

HANGARTALK

Newsletter of Experimental Aircraft Association Chapter 84 at Harvey Field in Snohomish, WA *June, 2008*

CHAPTER NEWS

Since our last newsletter was distributed, several significant events have transpired. The chapter held its Second Annual Potluck Supper in lieu of the regular May meeting on May 13th. Many wonderful dishes were brought and enjoyed by the 22 folks who took part. The weekend of May 16th thru 19th was very busy for several chapter members. We took in over \$900 serving coffee and refreshments at the Smokey Point Rest Area. After deducting a little over \$170 in expenses (coffee, cups, cookies, etc.), we cleared just over \$730 for the chapter treasury. The exact totals will be reported in the Treasurer's Report at the next meeting. On Saturday, May 17th, Tom Mahon and Jim Burke, a new chapter member helped coordinate the joint effort between the EAA and the Paine Field Chapter of the WPA to fly more than 200 kids on Young Eagles flights at Paine Field's General Aviation Appreciation Day (See the pictures below). Approximately 18 pilots from around the Puget Sound area donated their time and airplanes to accomplish this amazing feat.

Special thanks to all of the dedicated volunteers who contributed to the success of these events. In addition to the 2 individuals named above, the other volunteers were Mike Bevis, Joan Burns, Jim Davison, Jack Durringer, Lee Elliott, Nick Gentry, Ron Larson, Jim Morgan, Monroe Norman, Chum Shoemaker, Dan Thomas, Art & Colleen Tuck, and Don Veurink. Several of the volunteers worked 2 or more shifts to provide coverage for the no-shows, and the chapter is very grateful for the generosity shown by those folks. Several spouses worked hard to provide home made treats for the effort, also, and we are very grateful to them for that.

Young Eagles Fly at Paine Field General Aviation Appreciation Day (May 17th)



Kids Line Up in the Morning



Kids Line Up in the Afternoon



Chapter 84 Volunteer Ground Crew

Chapter 84 Members Enjoy Second Annual Potluck Dinner



Editor's Note: Since there was no general membership meeting held in May, there are no formal Meeting Minutes or Treasurer's Report for publication.

Here is a brief Treasurer's Report:
Cash on Hand (Petty Cash).....\$ 864.81
Cash in Bank.....\$5,169.13
Treasury Total.....\$6,033.94

EAA SPORTAIR WORKSHOP

The EAA SportAir Workshop program will be in the Northwest with a presentation of the E-LSA Repairman-Inspection Certification course which will be held at the Arlington Airport, Arlington, Washington, and hosted by the Arlington Fly-In Headquarters on June 20-22, 2008.

Here's a summary of the course:

Earn Your FAA Repairman / Inspection Certificate for your E-LSA Airplane. EAA SportAir workshops offer this weekend workshop, approved by the FAA that will allow you to obtain a Repairman/Inspection certificate for your airplane certificated in the Experimental Light-Sport Aircraft (E-LSA) category. The certificate will allow you to perform the annual condition inspection on your airplane. After successfully completing this FAA certified instruction, the owner of an airplane certificated in the Experimental Light-Sport Aircraft category may perform their own annual condition inspections. The class is limited to 16 students and there are still openings in the course. This is a Friday evening, Saturday and Sunday course. Tuition is \$299 for EAA members; \$339 for non-members.

If you are interested in registering for this class or would like more information, please call 1-800-967-5746 or go to www.sportair.com for additional details.

IMPORTANT NOTE: If your aircraft is an Experimental Amateur-Built airplane ("homebuilt"), this course does not apply! The repairman certificate earned during this course is only applicable to airplanes certificated as Experimental Light-Sport Aircraft (E-LSA). In addition, the course is only valid for airplanes. It does not cover Weight Shift or PPC aircraft inspections at this time.

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SAFETY ARTICLE

Rex Smith, Chapter Safety Counselor

Seattle Flight Service Station

In April I visited the Seattle Flight Service Station (FSS) with a group of pilots from the Washington Pilots Association. The purpose was to see, in action, an FSS operated by Lockheed Martin instead of the FAA. To save money, the FAA in 2005, contracted the FSS operations to Lockheed Martin. Most of the savings come from the government not paying employees' benefits, although we were told the pay is higher than it was under the FAA. Therefore, the savings will not be immediate, but long term...at least that is the plan.

