



HANGAR TALK

October 2014

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October Meeting at Skydive Snohomish!

The October general meeting will be held on Tuesday, October 14, beginning at 7PM at **Skydive Snohomish**, Harvey Field, Snohomish. **Please note the change in location for this meeting!** Several chapter members will be giving short presentations, including Eileen Bjorkman, who will talk about her visit to the Russian Federation Air Force Museum near Moscow; David Weber, who will show a short video about his trip to the Reno Air Races; and Jim McGauhey, who will show a video on a fly in at the Western Aeroplane and Automotive Museum (WAAAM) located on Ken Jernstedt Airfield (4S2) in Hood River, Oregon. Contained in three hangars, the WAAAM has one of the largest collections of antique flying airplanes, cars, and motorcycles in the country. While most museums have shiny, new-looking, static displays, many WAAAM vehicles look used because they fly and drive. Even the 1910 Parker Pusher. Yep, a restored 1910 Curtiss-Parker Pusher that flew Sept 5 during the fly in (see photo below), and had an engine failure in flight. What happened next? Come watch Jim's video on Tuesday to find out!

Meeting Timeline:

5:30 -- Hangar Grill'n, Burgers n' more at the chapter hangar

6:30 -- EAA Chapter Video Magazine at **Skydive Snohomish**

7:00 -- General meeting and speaker presentations at **Skydive Snohomish**

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

Announcements

FOR SALE: Acro Sport One. Complete aircraft ready to cover minus the engine. Asking \$5,000 or best offer. Please contact Tom Williams at (425) 754-9137 or stardusterboilermaker@gmail.com

President's Corner

Change is good..it's the direction that matters.

It may have been only a short 111 years ago that the Wright brothers started us on this wonderful journey of experimental aviation (yes there was no FAA back then so every aircraft should have been considered EXPERIMENTAL). There have been many changes in how airplanes are designed, how aviation is regulated, and leaders in the production of aircraft. This leads me to ask what kind of changes we are going to see next in the Experimental amateur built field.

In 1972, Richard VanGrunsvan started selling plans and a few pre-manufactured parts for his RV-3 design. The RV-3 design and plans were

years later, Van's Aircraft was selling "kitted" aircraft with, at the time, the most complete set of plans in the industry. This, of course, was all brought about by the efforts of Paul Poberezny and the Experimental Aircraft Association that he started.

Since the early kits, numerous companies have offered partial kits, quick build kits, fast build kits, and even builder assistance that can result in an aircraft in a little more than two weeks. So if a pilot now has the option to build his aircraft quickly and with professional assistance from a manufacturer, where does the amateur built aircraft industry go from here? Are manufacturers going to start offering "Super Fast" build kits? Will companies offer builder assistance even shorter than two weeks? Many in the industry are anxious to see what changes will be proposed out of the Part 23 re-write taking place right now.

Whatever the direction of future of amateur built aircraft, the National EAA Headquarters and your local chapters will need to come up with strategies to keep our membership strong and provide services that will satisfy the needs of members. The board of EAA Chapter 84 is in the process of developing strategies to do just that. In the next few months we hope to finish up this plan and share it with our members.

"If you are failing to plan, you are planning to fail" – Benjamin Franklin

-David Weber
President, EAA Chapter84?

September Meeting Minutes

Meeting Minutes for September 09, 2014.

The meeting was called to order by Vice President Wayne Stafford at 7:00 PM.

There were 24 members present. We welcomed one new member, Joe Harrington.

Jim Morgan reported he had flown off his hours in his RV 6. Congratulations Jim!!!

Our speaker was Phil Foshee who gave a great presentation of an off airport landing in his Bellanca Viking. He had a lot of pictures of the accident scene and his rescue by the Paine Field Fire Department.

The meeting was adjourned at 9:00 PM

Young Eagles at Arlington

Chapter 84 had another terrific Young Eagles event at the Arlington Airport on September 20. We signed up 100 youngsters to fly and gave flights to 96 of them, despite challenging conditions that included fog and low clouds until 11:00. Many thanks to all those who helped!

Pilots included Jim McGauhey, Dan Thomas, Tom Tucker, Dan Tarasevich, Mark Norman, Dave Cort, James Polivka, Kent Meher, Phillip Thordarson, Mark Morse, Bob Malstrom, Dan Hatch, Robert Manheim, Steven Kalma, Mike Dopudsa, Jerry Sorenson, and Miguel Nelson.

