



# EAA 430 Flyer



Experimental Aircraft Association Chapter 430

Serving Sequim, Port Angeles and the Northern Olympic Peninsula.

## A Little Hangar Flying: Always Have a Plan, and Use Good Judgment at All Times



I started my flying in Alaska. One thing about Alaska Flying is most of the time you're flying, you're on your own. No one around to see or care about what you are doing or going to do. You're on your own to make decisions and make the correct ones. It's darn quiet on the radios.

The FAA said training for judgment is one of the hardest things to do. The problem with most aviation accidents is that often times the accident can be attributed to poor

judgment. That's the reason The Gold Medallion Program was developed.

The Alaska Airman's Association got a simulator all decked out with the latest GPS terrain data available. They took the simulator across Alaska training the Air Taxi Pilots and anyone else who they could hold still for a bit. They put Pilots into situations where they had to make critical decisions. If they pushed into the weather too far they were given further instruction. The Airman's Assoc. was training pilots how to use good judgment and reinforcing the correct decisions. By participating, the Air Taxi

Companies got a Gold Medallion Plaque for the wall in the passenger check-in area for everyone to see.

The other hard thing to do is execute a "Go Around" prior to landing. We could train for that on our check rides and reinforce the action right at the moment. But turning around and the long flight back is REAL hard. Here's why: you are going to second guess your decision all the way home. What's my boss going to say? (your boss pays you to make correct decisions.) What are the passengers thinking? (The passengers are on vacation, RIGHT? They want to vacation, not die.) Or what are the guys at the other end you were going to pick up, and are out of food thinking? (The guys were hunting; they get to hunt harder and longer.)

### The turn around

I developed a really good way to deal with that: "Hey folks, we turned around because the weather is getting worse. Mean ol' Mother Nature is keeping us from our destination." (I diverted the reason to Mother Nature). "We'll try later when the weather is better."

Remember, flying is fun, and when my palms are sweating and my mouth is dry and I'm leaning forward 6 inches to see further out the front window or the side window because I can't see out the front, Guys, it ain't fun no more... It's time to turn around! Do it! Don't wait! Where you came from is good, You just came from VFR. TURN AROUND NOW!

One other thing. You must stay focused on what you are doing at all times. Remember the old

saying? Flying is unforgiving.. We airline guys always say, a well planned approach is a small price to pay when the alternative is a smoking hole in the ground.

### Have a Plan

Always have a plan, but be flexible. Always have an out. Fly like your family is with you at all times. Don't have your "personal" minimums when flying alone, then use FAR Regulation minimums when others are flying with you. You owe it to everyone around you to plan and do the right thing at all times. Why on Earth would you jeopardize yourself in a situation, but not with your wife with you? If you continue breaking the regs, you *will* one day have a really bad day.

A year or so ago I had a load of guys in the airplane and we had just eaten lunch at the Spruce Goose in Port Townsend. We all piled in the airplane and taxied out. Lots of distractions as usual...lots of laughing, talking, jokes, etc. But when it comes to flying I hold up my hand and the laughter stops.

I'm getting close to the runway for departure. I looked at the fuel indicators...guess what? The fuel indicator is just above the "Red Zone" or in the red zone. The fuel was bouncing around in the tank and I couldn't really tell if the fuel was above the line where it says: "Don't Take Off" or not. Ah heck, I thought to myself, you could try and justify the situation and say, its only a 10-minute flight to Sequim.

Nope...I haven't taken off like that yet and and I don't care if I look like a fool for not getting gas before I taxied out. I'll look like a bigger fool if I survive the engine failure due to too much air in my fuel tanks. Then, if I do survive the guys will probably kill me. So I told everyone we have to go back and get some gas.

We taxied back to refueled. We had a great flight back. We got to fly all over the place with

no worries about the fuel. Not a word was said. In fact, they helped me refuel.

I mention this because we have had two water landings this year and one land crash a couple of years ago. All the airplanes left the airport where fuel was available; the land plane flew by at least ten airports with fuel, supposedly to get home where he had cheaper fuel. All fuel mismanagement accidents. Fortunately no one was really hurt bad.

