



Let's go across the Border?

Have you flown across the Northern or Southern Boarder of the USA Lately? I have! I've done it 12 times. Always a GREAT ADVENTURE! Going was easy. Really easy. I went North to Canada. I took the corporate airplane up to get painted and some other new items installed and upgrades done. There's a 25-28% dollar savings.

The reason I went to Canada:



As delivered Friday Oct. 13



Friday Oct. 20

Getting there was the easy part. Coming back into the US in an auto with a Canadian driver was really interesting. It seems the Border Guards don't understand us Pilots. Big question was how did I get there (Canada) and not get my

passport stamped by customs. Couldn't figure out how I just cleared by a phone call. I have to educate them every time. Once thru and done with the 10th degree of questions and they figured out I wasn't a threat to the USA, they let me back in.

The (eAPIS)Electronic Advance Passenger Information System

Let me back up a bit. First thing I did was to get on the eAPIS web site. I then went over the procedures. It's easy a but requires some reading. As the terms may be a little foreign.

NOTE: You MUST let CBP know you are leaving and coming back into the USA. You MUST let Canadians know you are coming into their country Via a Flight Plan with US FSS and CanPass.

You need to get a eAPIS authorization code and that's easy. It will stay with you as your code forever. But here's one thing that always gets me. I had to get a new code because my other one was so old it went to the big dark hole in the sky.

In that code, they give you a bunch of letters and a maybe a couple numbers. But the 0 and O look alike. They know that and phonically spell out the Code they give you. APGA0RFK (Alpha Papa Gulf Alpha ZERO Romeo Foxtrot Kilo). I didn't pick up on the ZERO. So, it took a few times to log on until I caught my mistake. I thought the phonic program that was beside the code they gave me was kind of weird. Now I know why they put it there.

But it's not really that difficult. So, go to the web site and read and fill out the paper work. You will notice that they want a manifest. If you are the only person on the flight its easy. But if you're not, then you're going to need everyone's passport information. So, have their information with you. Or have them on the phone when you fill out the form. In my case it might be a little more confusing as I am not the owner of the plane my wife Kathy is. I am the "Pilot". So, read real close. If you ferry airplanes to Alaska this will come into play -- being the Pilot and not the Pilot/Owner.

Once all the paper work is done and electronically submitted you will get a "Cleared to Go" message in your e-mail. It will come immediately. You can do all this at one hour before but I got up early and did it because I read slow, being I talk slow.

The next step is to get on the phone to flight service 800-WX BRIEF. You will need to inform FSS that you are going to Canada. You will need to file a flight plan. Have all your flight plan information all written out it will speed things up in filing. Then they will tell you to open your flight plan when airborne on a frequency like 122.55. At the time of opening the flight plan they will give you a Squawk Code to use if you are not talking to the Approach Control Facility like Victoria Radar. I like to land at Abbotsford and clear Canadian Customs. So, if you can't talk to Approach Control and get a code from them then squawk the code they give you when you open your flight Plan with FSS. Got all that?

Then there is another phone call you have to make to let the Canadians know you are coming. It is called CANPASS. Really easy straight forward. They will want to know when and where you are departing from and landing in Canada and your destination in Canada. Somewhere in there they want to know when you expect to cross the border.

All these phone numbers are in the information on the eAPIS Web Site.

Then off you go. I departed from Port Townsend because I like to eat breakfast there. After I departed OS9, I called FSS and opened my flight plan and he gave me a squawk code; I would use this code to cross the Canadian border. I read the code back and away I went. I contacted Whidbey Approach and he gave me a squawk code and I proceeded north to Canada. That lead to a hand off to Victoria Radar. They didn't want to talk to me really. He handed me off to Bellingham Tower. So, I contacted Tower and because I wasn't talking to Victoria Radar and they had terminated radar service when they told me to contact Bellingham Tower. I put in the discrete code from FSS for the border crossing. Simple. A little busy, but fun.

I landed at Abbotsford after a couple circuit changes, from a left downwind to a right downwind. Here's the great part. The tower is so nice and helpful. They gave me progressive taxi to the Shell FBO (big sign) and there's a phone outside on the wall and a big CUSTOMS sign with arrows to make sure you see that. Shut down the plane, get out and call in your arrival to Customs. The tower has already closed your flight Plan. Customs will ask you a few questions. Make sure you have your passport with you because they ask for the passport number. They then give you a number, copy it down and keep it with you. YOUR IN!!! Yea! Now what?

Call Flight Service and file flight plans everywhere you go. It's required. It's the law. You are a guest in their country. If you going further north, for instance, to Alaska, you'd better be prepared for just about anything. Airports are far away from town. Not only that, they are far away from each other. Don't arrive so late you can't get dinner or a ride to the hotel. There is NO VFR at NIGHT in Canada. Don't even try. You can land after dark, but when the sun goes down the IFR program comes out.

