

# HANGARTALK

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

March, 2010

**NEXT MEETING:** Tuesday, March 9<sup>th</sup>, 7:00 pm. Arnold Ebnetter will be out guest speaker. He's visited before, and many of you know him as the designated pilot examiner working through Snohomish Flying Service, and may have taken a check ride with him. He is designing and building his own airplane, and will taxi it up and update us on his progress.

**LAST MEETING:** EAA Chapter 84 meeting minutes for Tuesday, February 9<sup>th</sup>, 2010:

The meeting was called to order at 7:03 PM by Rand Martin, Chapter President.

Visitors were Bruce and Briget Wellen who found out about chapter through website. They have a four place Aerobatic IAR823 which they are assembling in there hangar at Harvey. Brian and Lillian Durham were also visiting, they currently are trying to decide what they want to build.

Monroe Norman stopped by to announce his new airworthiness certificate for his Challenger. There was no Treasurer's report as Nick was still counting dues money received during meeting. It was announced that there were 24 volunteers present at first hangar work party and much work was accomplished cleaning up and removing unwanted shelves and replacing bracing on roof trusses.

A brainstorming session was held by Wade Sullivan and Rand Martin to get ideas on what policies should be implemented for Club Hangar. Many ideas were presented but no policies were agreed upon. Hangar Manager Dave Weber reported on work completed so far on hangar and details on parking and hangar access for members.

The remainder of meeting was moved to chapter hangar for refreshments and a social period which for some members lasted until 10:30.



Rand Martin presiding at the meeting,  
as seen and drawn by Lillian Durham

**CHANGE IN OFFICERS:** Our Vice President is leaving us:

With the pending departure of Tom Mahon, we need a new Vice President. Ken Rayburn has volunteered to step into the position, vacating his current position as the secretary. Citing a desire to become more involved in the chapter, Mark Morse has volunteered to be the new secretary. Thank you Ken and Mark for stepping up to the plate!

Tom is leaving us to take up residence in sunny Las Vegas. Tom has served as the chapter's Vice President for four years, and the great successes we've enjoyed are in large part due to his effort, much of it behind the scenes. Tom has also served the newsletter editor through 2009, the chapter's Young Eagles coordinator, point-man in organizing and

executing our tent at the Arlington Fly-In, organized chapter picnics and parties, and has served as our point of contact with Harvey Field airport management. He started building a Sonex from a kit about four years ago, and has provided assistance to other Sonex builders in the chapter.

Thank you, Tom, for your excellent service, we will miss you!

**PRESIDENT'S CORNER:** Rand Martin, More "Fuel for Thought" (paraphrased from AOPA e-brief):

George Braly and Tim Roehl may have solved a problem that's been plaguing the aircraft industry and the Environmental Protection Agency for years. Braly and Roehl, owners of General Aviation Modifications, Inc. at Ada Municipal Airport, say they have formulated an unleaded piston-engine-aircraft fuel that may revolutionize the industry because it produces the same octane rating as leaded fuel.

Friends of the Earth — an international network of environmental organizations — petitioned EPA in attempt to get "avgas," a high lead fuel regulated. Roehl said due to a court case with Friends of the Earth the EPA must force a removal of lead from avgas.

"Having been familiar with a lot of the formulations that have been tried in the past, we decided to formulate our own fuel," Roehl said. "After about a month of testing, we feel confident that we have, in fact, come up with a fully 100 Motor Octane Number unleaded avgas fuel that meets essentially all of the requirements that avgas will need to meet." The new fuel is called G100UL. Roehl said representatives with the FAA, The Aviation Consumer magazine, and General Aircraft Manufacturers Association have come to Ada to look at the fuel they've developed.

No ingredients in their formula should drive the cost of avgas up significantly, Roehl said. "Our goal here is to preserve the opportunity for today's aircraft engines to not only maintain existing aircraft performance levels but also to be able to raise those performance levels and improve the efficiency of those engines on a new unleaded high-octane fuel," he said. Roehl said the fuel has been tested in their testing facility, as well as in one of their airplanes. After more testing, he and Braly hope the formula can be licensed to world-wide avgas producers. "We hope this fuel can be adopted as a replacement for 100LL and should serve to help the environment while maintaining the performance of our aircraft today," Roehl said. "For 15 years since the lead was removed from automobile gas, the EPA has given an extension to the general aviation industry to allow them to continue to try to find some additive to try to replace tetra-ethyl lead which would allow for the removal of lead and yet the retention of the 100 octane rating of the fuel." Roehl said no substitute could be found that provided the same octane rating.

"It's the last remaining leaded fuel allowed by the EPA," he said. "As airplanes and engines are certified by the FAA (Federal Aviation Administration), the engines' horsepower and performance is based upon the octane rating of the fuel. If you decrease the octane rating of the fuel, the engines cannot make the rated horsepower and the engines and the airframes in combination can't perform according to their certification basis."