There is absolutely no excuse for leaving a refuel station without more than enough fuel to make it to destination and back or to your alternate. There's FAR's that cover this. I don't care how much fuel costs when I'm out of fuel.

I was in Port Allsworth, AK. last year on floats with fishing buddies and my son. I tanked up the airplane at 8.00 a gallon. Expensive!!!! Heck ya!! But you know what? I had to turn around in the pass and go all the way back and spend the night. In 36 years of flying that pass I never got into that situation. But I was prepared for it when I did. We didn't like it much, cause Don really snores bad, but flying in the mountains with less than a mile visibility is not cool or fun. We had a great breakfast and flew out no problem the next day. The Lodge also froze our fish solid for us.

Oh! I fueled up again before I left. Now what kind of an example would I be if I hadn't taken more than I needed on the fuel? That was some expensive fish I tell you, but we are here to talk about it and we didn't interrupt anyone's evening looking for a plane that crashed in Lake Clark Pass.

Fly Safe everyone and be careful.

Mike Radford

<b>In This Issue</b>	
EAA 430 Board and Officers	<b>3</b>
Calendar of Events	<b>3</b>
Volunteer Pilots Needed!!!	<b>4</b>
BasicMed: What is a Covered Aircraft?	<b>5</b>
Classified ads	<b>6</b>
Chapter meeting minutes	<b>7</b>

### EAA CHAPTER 430 2017 BOARD & OFFICERS

PRESIDENT	Mike Radford	797-1709*
Vice –PRESIDENT	Jim Rosenburgh	681-0973
SECRETARY	Ken Brown	681-8796
TREASURER	Harry Cook	907-978-8750
Events & Programs	Paul Kuntz	670-6077
Tech Counselor & Flight Advisor	Jim Cone	775-0311
Tech Counselor	Dan Masys	797-3260
Raffle	David Orr	670-9725
Communications: website and newsletter	Dan Masys	797-3260
Membership	Bob Hicks	452-9399
Merchandise	John Meyers	477-1354
Young Eagles	John Meyers	477-1354
Scholarship	Dave Miller	452-7136

\*Phones area code 360 unless otherwise noted

### On the Horizon: Calendar of Events

EAA Chapter 430 meets on the last Saturday of the month, in Hangar 10 at Sequim Valley Airport at 10:00 a.m. For directions and additional information about chapter programs, see the chapter website: <http://www.eaa430.org>

Date	Topic
Monthly Chapter meeting February 18 10:00 a.m. Hangar 10 Sequim Valley airport	Keith McMinn will talk about his experience flying US Air Force C-17 missions to Antarctica.
Saturday and Sunday February 25-26, 2017	The Northwest Aviation Conference & Trade Show  Washington State Fair Events Center Puyallup, WA
Monthly Chapter meeting  March 25, 2017 10:00 a.m.  Hangar 10 Sequim Valley airport	Mike Lavelle will survey air racing events from pre-World War I to the eve of World War II. Air Race promoters attracted large crowds and international media attention despite the Depression. Having an air race enhanced the reputations of host cities. The economics of these events benefited aircraft engineers, manufacturers, pilots and their aircraft. The Bendix, Thompson and Schneider Trophy's became world famous and prized possessions. The National Air Races were a highlight of a troubled time. The presentation will discuss the role the air races played to

	enhance aviation awareness in the United States during this period of pre-world War II aircraft design and development.
--	---



<b>Volunteer Pilots Needed!!!</b>
-----------------------------------

By Alan Barnard  
 Clallam County Aviation Coordinator for  
 Emergency Management

**CLALLAM COUNTY EMERGENCY  
 MANAGEMENT  
 DISASTER AIRLIFT RESPONSE TEAM  
 UNDER DEVELOPMENT**

Attention all local Clallam County private pilots who own airplanes. I am in the process of reviving an effort I previously embarked upon several years ago but could not complete due to issues with the State DOT. I am working with an excellent disaster relief program for volunteer private pilots that is run by volunteers and will assist County disaster relief activities in the event of a major event such as an earthquake or tsunami. This is nothing short of a major life saving program and we need your involvement.

