

HANGARTALK

Newsletter of Chapter 84 of the Experimental Aircraft Association at Harvey Field in Snohomish, WA

February, 2008

Editor's Notes

DOWNERS-

We have some disappointing news to start off with. This month, your chapter Newsletter has no Chapter Meeting Minutes to report, due to Tom Williams being out of town for a while with a new job. If possible, we will print those January Meeting minutes in a future edition.

At its regular monthly Board of Directors Meeting, the Board voted unanimously to remove Tom Williams from the office of Chapter Secretary due to Tom's new work schedule. He is required to be away from home for extended periods of time, and he will not be able to continuously meet the obligations of the office, so the Board felt it would benefit the Chapter to bring in a new Secretary. Thanks for your effort, Tom. After a short discussion, the Board asked another member to take on the duties of Secretary, and a unanimous choice was voted on. Effective March 1, 2008, Wayne Stafford will be the Chapter Secretary. Thanks for volunteering, Wayne.

More bad news was received by your editor, when Ron Ulbrich notified him that he has left his position at Dynon and will be leaving the area very shortly, resigning from the Chapter and leaving his position of Webmaster. This is a big disappointment because he was doing a very good job of maintaining our new website and we were looking forward to making the website much better. That work will go forward, but probably at a much slower pace. If anyone is interested in helping us out in this area, please let us know.

Continuing with the theme of bad news and disappointment, by the time you read this Wicks Aircraft at Arlington will be closed. The official last day was February 8th. We are not sure why this is happening, but we will miss the store because we were just getting used to going there instead of ordering and waiting for arrival and paying shipping costs.

UPPERS-

As of February 1st, 25 members have paid their 2008 dues. Please see Nick Gentry at the February Meeting if you have not paid yours.

Our Guest Speaker this month will be another of our own distinguished members: Jack Durringer will talk to us about designing and building his own airplane, the Durringer D-1. This is quite a project and it will be interesting to hear what led Jack to embark on it.

Heard through the "grapevine" that Jim Davison successfully achieved the Airworthiness Certification for his Vari-eze last month. Hopefully, Jim will report to the members at the February Meeting about his experience.

Welcome to our newest members, James Burke, Charlie O'Neil, Frank Perkins, Justin Zaragoza, Bernard Brunson, and Jim Lamantia

BRAND NEW CHAPTER-

On Saturday, January 5th, your editor attended the inaugural meeting of the newest EAA Chapter in the state. Chapter 1463 was formed from the old Ultralight Chapter 26 at Arlington. Jim Scott is the President, and there were 14 members present at the meeting. Annual dues for membership are \$35 and they all hope to interact with our chapter and Chapter 818 in conducting EAA type activities. Their first Guest speaker was Dale Carman, the Arlington Airport Supervisor, who talked about all the upcoming airport improvement projects, including upgrading Taxiways C and D, building a new Runup area by the West Ramp, adding lighting, and expanding the airport office. Good Luck to Chapter 1463!!

FOR SALE-

Steve Smith has a Dynon D-10 for sale at 50% off the current price of a new unit. Steve's unit has been installed in his Sonex, but has never been flown. See Steve at the February Meeting or call him at 425-876-2342(Cell) or 425-294-2926(Work) if you are interested.

A B17 war story sent to us by Mike Sigman via Chum Shoemaker



During WWII Charlie Brown was a B-17 Flying Fortress pilot with the 379th Bomber Group at Kimbolton, England. His B-17 was called 'Ye Old Pub' and was in a terrible state, having been hit by flak and fighters. The compass was damaged and they were flying deeper over enemy territory instead of heading home to Kimbolton.

After flying over an enemy airfield, a German pilot named Franz Steigler was ordered to take off and shoot down the B-17. When he got near the B-17, he could not believe his eyes. In his words, he 'had never seen a plane in such a bad state'. The tail and rear section was severely damaged, and the tail gunner wounded. The top gunner was all over the top of the fuselage. The nose was smashed, a propeller feathered and there were holes everywhere.

Despite having ammunition, Franz flew to the side of the B-17 and looked at Charlie Brown, the pilot. Brown was scared and struggling to control his damaged and blood-stained plane.

Aware that they had no idea where they were going, Franz waved at Charlie to turn 180 degrees. Franz escorted and guided the stricken plane to and slightly over the North Sea towards England He then saluted Charlie Brown and turned away, back to Europe..

When Franz landed he told the C/O that the plane had been shot down over the sea, and never told the truth to anybody. Charlie Brown and the remains of his crew told all at their briefing, but were ordered never to talk about it.

More than 40 years later, Charlie Brown wanted to find the Luftwaffe pilot who had spared the lives of the crew. After years of research, Franz was found at last. He had never talked about the incident either, not even at post-war reunions.

