

# HANGARTALK

Newsletter of Chapter 84 of the Experimental Aircraft Association, Snohomish, WA

February 2006

## FROM THE PRESIDENTS CORNER

I would like to start off thanking Harold Shoemaker for letting us visit his projects last month, the turn out was surprising, and his patience with us critiquing his pride and joy was exemplary.

Robert Mitchell has got chapter 84 up to date for the National web site now and he will be maintaining that as one of his action items, along with producing the chapter 84 news letter.

So with all that said I would like to relay some information I acquired during the A.I. retraining seminar some of you may have already herd this but it is a good refresher so here goes

### The “HOT START” phenomena

The recommended fix -Let’s start a typical fuel-injected engine that’s been shutdown for approximately twenty min when the ambient temp on the ramp is 75° to 90° F

Procedures for a routine, warm engine start on a fuel injection engine would consist of:

- 1) Mixture control – full rich,
- 2) Throttle – “cracked” or slightly open,
- 3) Magneto switches – on (if separate from starter switch)
- 4) Starter engages.

Usually a small amount of liquid will remain in the injection lines leading to the nozzles. As the engine begins cranking, this retained fuel is drawn into the cylinders. Upon ignition, the fuel ignites and the engine bursts into life; then, just as suddenly as it started, it dies. Followed by a few explicit cuss words a false start and the prima facie indication that a “HOT START” situation exists.

Since the fuel lines inside the cowling are full of vapor rather than liquid fuel, the engine driven pump will not pump or “remove” the vaporized fuel in sufficient quantity to support the combustion. Therefore, the engine’s refusal to continue running after initial start up is simply due to fuel starvation.

The unknowing pilot will continue cranking while resorting to some favorite or mythical procedure. If this doesn’t bring forth immediate results, more cranking and more explicit cuss words. At last (usually if the battery is still good) the engine starts but only because the excessive cranking has been pumping away the vapor, permitting liquid fuel to fill the lines.

**There has to be a better way** – And here it is from the Teledyne Continental Motors bulletin X30548 rev 2

- 1) Mixture control – full lean or idle cut off
- 2) Throttle – full open
- 3) Electric aux fuel pump – on high
- 4) Relax for approximately twenty to forty seconds

The electric fuel pump is taking liquid fuel from the tank selected and pumping it through the “heat-soaked lines. Cooling the lines and filling with liquid fuel. In its cut-off position the mixture control prevents this fuel from reaching the cylinders. This is exactly what is needed at that moment: Now the fuel takes the alternate path and returns to the tank

After the twenty to forty seconds, turn off the electric pump and make a normal start

- 1) Mixture full rich.
- 2) Throttle cracked or partially open.
- 3) Starter engage.

No priming will be necessary because a small amount of fuel will make its way past the closed mixture control and into the nozzles during the purge cycle.

So there you have it now lets see if it really works.

Rand Martin

## Chapter 84, Minutes

January 10, 2006

Harold Shoemaker, Chapter Secretary

At 7:09 pm Rand Martin, President called the meeting to order.

**Visitors;** Three guests were present, and by the end of the meeting, all were new members. (1) Mark Morse (2) Ken Rayburn, who lives in Monroe, and is going to build a Sonex (3) Wayne Stafford, former member of Chapter 1175, Grass Valley, California, who is working on a Glasair.

**Presidents Report;** Rand reported that the members who worked at the Arlington Air Show, last July, will receive a shoulder patch. Rand also explained that those people who were using auto fuel in their planes, were starting to have problems with their fuel selector valves. He had worked on three planes with this problem.

**Treasurer Report;** Nick Gentry reported that we have \$385.72 in savings, \$327.83 in petty cash. He also stated that 2006 chapter dues are due at this time. He reports that only nine members have paid. Nick said, that \$194.00, were paid to the EAA, \$40.00 were for dues, and \$154.00 for Insurance.

**Secretary Report;** The minutes of the last meeting were published in the newsletter, and were accepted as published.

**Old Business;** Jim Davidson brought up the issue of the proposed Flying Committee. Tom Mahon and Jim Davidson will get together to select a committee, and set a date for a meeting, which can be held at the hanger.