Lockheed Martin reorganized the FSS system into eighteen sites and three hubs in the contiguous US. The Alaska FSS is still operated by the FAA. The Western Service Area has a hub in Prescott, AZ, the Central Service Area is in Fort Worth, TX, and the Eastern Service Area is in Washington, D.C. I am sure this is far fewer sites than when the system was operated by the FAA, but I don't have specific numbers available. Initially the change over to Lockheed Martin had problems. There were problems with training, the opening of the new hubs, and closing existing Flight Service Stations. There were also issues with new equipment and procedures, and changing systems from the FAA to Lockheed Martin. We were assured that most of the major problems have been resolved or are nearly so.

When a pilot calls an FSS for a briefing the call might not be answered by a local briefer. If the local briefers are all busy, the call is rolled over to an inactive briefer at another FSS or hub. He or she might be in the Central or Eastern Service areas. This is not the best situation if, for example, your flight is from Harvey to Medford, OR, and you ask about the Puget Sound convergence zone, Stampede Pass, or the Columbia Gorge. It is possible the briefer might not know what you are talking about. Our guide claimed this has been improved and now the call will be routed to the nearest FSS site or hub. There are more briefers being cross-trained on other areas.

The Seattle FSS handles 60% of the flights to British Columbia. This is probably due to the large volume of traffic between the Northwest and Alaska. Seattle is the only sector that assigns transponder codes for Canada flights. In other areas the codes are assigned by centers. Also, we were advised to file Canada flight plans directly to a FSS as there have been problems with flight plans to Canada when filed by DUATS.

We were asked to emphasize closing of flight plans at the end of a flight. In the US the tower or ground control do not close a flight plan but, sometimes will, if asked and they are not busy. In Canada the tower will close a VFR flight plan but a personal phone call is the only way to be sure the flight plan is closed.

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ANNOUNCEMENT: Effective immediately, Ken Reyburn has volunteered to serve as Chapter Secretary. Thanks to Ken for his spirit of wanting to help us out

First Flight for Jim Davison and N644VZ

I had been working up to the first flight for a long time. Carburetor, oil pressure, ignition, pilot proficiency problems and weather nipped at me for months. Finally, after several high speed taxi runs, I decided to go for it.

On the morning of May 25, 2008, at approximately 8:00AM, I pushed the throttle forward, sped down runway 16 at Arlington, lifted the nose and took off. Thanks to my practice high speed taxi's the lift off was normal. I maintained about 100 to 110 knots and did a series of right hand turns to stay over the airport. There were broken clouds at about 2,500 feet. I could not get as high as I wanted, so I cruised around at 2,000 ft. getting used to the plane.

At first, I found myself using too much left rudder until I realized that my leg was restricting the side stick causing me to be putting in some right aileron. When I moved my leg over a bit, the airplane flew straight, so re-rigging the stick to the right is on my to-do list. I had been expecting the airplane to be pitch sensitive from news letter articles I had read and my taxi tests, but in flight, the pitch response was very controllable...even a little heavy. For this reason, I plan to remove the nose ballast, fifteen pounds, five pounds at a time in future flight tests.

After spending about an hour doing S turns, varying my speed from 80 to 140 knots, and doing climbs and descents, I headed back to Arlington. I had planned to do several practice go arounds, but I did only one and landed. My landing was a little short, which was like being a little pregnant, but it turned out OK. It was just an unscheduled test of the landing gear, which still looked as good as new during the post first flight inspection.

Taxing back to the hangar I was feeling good. I was in one piece and the airplane was in one piece and rolling true. "All is well that ends well".... How true.



Jim Davison, Chapter 84 Technical Counselor, and VariEze N644VZ after their First Flight on May 25, 2008

UPCOMING EVENTS REMINDERS

Tuesday, June 10th at 6:00 P.M., Chapter 84 Fly-in and Wienie Roast

South end of hangars. Come and bring a friend or family member. All food and drink provided by the Chapter. See members' airplanes. Eat hot dogs and hamburgers.

Wednesday, July 9th thru Sunday, July 13th - Arlington Fly-in.

If you are interested in volunteering for duty in our Workshop Tent, see an officer to sign up. Come join the fun and show off your building skills.

Saturday, August 23rd - Chapter 84's Annual Summer Picnic.

This year, the picnic will be hosted by Don and Mary Veurink at their lovely home in Everett. Bring your family and friends and a side dish to share. The Chapter will provide the meat and drinks and utensils and condiments. A map and directions to the Veurink's will be provided in the July and August Newsletter Editions.



c/o Nick Gentry
12124 1st Avenue SE
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(MAY, 2008)



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

*** See you at the Chapter Fly-in June 10th ***

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