

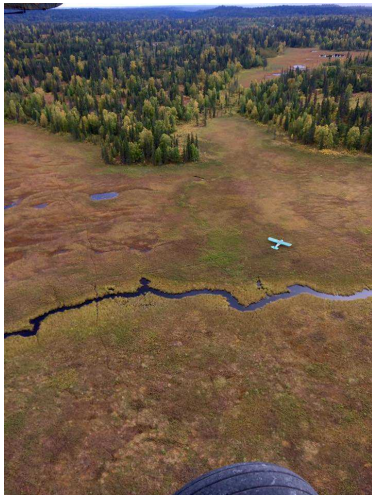


Experimental Aircraft Association Chapter 430

Serving Sequim, Port Angeles and the Northern Olympic Peninsula.

**What do we find Acceptable in our Personal Aircraft condition and Personal flying? What are we willing to get used to?**

**Remember... what you Take Off/Depart with Wrong, never gets any better!**



*This young guy is really good.  
I mean that in every sense of the statement. His  
head is on right and he's a good Pilot.  
Airplane engine threw a rod.  
Big tires saved a flip over.  
Only way out is helicopter sling load..*

Boy I tell ya, you want to learn what people think is OK in aviation, go fly with them.

My background comes from 40 plus years of check rides, standardization and learning constantly from other pilots on what they have learned and are willing to pass on. I tell ya that alone can save a lot of time and money.

In Alaska where I learned to fly, there was a TV show on the Aviation Weather Channel (after the detailed weather of the whole state was over) a program that was called "Hangar Flying" with Tom Wardly. Toms not around anymore but his contribution to Aviation Safety in Alaska will last forever. He's an Alaskan Aviation Hall of Fame Member.

If guys like Mr. Wardly are willing to pass their and others knowledge on, you must really think about what and why they are telling you. Listen carefully to what it is they are talking about. Is it just passing on info? Or did they see you or someone screw things up so bad they couldn't help themselves to mention it to ya in a nice way. Like this happened to me one time. Well, In Alaska there are sooo many ways to get in trouble and maybe, just maybe if we talk about these things we can maybe, just maybe help someone not get hurt.

One time on Lake Hood in the Middle of Winter I was getting ready to go flying. Two guys come slugging thru the snow to say whatever to me. They had clip boards...ya they were the FAA. They asked if I was going flying. Would I like a pamphlet on bush flying and a "new" carbon monoxide indicator? I said, heck ya! We talked and I thought about that all the way to the No Name lake to deliver some dog food to a guy. That's really cool I thought. They have put together a how to do it. Or this will make you think instruction manual I can read on the way to the lake. Seriously, that's what it takes. Get out and see the pilots, exchange how to's with them and here's what to think about information. Good Job, FAA.

Here's a good one. Don't go thru a tight mountain pass down low the first time through. Even on A CLEAR DAY!!! Ha, go high then the next time go thru lower. But not so low you can't turn around. Seems obvious, right? Nope, In Merrill Pass there are 66 airplanes dead. From DC-3's to helicopters.

This subject is so vast there isn't enough time or space on this computer to get it all down. So where do I start. When does the readers eyes glaze over? What does the reader really need to know? Who is the group you are talking to and what is their level of experience? This article is just to spark your curiosity to learn as much as you can. Some on your own some from others. I always ask at our EAA meetings, Who, in the group flew into the EAA meeting? Who, is still flying an airplane? Who has an airplane they are working on?

Some guys and gals are not flying anymore but still have stories to tell about their flying days. What they did in certain situations and how it worked out.

What got me on this subject is I flew my airplane up to an airport to get some metal work done and the young man that was doing the work was a new pilot. He built a great C-170. Spared no expense as far as I can see. There are 70 mods and STC's, this airplane isn't a normal 170 anymore.

Now this young airman has about 70 hours taildragger time. He flew his finished airplane to Oshkosh and won the Lindy Award. He flew it there with an instructor pilot and one other passenger. Can you imagine flying your fresh built airplane to Oshkosh? To the "Big Show" for everyone to see. Then enter it to be judged!!! So, on one side you have a guy like that working on your plane which is great! Then you are getting a ride back to your airport with a brand new fresh tail dragger pilot. Total time 200 hours. 70 Tailwheel. Ok, airplane isn't bent so must be ok, right?