**HANGAR MANAGER'S ROOST:** Dave Weber

Progress continues to be good on the club hangar projects. Since we first acquired the hangar we have completed several projects including removed the platform structure that occupied the east wall, removed/disposed of unwanted materials, repaired the hangar doors so they could open, attached latches to all of the doors so that no one can easily gain entry, installed the coded lock to the main entry door, ran airlines and installed the donated compressor, taped and mudded the unfinished East wall, painted both the South and East walls of the "T", installed missing sheetrock on ceiling of "T", installed a motion activated outdoor light, wired and installed over a dozen outlets, built and installed 3 of the 5 planned work benches, installed new lighting, and many more things that are making our hangar a better place for all of us to use. But...(you knew that was coming) there is still much more work to do and therefore we are looking to have another work party on March 13<sup>th</sup>, 9:00 – noon. We will be finishing and painting the remaining walls in the workshop area, pouring a concrete pad for the propane tank, insulating the hangar doors, and a few other things.

We are looking for donations for some items we would like to have at the Hangar. According to our policy all of the items must be approved by the officers before they are accepted for donation but you can contact me at 425-308-2987 or davedubb@yahoo.com if you have any of the following items to donate: Wall Clocks, Microwaves, Gas Grill, Hand tools related to aircraft construction, Tool Chest, Video/audio equipment, Book shelves, and Shop aprons

I would like to thank everyone for all of the help that has gone into the Hangar project so far. We have a truly amazing group of members and I'm more confident than ever that club hangar will be a success. I especially want to thank Nick Gentry and Ken Reyburn for all of their help. Their combined efforts at the hangar have benefited the club greatly. If you would like to see some pictures of the progress please visit our website.

## HOUSE BILL PROPOSES AIRCRAFT EXCISE TAX (compiled from several sources):

The Washington state House of Representatives introduced **House Bill 3176** that will impose a .005% (1/2 percent) excise tax on all aircraft in the state of Washington. The bill also states that if you elect to register your aircraft in another state and that state does not have a excise tax or is less than this new WA excise tax you will be required to pay the difference. This addition to the state of Washington tax law is in Sec. 1002 of this bill and it reads:

Sec. 1002. RCW 82.48.020 and 2000 c 229 s 4 are each amended to read as follows:

1. An annual excise tax is imposed for the privilege of using any aircraft in the state. The amount of the tax is five-tenths of one percent of the taxable value of the aircraft, as determined under section 1003 of this act.
2. The tax imposed under this section must be collected annually or under a staggered collection schedule as required by the secretary by rule.
3. Persons who are required to register aircraft under chapter 47.68 RCW and who register aircraft in another state or foreign country and avoid the aircraft excise tax imposed under this section are liable for the unpaid excise tax. A violation of this subsection is a gross misdemeanor.
4. The department of revenue may, under chapter 82.32 RCW, assess and collect the unpaid excise tax imposed under this section, including the penalties and interest provided in chapter 82.32 RCW.
5. Except as provided under subsection (3) of this section, a violation of this chapter is a misdemeanor punishable as provided in chapter 9A.20 RCW.

As proposed in the bill, this new excise tax will take the place of the current annual registration fee. So if you own a single-engine fixed wing airplane worth \$100,000 your current annual registration fee is \$65.00. Under the proposal in the bill that annual fee (excise tax) would jump to \$500.00. The owner of a small, older aircraft worth \$40,000 would pay \$200 a year. It will be the state (WSDOT), not you, that decides how much your airplane is worth.

For comparison purposes in the state of Washington - non-commercial boats pay an annual excise tax of .005%, but only if the boat is over 16' in length ; and if you own a car you only pay an excise tax of .003% at the time you purchase the car, but not annually.

**How Can you make a difference?** The following was in an email from Bruce Hinds, President of the Washington Seaplane Association: If you can't write you can call the **LEGISLATIVE HOT LINE, 800-562-6000** (this is the right #) talk to someone that will verify your address to find your elected legislators and type your message as you tell them what you have to say. Then forward it to them... this is Slick and Quick. Please, if you have never done this before, now is the time to start. (ED NOTE: I called the **LEGISLATIVE HOT LINE, 800-562-6000**, it was quick, easy, painless, and was able to do it between errands.)

For the full text of the bill, see <http://apps.leg.wa.gov/documents/billdocs/2009-10/Pdf/Bills/House%20Bills/3176.pdf>. Look for Section X, starting on page 69 (it's a long bill).

