

EAA Mount Rainier Chapter 326 Newsletter

Thun Field – September 2012

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Meeting Notice

**Tuesday, September 11th, 7 PM
CAP Building, Thun Field**

Program: Cliff Burks (Kerry Albritton's Dad): Served aboard the USS Nevada. Was at Normandy on D-Day and at Iwo Jima and Okinawa in the Pacific.

Some notes from Kerry:

1) He was only 17 when he traveled around the world: The Aleutian Islands, Normandy, Southern France, Iwo Jima, Okinawa and finally Bikini Atoll. It was a long vacation... the kind you and I would not want to take.

2)The last time I went to Normandy, didn't have a passport, didn't need one and was welcomed by the people that lived there.

3) Big guns fired for 3 days straight off the beaches of Utah and Omaha and all we had to eat during that time was a half of a peach .

4) Before we could go onto the island of Mog Mog for a little R & R, our captain made us take t-shirts to the island as all the women on the island were topless. The captain figured that would help, until he realized that all the women cut holes in their shirts for their breasts to get "air"

[http://en.wikipedia.org/wiki/USS_Nevada_\(BB-36\)](http://en.wikipedia.org/wiki/USS_Nevada_(BB-36))

Refreshments: Steve Dickinson

chapter. The main difference is I don't see two party candidates jockeying for the president's role for our chapter... So that's where you come in. As a group we need to decide on a new leadership team to take us forward over the next two years and we have just a couple of months to sort this out. What I would love is for you to seriously think about how you can serve the chapter in this coming year. We have an amazing group of people, a growing interest in aviation with new members coming, great programs with people willing to help out. Now is an amazing time to be involved with the chapter and it's never been easier. We have a full infrastructure in place with the board to support the meetings and events. Please consider volunteering for a position and I look forward to working with you this coming year.

Fly Safe!

Andy Karmy

Eagles Nest Update

Unfortunately all I have for this Update is to reiterate the call for mentors. There has been a slight hiccup in the plans as Jeff Coleman took a full time position with Kenmore Air so he's no longer with ERHS. However, his replacement is, thankfully, Brandon Kanning from Sim Flight Center. Since Jeff and Brandon worked together at SimFlight the hand off should be fairly smooth. Let me emphasize "Fairly" though. Brandon is settling into a new role at Emerald Ridge. I want to give him time to get settled in before we thrust yet another project on him. My expectation is that we will not get started now until early October.

The first couple of sessions will be general information, project planning, kit inventory, tool inventory and marking. A volunteer or two to help with the inventory would be nice (early October). I will need a second volunteer(s) to walk through Tool/shop safety (don't point the drill at your neighbor, don't blast your friends eyes with the air hose, etc... pretty basic stuff and common sense when you're not 15-18 years old). The safety presentation would also be in early to mid October. I don't have a safety presentation, but I bet someone could find one on the Internet and modify it. We have a projector and computer.

Darrin Dexheimer

From the President

And with the passing of Labor Day, the "official days of summer" are drawing to an end. Lucky for us we are still having some amazing weather and a record breaking streak of dry days. The flying weather has been great with many events to get out to around the area. It was with a sad tone that many of us attended the memorial gathering for Jose this month. It was so very clear that he touched many people across many different groups through the years. The chapter was well represented by many of you and the family was thankful for our support.

As we head into fall it's once again time to be thinking about our chapter leadership for the coming year. As we see on TV each night, it's election season and it's no different for our

IMPORTANT NEW SERVICE INFORMATION

RV-12

[Service Bulletin SB 12-08-09](#)

Possible cracking of nose wheel fairing brackets

RV-7/7A, -8/8A, -9/9A

[Service Bulletin SB 12-08-14](#)

Inspect for missing wing attach bolts

B-29/P-51 Actual/Live WWII Footage

This is 36 minutes long... spectacular live footage of the 3,000 mile round trip air assault upon the Japanese mainland, with 3 bomber wings and a host of P-51's. No matter what war footage you ever saw before, this is the real deal and will keep your undivided attention. The P-51 & B-29 footage is remarkable.

<http://www.archive.org/details/TheLastBomb1945>

Ken Krueger Leaving Van's

As many of you have heard, long time Van's engineer, Ken Krueger, recently made the decision to move on from Van's Aircraft. Ken had been a true asset since he was hired back in 1996. He's got immense talent as an engineer and aircraft designer and will be missed here at Van's. His input into projects like the RV-10, RV-12 and RV-14 have helped to keep Van's at the pinnacle of the kit aircraft industry and helped to keep smiles on the faces of thousands of RV builders and flyers around the world.

Ken had been the 'face' of Van's engineering team for quite a few years but I'm sure if you were to ask Ken, he'd be the first to tell you that everything that's done at Van's Aircraft is a 'team effort'. With Ken's departure, our engineering team now consists of four top notch engineers, Rian Johnson, Mike Schwartz, Phil Rivall and Van (...yes, he's still in the office 2 or 3 days a week and still enjoys sharing his 'aerodynamic insights'). We also have two very talented draftsmen/women, Amber and Adam, that do a great job supporting the engineering team. This crew may not be as familiar to you as Ken (well, maybe Vans is...), but as Van's moves forward and we keep doing what we do best, it'll become very evident that the engineering 'talent pool' at Van's is far from empty.

We'll miss teasing Ken about pocket protectors and six decimal places on a wing rib dimension and we'll miss his tremendous enthusiasm for all things aviation. We wish all the best for Ken and his family in whatever ventures and adventures they decide to take on as they move forward in their lives.

Thanks for 16 great years,

The Crew at Van's

Updated AIM Information

Recently a pilot informed us of changes to the Aeronautical Information Manual (AIM) concerning the use of lights and transponder while moving on the surface of an airport. This pilot learned from a Designated Pilot Examiner (DPE). Although it is your individual responsibility to stay aware of procedures in the AIM, we thought you would want to know about this particular safety initiative!

The AIM, which is available at http://www.faa.gov/air_traffic/publications/atpubs/aim/Index.htm, is updated in February and July of each year, and included in the last February change was an updated description of the "Operation Lights On" pilot safety program.

In section 4-3-23, Use of Aircraft Lights, paragraphs (c), (e), (f) and (g) describe the use of lights while on an airport. We invite you to go to the AIM and read each of these paragraphs. For example, paragraph (e) states,

Prior to commencing taxi, it is recommended to turn on navigation, position, anti-collision, and logo lights (if equipped). To signal intent to other pilots, consider turning on the taxi light when the aircraft is moving or intending to move on the ground, and turning it off when stopped or yielding to other ground traffic. Strobe lights should not be illuminated during taxi if they will adversely affect the vision of other pilots or ground personnel.

Furthermore, the use of your transponder while taxiing is recommended in paragraph 4-1-20. It says, in part,

Civil and military transponders should be turned to the "on" or normal altitude reporting position prior to moving on the airport surface to ensure the aircraft is visible to ATC surveillance systems.

We encourage you to keep abreast of the periodic changes to the AIM, and they make it easy by providing a change summary page for each change. We appreciate these items being brought to our attention so that we could share them with you.

end

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