



HANGAR TALK

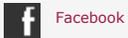
November 2014

In This Issue

- [November Meeting Agenda](#)
- [Announcements](#)
- [President's Corner](#)
- [October Meeting Minutes](#)
- [Feature Article: A Blast from the Past](#)
- [Tip of the Month: Icing](#)
- [Chapter 84 Contact Information](#)

[Join our Yahoo Group.](#)

Keep Up With Us





November Meeting

The November general meeting will be held on Tuesday, November 11, beginning at 7PM at Hangar #15, Harvey Field, Snohomish. Bob Dempster from the Seattle World Cruiser Project will give a presentation. For more information on his reenactment of the first "around-the-world" flight, please see his website at <http://www.seattleworldcruiser.com>

In an effort to help Bob with his project, members are encouraged to make donations, and all proceeds from the "Soup and a Show" event before the meeting will go toward the Seattle World Cruiser project.

Please also bring non-perishable foods for the Snohomish Community Food Bank. The holidays are coming!

Meeting Timeline:

6:00 -- Soup's on at Hangar #15

6:40 -- EAA Chapter Video Magazine at Hangar #15

7:00 -- General meeting and speaker presentation at Hangar #15

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

Announcements

Elections are this month! Please fill out your ballot and return it by December 1st. Results will be announced at the Christmas party on December 6th..

Partial Hangar for rent at Harvey Field. If you are interested in renting a 12 x 30 foot section of a hangar, please contact David Weber. Rent is \$125 per month. Great for storing an airplane project or anything else such as a car, etc.

The Christmas party will be held on December 6th at 5:00 PM -- save the date!

President's Corner

It's no secret to any of my close friends, colleagues or family members...I love to fly! I mean it, I LOVE TO FLY! In fact I, love everything about aviation. I love Mach 3 jets, slow and low Cubs, high wings and low wings...tube and rag along with composite or aluminum. I love sleek looking Glasairs and goofy looking Ercoupe's. But (there's always a but) what I don't like it the ever increasing costs of participating in my passion to fly. Or is it just my perception?

According to an article published in 2011 by Mike Busch in Sport Aviation, the cost of Avgas in 1980 was about \$2 per gallon, adjusted for inflation that would be just over \$6 today. I paid \$5.85 a gallon just a few weeks ago. So it can't be the cost of the fuel that causes me to believe flying is more expensive today.

What about the cost of the aircraft itself? In a June 2013 AOPA article the value of GA aircraft hit bottom in 2008 and has held steady there until today. According to the article a 1972 Cessna 172 was selling for \$38K in 2006 and was selling for \$36K in 2013.

At this point I'm starting to question my perceived notions about how expensive aviation is. In fact, when adjusted for inflation hangar rents have remained steady, and insurance rates have only risen by 10%.

After doing all of this research I believe that I can only come to one conclusion: aviation is just an expensive hobby, and always has been. This means for all of the complaining about the cost of aviation "these days," it is no excuse to avoid pursuing your passion to fly. Somehow, someday, aviators have found a way to fly no matter what the cost is.

So GO FLY!

p.s. Chapter elections are this month so please fill out your ballot and return it before December 1st.

- David

October Meeting Minutes

The October 2014 meeting was called to order at 7:00 PM. It was held in the Skydive Snohomish facility, as the usual hangar was occupied.

There were 24 members present and 4 visitors, including George Trampas, who has an RV-8 and John Rieger, who is a pilot. Information not available on the other two.

Member News: Tom Williams bought an Acrosport 1 project, Hank Shilling put a starter and alternator on his Jodel, Warren Snyder purchased a home on Frontier Airpark, Charlie Oniel rigged the wings on his Zenith 701, Steve Johnson found a Stearman, and Paul Reily brought magazines from England to share with members.

Jim McGauhey reported that there were 97 Young Eagles flown at the September Arlington Young Eagle Event. Thank you Jim!

Treasurer report: Nick Gentry reported \$8,707.82 in the bank and \$786.01 in petty cash.

The elections are here again. There are four positions open: President, Secretary, Treasurer, and Hangar Manager. Ballots will be distributed at the November meeting and mailed to members not present. They are due on December 5th. Please vote! Results will be announced at the Holiday Party on December 13th.

Speakers:

Doug Medema talked about the causes of the off-field landing by the Bellanca that was the subject of last month's speaker.