## FAA REVISES SPORT PILOT RULE (paraphrased from EAA Experimenter):

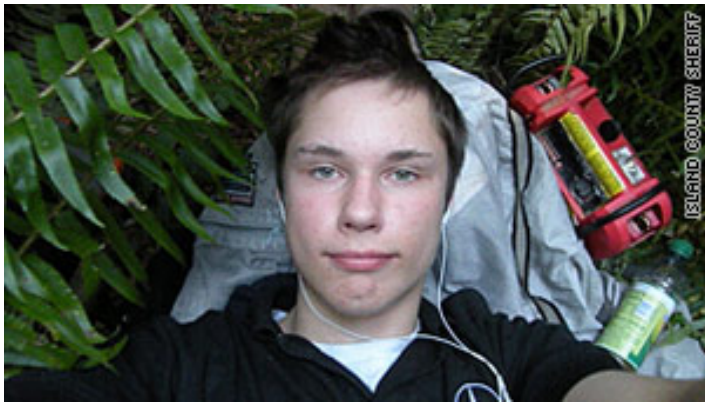
The FAA's long-awaited revisions to the five year-old Sport Pilot/Light-Sport Aircraft Rule were published Monday, February 1, in the *Federal Register*. With the changes sport pilots will be allowed to fly higher and safer in mountainous regions, find it easier to gain towered airport experience in a powered parachute or weight-shift-control aircraft, and S-LSAs can be used at Part 141 flight schools which will likely reduce training costs for all student pilots. Additionally, a key change to the aircraft maintenance rules will allow E-LSA owners whose aircraft were originally certified as an S-LSA to perform their own maintenance.

"The revisions to the rule will affect everyone differently. For most there will be very little change. But certain groups like E-LSA owners whose aircraft used to be certificated under S-LSA provisions should be excited since they will now be able to maintain *and* sign-off maintenance on their own aircraft." said Earl Lawrence, EAA's vice-president of Industry and Regulatory Affairs. "Obviously there were disagreements with the FAA's in other areas, and EAA will continue to fight for changes in the future such as the rules on ultralight aeronautical experience," Lawrence added.

EAA and NAFI's three primary focus points during their review of the proposals were to maintain the original intent of the rule; ensure continued growth of the technology for the pilots, instructors, and repairmen; and ensure the continued lowering of economic and regulatory barriers for participants. The revisions are set to go into effect on April 2, 2010.

EAA's reaction to the rule changes can be read at [http://www.eaa.org/news/2010/SportPilotRuleRevision\\_Summary.pdf](http://www.eaa.org/news/2010/SportPilotRuleRevision_Summary.pdf).

**“BAREFOOT BURGLAR” STRIKES AGAIN?** (Paraphrased from CNN.com)



Police say they found this self-portrait of Colton Harris-Moore in a camera left in a stolen car



Chalk drawings of bare feet are visible on the floor of the Orcas Homegrown Market on Orcas Island after the store was broken into, possibly by teen fugitive Colton Harris-Moore

Authorities have a familiar suspect in the theft of a plane that alarmed air traffic controllers when it flew near airspace restricted for the 2010 Vancouver Olympics: They're looking for Colton Harris-Moore, Camano Island's "Barefoot Burglar".

On Wednesday, February 10<sup>th</sup>, a Cirrus SR22 was stolen from a locked hangar at the Anacortes airport. The plane was "flying erratically" before making a hard landing about 40 miles to the north on Orcas Island. The plane came to rest in mud near the landing strip. Police also suspect that the pilot broke into a nearby grocery store and stole \$1,200. The thief left a calling card too, Cumming said. On the floor was written "C-YA" and the outlines of two feet drawn in chalk.

Harris-Moore's mother, Pamela Kohler, has not responded to questions about the latest incident. Earlier, she told KIRO that she was "proud" if her son had actually taught himself to fly.

Local airport authorities are encouraging owners to make sure hangars are securely locked and if you have a secondary device use it. On the ramp it would be wise to invest in a rudder lock or prop lock. If you see anyone suspicious driving or walking around the airport call 911.

**SAVED BY A SETELLITE** (Paraphrased from AOPA Pilot Magazine article by Dave Hirschman)

When the Cessna 206 clipped the top of a tall pine tree moments after departing a rugged Idaho mountain airstrip, veteran flight instructor Art Lazzarini thought the stout, single-engine utility airplane would keep flying. Then there was a second impact, and a third and fourth, and Lazzarini—who specializes in backcountry flight training and has logged more than 19,000 flight hours during 32 years flying the Mountain West—knew the airplane couldn't stay aloft. The airplane's owner was in the left seat and Lazzarini was administering a flight review in the right. "I was aware of the whole trip down through the trees," said Lazzarini, 61, who estimates that the towering pines surrounding Simonds Airstrip in remote Yellow Pine were about 75 feet tall. "I kept thinking, even after the first impact, 'We're going to make it.' But even when I saw we weren't, we never gave up. We kept flying all the way down". The airplane came to rest about three-quarters of a mile from the gravel airstrip near the Middle Fork of the Salmon River. The aircraft owner suffered minor injuries, but Lazzarini had been badly hurt when the airplane fell.

