



HANGAR TALK

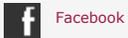
February 2014

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Keep Up With Us





February Meeting

The February general member meeting will be held on Tuesday, February 11, beginning at 7PM at the Chapter Hangar, Harvey Field, Snohomish. Our speaker will be Elliot Seguin, a flight test engineer at Scaled Composites in Mojave, California, where he works on, among other things, SpaceShip Two. Elliot also works on the Wasabi and Nemesis air racing teams! Please join us for what is sure to be an unusual and entertaining presentation!

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 -- EAA Chapter Video
- 7:00 -- General Meeting starts
- 7:45 -- Break for coffee and donuts
- 8:00 -- Speaker presentation

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

Announcements

CHAPTER DUES: 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.

SONEX KIT FOR SALE: Completed components include the empennage, both flaps and both ailerons. The left wing is almost complete, including wiring for tip lighting -- still needs wingtip installed. Right wing forward and aft spars are also completed and ready for forward and aft ribs to be installed. All hardware, parts and wheels for both the tail wheel configuration & Jabiru motor mount for tri-gear configurations are included. Kit has dual stick setup. Asking \$13,500, but willing to consider all offers. Contact Tom Mahon at pilot121@yahoo.com or (702) 619-2873 and leave message.

President's Corner: When Dancing Bears Fly

Come to the February meeting to find out what the title of my article is all about!

I recently watched a video of a pilot who experienced a severe case of carburetor icing that eventually led to an off-airport landing. Admittedly doing some Monday morning quarterbacking, I was puzzled why he attempted to land in the middle of a snow covered field instead of the empty *plowed* rural road. Talking this over with some high time CFI pilots, we decided the pilot had fixated on one solution without considering other options or consulting other passengers in the plane. In fact, he never even asked any of the passengers if they could see alternative landing spots.

This event made me wonder if amateur aircraft builders might make the same mistake when it comes to building. As an EAA Chapter 84 member, you have access to an overwhelming amount of building knowledge, and why wouldn't you want to use it? Have you ever been stalled during a build because you're just not sure about the proper or acceptable practice to complete the part or assembly you're working on? I'm not ashamed to admit that I have. I am, however, a little embarrassed to admit that I find it difficult to call in the "Experts."

Robert J. Latino of the Reliability Center says that several studies show that constant distractions have an effect on the performance of people, and this performance drop increases as you add stress to the situation. The study he refers to defines a distraction as high frequency interruptions of 15 minutes or less. Ask any builder what happens when you open the hangar doors on a nice day at the airport. The distractions are countless and, because of this, your performance suffers, and when performance suffers you are more likely to make mistakes.

We all know that hangar flying is part of the fun in our hobby. But isn't flying through the air on a summer day a lot more fun?

My advice to those members who are struggling to complete their projects and to those who are making good progress is to keep the distraction to a minimum. Don't be afraid to hang a sign on the hangar reading "Building in progress, please do not disturb." Your productivity will increase, the quality of your build will improve, and your project will no longer linger. Now quit being distracted by my long-winded pep talk and get out there and build!

See you at the meeting!

- David

January Meeting Minutes

Full meeting minutes will be printed when they are available. In the meantime, here's a short summary and some photos.









Review of "West with the Night"

I'll plan to use the feature article for an occasional review of a classic aviation book. If you have any classics you'd like to see reviewed, or if you'd like to do a review yourself, please let me know! -- Eileen

West with the Night is a beautifully written, dramatic, and often humorous memoir that weaves the story of a tomboy's East African childhood and adolescence in the early 1900s with vivid flying tales from the 1930s. The author, Beryl Markham, was an accomplished aviator who was the first woman to cross the Atlantic non-stop from west to east.

The book begins with dramatic flying scenes, including Markham's rescue of a fellow aviator lost in the desert, and then proceeds into memories of growing up in East Africa (now Kenya), where she moved from England as a four-year-old in 1906. Those interested in flying may be tempted to skip these chapters on lion attacks, hunting with African natives and training a prophetically named horse, Pegasus. However, I recommend against that – the stories provide rich context for understanding Markham's strengths and motivations, as well as an appreciation for African culture and history.

Markham learned to fly in a Gypsy Moth and, after obtaining her 'B' (commercial) license, she became a freelance pilot, carrying cargo and passengers around Africa. The remainder of the book is largely devoted to descriptions of scouting elephants for white hunters on safari, ferrying an airplane and passenger across Italian-occupied Libya, and, in the last chapter, her transatlantic flight, with its somewhat ignoble landing.

Pilots of all ages and experience levels can relate to Markham's adventures. For example, any pilot who has ever had difficulty finding a place to stay for the night after landing at a small airport will appreciate the predicament Markham finds herself in during a stop in Benghazi. However, modern day aviators are unlikely to use her solution – staying at a brothel run by a Dutch-speaking Caucasian woman who claims she had been sold into slavery as a teenager!

My favorite parts of the book are Markham's numerous but brief philosophical discussions about flying. No aviator, or for that matter, no person, should be able to resist a line such as ". . . no horizon is so far that you cannot get above it or beyond it."

Although there is some scholarly debate about whether Markham authored the book or had help from a ghostwriter, that debate in no way detracts from the book's magnificent prose or enthralling tales. *West with the Night* is a must-read for all aviators.

Tip of the Month

Now that the days are getting longer again, many of you may be ready to dust off the cobwebs from your airplane and start flying again. If you haven't flown for a while, be sure to check your logbook to make sure you are still current for carrying passengers, unless your airplane is a single-seater of course! I recently covered the night proficiency requirements, so I'll just cover the day requirements here.

FAR 61.57 contains the recent flight experience requirements. To be current to act as pilot in command for carrying passengers during the day, a pilot must have logged at least three takeoffs and landings as sole manipulator of the controls within the past 90 days in the same category and class of aircraft (and type, if a type rating is required). If the aircraft is a tailwheel aircraft, the landings must have been made to a full stop. Thus, if you fly both an RV-8 and an Apache, three takeoffs and landings in the Apache in the previous 90 days won't make you current for the RV-8 and vice-versa.

What if you aren't current? You can fly the aircraft by yourself to regain your currency. However, if you haven't landed an airplane for more than three months, a better strategy would be to get some dual instruction with a CFI.

While you're getting back into things, you may want to go practice some steep turns, slow flight, stalls, and a simulated flame out landing over your airfield (for a single-engine aircraft). Again, if you haven't performed these maneuvers for a while, it's a good idea to fly with a CFI.

Happy Flying!

Chapter 84 Contact Information

President	David Weber	(425) 357-1595	davedubb@yahoo.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
Newsletter Editor	Eileen Bjorkman	(425) 257-1232	n86585@aol.com
Hangar Manager	Tracy Hatch	(206) 321-3041	tracyh@northern-lights.com
Webmaster	Jeff Bongard	(425) 327-6365	j.bongard@comcast.net
Librarian	Gordon Kranick		
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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Our mailing address is:



EAA Chapter 84
9900 Airport Way
Snohomish, WA 98296

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