

HANGARTALK

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

April, 2006

From the President's Corner

(The following was condensed from an article in EAA e-Hotline, dated March 31, 2006)

Among the most important ongoing issues facing the pilot community has been FAA's backlog in special issuance medical certifications, as well as the cost and difficulty associated with obtaining and renewing a special issuance medical. This issue will become pronounced in the future as the current pilot population ages, because of the added cost and complexity to maintain flying privileges. Eventually, nearly every pilot may face a choice between giving up flying or requesting a special issuance medical certification.

That's why EAA has committed to finding a solution to the long, costly and sometimes exasperating process to an issue that affects or will affect many of its members. EAA's Aeromedical Advisory Council, a group of volunteer flight surgeons who serve as a reservoir of aeromedical expertise to EAA and its members, developed a plan to attack the problem. Based on [this proposal](#) submitted to FAA last December, EAA officials received an invitation from FAA Associate Administrator Nick Sabatini and new FAA Flight Surgeon Dr. Fred Tilton to visit FAA headquarters in Washington, D.C. EAA's recommendations to FAA for improving medical certification processing were summarized in four points:

1. Review of interval between examinations (e.g. one year for first class exams, and five years for third-class medical certificates).
2. Review of special issuance medical conditions with the potential for complete elimination of some and/or reduced reporting requirements for others.
3. A "Super AME" concept, including the delegation of additional review and approval authority to Aviation Medical Examiners (AMEs) who are willing to assume the responsibility and have demonstrated competency in aeromedical disposition.
4. Review of the third-class airman medical certification system with considerations ranging from elimination of the certificate to more relaxed medical requirements.

Sabatini commented that EAA's recommendations were "right on target." FAA responded with a series of actions intended to address the special issuance medical certification backlog. FAA is taking the following immediate steps to ease the special issuance backlog, while EAA and FAA continue to work on more sweeping, long-term improvements:

- Farming out special issuance cases electronically from the Civil Aeromedical Branch in Oklahoma City to the FAA regional flight surgeons, effectively increasing the number of doctors available to review and approve special issuance applications.
- Expanding the list of approved conditions for which medical examiners may renew special issuance certificates under the Aviation Medical Examiner Assisted Special Issuance (AASI) process. This process allows medical examiners to renew special issuances directly instead of sending them to FAA for review.
- Undertake an extensive communications effort to educate medical examiners and encourage them to participate more fully in the AASI process. This can dramatically ease the renewal of special issuances. FAA will encourage both doctors and medical certificate applicants to take advantage of the program instead of deferring the renewal of special issuances to FAA.

FAA has pledged to address EAA's longer-term recommendations for increased certificate duration and explore opportunities for greater delegation of authority from the FAA to the Aviation Medical Examiner (EAA's "Super AME" proposal). These proposals are long-term efforts because they require additional rulemaking, but the agency is willing to undertake significant changes in these areas. FAA officials responded to the practical recommendations of the EAA and EAA Aeromedical Council.