It was just after 10 a.m. on July 14, 2009, a cool, clear day in the Frank Church Wilderness Area. No one at home knew the pair were going to land or take off from the unattended Simonds Airstrip. Also, it was likely that no one had seen them go down. They hadn't filed an FAA flight plan. The airplane was equipped with a standard emergency locator transmitter (ELT), but U.S. satellites had stopped monitoring 121.5 MHz five months earlier, and only local pilots flying above the sparsely populated region might hear it. Even then, since the 206 had fallen amid a thick stand of trees, it would be difficult to find.

But one thing they had in their favor was that Lazzarini and the aircraft owner both carried SPOT personal locators. They dug the orange, handheld devices from the wreckage; placed them on top of the airplane, and hit the emergency 911 buttons. Each PLB instantly sent an emergency message, with latitude and longitude coordinates, to an orbiting satellite

that relayed their GPS position to a communications center in Houston, Texas. A dispatcher in Houston started making telephone calls and sending e-mail messages to the people the two men had designated when they bought and activated their PLBs.

One of those on Lazzarini's designated list was Lori MacNichol, a veteran backcountry pilot, instructor, and owner of McCall Mountain/Canyon Flying Seminars, the place where Lazzarini had been scheduled to teach later that morning. MacNichol got a call from the Houston dispatcher and told him the two, collocated 911 messages weren't inadvertent activations. She was sure that Lazzarini and his companion had been involved in an aircraft accident. "He was already 20 minutes overdue when I got the phone call," she said, "and I had been wondering where he was."

MacNichol plugged the latitude and longitude into Google Earth and took note of the location, and the nearest airstrip to direct a rescue helicopter. The dispatcher, following company protocol, notified the local sheriff. MacNichol called the U.S. Forest Service's aviation center, also in McCall. A USFS de Havilland Twin Otter carrying smoke jumpers was on a training mission a few miles away from Yellow Pine. She gave the lat/long coordinates to a USFS dispatcher, and the dispatcher relayed them to the Twin Otter crew via radio. Five minutes later, the USFS aircraft was overhead and the pilots saw the wreckage, but Simonds Airstrip was too short for their airplane to land. A medical helicopter made the short, 30-mile trip to the accident site from McCall and arrived at Simonds Airstrip about 20 minutes after the accident. The helicopter was able to set down at the remote field, and emergency medical technicians hiked to the accident site.

After the smoke jumpers parachuted into the area and used chainsaws to clear a landing zone for a medical helicopter, Lazzarini was loaded aboard and flown to a hospital in Boise. He arrived there less than four hours after the accident. MacNichol said the SPOT device was a lifesaver for Lazzarini, and finding him without it would have been like searching for the proverbial needle in a haystack. "I've flown many missions, many hundreds of hours in the backcountry, fruitlessly searching for ELT signals," she said. "The chance of finding and rescuing someone with that kind of technology is slim at best. The SPOT, with the GPS coordinates it provides, is incredibly accurate. The system has the potential to provide much more timely and useful information as long as we use it correctly."



MacNichol now requires that students and instructors at her flight school carry SPOTs, and she makes sure they update their personal and contact information regularly. If someone is allergic to certain medications, knows their blood type, or hasn't provided the color and registration number of the airplane they plan to fly, she makes sure that's included in their online profile. And she makes sure the SPOT devices are attached to individuals, not just stowed in their aircraft.

About 120,000 SPOT devices have been sold to hikers, boaters, and pilots around the world since the product went on the market in November 2007. About 350 rescues have been launched in 51 countries as a result of SPOT emergency calls. Each SPOT device has four buttons: On/Off, Check OK, Help, and 911.

"We're learning more about these devices and how to use them all the time," said MacNichol, who was able to launch two successful rescues during the summer of 2009 using information from SPOT devices. "They're a wonderful tool, and they're changing and improving the way we operate in the backcountry.

For information on SPOT personal trackers and GPS messengers, visit <http://www.findmespot.com/en/>.



The Leader In Recreational Aviation



c/o Nick Gentry
12124 1st Avenue SE
Everett, WA 98208
(JAN, 2010)



Thanks to the Folks at [logo] for the use of the Hangar

\*\*\* See you at the Meeting on Tuesday, March 9th at 7:00 P.M.\*\*\*

Chapter 84 Contact Information

Table with 4 columns: Position, Name, Phone Number, and Email Address. Includes roles like President, Vice President, Secretary, Treasurer, etc., and names like Rand Martin, Ken Reyburn, Mark Morse, etc.

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