

HANGARTALK

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

November, 2006

From the President's Corner

Hello All

At the October meeting I informed you that Wicks is having an open house and our Chapter is helping with the cooking of the "HOT DOGS", but I wasn't sure of the date. Well, the dates are the 10th, 11th, and 12th, but we are only participating on the 11th. Anybody that comes by gets a free Hot Dog and you can help out with the festivities.

The 50/50 raffle winner for October was Karl Schaefer who received \$8.00. Remember to get your FREE Christmas ticket when you show up at the meetings and don't lose it because you will need it at the Christmas dinner. Tom has spent some time with the manager of the Golden Corral and has come up with a better date to facilitate both parties' needs. Therefore the dinner will be on Tuesday the 12th @ 18:30 which is the regular meeting night. So let's plan accordingly. There will be no project visit for the Month of December.

On Thursday, October 26th, eight of our chapter members went to the AOPA safety seminar at the PUD building in Everett and participated in the evening's event. But the person who brought it up at our meeting (Dan Thomas) was not present! *So where were you Dan?* The topic was accident prevention with some pictures and some stories. All in all it was informative. Rex Smith will talk about this topic at the November Meeting.

Here is some interesting technical data

Detonation, AKI and Octane Number

The number which is posted on the automobile service station pump is not a true octane number. It is what is called an "antiknock index" number (AKI). This number is the average of two octane numbers arrived at by two different kinds of tests. One is called ASTM Research Method and is often abbreviated R or RON. The other is the ASTM Motor Method, M or MON. The antiknock index number on the pump is then this average, or $R + M$ divided by 2 = AKI. A rule of thumb is that the Motor Method octane number (MON) is approximately five points less than the AKI. The significance of the MON is that this is identical to the octane number for aviation gasoline.

Specification D-4814 (previously D-439) for automobile gasoline requires a minimum of 82 MON when the posted number is 87 AKI or more. When the EAA requested approval from the FAA, the request was for an AKI number of 87 to insure a safety margin of 2 octane numbers over the approved rating for aviation gasoline for these 80 octane engines.

Detonation

Detonation will not be a problem when using any grade of automobile gasoline with an aircraft engine approved for use of 80 octane fuel.

The Department of Energy's (DOE) semi-annual report giving data on gasoline's selected at random throughout the United States shows that for more than 20 years, the lowest octane number measured for automobile gasoline in the US has been more than 80 octane by the Motor Method, which is the same as the aviation method. So, for 80 octane aircraft engines, the octane rating of even the lowest octane automobile gasoline is more than adequate.

The AKI is only 85 in some states. Is that a legal fuel?

No. The octane number requirement for any engine is reduced with reduced ambient temperatures and increased altitude. Therefore, mountain states are permitted to market fuel at lower octane numbers than others. In terms of the STC, the approved fuel must have an 87 antiknock index rating. This may mean that sometimes in mountainous states premium fuel should be used. In this case, the minimum octane number, according to DOE surveys will be at least 84 MON (equivalent to aviation gasoline octane number). Using regular automotive gasoline with an 85 AKI could possibly result in a minimum octane number of 79.1 MON. This difference is probably not significant, but in order to maintain a larger conservative margin, EAA requested approval for automobile gasoline with a minimum 87 AKI to insure 82 MON.

EAA Chapter 84 Minutes from the Meeting on Tuesday, October 10th

Submitted by Harold Shoemaker, Chapter Secretary

President Rand Martin, called the meeting to order at 7:04 pm. 26 members were present.

Visitors: There were three guests in attendance. Bernie Brunson, who has worked on several larger planes, including F 84's and B 52's. Terry Elmore, a member of EAA Chapter 818 who was in the area, so he stopped by to check out our meeting. Don Veunick who is working on a Chinook Plus 2, with a Rotax 912. Don volunteered for the project visit on Saturday.

Treasurer Report: Nick Gentry reported that we have \$601.23 in petty cash, \$264.38 in savings.

Secretary Report: The minutes of the last meeting were published in the news letter.

New Business: Rand Martin opened discussion on the subject of first flights. There have been three in the past month. Mike Bevis flew his Glastar. Chum Shoemaker flew his Zenith 701. Mike Sigman flew his Zodiac 601XL.

Christmas Dinner was brought up, and Tom Mahon reported that he had checked out the Cabbage Patch in Snohomish. Tom said they would require \$500.00 to have the dinner there. Rand said that Tom had also checked at the Golden Corral, and if we wanted to change the night to a Tuesday, we could have the 12th or 19th of December at 6:30 PM. A vote was called for, and the majority voted for the 19th, at the Golden Corral in Marysville.

Rand said that he had talked to Jim Scott at Wicks at the Arlington Airport, and they are having an open house on Saturday November 11, 2006. Rand offered Chapter 84's help to them by doing the hot dogs, and maybe setting up our tent if the weather is a problem. He asked for volunteers and Ron Larson, Tom Williams, Rand Martin, and Nick Gentry volunteered to help. There will be a 10% discount on any purchases that day.