I always ask a guy I'm flying with where you been flying? Been flying long? Where'd you learn to fly? How much time you got in this plane?

So, there I was, getting into a beautiful airplane with ALL the bells and whistles for a flight back to the house. He could have landed in my field out front. The airplane could, not him.

Well, I'm pretty critical. It's gotten worse as I get older.

I've had guys hand the 747 to me at 1500 feet in the clouds on an ILS one and a half dots off course and a dot high, you got it! he said!!! That was a checkride for him! So, to alleviate situations like that I have become a lot more proactive. Oh, I was calling the deviations out but he was not correcting. I was about to take over. He beat me to it, he gave it to me, LOL!!! I always watch how guys or gals handle the airplane on start, taxi, run up, radios, T/O, Climb, cruise, decent, approach, landing and taxi to parking. You see it starts with the preflight. Ends with the airplane parked and tied down. Right from the start I could tell mostly what the instructor worked on was landings. The actual act of keeping the airplane straight down the runway. How? He taxied fast and with the brakes only. He told me he almost put it on its nose one time.

The instructor did a good job of keeping him straight on the runway. But my goodness he was all over the system from airspace understanding to airplane engine operation of power and airspeed altitude to mention a few. No set way of doing things.

Remember what I said about standardization? This guy is a Private Pilot not an ATP. He's learning. He's forming habits. Things I take for granted he may have been taught but he was behind the airplane. Like asking ATC If he can transit certain airspace and knowing the altitude limits for that transit. (NO PLAN) ATC is there for ME. They are there because I am flying.

What if ATC tells you to maintain VFR at or above altitude over their airport like Navy Whidbey? Then you look and that altitude is in the clouds. What now? You got to have a plan. That plan changes all the time while you are flying.

What if...you are so high on approach you try and SAVE the approach and end up touching halfway down the runway. What should you have done? Are you mentally able to go around? Or have you got away with saving the approach a bunch of times? But here's something that can be positively rewarded. Go around and complement the act. Talk about it on the ground. Well we were high and the words came out of my mouth..."You're High". To my happiness he went around... Yea! But was he going to try and SAVE it if I had not said that? After the go around was very well executed he never pulled the power back. Remember 'fly the airplane?' Remember I said, 'a great Approach/Landing is a small price to pay when the alternative is a smoking hole in the ground.' Standard flight management of aircraft limits and procedures etc. is paramount.

Two or three miles from the airport I mentioned he maybe should pull the power back after the go-around. This kid was so far behind the airplane he would have never got hurt in the accident.

I guess it comes down to money. You wouldn't skimp on the build of your engine, or the repair of your airframe. So why on earth would you skimp on your knowledge of ATC, flying techniques, and all that goes along with aviation. Can he get up to speed? Yep and I'd help. I'd trade my knowledge for maintenance. I can keep him alive. But I won't coddle him. This is serious stuff. Do it right and do it right all the time. Don't think you can rewrite the damn book. How long will it take? Couple hours a day for a life time. Fly then talk about flying. Fly some more and debrief. Go home sleep do it again. Tom Hart used to tell me fly as many

airplanes as you can. So here I was a few years later flying a 747, DHC-2, C-180, C-185, C-206, Citabria, C-150's, C-172's all at once. Ferrying airplanes all over.

Guy asked me the other day, "How do you fly skis? Is there a check out of some sorts?" The answer is go do it and nope. But first I would talk to a bunch of ski pilots and learn and start out slow. Oh, and take one of those guys with you. Why? You might ask? Well, it's simple...two people can dig and airplane out of deep snow and pack a runway with snowshoes easier than one. Oh! You forgot your snow shoes? Shame on you. LOL!!! Your facing a stand of trees and can't back up. Where's your saw? Don't have one? Saw a Beaver like that one day.



