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HANGAR TALK

January 2015

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January Meeting

The January general meeting will be held on Tuesday, January 13, beginning at 7:00 PM at the Hangar 15, Harvey Field, Snohomish. Our speaker will be Lawrence Doan, an aeronautical engineer with Dynon Avionics. Lawrence will be presenting an aeronautical analysis of Lindbergh's Spirit of St. Louis.

Please join us for the first meeting of the year!

Schedule:

5:30 PM -- Soup's on at the Chapter Hangar

6:30 PM -- Chapter Video at Hangar 15

7:00 PM -- Meeting Starts

7:30 PM or so -- Break for doughnuts and coffee

7:45 PM or so -- Presentation

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

Announcements

No announcements this month!

President's Corner

Looks like I've been tasked to fill some pretty big shoes. David Weber has done an amazing job during his tour as chapter president. Working with the board to build the membership, leasing a hangar/hangout and bringing in top notch speakers, to name just a few challenges he has accomplished. His high energy and get it done attitude were instrumental in pulling off many of our activities. The new officers hope to continue his vision and add a few ideas to the mix. Tuesday night we'll layout a quick outline of some projects being discussed. As always, your input is welcomed.

Wayne Stafford
President, Chapter 84

November Meeting Minutes

The meeting was called to order at 7:00 PM.

There were 24 members present. The chapter Veterans were recognized and thanked for their service to their country.

Treasurer's report: we have \$8307.82 in the bank and \$792.84 in cash on hand.

Newsletter Editor Eileen Bjorkman asked members to submit articles for the newsletter and also pictures.

We have candidates for the upcoming elections:

For President: Rich Morrison and Wayne Stafford.

For Secretary: Bob MacDonald and Wayne Snyder.

For Hangar Manager Tracy Hach, Hank Shillig and Tom Williams.

Wall of Honor nominees are Jim Morgan, Ken Reyburn the Harvey Family and Arnold Ebnetter

The Christmas Party will be held on November 6th, 2014 at 5:00 PM. There will be a social hour beginning at 4:00 PM.

A friend of Dan Thomas is looking for partners in an RV6A.

Our speaker was Bob Dempster representing the World Cruiser Project. This is a re-creation of an around the flight which took place in 1924 and originated in Seattle. The airplane has been built by Bob and others and is an exact duplicate of the original airplane. More Information is available at seattleworldcruiser.org

The meeting concluded at 9:30 PM.

Are You Communicating?

By Wayne Stafford

Talking to ATC provides plenty of opportunities for miscommunication on the side of both pilots and controllers. Wayne Stafford, our president, writes below about a recent experience he had with a confusing call from a controller. -- Editor

It was tough trying to schedule my BFR around family obligations and the weather so the best option was to get it while visiting my mother in Phoenix. Talk about flying weather. Blue skies every day. I lined up an instructor at one of the many airports in the area and scheduled some 172 time.

the airport. Everything went fine but at the end my landings were not stellar so we decided to work on it later in the week.

Friday morning we took the plane up and as we were climbing we heard an instruction from the tower "73K Hold." I had never heard a hold instruction while flying and neither had the instructor. We "held" our heading and altitude and asked the tower about the instruction.

We heard a very demanding voice ask, "Do you have a solo pilot onboard?"

The instructor answered, "No."

"Do you have an instructor onboard?"

"Yes."

"Well, you had better start paying attention."

We looked at each other, puzzled.

Later we heard another transmission very clearly enunciated "734 hold short". That solved the riddle. The tower had used our call sign for a hold instruction for another airplane with a similar call sign by mistake. The remainder of the tower communications was given at a slower tempo and very clearly. It pays to be attentive but also ask yourself does the instruction make sense.

Editor's note: Normally when two or more aircraft have similar call signs, the controller will start using full call signs. That may have helped reduce the confusion in this case. And as Wayne says, if ATC says something to you that doesn't make sense, then feel free to question them!

Tip of the Month: Tech Counselors and Flight Advisors

No matter what stage of building you are in, it pays to take advantage of a free EAA program that provides valuable advice from experienced builders, mechanics, engineers, and flight test personnel.

Technical Counselors can inspect your project to check for accuracy and ensure safe craftsmanship at any stage. They can answer your questions, teach you a new skill, and offer their insight to ensure you're building a safe, well-constructed airworthy aircraft. A Technical Counselor also brings a fresh perspective to your aircraft project, helping you identify potential problems or areas for improvement before your first flight. Chapter 84 has three Technical Counselors: Mike Henderson, Wayne Stafford, and Jeff Bongard. See the bottom of the newsletter for contact info.

Flight Advisors won't make decisions for you, but they can share their flight experiences and background to give you the facts you need to help you evaluate your own ability to fly or build a particular aircraft. If necessary, a flight advisor can also help you to select a test pilot or instructor for transition training. Finally, a flight advisor can help you develop a safe, well-prepared script for your first flight. Chapter 84 has one Flight Advisor: Eileen Bjorkman; her contact info is at the bottom of the newsletter.

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