



# EAA 430 Flyer



Experimental Aircraft Association Chapter 430

Serving Sequim, Port Angeles and the Northern Olympic Peninsula.

## Lots Going on this Summer



We have a great Pot Luck coming this Saturday July 28th at about Noon. After Lee Runion does a great presentation on Accidents over the past years

and what are the commonalities.

There have been some good fly-ins and more are planned in the Northwest. W28 has the Air Affair coming up in August. So, make that one if nothing else.

I went to Concrete, WA for the first time this year. Pretty fun to see all the guys there and their great looking airplanes. You don't have to spend the night if you don't want to but go to the fly-ins. Jefferson County Airport has one coming up. I think there is one up in the San Juans soon. Check it out.

Got to see a great demonstration of airmanship the other day. I'm out cleaning bugs off my 180 and this guy goes walking by and has three other people in trail. They go over to the C-172 tied down in the grass and as I glance over people are getting in the plane and he is looking things over. They start the plane immediately gun the engine to move it with four adults in the plane and proceed to the end of the runway.

They had to wait for departing aircraft and during that time I guess he noticed his left wing was low. He turns around and goes to the North side of the hangar and then comes back out shuts down again. Now I'm curious at this time because they are checking the air in the tires.

They added air to one. So now one is 32 and the other 29 PSI. I asked "Is that why you turned around?" He said; No, I needed some fuel and the tire looked low that's why it was leaning over to one side. But the taxi way is sloped in that area I told him. I asked where he came from and he told me it's a rental from Renton. So, he filled the tanks for an hour flight back and loaded four adults into the plane and away he went on an 80 degree day with no wind. He used over half the runway and slowly climbed out and turned toward Renton I hope he didn't try and go direct.

So, what I'm trying to relate is this: conduct a good preflight, check the air in the tires, check the fuel, make sure the plane isn't overloaded for the conditions. I would be willing to bet he was overloaded for the conditions. Even in my 180 if I take four 180 pound adults with full fuel I'm 120 pounds over gross. That's with no baggage. Make sure you're mentally up for the flight. You owe it to the passengers and everyone else. They had get home itis. I see it all the time. How do I know that? He said we spent too much time at the Lavender Festival. I got to get the plane back.

As an example: Just this last Wednesday a DHC-2 Beaver on floats died. The young Pilot (24) years old died and the two passengers suffered burns and other non-life threatening injuries.

He circled the lake three times on the hot afternoon with clear skies and a loaded Beaver trying to get the Beaver on the step. Which, when that is done, the airplane accelerates to Lift Off Speeds.

He got off the water and the Beaver crashed ½ mile away. That was the second fatality in two years for this outfit.

There have been two mid-air in Alaska this year alone. One close to Anchorage. One plane made it back the other crashed and burned. The other crash was all fatal. Then there was one of our local businessmen who was a passenger in an Otter in Southeast Alaska that smacked a mountain. Those guys were just plain lucky. All lived.

I have a good friend that had a mid-air about three years ago. The other pilot in the twin didn't know he hit the spreader bars of the C-206 (my friend's floatplane) until he got back and was looking at the vertical stabilizer of the Navajo on post-flight inspection.

So, the morale to these stories is; be vigilant and very careful and please don't succumb to get home itis. I can't tell you how many times I've turned around or spent the night somewhere due to weather.

I went out this morning early to take advantage of the smooth air and flew for one and a half hours in the mountains. I went in 2000 feet over the rocks. I didn't try to out-climb them as I went towards them. We had a wonderful time scouting around looking for hunting spots. The air was dead calm. If I wanted to look at a valley we flew from the top down to the bottom or just flew straight and level. I always had a way out and didn't go into some canyon low and slow. Remember the HORIZON in the Mountains is different than on flat ground. Many people think it's the top of the mountains. WRONG! It's where the base of the Mountain curves up. If the

only thing you can see in front of you is mid mountain, the Horizon is straight in front of you. Basically, no horizon. But it is not the top of the mountain. You will stall/spin the airplane looking at the top of a mountain for the horizon to stay level. It's already been tried. The airplane will slow and stall. Always mind your airspeed in the mountains. Always have a way out. When the stall occurs in the mountains there is no room to recover straight ahead in rising terrain.