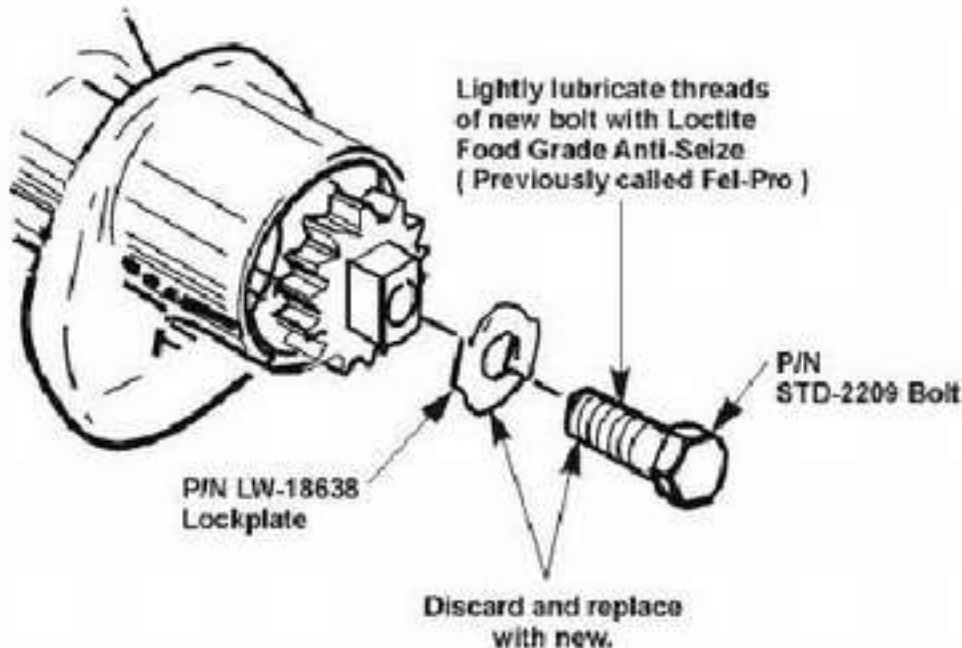
APRIL TECH TIP

The following is an article from Aero-News.net from Friday, March 24, reprinted with permission.

Big Airworthiness Directive Hits Lycoming 360-Series Engine Owners

We knew it was coming... and it looks like it's here: a massive new Airworthiness Directive, affecting nearly 300 Lycoming 360-series engines, installed on a variety of single-and-twin-engine aircraft. The AD, which requires owners to install new crankshafts in the affected engines, comes after a crankshaft failure was reported on a Lycoming LO-360. The directive, issued Thursday, also affects owners of AEIO-360, IO-360, O-360, and LIO-360 series reciprocating engines -- in all, an estimated 282 engines.

The FAA estimates each engine will need approximately 85 hours of labor to replace -- which, including parts and factoring labor costs of \$65 per hour, amounts to total costs of about \$15,300 per engine. The FAA says it will cost US flyers more than \$5.8 million to comply with the new AD. Some better news, though -- the FAA also states Lycoming has said it intends to supply the new parts at no charge -- and will reimburse labor costs for engine removal and reinstallation "when authorized." That should save pilots a lot of money -- and we certainly hope so, as this may be just the first in a series of new ADs affecting Lycoming owners.



Earlier this month, Aero-News reported on SB 569, [a service bulletin issued on over 5,000 Lycoming crankshafts in engines ranging from the 360 series through IO-720s](#). The Aircraft Owners and Pilots association has urged Lycoming to cover all costs to owners affected by the bulletin, especially if, as seems likely, the bulletin becomes an Airworthiness Directive.

For More Information, check : www.faa.gov/regulations_policies/airworthiness_directives/ and www.textron.lycoming.com

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EAA Chapter 84, Minutes of March 14, 2006

Submitted by Harold Shoemaker, Chapter Secretary

President Rand Martin called the meeting to order at 7:00 pm. There was a very good turn out with 37 members in attendance.

Presidents Report: Rand reported that he had a letter from Carl Baggett, which he read to the membership. The letter cited a conversation that Carl had with Kandace Harvey, about the establishment of a Harvey Airfield Museum. Carl is proposing that our Chapter assist in the rebuilding of a 1927 Swallow biplane. There wasn't much discussion on this matter, and the meeting moved on.

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

Treasurer Report: Nick Gentry reported that we have \$585.97 in petty cash, and \$690.72 in savings.

Visitors: There were two guests present. Michael Waldbillig, who is new to the area from the East, has owned a Sundowner, but doesn't currently have a plane. He is still interested in airplanes and flying. Eric Dwyer, who is from the Monroe area, has a Double Eagle, powered by a Volkswagen engine.

Old Business: Rand announced that the EAA Chapter 84 t-shirts had been picked up and were available for purchase for \$8.50. There were several sizes, sales were brisk, the extra large size sold out in a hurry.

