

HANGARTALK

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

May, 2006

From the President's Corner

Unfortunately, the weather did not cooperate with Dan Thomas and the other Chapter members who were eager to conduct the Chapter's first Flyout on April 15th, so it was a washout. However, Dan says another attempt will be made in the near future when more favorable weather can be expected.

Beginning this month, we are going to start publishing short classified advertisements for members who are trying to sell or buy aviation related things. No ads to sell cars or car parts, houses, or rentals, or anything like that. Also, we continue to ask for your input to these pages. Hangar flying stories, true life experiences (*the more hair raising, the better*), technical tips or "how to's", or anything else you would like to share.

Consider the following for a "New Business" discussion at the May Meeting. Some of the Chapter Officers have been thinking of changing our annual Flyin from Tuesday Afternoon to Saturday Morning to increase the participation of guests, in addition to Chapter members who fly in. What do you think?

Our Guest Speaker for the May Meeting is Jon Wheeler, the renowned paint expert. Jon will talk about painting techniques and materials that will allow those of us who are willing to do our own painting to do a professional looking job.

We currently have only a few active members in our Chapter who have not yet paid their annual Chapter dues. The 2006 Chapter 84 Membership Roster is included with this Newsletter. See our Treasurer, Nick Gentry to get caught up with your Chapter dues.

May's meeting on the 9th is our last formal meeting until September, but we are still seeking volunteers to help with the Flyin for June, our Arlington Tent in July, and the Harvey Field Corn Roast on August 27th.

A Short History Quiz



How Many Can You Name?



Anyone Know This One?

EAA Chapter 84, Minutes of April 11, 2006 (Submitted by Harold Shoemaker, Chapter Secretary)

President Rand Martin, called the meeting to order at 7:00 pm. 41 members were present.

Visitors: There were several guests present: Paul Rules, Harry Foster, Mike Talley, Maynard Crosby, Don Veruink, Ken Westlund, and Arnold Ebnetter.

Presidents Report: Rand talked about the things that were reported in the newsletter. He stated that the details on the Chapter hats are still being worked out, and will be ordered soon. Rand also stated that he has seen a demonstration on the effects of Loctite, and has had to change his mind on its ability to bind metal together. It does a much better job than he had previously thought.

Treasurer Report: Nick Gentry reported that we have \$748.83 in petty cash, \$621.46 in savings. Nick also reported that he had talked to the shirt people, and they said that as long as the design doesn't change, there will be no minimum, on the orders, as it was before. He also said that his records show that one member had paid his dues in cash, and Nick didn't get the person's name recorded as paid.

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

Old Business: Vice President Tom Mahon, stated that he had talked with Kandace Harvey, and she agreed that our chapter could take part in the CORN ROAST, Aug 27, 2006. Tom asked if there was anyone who would like to be on the committee, to help with the organization of this event. Tom also said that Kandace had agreed that our chapter could paint the compass rose on the apron. Rand announced that the EAA Chapter 84 web site was having problems keeping up with the current events. The web master has accepted a new job, and didn't have the time to input the current material. Rand asked for volunteers, but no takers so far. Anyone interested? Dan Thomas talked about the fly-out set for Saturday the 15th. There were six members who were interested, weather permitting. Arrangements were made to meet at Arlington Airport, prior to 10:00 am and depart together from there.

New Business: No new business.

Safety Report: Rex Smith talked about VFR departures at non-controlled airports. He stressed several good points, and stated that the main point was to stay out of the arrival areas.

Project Visit: There is no scheduled project visit this month. There was a discussion about having the May project visit at Steve Smith's hanger, and helping Steve fit his canopy.

Open Discussion: Nothing brought up.

Meeting Program: The guest speaker was Mike Talley, who gave a presentation on aviation museums in the Northwest.

Meeting adjourned at 8:50 pm.

Noise Abatement at Harvey Field

The other day, I was in Snohomish Flying Service's office talking with Kandace Harvey. She mentioned that the folks who live on I and J Streets, immediately to the Northwest of the end of Runway 32R, were complaining more frequently about airplane noise from planes flying over their houses. Kandace and everyone who regularly flies in and out of Harvey Field have always tried to show special consideration to these folks when departing and arriving at the field by following the published "Noise Abatement Procedures". She believes that any offenders are probably transient pilots, but it's a good idea to occasionally "put out the word" as a reminder.

In an effort to help Kandace make the airport a good neighbor, we are reprinting the published Noise Abatement Procedure for Harvey Field on the next two pages in this issue, and asking any of you who live near the airport to speak with your neighbors to reinforce the effort all of us are making to keep noise to a minimum. Use this insert for that purpose and keep it with you when you fly, just to remind you of what to do to keep the noise at an acceptable level.

NOTE: Kandace is hosting a meeting on Tuesday, May 23rd at 7:00 PM, asking the neighbors of the airport to come and express their concerns to invited representatives of the airport users. If you are interested in attending, contact Kandace directly.

HARVEY FIELD NOISE ABATEMENT PROCEDURES

INTRODUCTION:

It is understood that safety considerations, weather and FAA rules may at times require deviation from these procedures. Safety is PARAMOUNT. While following the noise abatement procedure for runways 32L/R over-flight of the city and residences located on Avenues J and I should be avoided when safe operation permits. When departing on Runways 32L/R, climb straight ahead, tracking the extended RUNWAY CENTERLINE until reaching the Snohomish River, then make a gradual turn to 290 degrees when safe operation permits. When departing the airport traffic area on the left "45" off runway 32L/R, pilots are to remain north of the river/railroad. Arrival traffic inbound on the "45" for runway 32L/R should remain south of the railroad tracks to avoid departing traffic.