*On Skis at Six Pac Lake, Mt. Denali on right  
Mt. Foraker on left. Snow over 5 feet deep.*

I get all the magazines and read all the articles. When I was growing up in the IFR environment I got all the periodicals like IFR mag, Aviation safety, AOPA, ALPA, EAA magazines and I read books and just as important I listened to the Pros and the Bush Pilots that were and are still alive. I recently re-upped a magazine I had not subscribed to for a long time called Aviation Safety.

There sure is some good information out there.

These old guys are retiring. Now they have time to write and attend meetings that their local aviation groups put together. They are now more than ever passing on their knowledge. These are for the most part not instructors. These guys did it. Oh, they may have been Instructors or Check Airmen at their respective airlines, but not in the primary instruction phase of instruction. Which is mostly left to a CFI that is building time for the aviation job. Those CFI's have learned the basics but NOT the real stuff. Now an old airline guy that is an active instructor is a gem. So, I guess my point is, if a fellow long-time aviator or aviatrix that regularly flies and that is flying for a living is talking or tells you or mentions to you how to better do something, you might want to listen. This young man called me back after he got home and said "Thanks for the pointers." Wow, he said "I did what you mentioned and it worked." No one ever told me that. That was the best payment I've gotten.



*N9207C at Wild Lake, Alaska. Brooks Range. Above the Arctic Circle. Good approaches from over the water both ways.*

So, you want to fly around the back country and land in off airport places. Do you know how to fly over the landing area and determine how long the landing site is? Do you know what to look for on the ground, on approach and departure? Do you paint a picture in your mind's eye on how

to get in and out? Can you hit your land spot every time? Well, these are the things that are talked about in Hangar Flying and in Books. Books will talk about doing it. Pictures on YouTube show guys doing it (but they don't show how many times the Pilot messed it up) Old guys can show you and tell you HOW to do it. Also, more important tell you what got them into trouble. Like the time a young guy saw a YouTube video of a guy water skipping in a cub or 180. Then he goes out to do that dumb act in his airplane. The next thing he knows he's blowing bubbles in water upside down. Or relate a story of how a buddy of theirs got into trouble.

A buddy and I were flying to gravel bars and landing in brush. He said I learned to keep my elevator faired when taxing around. He then offered why. It's to keep the brush out of the area that the elevator meets the horizontal stab. Why you might ask? So, he didn't have to try and get sticks out of the elevator in the air that are jamming the pitch control device. Wonder how he learned that? One of two ways. He got bitten or some ol' guy told him and HE LISTENED!!!!

If you go to an unfamiliar airport and you're on the ground do you read the signs at the end of the runway for noise abatement? Here at Sequim it says 1000 feet turn left for a Rwy 27 departure, no mid field takeoffs. What else as home field operators can we do to keep the noise down? My airplane has a Seaplane Prop. It's loud! So, I pull Power and then the Propeller back to "Climb Power" as soon as I can. I also don't put the prop back in until the RPM on the Tach. falls off. Usually below 80 kts. or on short final. Nothing worse than some guy or gal in a 185 putting the prop knob to "High Pitch" on downwind at 120 kts.

Anyway, keep learning, keep flying, pass on your valuable experience to the youngers.



Take a trip around the USA! 43 hours, 15 days.  
 Lots of Hotels and gas. LOL! My girls three years later are just now talking about it. I drug all my kids with me flying around. Whether to a fishing hole, camping, Caribou hunting, or just to go see friends and family.

I got inspired to fly around the country by a Colonel I used to fly with in the Alaska Air Guard. I've done it three times in small airplanes.

Mike Radford

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EAA CHAPTER 430 2017 BOARD & OFFICERS		
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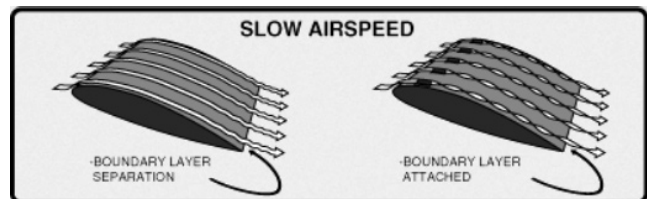
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Merchandise	John Meyers	477-1354
Young Eagles	John Meyers	477-1354
Scholarship	Dave Miller	452-7136

\*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
September 30, 2017 Sequim Valley Airport Hangar 10 10:00 a.m.	Monthly EAA 430 chapter meeting and potluck. Program by Charles White of Micro Aerodynamics on Vortex Generators and their effects on aerodynamics.