Go out burn some AVGAS during this great weather. But remember everyone else is too. So, look out and Fly Safe.

Mike Radford  
President, EAA chapter 430

<b>In This Issue</b>		
EAA 430 Board and Officers		<b>2</b>
Calendar of Events		<b>3</b>
High Tech W28 Beacon		<b>3</b>
Classified Ads		<b>5</b>
Chapter meeting minutes		<b>5</b>
<b>EAA CHAPTER 430 2017 BOARD &amp; OFFICERS</b>		
PRESIDENT	Mike Radford	907-360-8182*
Vice –PRESIDENT	Jim Rosenburgh	681-0973
SECRETARY	Ray Ballantyne	683-8571
TREASURER	Harry Cook	907-978-8750
Events & Programs	Lee Runion	425-282-9122
Tech Counselor & Flight Advisor	Jim Cone	775-0311
Tech Counselor	Dan Masys	797-3260
Website Editor	Ken Brown	681-8796

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

Saturday and Sunday, August 25-26, 2018 9:00 a.m. – 4:00 p.m. Sequim Valley airport	6th Annual Olympic Peninsula Air Affaire / Fly-In. Note: No chapter meeting in August due to Air Affaire. Volunteers are needed to staff the EAA430 booth at the event.
---	--

\*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>

**Sequim Valley airport’s rotating beacon goes high tech**

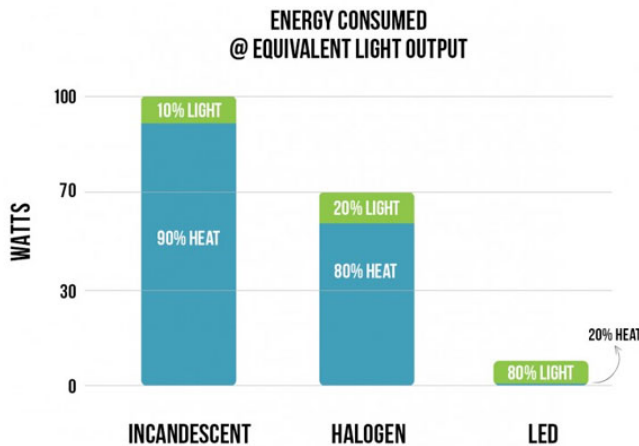
By Dan Masys  
EAA 430 newsletter editor

About a year ago – the April 2017 issue to be exact – the chapter newsletter carried the story about the revival of Sequim Valley airport’s rotating beacon. The beacon sits atop the large maintenance hangar and was manufactured in 1944. Since that article, the beacon has done its nightly duty, and received a new electric motor and a couple of changes of its 750 watt halogen bulb, which has a nominal bulb life of 2000 hours. As befits the 1940’s, the beacon’s internal mechanism is pretty simple, as shown here:

Date	Topic
Saturday, July 28, 2018 10:00 a.m. Sequim Valley Airport	Monthly chapter meeting followed by potluck picnic with burgers and drinks provided. Program topic: The Nall General Aviation Accident Report: review and analyses, causes of accidents and prevention. Speaker: Lee Runion.  Lee has been a licensed pilot for nearly 50 years, a CFI for 40 years, with 2000 hours as a flight instructor.
Saturday, August 11, 2018 10:00 a.m. to 3 p.m. Diamond Point airport	Diamond Point Appreciation Day. All are invited to come between 1000 and 1500 to enjoy planes, cars, copters, flybys, and food!



The halogen bulb is positioned in the center and rotates with the clear and colored lenses, while radiating a total of about 15,000 lumens of light energy. At 20% conversion efficiency, halogen bulbs are about twice as efficient converting electrical energy to light as incandescent bulbs, but they still waste 80% of the input, and also run at higher operating temperatures than incandescent bulbs, making cooling a constant concern:



Efficiency further suffers from the spherical radiation pattern of the light from the bulb, less than half of which reaches the lenses of the beacon. (The challenge of converting spherical light radiation into a beam has been addressed for centuries by the use of Fresnel lenses that accept lightwaves from many directions and focus them into a single beam. W28's beacon has two 10 inch Fresnel lenses, also vintage 1944).

