



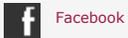
HANGAR TALK
April 2014

In This Issue

- [April Meeting](#)
- [Announcements](#)
- [President's Corner](#)
- [March Meeting Minutes](#)
- [Feature Article: Third Class Medical](#)
- [Tip of the Month: BFR](#)

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Keep Up With Us





April Meeting

The April general member meeting will be held on Tuesday, April 8, beginning at 7PM at the Chapter Hangar, Harvey Field, Snohomish. Our speaker is going to be John Smutny, who is the Race Director of the Great Northwest Air Race. See <http://www.greatnwairrace.com> for more information. Please join us for what will be an informative presentation!

Meeting Timeline:

- 5:45 -- Soup: 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

NEW EAA SAFETY SURVEY: If you have built and tested a homebuilt aircraft at any time, please take the new EAA safety survey that is compiling information on problems encountered during Phase I Flight Testing. Please visit <https://www.surveymonkey.com/s/3T52JTH> to take the survey.

PAINÉ FIELD AVIATION DAY CALL FOR VOLUNTEERS: Paine Field Day is Saturday, May 17th from 9:00AM to 3:00PM and volunteers are needed! To volunteer, please contact Frank Hummel at paine-volunteers@wpaflys.org, frankh909@gmail.com, or (206)499-9398. Please leave a message if you call and get voicemail.

President's Corner: Stronger, Better, Respected

It is the time of the year where I get to sit down with my board and discuss what we have done right and where we can improve. The biggest indicator of how well we are doing is to look at how many returning members we see after the March membership dues deadline. By all indications, we seem to be doing fairly well. Our return rate is the highest it has been in recent years and our new memberships have grown substantially also, which is very encouraging.

Although I feel the chapter is in a much better place than it has been in quite some time, I would like to take up some column space to address one of the most important issues that is always on my mind, and that is the cost of membership dues. Over five years ago the chapter membership voted and approved the offer from Harvey Field to move into an available hangar space. Although we were given an unbelievable rental rate, the

annually. When I became president, I knew this would make it difficult to both sustain current members and attract new ones, so I aggressively worked to raise funds by other means to increase the financial stability of the chapter. But the best way to improve the stability of the chapter and reduce the dues was to increase our membership. Our goal was to double the number of members to 60, and this year we are very close to meeting that goal. As a result, we have been able to lower the dues to \$40 annually. If the growth trend continues, we will once again be able to look seriously at lowering the dues in the near future. Our current members can help by inviting aviation-minded friends and colleagues to come check us out. I would also ask past members who have quit the chapter because they thought the dues were too high not being directed in ways they thought were appropriate to come back and give us another try. Even better, get involved with the chapter and help shape the priorities that will guide the chapter in the future. If we all stand together we will be stronger, respected, and have a bigger voice in our local community priorities, which makes the chapter and our community a better place.

I would like to express my sincere appreciation for all of the support and kind words that I have received over the past three and a half years. With my time as president coming to an end this year, I feel that I will be leaving the chapter in a better place, and I am confident the next president will find that the chapter is in a good place, making it a much easier transition. I believe the leadership at EAA Headquarters is making the right changes and putting their resources in places that are making chapters and aviation stronger. As a member of the EAA and an aviation enthusiast, don't you want to be a part of this positive movement instead of someone who watches aviation dwindle into obscurity? Everyone has something they can contribute, and nothing ever gets done by waiting for others to do it.

- David

March Meeting Minutes

Meeting Minutes for Wednesday, March 11, 2014

The meeting was called to order at 7:00PM. There were 31 members present. We had two guests: Norm Humphrey, who is building a Zenith 601, and Vraden Kidwel.

Dan Thomas is installing an electronic ignition on RV6. Wayne Stafford ran his modified engine with good results. Dave Weber showed pictures from the Flying Heritage Museum trip.

Richard Morrison needs volunteers for Young Eagles on May 17th for Paine Field General Aviation Days. He also needs volunteers for flood kits for Harvey Field.

Treasurer's Report: Nick Gentry reports \$9,467.40 in the bank, and \$300.79 in cash.

Warren Snyder won the raffle for a ride with Eileen Bjorkman in her Decathlon. Lucky man!

Our speaker was Lawrence Doan, who gave an excellent presentation on aerodynamics.

The meeting was closed at 9:00PM.

FAA Reconsiders Third Class Medical

On April 2, the FAA announced that it is considering eliminating the need for a third class medical certificate for some private pilots. If the proposed rule is adopted, most private pilots would be able to self-certify their medical fitness for flight as long as they have a driver's license, similar to the way sport pilots are currently allowed to self-certify.

The notice of proposed rule making process has just started, so it may be a while before we see any changes, but this bodes well for the future of general aviation. I expect that there will be limits on the type of aircraft and perhaps number of passengers that can be carried without a medical certificate, but if the rule is adopted, the vast majority of private pilots may be able to dispense with the need for that periodic visit to the aviation medical examiner.

For more information, please see the [recent EAA article on this subject](#).

Tip of the Month: Biannual Flight Review

If it's time for that biannual flight review required by FAR 51.56, why not use it as an opportunity to try something new? If you've never flown a

flight with an instructor. Or take some aerobatic instruction -- there are several places in the Seattle area that offer aerobatic instruction, as well as places in other states if you'd like to combine some flying with a vacation.

Whatever you do for your BFR, just remember that in addition to one hour of flying, you also need one hour of ground instruction that covers a regulations review. Some instructors may choose to do this review with you, but others may just request that you watch a video or take an online refresher course. No matter what you do, be sure to coordinate with your instructor ahead of time to be sure you're on the same page for your review. And if you are using something like a checkout in a new airplane or aerobatic instruction for your BFR, be sure the instructor is aware of that as well so they make sure they properly endorse your logbook at the end of the flight or series of flights.

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