Ground volunteers included Roger Venables, Wayne Stafford, Bill Fenton, Mike Turner, and Holly.

Some photos are below.

[PHOTOS DID NOT RENDER IN PDF]

Those Other Aircraft: A USMC Rotor Wing Reunion

By Wayne Stafford

I had barely stepped off the plane in San Diego when my phone rang. It was retired Lt. Col. Dave Belatti calling, wondering where I was.

"Hey, I just got off the plane."

Belatti was a young lieutenant 46 driver (a CH-46A pilot) back on the USS Iwo Jima doing operations in Vietnam and I had been a corporal who helped keep them flying. At the time, I was "short," a term meaning I would be returning home soon, so my days as a helo gunner were over.

The USMC Combat Helicopter Association was having another reunion at the Town & Country Hotel with more than 800 Marines (there are no "former Marines"). By far, most attending were Vietnam vets, with a few who served in Korea and some youngsters from Desert Storm and on. The association is made up of helicopter pilots, aircrew, maintenance personnel, Navy corpsmen, Navy flight surgeons, and so on -- as the founder, Roger Herman, defined it, "Anyone who could spell UH-34D)."

My job, at this point, was to get the hooch (hospitality suite) opened up and filled with beer. After the welcome buffet, it was off to Ralph's Market and the deed was done. After dinner, we drank beer and told lies into the night. Sam Kelly and RJ (both 46 drivers) and others showed up, and it was a fun night being entertained by retired MGySgt John Wolfe. He needs to hit the comedy clubs.

Friday morning was a tour of MCRD San Diego and attending Marine Recruit Graduation. It was amazing to see the respect bordering on reverence the DIs -- drill instructors -- showed us old Marines in the stands. They were demonstrating how Marines remember and value their history. These young Marines understand that someday they will be in the stands representing their history. In 2000, Jim Moriarty, a helicopter crew chief at Quang Tri turned multimillionaire, flew his restored UH-34D helicopter in Marine colors over the graduating ceremony at MCRD. It was quite a sight!

At the reunion, each squadron has its own dinner on Friday night, so ours, HMM-265, was at a restaurant just down the street. I had been working on a surprise for the last 6 months, and I sprung it on the guys. My daughter-in-law's sister is a Marine lieutenant in Okinawa, Japan, so I asked her to get a contact at VMM-265 (my old squadron now has the MV-22 Osprey, so they are now designated a VMM). The executive officer, or XO, Major Eric Aschenbrenner, responded and we communicated over the months trying to get someone from the squadron to attend. As it turned out, Eric was promoted to lieutenant colonel and was transferred to Camp Pendleton to take command of HMM-164 and transition them to the MV-22, so he attended the reunion. Having him at the dinner was a hit! He later joined us at the hooch, along with another Marine officer due to take command of VMM-162. More beer and more lies, but this time we had new as well as old lies.

Sunday was an early trip out to MCAS Miramar to view a static display of all types of helicopters in the Marine Corps inventory and talk to young Marines. They had the MV-22, CH-53E, UH-1Y, AH-1W Super Cobra and the UH-1Z Viper out for display.

Here are some observations comparing helicopters of the Vietnam era and now. The MV-22, which replaces the CH-46, has a little wider aft area but a lower overhead. Where the CH-46 overhead was a consistent height fore and aft, the MV-22 has systems hanging down for you to bang your helmet on. Also, talking with an MV-22 pilot, he explained that the Osprey can't auto-rotate. Those aren't rotor blades lifting that machine, they're big propellers.

The CH-53E is quite a bit more helo than the Alphas we had in country. The Echo has a third engine, plus electromagnetic countermeasures (ECM) and a glass cockpit. The Whiskey and Zulu Cobras are way beyond the Golf aircraft we had. You've seen all the cool gear these machines carry on Internet videos. I still remember the first time seeing a Cobra at our fuel pits. What a machine! The Yankee Huey replaces a November version with a four blade rotor system like the Viper.