We are implementing a program developed in California some years ago called a **DARP** or **Disaster Airlift Response Program**. To carry out

a DARP program we establish a **DART** or **Disaster Airlift Response Team**. (Sorry for the acronyms but you are pilots and should be used that by now.) This is where you come in.

There are several DART's operating in California and similar programs have assisted many large scale earthquake and weather related disasters. The beauty of establishing a DART is that in time of need, if our local pilots are overwhelmed, we can request assistance from other DARTs from other areas and they can respond using the same procedures and plans that we have to we can all work together quickly and efficiently.

We are the first jurisdiction in Washington State to organize a DART and DARP and will be leading the way for other jurisdictions to follow when we have successfully implemented ours. This critical component to save lives and assist in multiple ways our friends and neighbors to survive a major event depends on your willingness to get involved.

To kick this off, we are having a special presentation just for local volunteer pilots on Tuesday, March 28th at 1:00 pm in the Emergency Operations Room on the lower floor of the Clallam County Courthouse. I will be outlining this program and how you can get involved along with a gentleman whose name is aptly Sky Terry who has many years' experience in this field and has established Disaster Relief plans for the Seaplane Pilots who have their own distinct and unique considerations. He will give some history of these programs and share his experiences as to how they operate and how crucial they are to helping as many as possible survive in a critical time of need.

Make no mistake about it. The time will come where emergency preparedness will be all that matters for a period of time and you have the opportunity to do what only you can do.



You will be asked to do just what you are trained to do, fly your airplanes to and from designated locations for missions such as:

- Transfer of displaced persons
- Area recon
- Food airlifts
- Move emergency workers
- Move ambulatory medical patients
- Other duties as assigned.

There are a lot of details as to how we form this and how you get involved along with establishing subgroups consisting of rotary wing, seaplanes and fixed wing, etc. This will be covered in detail at this presentation. And yes....more acronyms...lots more acronyms to come but I will pass those along judiciously over time. You'll love it.

One last thing: I need leadership for this program to function. I am looking for a Chairman and Vice Chairman and some other positions yet to be determined to get involved from the beginning and who will be in charge of mobilizing this program in time of need. It is a commitment to your community and we need dedicated leaders. If you are willing to help and take a leadership role, please call me and let's talk about it. I need your commitment as soon as possible. Thanks in advance for your willingness to get involved!

Please email me at [abarnard@olypen.com](mailto:abarnard@olypen.com) to let me know that you will be attending so we will have the set up ready. If you have more questions you can call me at 360-461-0175.

PLEASE PLAN TO BE THERE AND TO GET INVOLVED. LIVES ARE AT STAKE AND YOU HAVE A HUGE PART TO PLAY IN SAVING THEM. IT'S NOT A MATTER OF IF BUT WHEN!

Alan

**BasicMed:  
What is a covered aircraft?**

*From AOPA ePilot News, February 9, 2107*

Under third class medical reform, now known as BasicMed, pilots flying covered aircraft and meeting certain requirements will have the option of using BasicMed in lieu of a third class medical certificate. The new rules take effect May 1 of this year.

It is important to note that BasicMed is not limited to aircraft in the airplane category. Any aircraft that has a maximum certificated takeoff weight of 6,000 pounds or less and is not authorized by federal law to carry more than six occupants can be operated under BasicMed per 14 CFR 61.113(i)(1). There are no limits on horsepower, number of engines, or gear type. However, compliance with the maximum occupant rule is not as simple as confirming the aircraft has six seats or fewer installed.

Some aircraft are authorized to have either six, or more than six seats installed per the type certificate data sheet (TC). One example is the Piper Cherokee 6 (PA-32-300). The TC for this airplane authorizes it to have either six or seven seats installed. Since it is authorized to have seven occupants, it does not meet the BasicMed requirements, even if only six seats are presently installed.



The FAA does allow that an aircraft can receive a supplemental type certificate (STC) or an amended type certificate (ATC) to reduce the maximum number of authorized seats to six or fewer. See Advisory Circular 68-1. If the new design approval authorizes no more than six seats, then it will conform with the BasicMed requirements. Similarly, an aircraft that was originally certificated with a maximum certificated takeoff weight greater than 6,000 pounds can receive a new design approval authorizing a maximum certificated takeoff weight of 6,000 pounds or below.

