



HANGAR TALK
January 2014

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January Meeting

The January general member meeting will be held on Tuesday, January 14, beginning at 7PM at the Chapter Hangar, Harvey Field, Snohomish. Our speaker will be Cory Graff, the Military Aviation Curator at the Flying Heritage Collection. Cory is a lifelong resident of the Pacific Northwest and he worked for the Museum of Flight prior to being hired by the Flying Heritage Collection in 2008. He is the author of seven aviation books. You can read his [full bio here](#).

Meeting Timeline:

5:45 -- Soup and a Show: A variety of hot soups to warm you and fill you up before the meeting

6:30 -- Photo Show from the EAA Chapter Christmas Party

7:00 -- General Meeting Starts: Guest Speaker Cory Graff

After the meeting, please join us at the chapter hangar for some "Hangar Talk."

Please also note that on January 18th at 10:00 am, we will be going as a group for a special tour of the Flying Heritage Collection. The cost will be \$10 per person and the tour will last approximately 2 hours.

Announcements

Eileen Bjorkman is now an EAA Flight Advisor. If anyone is preparing for their first flight, you are encouraged to get in touch with Eileen at n86585@aol.com or (425) 257-1232.

The Chapter is also in need of two more EAA Technical Counselors. For more information, please visit the [EAA website](#).

It's time for 2014 chapter dues! Dues this year are \$40. Members who make their payments by February 28, 2014 are eligible for a drawing at the March meeting for a 30 minute ride in Eileen Bjorkman's Decathlon. Eileen is a CFI, so you may log your time even if you aren't tailwheel qualified. You may pay your dues at a Chapter meeting or by mailing a check made out to EAA Chapter 84 to Nick Gentry, 12124 1st Ave SE, Everett WA 98208.

We are looking to set up a PayPal account to make future dues paying easier.

President's Corner: Can you hear me now?

There is something new going on in the world that surrounds us and if you haven't noticed it is how we communicate. The U.S. Mail service, which

Postmaster General, and he established post offices and postal roads across the country. It was not unusual for a letter to take several days. if not weeks, and maybe even months, to be sent across the young country at that time.

Today I can send an email to every one of our 50 members in seconds due to the processing speeds of modern computers and the Internet. I think it would be safe to say that communication has gotten a lot easier in the last decade or so. But, even email is starting to show its age and we now have things like "Tweets" and "Snapshots" which are instant communication applications received by anyone who has the knowledge, technology and desire to receive them.

The change we are seeing is where the communication responsibility has moved from the originator to the recipient. Let me explain: Instead of Tom in Seattle mailing a letter to Meg in Baltimore, Meg now decides if she wants to hear what Tom has to say. Meg simply subscribes to Tom's Twitter account and she now receives all of Tom's "Tweets" instantly on her mobile phone.

So, why am I wasting valuable Internet bandwidth and your precious time to tell you this? Because you need to get connected to your chapter information lines of communication! Your chapter has a Web page, a Yahoo users group, a Mail Chimp account and a Facebook page but you need to subscribe to these new forms of communication in order to receive the information! Our newsletter is now completely digital and will no longer be sent out the way Ben would have done it over 200 years ago. This will save the chapter a significant amount of funds and will allow your leadership to communicate to you instantly. In fact, we are even looking into creating a Twitter account so we can reach even more of you with up to date information instantly. Can't you just feel the tingle of technology creeping up your brain stem!

If you are interested in finding out how you can take advantage of these new technologies but don't know how, then you need to come to our technology workshop that will be held on February 1st, time and place to be determined. In the meantime, talk to friends and family that know about these new forms of communication and find out how you can take advantage of them. Browse our web page and our chapter Facebook page. You just might find out something that you didn't know about and you can do it all without licking a horribly distasteful stamp or getting a nasty paper cut.

Holiday Party

We had a fabulous time at the holiday party! Thanks to all who came out and participated in the festivities, including a pot luck dinner, white elephant gift exchange, and ornament exchange. There was quite a bit of fighting over some small model airplanes, but for some reason no one wanted the surplus wire collection! Here are some pictures; for more, please see the [chapter Facebook page](#).



