 profit).

Balance:

Checking \$3420.45

Savings \$800.30

Dave Fritzsche gave additional details of our Young Eagle Day including some letters from thankful parents and kids. In years past we always had trouble getting enough kids... newspapers were hard to count on. More recently, we've been distributing flyers to all the schools. Now we're flooded with kids. How did they find out about it? "Word of mouth" was the most common reason given. Seems like we've finally reached the status of a well-known local tradition.

The monthly safety topic was airshow arrival procedures, and pilot fatigue / stress.

Our scheduled presentation got rained out. Rob Hickman of Advanced Flight Systems (AFS) had intended to fly up from Oregon in his RV-10. This has been be rescheduled for our September meeting.

From the President

August 2011,

Well, summer is here in full swing. Ya it's about 2 months too late, but we will take what we can get. We had a good core group camp out at Arlington this year and for those that came up for the potluck on Saturday it was a nice evening to share together at the airshow. While we had some weather the first few days, it cleared up nicely for the weekend and many planes were able to attend. For those that missed it, maybe next year, it's never too early to start planning!

Next up is the chapter burger burn, which is our own little fly-in. I look forward to seeing all your planes and good food!

Fly Safe

Andy Karmy

Dave Sclair

General Aviation News Publisher, Has Died



Dave was a local guy from Lakewood. He was regularly found at the trade show and Arlington handing out free copies of General Aviation News in the pink bag. Some of you may remember when Dave was the featured speaker at our Chapter meeting back in March of 2002.

Dave, for many years was the publisher of the General Aviation News until he retired about 10 years ago, died on Tuesday. He started to fly in the 1960s, and soon started publishing news for the general aviation and the

ultralight community. In 1990, he started General Aviation News, a large-format newspaper distributed across the U.S. His wife,

Mary Lou, became his co-publisher, and his children Ben and Robyn now are co-publishers of the publication, which is based in Lakewood, Wash. "Dave Sclair has left an indelible mark of journalistic excellence on the general aviation industry," said Phil Boyer, former president of AOPA. "The fruit of his hard work will be harvested well into the future because he built a family business that will carry his mark for decades to come."

Sclair's contributions were recognized by AOPA in 1991, when he earned the Max Karant Award for Lifetime Excellence in Aviation Coverage. He and his wife also published a blog, *Living With Your Plane*, which aims to provide useful information to anyone who lives on an airpark, or would like to, or would like to build one.

of camaraderie that few experience, it will remain as a longing for those past times. We know in the world of flying, there is a fellowship which last long after the flight suits are hung up in the back of the closet. We know even if he throws them away, they will be on him with every step and breath that remains in his life. We also know how the very bearing of the man speaks of what he was and in his heart still is.

Author Unknown

WWII Aviation Art

Ya gotta see this awesome collection of historic posters.
[Diapositiva 1](#)

Add Your Voice to this GPS Issue

The FCC has an open comment period now for this whole Lightsquared mess. Here's the link, and you enter 11-109 in the proceeding number field.

This is something that affects us all, in a huge way, so If you care anything about your navigation using GPS, just take the time to at least put in some small comment regarding the situation. Perhaps explain that GPS is of so great core importance that no broadband internet or any other service should be allowed to infringe even slightly on GPS coverage. Tim Olsen.

<http://fjallfoss.fcc.gov/ecfs/upload/begin?procName=&filedFrom=X>

Always a Pilot

Once the wings go on, they never come off, whether they can be seen, or not. It fuses to the soul through adversity, fear and adrenaline and no one who has ever worn them with pride, integrity and guts, can ever sleep through the ' call of the wild ' that wafts through bedroom windows in the deep of the night.

When Pilots Retire

When a good pilot leaves the 'job' and retires, many are jealous, some are pleased and yet others, who may have already retired, wonder. We wonder if he knows what he is leaving behind, because we already know. We know, for example, that after a lifetime

Assembling the Mighty Eighth

Leslie A. Lennox
Lt./Col. USAF(ret)

Of all the stories that have been written, and movies that have been shown, about the 8th Air Force, very little attention has been given to what was involved in assembling 1200 B-17's and B-24's each day, to get them in formation to carry out a strike against Germany. Certainly showing bombers under attack by fighters, or encountering heavy flak, was a reality, and are interesting to watch. Also, stories about some of the rougher missions make interesting reading. But what was going on over England, each morning, could get just as scary to the crews as the time spent over some of the targets. The planning, and coordination, that had to be accomplished during the night, by the operations planners of each Group, so that the crews could be briefed, was unbelievable. If the planners had failed to do their jobs properly, there would have been a free for all among Bomb Groups, in the skies over England. The rendezvous points, altitude, and times had to be precise, and known by all of the crews, before the Eighth Air Force could get in formation. The success of the planners, in accomplishing their mission, enabled the Eighth Air Force to become the most powerful air armada ever assembled. In my view, how this was accomplished is one of the major untold stories of the war.