Experimental aircraft also may be flown under BasicMed. Rather than having a TC, experimental aircraft are issued a special airworthiness certificate. Nevertheless, the same restrictions apply. If the experimental aircraft was authorized with a maximum certificated takeoff weight above 6,000 pounds, the design approval would have to be modified to a maximum of 6,000 pounds or less before it could be flown under BasicMed.

BasicMed also restricts pilots to operating no faster than 250 KIAS and no higher than 18,000 feet msl per 14 CFR 61.113(i)(2). However, these restrictions do not relate to the operating limitations of the aircraft. It is permissible to fly an aircraft under BasicMed that is capable of flying faster and/or higher than those limits as long as the aircraft can be safely flown within them, and as long as the flight is conducted according to the regulations.

Chad Mayer  
AOPA Legal Services Attorney

And for those flying with a current third class medical, a key question about BasicMed answered:

**Q:** I've had a standard third class medical exam within the past four years – could it count as the BasicMed exam?

**A.** No. The BasicMed regulations require an exam by a state licensed physician performed in accordance with the new rules, and the completion of the medical examination checklist. The items on the checklist are different than those for the current third class medical certificate, so a new exam by a physician (not necessarily an Aviation Medical Examiner) is required. Your previous third class medical exam will not meet the requirement for the physical exam.

### Available from our Members

#### **Garmin color GPSmap 295**

Vern Sprague has a new GPS Garmin 295 for sale. Value \$360. Phone 360-683-7571  
[dollyvern@olypen.com](mailto:dollyvern@olypen.com)

#### **Sky Raider Kit for sale**

Mel Rudin writes:

Bill Hancock was one of the early members of 430. He was building the Sky Raider for his personal fun plane. Unfortunately he died before he was able to complete the project. His widow, Sylvia, would like to get the use of her garage back; consequently she would like to find a good home for the project.

The Sky Raider is a single place, high wing, tail dragger that looks like a small Piper Cub. The fuselage is steel tube with aluminum longerons. The wing has two aluminum spars with wood ribs. All framing construction is complete; and all fabric and finishing components are stored with the kit. What remains to be completed is the cabin floor, instrument panel, selection of instruments and an engine with accessories. The engine that is currently with the kit is a Rotax 277. It is out of production. The best option is a Rotax 477 which is in production and was a recommended option for the kit.

I will be glad to take any interested parties over to see the project. Sylvia doesn't want a crowd so we'll do it in 2s and 3s. Contact Mel Rudin at [rudin@olypen.com](mailto:rudin@olypen.com)

**Aircraft hangars for sale** at the Port Angeles Airport. Newer, well built. Now just \$31,000 each. Call for brochure or more information. Alan Barnard, Windermere 360-461-0175

**Large T Hangar for rent** at Diamond Point Airport. \$200.00/month. George Llewellyn 360-477-8180



**Lancair 235**, O-235 LCE2 engine, aircraft 275 hrs since new & SMOH, hangared in Port Angeles. All electric instruments; no vacuum pump. Wooden cruise prop. A good airplane that cruises at 156 kts on 6.5 gallons per hour. 32 gallon fuel. Contact Bill Bartlett for more information at [wtbartlett@msn.com](mailto:wtbartlett@msn.com)

## EAA Chapter 430 Membership Meeting Minutes

Date: January 28, 2017

Call to Order 1005\_ Location: W28 Hangar #10

Officers: President  Vice President  Secretary  Treasurer:

Events  Membership  Newsletter  PP Raffle Scholarship Web  YE

### Agenda:

- Call the meeting to order at 10:05 by President Mike Radford
- Introduction of Guests.
  - 3 guests were introduced by John Meyer:
    - Maria Sallee, Duane Beland, Brian Wittaker
- Approve Minutes:
  - Revisions/Corrections Approved. No corrections
- Chapter Project: (members open forum)
  - Harry Cook - Pacer project nearing engine start.
  - Jim Rosenburgh - Tetrahedron report – waiting for good weather (50+ degrees) for paint. All supplies are on hand.
- Reports:
  - Correspondence: None
  - Treasurer: Harry Cook
    - Checking \$897.
    - Savings \$1182.
    - Scholarship \$4903.
  - Membership: Bob Hicks reported two new members this month. 84 total on rolls. Reminder to new members to see Bob Hicks for your membership badges. Signed in at meeting 33 plus guests.