They met in the USA at a 379th. Bomber Group reunion, together with 25 people who are alive now - all because Franz never fired his guns that day.

Research shows that Charlie Brown lived in Seattle and Franz Steigler had moved to Vancouver, BC after the war. When they finally met, they discovered they had lived less than 200 miles apart for the past 50 years !!!

Safety Article

Rex Smith, Safety Counselor

Dial 406 for Rescue

In February 2009, one year from now, two important events will take place. First, TV broadcasters will stop sending analog signals and switch to all-digital broadcasting. All TV's will need a digital ATSC tuner or a converter box. The second event is important to pilots. The **121.5/243.0 MHz** emergency frequencies will no longer be monitored by the international Search and Rescue satellite system known as COSPAS-SARSAT. SARSAT stands for "Search and Rescue Satellite Aided Tracking" and COSPAS is the Russian equivalent.

After February 1, 2009, the **121.5/243.0 MHz** signals will be detected only by ground based receivers such as local airports, ATC, and over flying aircraft that might be monitoring these frequencies. Also if the current SARSAT equipment that monitors these frequencies breaks, it will not be repaired. This means that disruption of monitoring **121.5/243.0** may be sooner in some areas.

A 1972 fatal accident in Alaska took the lives of two US Congressmen, their aide, the pilot and the Cessna was never found. In 1974 Congress, not the FAA, mandated that all aircraft that can carry more than one person must have an automatic type emergency locator transmitter attached. Also, the ELT must be TSO approved. This means that homebuilders that are often free from many regulations cannot build an ELT from left over parts.

We are all aware of the many deficiencies of the current ELT's. They are low powered (less than one watt), are subject to false alerts, often fail to activate after an accident, and their position information is poor. Some SAR people consider them just short of worthless. Now we have a new generation of ELT's with many improvements. These **406 MHz** ELT's are more powerful (5 watts) and allow the satellites to pick them up more quickly. The position information is great! The search area is 12 square miles without GPS and if the ELT has GPS or is interfaced with the airplane system the search area is about the size of a football field. Search and rescue can begin much faster than the old system but the **406 MHz** unit must be registered. When activated, it broadcasts a signal that includes information about the aircraft and owner. The SAR controller can then make a phone call and verify whether the distress is real or a false alarm.

Another option to an aircraft installed ELT is a **406 MHz** Personal Locator Beacon (PLB). This handheld unit provides similar guidance as a 406 ELT but must be manually activated. This can be a problem if the pilot is incapacitated. I have a friend that keeps a PLB with a lanyard on the yoke of his Piper Arrow. The pilot puts the PLB around his neck as part of the preflight checklist. A PLB does not meet the official requirement of having an installed ELT. The 406 ELT is a definite improvement but what about the cost? Currently a 406 system will cost from \$1,000 to \$3,000 and up. One expert predicts that costs will remain high due to demand but over time should come down. Currently there is no requirement in the US to replace the 121.5 ELT's but that may change. AOPA believes that pilots should at least have the option of retaining their existing ELT's, but I believe a mandate is likely in the future.

So what do we do? Do we spend the money now or in the future? We probably will have to switch sometime. We will have more choices in the future and hopefully costs will come down, but it is hard to put a price on survival equipment if it is needed now.

So make your choice... a new 406 ELT... or a new HDTV!!

Points to Ponder

Give a man a fish and he will eat for a day. Teach him how to fish, and he will sit in a boat and drink beer all day.

Before you criticize someone, you should walk a mile in their shoes. That way, when you criticize them, you're a mile away and you have their shoes.

Duct tape is like 'The Force'. It has a light side and a dark side, and it holds the universe together.

There are two theories to arguing with women. Neither one works.



The Leader In Recreational Aviation



c/o Nick Gentry
12124 1st Avenue SE
Everett, WA 98208
(FEB, 2008)



Our thanks to the Folks at  *for the use of the Hangar*

*** See you at the Meeting February 12th ***

Chapter 84 Contact Information

President	Rand Martin	425-717-8602	rand.e.martin@boeing.com
Vice President (& Newsletter Editor)	Tom Mahon	425-238-5978	pilot121@yahoo.com
Secretary			
Treasurer	Nick Gentry	425-355-9143	richardbgentry@comcast.net
Librarian	Dan Thomas	425-337-5908	dancolleenthomas@juno.com
Technical Counselor	Jim Davison	425-334-1215	jbdavison@aol.com
Technical Counselor	Mike Henderson	425-672-4257	flyingmikeh@comcast.net
Safety Counselor	Rex Smith	425-483-8272	rexjeanine5@comcast.net
Board Member-at-Large	Jim Morgan	425-353-2231	N116JM@aol.com

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