I was a pilot in the 95th Bomb Group, in late 1944 and early 1945, and what follows is a typical mission, as I remember it, from a crew member's perspective.

Early in the evening, our Squadron Operations would post the names of the crews that were scheduled to fly the following day. There were two ways we could be notified if the Group had been alerted to fly. One was by means of lights on the front of the orderly room, and the other with raising of colored flags. If a green light was on, the Group was alerted, if a red light was on we would fly, and if a white light was on, the Group would stand down. The light was monitored frequently throughout the evening to learn our status and, normally, we would know before going to bed if we would be flying the next day.

On the morning of a mission, the CQ (charge of quarters) would awaken the crews about four or five o'clock, depending on takeoff time. The questions we always asked were, "What is the fuel load?" and, "What is the bomb load?" If his answer was, " full Tokyo tanks," we knew we would be going deep into

Germany. Shortly after being awakened, "6-by" trucks would start shuttling us to the mess hall. We always had all the fresh eggs we could eat, when flying a mission. After breakfast, the trucks carried us to the briefing room. All of the crew members attended the main briefing, and then the Navigators, Bombardiers and Radio operators went to a specialized briefing. At the main briefing, in addition to the target information--anti-aircraft guns, fighter escort and route in--we received a sheet showing our location in the formation, the call signs for the day and all the information we would need to assemble our Group and get into the bomber stream.

After briefing, we got into our flight gear, drew our parachutes and loaded onto the trucks for a ride to our plane. We were now guided by the time on our daily briefing sheet. We started engines at a given time and watched for the airplane we would be flying in formation with to taxi past, then we would taxi behind him. We were following strict radio silence.

We were now parked, nose to tail around the perimeter, on both sides of the active runway, and extremely vulnerable to a fighter strafing attack. At the designated takeoff time, a green flare would be fired and takeoff would begin. Every thirty seconds an airplane started takeoff roll. We were lined up on the perimeter so that the 12 airplanes of the high squadron would take off first, followed by the lead and then the low squadron.

Each Group had a pattern for the airplanes to fly during climb to assembly altitude. Some would fly a triangle, some a rectangle and our Group flew a circle, using a "Buncher" (a low frequency radio station) which was located on our station. The patterns for each Group fit together like a jig saw puzzle. Unfortunately, strong winds aloft would destroy the integrity of the patterns, and there would be considerable over running of each other's patterns.

Many of our takeoffs were made before daylight, during the winter of '44 and '45, when I was there, so it was not uncommon to climb through several thousand feet of cloud overcast. Also it was not uncommon to experience one or two near misses while climbing through the clouds, although you would never see the other airplane. You knew you had just had a near miss, when suddenly the airplane would shake violently as it hit the prop wash of another plane. It was a wonderful feeling to break out on top, so you could watch for other planes, to keep from running into each other. To add to the congestion we were creating, the Royal Air Force Lancasters, Halifaxes, and Wimpys would be returning from their night missions, and flying through our formations. Needless to say, pilots had to keep their heads on a swivel and their eyes out of the cockpit.

After take off, the squadron lead would fire a flare every 30 seconds, so that we could keep him located and enable us to get into formation quicker. The color of our Group flare was red-green. The first thing you would see, when breaking out of the clouds, was a sky filled with pyrotechnics, so you had to search the sky for the Group flare, which would identify the lead airplane of your Squadron. Once you had it located, you could adjust your pattern to climb more quickly into formation with him. As each airplane pulled into formation, they would also fire a flare, with the lead plane, making it much easier for the following aircraft to keep him in sight. I think most crew members would probably agree that the pyrotechnic show, in the

skies over England, in the morning when the Eighth was assembling, was a rare sight to behold.

The order of progression for assembling the Eighth Air Force was to first assemble the Flight elements, the Squadrons, the Groups, the Combat wings, the Divisions and, finally, the Air Force.

As soon as the four Squadron elements were formed, the high, low and second elements would take up their positions on the lead element, to form a Squadron. When the three Squadrons had completed assembly, it was necessary to get into Group formation. This was accomplished by having the three Squadrons arrive over a pre-selected fix at a precise time and heading. The high and low Squadrons were separated from the lead Squadron by 1000 feet and, after getting into Group formation, they would maintain their positions by following the lead Squadron.