Eileen Bjorkman gave a presentation on her car trip from Japan through Russia. She stopped at the Central Museum of the Air Forces in Moscow and had some amazing pictures.

Dave Weber had films from the 2014 Reno Air Races.

Jim McGauhey had a video of the Hood River Fly In and visit to the WAAAM museum. The meeting ended at 9:15 PM.

Blast to the Past -- Aviation in 1920

I love reading old magazines and books, especially ones about aviation, so I randomly snatched a magazine out of my "oldies but goodies" pile for

the hourly minimum wage in those days. So, kinda pricey for a magazine. Here's the cover:

[COVER DOES NOT RENDER IN PDF]

There were LOTS of articles about airships -- the Hindenburg disaster didn't take place until 1937, so airships were still very much a viable option in 1920. But the heavier-than-air cousins were catching up -- nearly every ad in the magazine had something to do with airplanes. And many of the ads were from companies still in business.

The Hartzell Walnut Propeller Company of Piqua, Ohio ran a full-page ad on page 3 with sketches of their "most dependable manufacturing facilities." The ad goes on to say, "The plants of the Hartzell Companies cover a great acreage and in each of these vast factories is to be found the very best and most modern equipment for manufacturing Hartzell Propellers complete from the WALNUT log to the finished propeller blade."

Many other companies have gone out of business or have been incorporated into other companies. Some of you may find some familiar names, such as Thomas-Morse Aircraft Corporation of Ithaca, New York. The Pioneer Instrument Company, which advertised airspeed indicators, became part of Bendix in 1943, according to Wikipedia. The specific ad was for the Badin airspeed indicator from France and the ad noted that, "Due to the prevailing rate of exchange with France, we are able to sell them at prices which are extremely attractive."

My favorite part of the magazine is a tiny article at the bottom of page 25 titled "Major Schroeder Resigns." It reads in whole, "Maj. R. W. Schroeder, A.S., holder of the world's altitude record, has resigned his commission. He had recently been reduced to the rank of captain." There must be something more to that story! I've done a little research on Schroeder's altitude record (somewhere around 33,000 feet) in the past, so I'll dig up my notes for a future article.

Tip of the Month -- Icing Season is Here!

Many homebuilt aircraft never fly in IFR conditions, but for those who do, we are now at the time of year where icing can become a problem. Airliners and other sophisticated turbine-powered and high performance twin-engine aircraft can often negotiate at least moderate icing conditions, but most light general aviation aircraft need to avoid ice.

All it takes to get icing is visible moisture and a temperature below freezing. Flying in stratus clouds (the kind typical in Western Washington) at altitudes below freezing for long periods can cause ice to form. When you get a weather briefing, check it carefully for icing forecasts, but use some common sense as well. Note the temperature at ground level in deg C and subtract 2 deg C for every thousand feet of altitude at which you will be flying. If that temperature is below 0 and you will be flying in clouds, you will be susceptible to ice even if it isn't in the forecast. For example, if the temperature on the ground is 14 degrees and you will be cruising at 8,000 feet, your temperature at your cruising altitude will be about -2 deg C. If there are no clouds, no problem, but if there are clouds, watch out!

Even if you take precautions, you may still find yourself encountering ice on occasion. At the first sign of icing, tell ATC you are picking up icing and do what it takes to get out of it! This may mean descending to a warmer temperature, climbing above the clouds, or making a 180 degree turn.

If you have to land after picking up some ice, fly a faster than normal approach, do not use any flaps, and wait to extend the landing gear (if you have a retractable gear) until your landing is assured. In addition to extra weight, ice on the wings alters the aerodynamic shape of the wing. Land at a tower-controlled airport if possible to obtain a longer runway and better emergency response if needed.

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

Young Eagles Coordinator Jim McGahey

(360) 653-5518

jmcgahey@usa.net

Copyright © 2014 EAA Chapter 84, All rights reserved.

You are receiving this message because you have signed up or have asked to be added to the EAA Chapter 84 Monthly newsletter distribution list.

Our mailing address is:

EAA Chapter 84
9900 Airport Way
Snohomish, WA 98296

[Add us to your address book](#)

[unsubscribe from this list](#) | [update subscription preferences](#)

The MailChimp logo is displayed in a white, cursive font within a dark grey rounded rectangular box.