Please remember that gas stops are few and far between in the NORTH. So, fill up at every stop. Remember, two hours out and the weather comes down you have to fly two hours back. If you think you're going to go around a snow squall, think again. You fly the mountain passes in the Canadian Rockies. You follow the ALCAN highway. The highway takes the lowest route and it's beautiful. It is by far the safest route to Alaska. Please don't go IFR. You will miss everything and truly the mountains are too high. I encourage everyone to get in your planes and go to Alaska. It's so fun. If that is too far then just get in and go to Abbotsford. Go up to Pentictin in the Okanoghan.

Maps. Ya, get some maps. Even though you have a great GPS, get the maps. The highway map is a good one. WAC charts are great. You can most of the time pick up a Canadian Supplement in some operations room that is out of date but still good to have.

I got a little off the "just going to Canada." But once you get across the Canadian/US border you may just want to keep on going. If you do, the US Customs in Alaska is a Phone Clear Program also.

Gas price? Who cares? You can't buy that much fun for any less. It's the same as it is here. In Alaska it's cheaper in Anchorage. But in Port Alsworth, AK it's 8.00 a gallon. Bettels, AK, the same. But guess what? It's been that price for 10 years plus. I'm going up (I hope) this next summer. Anyone who wants to tag along is welcome.

We have a great Holiday Season coming up! Get those reservations in for the Christmas Party.

Mike Radford

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EAA CHAPTER 430 2017 BOARD & OFFICERS		
PRESIDENT	Mike Radford	907-360-8182*
Vice –PRESIDENT	Jim Rosenburgh	681-0973
SECRETARY and Website Editor	Ken Brown	681-8796
TREASURER	Harry Cook	907-978-8750
Events & Programs	Lee Runion	425-282-9122
Tech Counselor	Dan Masys	797-3260
Newsletter editor	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
October 28, 2017 Sequim Valley Airport Hangar 10 10:00 a.m.	Monthly EAA 430 chapter meeting. Program on Glass Panel Installations by David Weber, Product Design Engineer for Dynon Avionics.
November 18, 2017 Sequim Valley Airport Hangar 10 10:00 a.m.	Monthly EAA 430 chapter meeting. Program by Charles White of Micro Aerodynamics on Vortex Generators and their effects on aerodynamics.
December 2, 2017 Cedars at Dungeness Legends Room, 5:00 pm	EAA 430 annual Holiday Party. Details below.

Annual Holiday Party



EAA 430 & CCPA members:

You are cordially invited to join your fellow members to attend our annual Christmas dinner at the Cedars At Dungeness golf course on Saturday, December 2, 2017 starting at 5 pm.



Please send an email to secretary@eaa430.org if you plan to attend, including the number of attendees and your selection of a main dinner course for each attendee (see below). Bring cash or a check made out to EAA Chapter 430. We are required to provide a committed headcount no later than November 20th, and the chapter will be required to pay for the committed number regardless of the actual attendance. Accordingly, if you RSVP, please do attend as we are on the hook for cost of your attendance.

Please respond no later than November 20th

Location:
The Cedars at Dungeness Golf Course
1965 Woodcock Road
Sequim, WA 98382
Date: Saturday December 2nd
5:00 PM No host bar
6:00 PM Dinner

Dinner Options:

1. Prime Rib \$33
 2. Stuffed Cod \$32
 3. Vegetarian Lasagna \$16
- (Note: cost includes tax and gratuity)

gain this year we will have a special guest with us. Santa Class will be collecting for Toys For Tots. Please remember to bring a gift for children who are less fortunate.



NavWorx calls it quits

From the AOPA website October 20, 2017, by Mike Collins

Beleaguered avionics manufacturer NavWorx Inc. has closed its doors, according to a message posted on the company's website Oct. 19. The company's primary product, the ADS600-B universal access transceiver (UAT)—which provides both Automatic Dependent Surveillance-Broadcast (ADS-B) Out and In capability—was the subject of an FAA airworthiness directive June 6. Since then, the company had been working to certify a modified Gen 2.0 UAT using a different WAAS GPS position source.

ADS-B uses GPS satellites instead of ground-based radar to determine aircraft position, and is a fundamental technology behind the FAA's Next Generation Air Transportation System, or NextGen. The FAA has mandated ADS-B Out equipage for flights after Jan. 1, 2020, in airspace where a transponder is required today.

"The ADS600-B Gen 2.0 product utilizes a GPS module from a third-party vendor," said the statement on the NavWorx website. "Although the vendor represented their GPS module met 14 CFR 91.227, the FAA recently determined the GPS module does not meet 14 CFR 91.227.

"We are unable to sell the ADS600-B, or provide AD updates, for either certified or experimental aircraft. Therefore, we are not currently conducting any business and have ceased operations. We will provide updates if they become available," the statement concluded.