Calendar

January 18/10:00 am -- Tour of Flying Heritage Collection (\$10)

February 1/TBD -- Social Media Technology Workshop

February 11/7:00 pm -- General Member Meeting

March 11/7:00 pm -- General Member Meeting

The First Successful Spin Recovery

Most pilots, even if they have never been in a spin, can recite the basic spin recovery procedure -- throttle idle, neutralize ailerons, rudder opposite direction of the turn, and stick forward to break the stall. But a little over 100 years ago, pilots hadn't yet figured out what to do if they were in a spin. In fact, there wasn't even any consensus at the time as to what a spin really was.

It appears that the first description of a successful spin recovery was recorded by British pilot Lt Wilfred Parke on August 25, 1912 during some flight tests in an Avro G biplane over Salisbury Plain (near Stonehenge). Fortunately, Lt Parke was one of the first pilot to document his test flights!

Lt Parke described a "spiral nose dive" that was apparently a left spin. In accordance with the beliefs at the time regarding spins, he first tried to add full throttle, thinking it would raise the nose up. He then tried to move the elevator full back to try to raise the nose and added full left rudder in the belief that the spin was due to an uncoordinated maneuver.

Of course, all of his actions are exactly the OPPOSITE of what you do to recover from a spin. Since none of the "correct" inputs worked for Lt Parke, he finally retarded the throttle to idle and let of the controls. Imagine his astonishment when the airplane returned to normal flight in less than a second!

Thus, Lt Parke became the father of a time-honored spin recovery technique -- let go! It won't always work, but it can be a good starting point.

Sadly, Parkers promising career as one of the first test pilots was cut short when he died in another aircraft just a few months after his spin discovery. However, we owe a debt of gratitude to him for helping to tame one of the mysteries of flight.

This description of Lt Parker's spin came from "Flight Fantastic: The Illustrated History of Aerobatics," by Annette Carson, Haynes Publishing Group, England, 1986. The book is out of print, but you can get used copies from Amazon.

Tip of the Month: Fuel Drain Check

How many of you just glance at the fuel that you drain out of your tanks and sumps before each flight? You DO drain fuel, don't you? It's important to check the fuel before every flight, even if you get fuel from a reliable source such as Snohomish Flying Service, and even if your airplane is stored in a hangar. If your fuel caps are not tightly sealed, it's possible for water and dirt to get into the fuel tanks, especially if the airplane hasn't flown for a while. So check that sample carefully!

You are looking for three basic things:

- (1) The right color of fuel -- for most airplanes, this should be blue
- (2) Any sediment or dirt
- (3) Water

Of the three, the one you are most likely to see is water. If you aren't sure what water in fuel looks like, the next time you drain some fuel, add a few drops of water to the sample. You'll see the little "globs" it forms very clearly.

If you have a lot of water in the fuel tank, it's possible to drain only water! This is another reason to check the color -- a clear color might be jet fuel accidentally added, but it also might just be water.

If there is just a little water or dirt in the fuel, it's okay to keep draining until it's gone -- the fuel system is designed so water and sediment will sink to the fuel drains, so you should be able to drain it all out. However, if there is a lot of water or dirt, or if the fuel is the wrong color, it's time to call a mechanic.

Chapter 84 Contact Information

President	David Weber	(425) 357-1595	s43pilot@gmail.com
Vice President	Ken Reyburn	(360) 794-6148	kennyreyburn@aol.com
Secretary	Jim Burke	(425) 346-6509	mrburkesir@comcast.net
Treasurer	Nick Gentry	(425) 355-9143	richardbgentry@comcast.net

Hangar Manager	Tracy Hatch	(206) 321-3041	tracyh@northern-lights.com
Webmaster	Jeff Bongard	(425) 327-6365	j.bongard@comcast.net
Librarian	Gordon Kranick		
Flight Advisor	Eileen Bjorkman	(425) 257-1232	n86585@aol.com
Technical Counselor	Mike Henderson	(425) 672-4257	flyingmikeh@comcast.net
Technical Counselor	Wayne Stafford	(425) 256-2435	wstafford6242@yahoo.com
Technical Counselor	Jeff Bongard	(425) 327-6365	j.bongard@comcast.net
Young Eagles Coordinator	Dan Thomas	(425) 337-5908	rv6dan@yahoo.com

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