

HANGARTALK

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

April, 2009

President's Corner

This issue includes two open letters to the members of Chapter 84. The first is from Paul Poberezny, EAA Founder, sharing a letter he received from EAA Chapter 14 in San Diego.

March 26, 2009

TO: EAA CHAPTER PRESIDENTS

I am taking this opportunity to share with you a letter (via e-mail) I received from Larry Rothrock of EAA Chapter 14 in San Diego, California. For years it has been my recommendation that our chapters work closely to establish a working relationship with the local airport manager, the fixed base operator and elected officials. True, it will take some effort on behalf of the chapter presidents and their officers in making the time and commitment that would benefit not only the chapters, but aviation in the local community. With the aviation climate changing politically, as well as government involvement relative to the operation of all aircraft, it is imperative that we as EAA leaders and members become more involved. There have always been challenges of various degrees over the many years that I have been involved in aviation and the early days of EAA – user fees, airport restrictions or various government agencies not sharing the enthusiasm that we all desire.

I would appreciate any of your comments that I might pass on to your fellow chapter officers and members.

Sincerely,

Paul H. Poberezny

Founder, EAA

E-mail: ppoberezny@eaa.org

The second is from a member of the International Aerobatic Club, Chapter 67, in Seattle, announcing upcoming Young Eagles events in our area...

Dear EAA Chapters,

International Aerobatic Club Chapter 67 is sponsoring two upcoming Young Eagle Rallies and would like to open up participation to all qualified pilots! Please add this to your April newsletter and/or meeting agenda.

The first one will be Thursday, May 28th at Arlington. IAC67 chapter member, Jason Fortenbacher, works in the Sultan School District and is organizing a Rally for some of his students. The times will be from 9am until 1pm, field location still TBD. Jason can be reached at jasonf@fight2flyphoto.com or 425.308.8534

For the next event, I was contacted by the Girls Academie (www.girlsacademie.com) to introduce their members to aviation. We have set up Saturday, June 6th for the YE Rally at Renton airport. Times are from 10am until 2pm at the airport's Quonset hut by the Air-O fuel pumps.

More information will be available on our chapter website: www.iac67.org I wanted to make sure that those who wish to participate mark the dates on their calendars.

Thanks.

John Smutny

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EAA Chapter 84 Minutes for Tuesday, March 10, 2009

Submitted by Ken Reyburn, Chapter Secretary

We had five guests, Martin and Laura Teague – Building RV. New member Steve Meyer, starting a Bearhawk. Steve Waterman, and new member Jeff Raeker

Treasurer Nick Gentry reports \$8100.63 in bank and \$591.72 in petty cash.

Staff for the Arlington Airshow, Jack Durringer, Steve Waterman, Rand Martin, Tom Mahon and Ken Reyburn bringing projects to work on. Dave Weber will let us use his tool table and Art Tuck will bring work Bench. Other Staff will be Chum Shoemaker, Ron Larson, Dan Thomas, Steve Mauler, Jim Davison, Nick Gentry and Jim Morgan

Rex Smith, Chapter Safety Counselor, gave a good talk on in-flight fires, types of extinguishers to use and proper use of them. He also talked about 406MHZ ELT's and how prices were dropping below \$600.00

Dave Weber brought an FAA DVD about runway incursions. He played the first chapter and will play the rest at future meetings.

The meeting was adjourned at 8:50

Upcoming Meeting Note:

Chapter 84 is proud to have Dr. Roger Wolthuis, a noted Cardiovascular Scientist and co-founder of RJC Enterprises in Woodinville as a member. Although we know Roger as one half of a team of RV-9A builders and flyers (with Rex Smith), Roger set up and ran the Cardiovascular Lab at NASA in Houston during the Apollo Space Program, and has since been involved in setting up and running several medical devices companies here. He has been a scientific leader in the development of some very sophisticated medical machines in his career.

Roger recently spoke to two Museum of Flight audiences on **“SPACEFLIGHT...and Man’s Physiologic Adaptability”**, and has made the same presentation to EAA Chapter 26 in Seattle. All of these appearances were received extremely well by the audience and were declared to be highly interesting and informative.

Now that he has perfected the presentation on the road, He is **“coming to Broadway”** and will give us a chance to see and hear this terrific presentation at our meeting next Tuesday (April 14th).

Ed. Note: This article was contributed by Mike Henderson

Lost Airports (See the website <http://www.lostairports.com/>)

America's airports are disappearing rapidly, and they've been doing so for decades. Washington state is no different: there are hundreds of airports that have closed across Washington, many of them all but forgotten. There are also quite a few airports that are clearly still in use but are just not depicted on the charts. A lot more than most people would imagine.

I've been hunting lost and uncharted airports for years now, and have discovered more than ~~200~~ 300 across the state that have been closed or abandoned over the years. Some of them were once well known, others were obscure even in their day, and are now all but forgotten. Some of these airports have been completely gone for many years, others are still there either in part or entirely.

It's pretty sobering to see how many airfields we've lost - and it makes me want to help ensure we don't lose any more out of those that remain. I'm charting all of them here on this website, along with a little information about each.

I welcome input from anyone who can provide additional details about any of these lost strips, so if you know of any additional fields that I've missed, if you can provide any additional details on one that's listed, or if you have a correction to the information I've posted, please let me know via email. You can reach me at [lostairports \(at\) pacificnorthwestflying \(dot\) com](mailto:lostairports@pacificnorthwestflying.com).

Safety Article

By Rex Smith, Chapter Safety Counselor

Low Level Maneuvering!!!

I read an article in a flying publication (I don't remember which one) on scud running. I was surprised because it was on preparing to scud run more than emphasizing not doing it. It covered topics such as having up to date charts and marking obstacles along your route and practicing a low level cross country to prepare yourself for the different visual perspective at the lower altitude. Also recommended was to practice low level maneuvering. The article did not recommend "scud running". The idea was to prepare yourself in the event you get into a situation when it becomes necessary.

I felt that more emphasis should have been put on avoiding "scud running" and in particular the low level maneuvering risk that is necessary to stay under clouds and not hit terrain.

The ALPA Air Safety Foundation report on general aviation accidents (Nall Report) says that pilots that engage in low level maneuvers (including flight into bad weather) kill themselves, and others with regularity. Of course low level maneuvers also includes buzzing and flying low into canyons.

All low level maneuvering increases the risk of accidents. If something goes wrong you may be too low to recover. Recovering from a stall or poor pilot technique at a low altitude is much more critical than a problem at a higher altitude. Low altitude maneuvering cannot be completely eliminated otherwise we would never land but the risks incurred when scud running, buzzing, or other unnecessary low level maneuvers can be eliminated by just not doing it!

So deciding to turn back or land instead of trying to fly under weather without the proper ceiling is a good pilot decision. Scud running and buzzing is usually a violation of FAR Part 91.13 regarding careless or reckless flying and FAR Part 91.119(a) concerning minimum safe altitudes.

I close with a quote from aviation writer Jeff Pardo: "when any low level maneuvering flight comes to a bad end, using the word 'accident' is really only a charitable euphemism".

IMPORTANT REMINDER

As of the publication of this issue of the newsletter, all annual dues should have been paid. If you have not paid your dues yet, you may find yourself off the Official Roster and without further issues of the newsletter going forward. See Nick Gentry at Tuesday's meeting to get caught up if necessary.



c/o Nick Gentry
 12124 1st Avenue SE
 Everett, WA 98208
 (MARCH, 2009)



Thanks to the Folks at  *for the use of the Hangar*

**** See you at the Meeting on Tuesday, April 14th at 7:00 P.M. ****

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