**2017 Young Eagles Wrap Up**

From John Meyers:

We hosted 4 Young Eagle Rallies during 2017... had good weather each time. Numbers as follows:

- May 20 . . . 57 kids
- June 17 . . . 54 kids
- Aug 12 . . . 76 kids
- Sep 16 . . . 41 kids

Grand total is 228 rides for 2017. Thanks to all of our chapter volunteers!

**Available from our Members**

**Garmin GTX 327 transponder.** Solid state 250w digital transponder, 380 hrs TTSN, current production model, removed from RV-12 during avionics upgrade. New costs \$1850.00; this one yours for \$500. Includes installation manuals, tray, connectors, operating manuals, assistance with installation if needed. Dan Masys [dmasys@uw.edu](mailto:dmasys@uw.edu) or 360-797-3260.

**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, Professional Realty Services 360-461-0175

**Smith Mini Biplane kit, construction of body and wings completed.** Need a winter project?



Call 360-681-7427 with reasonable offer.

**Titan Mustang Kit #162.** 70% complete; basically fully assembled up to the firewall. Avionics not installed. Aluminum fuel tanks installed, vice plastic factory tanks. Can be delivered locally without taking off outer wing panels. Log and photos provided. \$49,000. Gordon Tubesing 386-569-6524.



**EAA 430 member Mel Rudin is parting out his Velocity,** and offers the following components. Contact Mel at [rudin@olypen.com](mailto:rudin@olypen.com) or 360-461-1691 for more info:

Avionics (all with trays)

Bendix-King

KX 155 with glideslope KI 209	\$2500
KY 97A Comm	\$1500
KT 76C Xponder	\$500

PS Engineering audio panel

PMA 6000 with Marker & Intercom	\$750
Approach interconnect IFR/HUB	\$325
Approach 18" cables for all of above	\$300
<b>Total Assembly</b>	<b>\$5875</b>

UMA Instruments Electric 2 1/4 " dia.

Airspeed 40-200 kts	\$200
Altimeter 0-10,000 pt scale in/hg	
VFR only	\$150
Manifold pressure 5-35 in/with sender	\$125
RPM with sender and tang adapter	\$200

Other

Dynon EFIS 10A internal battery and external remote compass	\$1250
Lighting dimmer solid state 2 circuits with pots & knobs	\$75

Electro luminescent light strips (two) 1.5" x 18" with power inverter	\$150	Odyssey Battery box (holds 2)	\$25
Air/oil separator – RMJ-AERO for Lycoming	\$125	Whelen strobe power supply (comet)	\$200
Engine mount Lyc/I/O360 for Velocity/Cozy	\$500	Whelen strobe/position lights	
Usher gasolator- with Curtis valve	\$40	A600 PG/PR shielded, cables included	\$250 ea.
Weldon boost pump B81z0-J 4.5 psi	\$400	Positech oil cooler - 10 row (2)	\$150 ea.
Plane Power Voltage regulator R1224	\$90	Pitot AN5813-1 24v heated, used on twin Cessna with 9" mast & nose adapter	\$750
B & C alternator L-40 with mount bracket	\$200	Ameri-King 12v to 24v converter 551-9	\$100
Starter relay	\$5	Headsets (4)	\$50 ea.
Battery relays (2)	\$15 ea.	2A shoulder harness "Y" (2)	\$30 ea.
Odyssey Battery PC680 (2)	\$60 ea.	3A lap belts, use with 2A (4)	\$30 ea.
		Diagonal shoulder harness (2)	\$15 ea.
		<i>MORE TO COME.....</i>	

### **EAA Chapter 430 Membership Meeting Minutes**

No chapter meeting in August due to Air Affaire. Next meeting Saturday, September 30, 2017.

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>

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 the website.