Tom Mahon, had looked into getting a Chapter 84 sign, made and placed in the window of the hanger. Rand Martin, reported that will happen.

It was brought up from the floor, that the EAA web site, no longer lists Chapter 84, on their web site. There was some discussion on this, and Robert Mitchell said that he would take care of re-establishing our information, with EAA.

**New Business;** Rand Martin reported that the chapter is going to buy t-shirts and hats, with the chapter logo.

**Safety Report;** Rex Smith talked about the recent changes to the Seattle sectional charts.

**Project Visit;** The February project visit will be at Arley Tracy's place. It is scheduled for 10:00 am, February 18, 2006, at 5225 169<sup>th</sup> Ave. NE, Snohomish, WA. 98290. Maps will be provided at the February meeting. Arley is building a Dakota Hawk.

**Open Discussion;** Jim Davidson, brought in a homemade cooling fan shroud, that he designed and fabricated, for his Volkswagen engine. He wanted to increase cooling, and reduce weight in his VariEZ, very nice work.

**Meeting Program;** Christian Holtz, of Angel Flight West, gave a presentation that included an overview of the mission, of Angel Flight. Also, he told what it takes to volunteer to become a member, and use your skills and plane to help others. There was a six-minute video presented.

Meeting adjourned at 9:08 pm.

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### Chapter 84 Board and Staff Meeting

January 24, 2005

Harold Shoemaker Secretary

Meeting called to order at 3:15 PM, Harvey Hanger.

Meeting date set ahead one week, due to schedule conflict.

Chapter Officers and Board Members present were;

Rand E. Martin President

Tom Mahon Vice President

Nick Gentry Treasure

Harold Shoemaker Secretary

Robert Mitchell Newsletter Editor

Business decided at the staff meeting.

**1. New Revised Handout.** Nick, showed a sample of the revised handout/application he has put together. All present agreed that it would do nicely.

**2. The Corn Roast Fly-in.** After some discussion, it was decided that we would not change any of our programmed calendar dates. Instead Rand suggested that Chapter 84, would have an exhibit, with our banner, a trailer with plane and project parts, and members available to answer questions and give chapter information handouts. Tom said that he has already talked to Kandace Harvey about this and he will touch base again, to make sure that she is in agreement, with the new plans.

**3. LSA Rules and Regulations.** Rand stated that he had recently attended a meeting that went into LSA regulations, and he would be talking about this subject at the next chapter meeting.

**4. Hats and T-shirts.** Nick, said that his wife will do the graphics on the logo to get it ready. Nick, also gave to Tom, the name and number of Midnight Graphics, who Tom will contact about producing the clothing.