Rand brought up the nominations of officers, and assigned the body to the committee. Harley Beard nominated all incumbent Officers to retain their positions. Rex Smith seconded, and a

vote was unanimous.

The EAA Chapter Office notified the chapter leaders, on September 25, 2006, that our Chapter non-profit Incorporation Status was currently inactive. Nick Gentry has offered to process the forms to bring us back into compliance. This should be resolved by our next meeting.

Project Visit: The project visit will be at Don Veunick's house at 9814 31st Ave SE Everett 425 338 4905, on October 14, 2006. Don is building a Chinook Plus 2.

Safety Report: Rex Smith talked about "Declaring minimum fuel with ATC". Fuel amount may be close, but ATC won't do any thing special, unless you declare an emergency.

Meeting Program: Tom Mahon had brought in a movie, but the TV was not working.

50/50 Drawing; Tonight's winner was Karl Schaefer.

Meeting adjourned at 9:00 pm.

Announcement from Bud Midkiff:

With deep regret and sadness, I have decided to part my KR-2 project out. On October 23rd, I posted a For Sale page on my website, with a partial list of some of the stuff available, with a few pictures. Check it out and if you see anything of interest and need more information just e-mail me or talk to me at the November Meeting and I can provide more info or pictures if needed on items not yet spoken for. I want to make these available first to the KR community and Chapter 84, and then, if necessary, I'll advertise them on Ebay or Barnstormers. (e-mail: c.midkiff@verizon.net) (URL: <http://mysite.verizon.net/res18ums/index.html>)

Steve Mauler has volunteered to host a project visit on January 14th. Details to follow at the meeting.

We still have Chapter Hats and T-Shirts for sale. If you are interested, contact Nick Gentry or any other officer.

NOTICES:

**Chapter election of officers will take place at the November 14th meeting. The current slate of officers was unanimously renominated at the October meeting and all have agreed to serve another year if elected. Let's have a good turnout for this important function of the Chapter.

**Chapter 84 volunteers will be at Wicks Aircraft warehouse on the Arlington airport on Saturday, November 11th beginning at 8:00 AM to help Jim Scott with the Wicks Open House. If you are in the market for tools or parts, buy them from Wicks on that day and receive a 20% discount. Also, according to Rand, the local EAA Chapter that buys the most merchandise will win some kind of award from Wicks

*The previously scheduled Project Visit for November 18th has been cancelled. Jim Davison has agreed to host a Project Visit at his shop on that day at 10:00 AM. Jim is building a VARI-EZE and is almost done. He will show his waterbase paint results. Details at the November Meeting.

**At press time, we were trying to confirm an appearance by a member of the Harvey Family at the November Meeting. Harvey Field is coming under heavy political pressure from some Snohomish City groups and the Harvey Family is being personally attacked by these groups, so they need help in getting the truth about Harvey Field out to the general public.

**The movie that we could not show at last month's meeting will be shown at the November Meeting, time permitting. ONE SIX RIGHT is a one hour (approximately) movie about the history of flying in the Los Angeles area and has some great shots of vintage airplanes and famous pilots.

Holiday Awards Dinner Update

The Golden Corral Restaurant has agreed to allow us to have our originally requested date (***TUESDAY, DECEMBER 12th***) for our Annual Awards Dinner. It will start at 18:30 hours (6:30 PM) and we will follow the same procedure as last year. Pay when you arrive and proceed to the reserved room on the west end of the building. Visit each food station as often as you like. Come and have a good time with your friends.

Rex Smith's Safety Tip:

If you have ever seen St. Elmo's fire, you may have thought it beautiful or frightening. It's a buildup of static electricity and it can be both, but it is the possible bad effect this static buildup can have when we refuel that is our area of concern.

To keep static electricity from arcing between the airplane and the fuel nozzle, igniting fuel fumes, a ground wire should be properly attached to the airplane before the fuel cap is removed. The ground clip should be attached to bare metal (often the exhaust stacks) because a painted surface does not provide a good connection. Touch the fuel nozzle to the airplane metal before placing the nozzle into the filler tube and keep it in contact with the tube while fueling. Remember to remove the ground wire before starting your engine and beginning your taxi!! *Don't laugh, it has happened!*

There is one other thing. Small airplanes can be difficult to exit in a hurry, so it is best if no one is in the airplane when it is taking on fuel.

Sources: *Pilots Handbook of Aeronautical Knowledge (FAA-H-8083-25); Sport Aviation Magazine; Aviation Safety Journal*

Jokes and Other Attempts at Being Humorous

When Dan found out he was going to inherit a fortune when his sickly father died, he decided he needed a woman to enjoy it with. So one evening, he went to a singles bar where he spotted the most beautiful woman he had ever seen. Her natural beauty took his breath away. "I may look like just an ordinary man," he said as he walked up to her, "but in just a week or two, my father will die, and I'll inherit 20 million dollars." Impressed, the woman went home with him that evening and, three days later, she became his stepmother.



c/o Nick Gentry
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Our thanks to the Folks at  *for the use of the Hangar*

**** See you at the Chapter Meeting on Tuesday, November 14th****

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