For us old folks, they had the UH-34D from the Flying Leatherneck Museum with its R-1820 (think B-17), magnesium construction and ability to continue flying after being blown full of holes. A Ch-46E (painted in Vietnam green) was there, but was headed to the Marine Corps Museum at Quantico, Virginia. Walking up the aft ramp, the first thing you see is the pump handle on the right. It's for pumping up the hydraulic accumulator pressure to start the auxiliary power plant (APP). The interior insulation was removed like those in Vietnam, but this one had windows. In Vietnam, windows didn't last long because the grunts would just shoot through them. Things hadn't change much in the plane until I got forward. The stability augmentation system (SAS) had been replaced with an automatic flight control system (AFCS) like the CH-53 and the cockpit was glass. Also, the stub wings where the fuel is stored had doubled in size and ECM added. The engines had almost double the horsepower to carry the additional weight. This CH-46 had some history that was being featured that morning. Some of the aircrew and the grunts they had rescued were there for a video and photo op. This helicopter and crew also managed to snatch an NVA flag off a hilltop during a mission. The flag was displayed as part of the video ceremony.

The reunion was closed with an all squadron dinner during which we had a memorial to our POWs and MIAs and those helicopter Marines and



Tip of the Month: See and Avoid

The crisp air, good visibilities and colorful foliage in fall make this a great time of year to introduce people to flying. But while you're explaining things to your passenger or pilot-to-be, don't forget to look out the window for everyone else doing the same thing!

Let's review the "see and avoid" rules, officially called "Right-of-Way Rules" by 14 CFR 91.113. First, "When weather conditions permit, regardless of whether an operation is conducted under instrument flight rules or visual flight rules, vigilance shall be maintained by each person operating an aircraft so as to see and avoid other aircraft. When a rule of this section gives another aircraft the right-of-way, the pilot shall give way to that aircraft and may not pass over, under, or ahead of it unless well clear."

So, even if you are on an IFR flight plan, if you are in VFR weather, you are responsible for seeing other aircraft and avoiding them in accordance with who has the right of way. In general, an easy way to think about who has the right of way is to remember that the aircraft that is the least maneuverable or flexible in their route of flight has the right of way. So the precedence is as follows:

An aircraft in distress has the right-of-way over all other aircraft. That should be pretty obvious!

Converging. When aircraft of the same category are converging at approximately the same altitude (except head-on, or nearly so), the aircraft to the other's right has the right-of-way. If the aircraft are of different categories—

- (1) A balloon has the right-of-way over any other category of aircraft;
- (2) A glider has the right-of-way over an airship, powered parachute, weight-shift-control aircraft, airplane, or rotorcraft.
- (3) An airship has the right-of-way over a powered parachute, weight-shift-control aircraft, airplane, or rotorcraft.

However, an aircraft towing or refueling other aircraft has the right-of-way over all other engine-driven aircraft.

Again, think maneuverability here. Balloons can't do much to change their flight path, gliders can do a bit more, and so forth.

Approaching head-on. When aircraft are approaching each other head-on, or nearly so, each pilot of each aircraft shall alter course to the right.

Overtaking. Each aircraft that is being overtaken has the right-of-way and each pilot of an overtaking aircraft shall alter course to the right to pass well clear.

Landing. Aircraft, while on final approach to land or while landing, have the right-of-way over other aircraft in flight or operating on the surface, except that they shall not take advantage of this rule to force an aircraft off the runway surface which has already landed and is attempting to make way for an aircraft on final approach. When two or more aircraft are approaching an airport for the purpose of landing, the aircraft at the lower altitude has the right-of-way, but it shall not take advantage of this rule to cut in front of another which is on final approach to land or to overtake that aircraft.

Chapter 84 Contact Information

President	David Weber	(425) 357-1595	davedubb@yahoo.com
Vice President	Wayne Stafford	(425) 218-7184	wstafford6242@yahoo.com
Secretary	Ken Reyburn	(360) 794-6148	kennyreyburn@aol.com
Treasurer	Nick Gentry	(425) 355-9143	richardbgentry@comcast.net
Newsletter Editor	Eileen Bjorkman	(425) 257-1232	n86585@aol.com
Hangar Manager	Richard Morrison	(425) 750-1509	rdmorrison@hotmail.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) 218-7184	wstafford6242@yahoo.com
Technical Counselor	Jeff Bongard	(425) 327-6365	j.bongard@comcast.net
Flight Advisor	Eileen Bjorkman	(425) 257-1232	n86585@aol.com
Young Eagles Coordinator	Jim McGauhey	(360) 653-5518	jmccauhey@usa.net

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Snohomish, WA 98296

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