- Tech counselor report: Dan Masys discussed Slick & Bendix mags inspection and suggested viewing Mike Busch's December 2016 EAA Webinar on "All About Magnetos", at <https://www.youtube.com/watch?v=cOr3b10zmrQ>
- Scholarship: Dave Miller no report
- Young Eagle: John Meyer nothing to report
- Merchandise: John Meyer nothing to report
- Programs / Activities: Paul Kuntz no report
- Newsletter / Web: Dan Masys nothing to report

- New Business:

Next month's meeting (2/18) is being moved up by one week to allow the membership to attend the Northwest Aviation and Trade Show in Puyallup WA on 2/28-29 at the State Fair grounds. (Free parking Admission is \$5.00)

- Close of the business meeting
- Break – Coffee – conversation
- Resume social meeting for the presentation

Andy Sallee presented an overview and future projection on the Sequim Valley Airport.

Highlights: Currently a master plan for airport development is near completion. This tool is to be used to request grant funding from the State to improve the runway and taxiways, lighting, and identification markings (hold short lines). Question was asked if there was any consideration for any visual slope identification system. Andy said it was on the list. There is a current plan to replace the underground fuel tank with an above ground unit. Funding has been secured for this project. Environmental concerns for the underground 30-year-old tank are requiring additional and time-consuming inspections. Andy also showed slides of future plans to replace the trailer office with a permanent building and café/meeting area.

Emily Westcott gave an overview of the upcoming AirAffaire the last weekend in August and pointed out this year is also being billed as a FLY-IN in order to attract more airplanes.

A very short discussion on the aerobatic box north of the Sequim and Port Angeles shoreline. Still in the process of development.

Meeting adjourned at 1125

***Overlooked at the general meeting was the mention of the generous donation by CCPA of \$1500 for the Scholarship fund. Thank you CCPA board and membership!***

Note: General Membership meeting minutes are now included in the monthly Newsletter. Minutes of the monthly Board meeting are also available to chapter members via login at the *Members only* page of the chapter website:

[http://www.eaa430.org/users\\_LogIn.php?accesscheck=%2Fusers\\_Profile.php](http://www.eaa430.org/users_LogIn.php?accesscheck=%2Fusers_Profile.php)

If you are a chapter member and do not yet have a login to the Members page, you can register with your email address to create a login, at [http://www.eaa430.org/users\\_Registration.php](http://www.eaa430.org/users_Registration.php)



# Newsletter & Website SPONSORS



**Sequim Valley Aircraft Inc.**  
454 Dorothy Hunt Lane Sequim, WA 99582  
FAA Certified Inspectors:  
**JOHN D. ROLLSTON** Cell  
(360) 477-0829  
[www.sequimvalleyaircraft.com](http://www.sequimvalleyaircraft.com)

ALL TYPES WELDING • REPAIRS • FABRICATIONS  
Trailer Hitches      GATES AND OPERATING      Custom Railings  
Structural Steel      SYSTEMS      Portable Welding

**Allform Welding Inc.**  
81 Hooker Road, #9, Sequim, WA  
PO Box 175, Carlsborg, WA 98324  
Phone: 360-681-0584 • Fax: 360-681-4465  
Contractor Registration # ALLFOW023CB  
**Dan Donovan**, President  
Website: [www.allformwelding.com](http://www.allformwelding.com)  
AWS Certified Welders      email: [dan@allformwelding.com](mailto:dan@allformwelding.com)



**Alan Barnard**  
MANAGING BROKER  
ABR, SRES  
CELL (360) 461-0175  
OFFICE (360) 457-0456  
FAX (360) 452-2304  
[abarnard@olympen.com](mailto:abarnard@olympen.com)  
[www.portangeleshomes.com](http://www.portangeleshomes.com)

**Windermere**  
REAL ESTATE