Then it was necessary to get into the Combat Wing formation. We were in the 13th Combat Wing, which consisted of three Bomb Groups: the 95th, the 100th and the 390th. Whichever Group was leading the Wing that day, would arrive over a pre-selected point, at a precise time and heading. Thirty seconds later, the second Group would pass that fix, followed by the third Group, thirty seconds later. We were then in Combat Wing formation. The navigators in the lead airplanes had a tremendous responsibility, to ensure that the rendezvous times were strictly adhered to.

There were three Divisions in the Eighth, the 1st, 2nd and 3rd. The 1st and 3rd Divisions consisted of B-17s only, and the 2nd Division was B-24s. The B-24s were faster than the B-17s, but the B-17s could fly higher, therefore, the two were not compatible in formation. As a result the 1st and 3rd Divisions would fly together and the 2nd Division would fly separately.

Now that the Groups were flying in Combat Wing formation, it was necessary to assemble the Divisions. This was usually accomplished at the "coast out"--a city on the coast, selected as the departure point "fix." The Group leader in each Combat Wing knew his assigned position in the Division, and the precise time that he should arrive at the coast out departure point, to assume that position in the Division formation. The lead Group in the Division, which had been selected to lead the Eighth on the mission, would be first over the departure fix. Thirty seconds after the last Group in the first Wing passed that point, the second Wing would fall in trail, and so on, until all Combat Wings were flying in trail and the Division would be formed. One minute later, the lead Group in the other Division would fly over that point, and the Combat Wings in that Division would follow the same procedure to get into formation. When all of its Combat Wings were in trail, the Eighth Air Force B-17 strike force was formed and on its way to the target. At the same time the 2nd Division B-24s were assembling in a similar manner and also departing to their target.

Meanwhile, as the bombers were assembling for their mission, pilots from the Fighter Groups were being briefed on their day's mission. Normally, 600 to 800 P-38's, P-47's, and P-51's would accompany the bombers to provide protection against enemy fighter attacks. Fighter cover was not needed by the bombers until they were penetrating enemy territory, therefore to help conserve fuel, fighter takeoffs were planned to give them enough time to quickly assemble after takeoff, and climb on course up the bomber stream to the groups they would be

covering. The combined strength of the fighters and bombers brought the total number of aircraft participating in a mission to approximately two thousand.

A major problem that presented itself, on each mission, was that the bomber stream was getting too stretched out. It was not uncommon for the headlines in stateside newspapers--in trying to show the strength of our Air Force--to state that the first Group of bombers was bombing Berlin, while the last Group was still over the English Channel. It made great headlines but was a very undesirable situation. It meant that the Groups were out of position, and not keeping the proper separation. Furthermore, it was almost impossible for them to catch up and get back into the desired formation. This made the entire bomber stream more vulnerable to fighter attacks.

Finally, our planners figured out what we were doing wrong. When the first Group departed the coast out fix, it started its climb to what would be the bombing altitude. Then, as each succeeding Group departed that fix, it, too, would start climbing. The problem with this procedure was that, as soon as the first Group started its climb, its true airspeed would start to increase, and it would encounter different wind velocities. Now it would start to pull away from the Group in back of it, and the "stretchout" of the bomber stream would begin. By the time the last Group had reached the coast out, to start its climb, the first Group would be leveled off, with a true airspeed approaching 250 miles per hour, and the bomber stream would be really stretching out.

The solution to this problem that had been frustrating the Bomber crews for so long was pretty simple. We would no longer start climbing at the coast out, but instead, at a designated time, all Groups would start climbing, irrespective of position. This meant that we all would have similar true airspeeds and would be influenced by the same winds aloft. That took care of the problem. It was still possible for a Group to be out of position, because of poor timing, but the entire bomber stream wouldn't get all stretched out

When you consider the way our Air Traffic Control system operates today, and all the facilities at their disposal to guide each individual airplane through the sky to ensure its safety, it's almost unbelievable that we were able to do what we did. To think of launching hundreds of airplanes, in a small airspace, many times in total darkness, loaded with bombs, with complete radio silence, and no control from the ground, and do it successfully day after day, with young air crews, with minimum experience, is absolutely mind boggling.

The accomplishments of the Eighth Air Force have been and will be reviewed by historians from World War II on. There never will be another air armada to compare to it. I feel confident that they will never cease to be amazed by our ability to assemble hundreds of heavy Bombers, under the conditions we were confronting, into the devastating strike force we now fondly refer to as, "The Mighty Eighth."

Calendar

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

Chapter 326 Staff

President	Andy Karmy	253-333-6695	
Vice President	Bruce Finney	253-709-8402	
Secretary	Kerry Albritton	253-214-6035	
Treasurer	Norman Pauk	253-630-6396	
Newsletter Editor	John Brick	253-846-2617	jebrick@comcast.net
Photographer	Kerry Albritton	253-214-6035	
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	
Tool Custodian	Joe Andre	253-539-2408

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

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