New Business: David Weber brought up the article about a chapter in Bend Oregon, who made a chapter project of painting a new compass rose on the local airport apron. He made contact with them, and they are willing to give us the paint template. Arley Tracy has volunteered to drive down and pick it up. Further work will be done to see if our chapter can paint a compass rose on Harvey Field.

Safety Report: Rex Smith finished the talk about the weather in the West Coast Ice Machine. He talked about some of the factors which could have helped the pilot of a 1989 accident, maybe survive, had he used his resources. Also, it was pointed out that the ELT was not armed. (A good thing for everyone to check on the preflight)

Project Visit: The date is the same day as the Flying Committee has their scheduled fly-out to Jefferson County Airport, so that will take place.

Open Discussion: There were some minor topics talked about, none of which were recorded.

Meeting Program: The guest speaker was Jim Scott. He lives on the Arlington Airport and is the manager of the Washington State Owned and Operated Airports. He is associated with the Arlington Northwest EAA Fly-in, and is setting up an expanded customer service center at Arlington for Wicks Aircraft Supply. He presented a slide show of the 16 state airports.

Note of interest: Steve Smith, who is building a Sonex, attended the meeting. He had missed several meetings with back surgery. We are glad to see him back, even though he is sixty pounds lighter. (his rate of climb is going to go up) Glad to have you back Steve!

Meeting adjourned at 9:36 pm.

NEW EAA HOMEBUILT CERTIFICATION KIT SIMPLIFIES COMPLEX PROCESS

March 30, 2006 – (Reprinted from EAA e-Hotline, 3/30/2006) EAA's new Amateur-Built Aircraft Certification Kit includes everything you need to register and certificate a new experimental amateur-built aircraft. The 15-page, step-by-step Certification Guide walks you through the entire process—from getting an N number to the aircraft inspection—and provides samples of how to complete each required form.

EAA staff member and Amateur-Built DAR Joe Norris, who reviewed all of the materials included in the kit, commented, "Whenever I inspect an aircraft for certification, the paperwork is what causes delays more often than anything on the aircraft. This guide will make a homebuilder's inspection go a lot easier."

The certification kit also includes all FAA forms, Experimental sticker (in black), dataplate, and a convenient placard decal sheet. Cost for EAA members is \$12.99 plus shipping. The kit is also available for non-members for \$19.99 plus shipping. To order, call EAA Membership Services at (800) 564-6322, or visit <http://shop.eaa.org>.



PROJECT VISIT AT MIKE SIGMAN'S (Excellent Photos by Chum Shoemaker)

The monthly Project Visit was held Saturday, March 18th, at Arlington, in Mike Sigman's hangar. There was a good turn out with 20 or more Chapter members present. Mike had the project visit signs out, and we were greeted with hot coffee and Krispy Krèmes.



This must be the place!



Dan Thomas arrived in style



Doug Medema hosted a mini-Project visit

Mike is building a Zenith 601 Zodiac XL with a Jabiru 3300A engine. There seems to be more electronic gadgets in Mike's cockpit than in a 747 and there must be more than 50 miles of wiring in this plane. Mike started his plane in August, 2003, and hopes to be flying by this May. Most of the parts look to be completed, and are beautifully painted blue over white with gold trim.



THE PROUD BUILDER



AVERY COMPREHENSIVE COCKPIT



CHAPTER MEMBERS ADMIRE MIKE'S WORKMANSHIP AND ATTENTION TO DETAIL



This was a great get together enjoyed by all. Mike has done a terrific job and built a very fine airplane. Someone commented that "When the inspector shows up, he won't even look at all the work Mike has done on the pictures and builder's log, he will just take one quick look at that plane and sign it off".

How Come?

When you transport something by car, it's called a shipment, but when you transport something by ship, it's called a cargo?

ANNOUNCEMENTS

Don't forget to get your 2006 Chapter Due paid up. If you need to, see Nick Gentry to get caught up at the April Meeting.