While departing to the south simply follow the recommendations of the FAA Aeronautical Information Manual. Section 4.3.2 (c) states, "Departure Leg" - The flight path begins after takeoff and continues straight ahead along the extended runway centerline. The departure climb continues until reaching a point at least ½ mile beyond the departure end of the runway and within 300 feet of the traffic pattern altitude." When departing on runway 14, climb straight ahead, tracking the extended RUNWAY CENTERLINE until reaching 700 feet before turning on the crosswind if remaining in the pattern, or, at least 1000 feet before turning on course if departing the pattern. Remember a measure of good piloting skill is the ability to maintain a straight track after takeoff. *Obviously, this is an important skill when operating at parallel runways such as Paine Field and Harvey Field, for example.* Also, an early turn or drift to the west after takeoff can lead to a nose-to-nose confrontation with traffic inbound on the "45" over or near the landfill area.

THE LOCAL SITUATION:

Successful airports must value and maintain good relations with their neighboring community. This relationship will continue to benefit Harvey Field as well as the City of Snohomish. Pilots strive to enhance and build good relations with fellow aviators. This practice should not be exclusive to those who share our passion for aviation but should also include the neighbors of Harvey Field. With this in mind we must make every attempt to educate the pilot community on our noise abatement procedures. We MUST always be considerate and concerned.

Adherence to the noise abatement procedure for runways 32L/R and 14L/R will continue the difference that pilots are making in maintaining quieter skies for the residents of Snohomish. When the turn to 290 degrees is made when departing to the north on 32L/R, a pilot increases their distance from the noise-sensitive area, diminishing the impact on residents of Avenues I and J. Likewise, when following the noise abatement procedure after departing runway 14L/R, residents of 111th street to the south are appreciative. Please be courteous and aware of noise concerns and residential areas when departing or landing at Harvey Field.

Through the years the owners and managers of Harvey Field along with individual pilots and pilot groups have been pro-active in educating the pilot community on noise abatement procedures at Harvey Field. The success of this effort has not led us to be complacent. Please continue to follow the published noise abatement procedures and help us to educate other pilots on this issue. Being a good neighbor will protect the future of our airport. Thank you for your cooperation and help.

FOR FURTHER INFORMATION CONTACT:

Harvey Field Airport Office (360) 568-6894

E-mail: info@harveyfield.com

www.harveyfield.com

Fly safe and be a good neighbor

Humor Break

An old man in Louisiana had owned a large farm for several years. He had a large pond in the back. It was properly shaped for swimming, so he fixed it up nice -- picnic tables, horseshoe courts, and some apple and peach trees. One evening the old farmer decided to go down to the pond, as he hadn't been there for a while, and look it over. He grabbed a five-gallon bucket to bring back some fruit.

As he neared the pond, he heard voices shouting and laughing with glee. As he came closer he saw it was a bunch of young women skinny-dipping in his pond. He made the women aware of his presence and they all went to the deep end. One of the women shouted to him, "We're not coming out until you leave!" The old man frowned and said, "I didn't come down here to watch you ladies swim naked or make you get out of the pond naked."

Holding the bucket up he said, "I'm here to feed the alligator."

The Moral of the Story: Some old men can still think fast...

You might be an engineer if...

- ...you take a cruise so you can go on a personal tour of the engine room.
- ... in college you thought Spring Break was metal fatigue failure.
- ... the sales people at the local computer store can't answer any of your questions.
- ... at an air show you know how fast the skydivers are falling.
- ... you bought your wife a new CD-ROM drive for her birthday.
- ... you can type 70 words per minute but can't read your own handwriting.
- ... you sit backwards on the Disneyland rides to see how they do the special effects.
- ... you have saved every power cord from all your broken appliances.
- ... you look forward to Christmas so you can put the kids' toys together.
- ... you see a good design and still have to change it.
- ... you spent more on your calculator than you did on your wedding ring.
- ... you still own a slide rule and know how to use it.
- ... you window shop at Radio Shack.
- ... your laptop computer costs more than your car.
- ... you've already calculated how much you make per second.
- ... you've tried to repair a \$5 radio.

Some Words of Wisdom:

Flying is not dangerous; crashing is dangerous.

It's better to be down here wishing you were up there, than up there wishing you were down here.

The only time you have too much fuel is when you're on fire.

A good landing is one you can walk away from. A great landing is one after which you can use the airplane again.

Overheard at an FAA Seminar....

"Back in the good ol' days, the purpose of an engine was to cool the pilot, because when an engine stopped, the pilot would sweat a lot. Nowadays, the sole purpose of an engine is to convert money into noise".

Notices and Advertisements

WANT TO BUY: Lycoming 0-235-C engine . Contact Rick Lescher at 360-568-1514 or email ricklescher@hotmail.com.

FOR SALE: 1947 Cessna 140 with Continental O-200 engine. \$22,000 . Airframe TT 5244 hrs; Engine 1244 hrs SMOH. Annualed August, 2005. Fabric 20 years old; New tires, wheels, brakes 200 hours ago; New headliner 2003; No nicks in prop; Seats are good; 720 channel radio; Hooker Harness. Contact Elden Larson at 425-747-1609.

Project Visit

The May Project Visit will be Steve Smith's Sonex at his Hangar at Paine Field. Steve will supply directions at the May Meeting.

EAA Chapter 84
C/o Nick Gentry
12124 1st Avenue SE
Everett, WA 98208



The Leader In Recreational Aviation



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

Next Meeting is Tuesday, May 9, 2006 at 7:00 p.m.

**** Bring a friend or two****

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