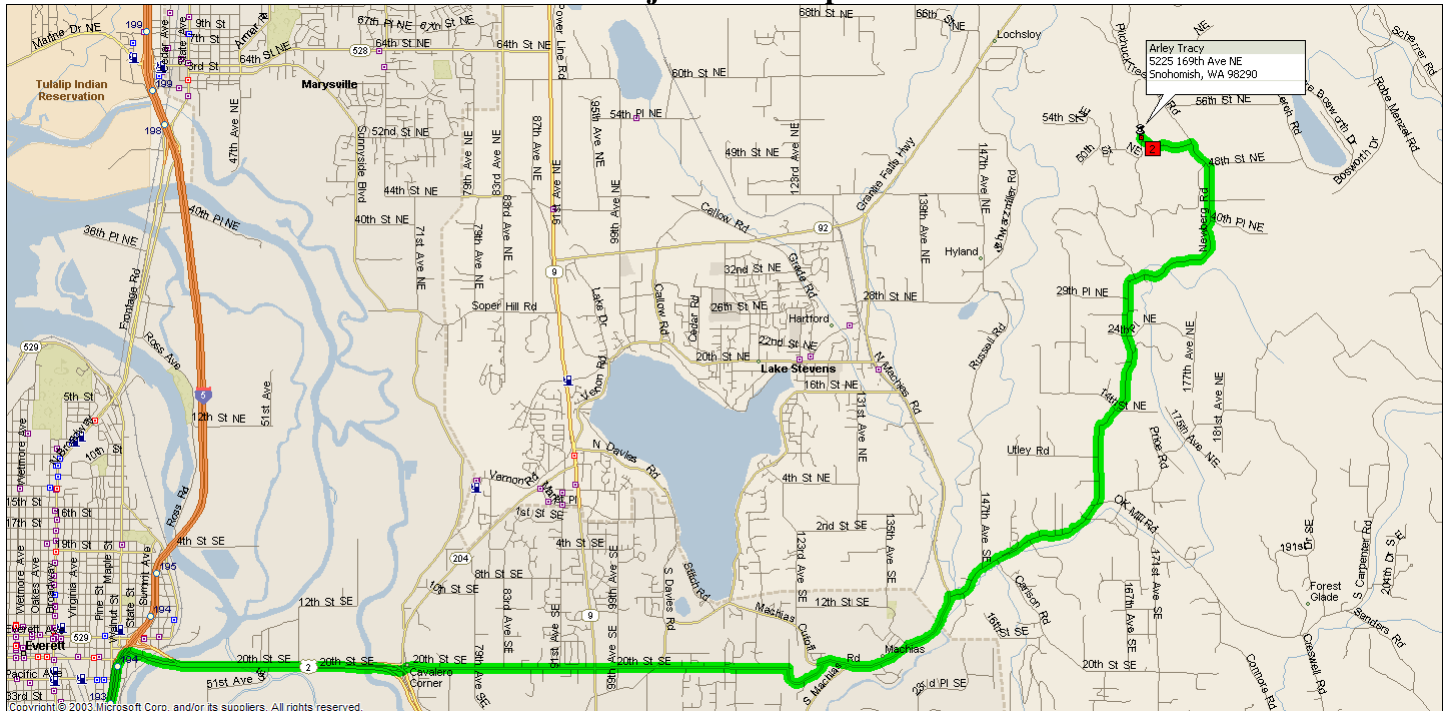
**5. Chapter Dues.** It was decided to put a reminder in the newsletter, about members paying their 2006 Chapter dues. Robert said that he would address this in the February newsletter.

**6. Advertisements.** Tom, will check with local papers in reference to getting an adds placed, to announce our fly-in, and chapter organization. Harold, will contact General Aviation NW News, about the same thing.

**7. EAA Chapter 818 Website.** Robert will be checking the website at chapter 818 to see if there are some things that they use, that maybe useful for our website. He will also be up dating our website in the near future.

Meeting adjourned at 4:55 PM.

### Project Visit Maps



See the web site at [www.eaa84.org](http://www.eaa84.org) for a more detailed map

## FLYING COMMITTEE ORGANIZES

At the end of January’s meeting, Tom Mahon, Dan Thomas, Rex Smith and Jim Davison agreed to become Chapter 84’s Flying Committee. The members decided to hold their first meeting on January 17<sup>th</sup> in the Buzz Inn at Harvey Field. Dan Thomas was elected Committee Chairman, and a brainstorming session produced many ideas for Chapter Flyouts and Flyins.

At the February meeting on Feb. 14<sup>th</sup>, Chairman Dan will briefly outline the purpose of the Committee and give the membership some idea of what the Committee is trying to accomplish. All suggestions for flying activities are welcome!!

## Chapter Web Site

We have lots of photos from the Christmas party, and from the January Project Visit. Please see go to the website at [www.eaa84.org](http://www.eaa84.org) to view them. The site also has a complete schedule of club activities. For the next few months, here is the schedule.

### February

- 14: Chapter Meeting
- 18: Project Visit
- 28: Staff Meeting

### March

- 14. Chapter Meeting
- 18. Project Visit
- 28. Staff Meeting

### April

- 11. Chapter Meeting
- 15. Project Visit
- 25. Staff Meeting

EAA Chapter 84  
Nick Gentry  
12124 – 1<sup>st</sup> Ave SE  
Everett, WA 98208



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**Monthly Meeting** – Our regular meetings are held on the second Tuesday of each month. Our next meeting will be on Tuesday, February 14<sup>th</sup>, at the helicopter hanger west of the Buzz Inn & FBO at Harey Field

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