NavWorx's distributor, Dallas Avionics Inc., said that it has discontinued distribution and support of all NavWorx products. "Over the past year, Dallas Avionics, Inc. has made every attempt to facilitate the success of NavWorx and support of their customers. Unfortunately, under the current

conditions and outlook, we can no longer continue to provide this service," said a statement on the Dallas Avionics website. "All pre-orders for NavWorx products, repairs and upgrades received by Dallas Avionics, Inc. will be canceled effective immediately."

Neither NavWorx nor Dallas Avionics responded to requests Oct. 19 for comment on the closure.

In order to install an ADS-B Out unit in a certified aircraft, the manufacturer must produce sufficient data showing, to the FAA's satisfaction, that the product meets the applicable requirements—even if the manufacturer itself has already made that determination. "At this point, it's not clear whether the GPS module does not comply with the FAA's ADS-B rule requirements, or if compliance could not be demonstrated—which could happen if the required GPS performance data was not available to NavWorx," said Justin Barkowski, AOPA director of regulatory affairs. "Regardless of the reason, the closure puts some NavWorx customers in a tight spot."

The AD's final rule prohibits the use of the WAAS GPS position source built into the affected UATs. By Jan. 11, 2018, owners of aircraft with the affected UATs must couple the UAT to an approved GPS position source or disable the UAT by pulling the circuit breaker and placing a placard in full view of the pilot.

Since the final rule was issued, three pilots received FAA approval for alternative methods of compliance (AMOCs) for the AD, which authorize several Garmin WAAS GPS navigators as position sources for NavWorx UATs. The AMOCs were updated in September to include additional navigators, and now are available to owners of aircraft equipped with any of these Garmin products: GTN 625, 635, 650, 725, and 750; GNC 420W and 420AW; GPS 400W and 500W; and GNS 430W, 430AW, 480, 530W, and 530AW.

Other position sources could be used with the NavWorx UAT. It is approved for use with the NexNav mini LRU GPS receiver. The NexNav mini has a list price of \$1,996 through the end of December, when it increases to \$2,180. The receiver can be ordered through any Aspen authorized dealer.

The Freeflight 1201 WAAS GPS receiver also should be compatible, but it does not appear that the NavWorx/1201 pairing has been approved by the FAA. The Freeflight 1201 is priced at \$2,895, which might be cost prohibitive for aircraft owners who purchased UATs for \$2,000 or less.

The AD originally proposed by the FAA in October 2016 sought the removal of NavWorx's ADS600-B and non-TSOed ADS600-EXP UATs from an estimated 800 general aviation aircraft in which they had been installed. It is not known how many aircraft will be able to utilize the available AMOCs.

EAA 430 tech counselor addendum by Dan Masys:

The last couple of years have shown that making an ADS-B OUT transceiver is relatively easy for manufacturers, but qualifying GPS position sources with the FAA is hard and expensive. There are optimistic start-up vendors out there who are currently claiming their GPS units meet the FAA specs called out in 14 CFR 91.227, but they have not yet received FAA approval. Buyer beware! Check the FAA ADS-B website at <https://www.faa.gov/nextgen/equipadsb/equipment/> before you buy anything.

It is currently looking like the overall most cost effective packages are single unit transponder systems with an internal approved GPS, such as the Garmin 335. Such systems may have higher unit purchase prices, but these are usually offset by much simpler and lower cost installation.

Available from our Members

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 Chapter 430 Membership Meeting Minutes

Date: September 30 2013

Call to Order @ 1004

Location: W28 # 10 by President Mike Radford

- Pledge of Allegiance
- Introduction of Guests. We had three guests today.
- No Minutes to Approve for August since we were DARK
- Reports:
 - Financial Report: Harry Cook reported funds totaling \$5300+ in all accounts.
 - Membership: Bob Hicks not present: Membership is about 85 currently with 2 new memberships this month.
 - Young Eagles: John Meyers gave a summary and thanked all the volunteers and pilots for their support of the program.
 - Scholarship: Dave Miller. The chapter is current on its payments to the college.
- Project Reports: Several folks talked about what they are doing. Paul Kuntz talked about adding O2 to his motor-glider for trips above 6000. Reported that it makes a big difference.
- Paul Kuntz spoke about the acquisition of a borescope and the advantages of cylinder inspection. Harry Cook (A&P) also commented on the use of the borescope during annual / condition inspections. It is good to know what the inside looks like.
- Old Business: None
- New Business: None from the board or membership

Close of the business meeting @ 1035

Break for coffee

Presentation by Mike Radford & Ruby the red tail hawk. Mike is an apprentice falconer. His presentation and talk were most interesting, with many questions from the membership. Meeting adjourned at 1200 with Burgers and Potluck.

Next chapter meeting October 28 - 1000 at W28

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.