The Chapter T-Shirts sold very well at the March Meeting. We still have 9 Large and 1 Medium Shirt left. Orders for colored T-Shirts with the Chapter Logo on the back are being considered. There will be an increased price for these Shirts. We are also negotiating for Chapter Hats. Further information will be forthcoming at the April Meeting.

Contributions to this newsletter are needed and always welcome. Please send any little bits of knowledge, technical tips, interesting stories, pictures, experiences, or anything you think may be of interest to your fellow members for publication to pilot121@yahoo.com. If desired, anonymity will be protected, or we will give you a "by line" credit.

The Guest Speaker for the April Meeting is Mike Talley. Mike will give a PowerPoint presentation on some aviation museums in our area. Mike is a long time member of EAA and a former member of Chapter 818 in Burlington. He is retired from Boeing and is the Assistant Communication Director for the Washington Wing of Civil Air Patrol.

The EAA Northwest Fly In at Arlington in July is fast approaching. The Chapter has again been asked to provide Building Projects for the Forum Tent as we did very successfully last year. Volunteers are needed for this fun event. If you are interested in showing off your building skills and your project, contact one of the Chapter Officers.



SPORTAIR ADDS ARLINGTON REPAIRMAN INSPECTION COURSE

EAA SportAir Workshops will conduct a Repairman (LSA) Inspection course for airplanes in **Arlington, WA, June 9-11**. Successful completion of the course allows you to perform the annual condition inspection on any Experimental-LSA airplane you own. The 16-hour course runs Friday evening through Sunday afternoon. Tuition is \$299 for an EAA member and \$339 for non-members. To enroll in a workshop, or to learn more, call (800) 967-5746 or visit www.sportair.org

Points to Ponder:

BARRIERS TO INNOVATION or HOW SPECIFICATIONS LIVE FOREVER

The next time you are handed a specification and wonder what horse's ass came up with it, consider this:

The standard US railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That's an exceedingly odd number. Why was that gauge used? Because that's the way they built them in England, and English expatriates designed the US railroads. Why did the English people build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used. Why did "they" use that gauge then? Because the people who built the tramways used the same jigs and tools that they used for building wagons, which used that wheel spacing.

Okay, why did the wagons use that odd wheel spacing? Well, if they tried to use any other spacing the wagons would break on some of the old, long distance roads, because that was the spacing of the old wheel ruts. So who built these old rutted roads? The first long distance roads in Europe were built by Imperial Rome for the benefit of their legions. The roads have been used ever since. And the ruts? The initial ruts, which everyone else had to match for fear of destroying their wagons, were first made by Roman war chariots. Since the chariots were made for or by Imperial Rome they were all alike in the matter of wheel spacing. Imperial Roman chariots were made to be just wide enough to accommodate the backends of two war-horses.

Thus, we have the answer to the original questions. The United States standard railroad gauge of 4 feet, 8.5 inches derived from the original specification for an Imperial Roman army war-chariot. Specs and bureaucracies live forever.

And think about this. When we see the Space Shuttle sitting on the launch pad, there are two big booster rockets attached to the sides of the main fuel tank. These are the solid rocket boosters, or SRB's. Thiokol makes the SRB's at a factory in Utah. The engineers who designed the SRB's might have preferred to make them a bit fatter, but the SRBs had to be shipped by train from the factory to the launch site. The railroad line to the factory runs through a tunnel in the mountains. The SRBs had to fit through that tunnel. The tunnel is slightly wider than a railroad track and, as we now know, the railroad track is about as wide as two horse's behinds. So the specifications for a major design feature of what is arguably the world's most advanced transportation system was literally determined by a couple of horse's asses.

EAA Chapter 84
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The Leader In Recreational Aviation



***NEXT MEETING: TUESDAY, APRIL 11, 2006 7:00 P.M. at the HANGAR at HARVEY FIELD
*** Bring a friend or two******

Editor's Note: Apologies to Mike Henderson, one of our Tech Counselors, who was inadvertently omitted from this list last month.

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