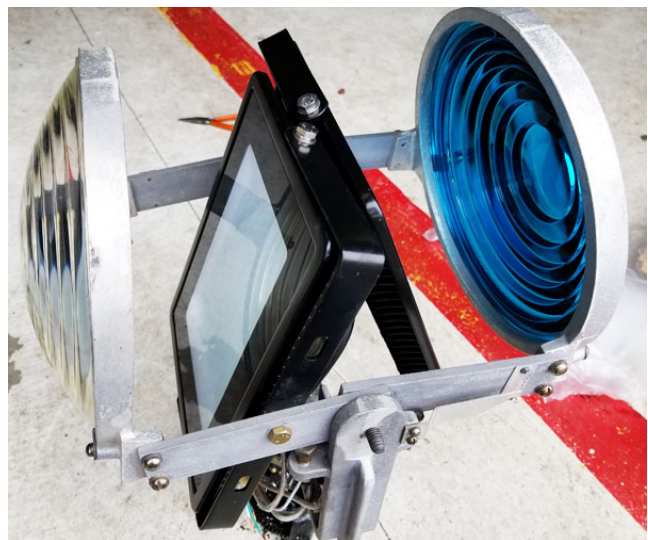
Experience over the past year revealed that, while illuminated from dawn to dusk, the W28 beacon has been adding about \$150 per month to the airport's electricity bill, and even at that price has been delivering a relatively modest flash visible for about 20 miles on a clear night.

### New Lighting technologies

High power Light Emitting Diode (LED) light sources are creating a revolution in the lighting marketplace due to their 80-90% energy conversion efficiencies and falling prices. LEDs also have the attractive property that their light emissions are inherently directional, so they lend themselves well to applications where a light beam is needed.

Weatherproof LED floodlights with multiple thousands of lumens of directional output have come to market, and prices tend to reflect conversion efficiency: wringing more lightwaves from a single watt of energy requires more exotic diode chemistry and more heat dissipation mechanisms.

For the beacon upgrade experiment, two 100 watt flat panel LED outdoor floodlight units costing about \$35 apiece, each with 8000 lumens of light output were found to fit well within the rotating frame of the beacon, mounted back to back:





One panel shines through the clear lens, and one through the green lens (which looks blue in the picture due to the wonders of cell phone photography). By FAA specs, the lenses are angled upward at six degrees, and the light panels another six degrees beyond that to fill the Fresnel pattern.

By changing over to LED lighting, the beacon's electrical load dropped by 550 watts, which should decrease the monthly electric bill from \$150 to \$40 for the airport. But the proof is in the pudding, er, beaming. If you are out flying at sunset or later and you see the W28 beacon on, let us know what you think. Bring your impressions to the next chapter meeting, or send an email to the beaconmeister: [dmasys@uw.edu](mailto:dmasys@uw.edu)

### Available from our Members

**Project:** Smith Mini Biplane for sale. all structure and wings built, needs fabric. Instructions and parts list included, some extra parts included also. Make offer. 360-681-7427  
Donna Sommer

**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

## EAA Chapter 430 Membership Meeting Minutes

Date: June 30, 2018 Location: W28 # 10 10:11 a.m.

- Chapter President Mike Radford opened the meeting with the Pledge Allegiance
- Introduction of Guests: None
- Treasurer Report: Treasurer report and budget information is located in the MEMBERS ONLY section of the eaa430.org web site.
- Chapter General Meeting Minutes: Are available on the web site, and are included in the newsletter. There were no changes or corrections to the minutes. Motion made, seconded, & voice approved as published.
- Membership: Bob Hicks reported we now have 97 paid members. There are still members who have not yet paid.
- Young Eagles: John Meyers thanked all the volunteers and pilots who were present at the Port Angeles YE event last month. Our next event is on August 4<sup>th</sup> at Sequim Valley 0900-1400
- Chapter Merchandise is available from John Meyers.
- Project Reports: (members open forum)

**Harry Cook:** reported as of June 11, 2018 the Piper Pacer is no longer a project but is now a flying airplane. After over 20 years as a project, phase one (get it back in the air) is complete. The initial flight was an engine break in as specified by Lycoming for about 2 hours. Additional tweaks and rigging are on the list to improve rudder and trim functions.

**Red Hausler** is selling his Kitfox. Contact him for additional information.

**Donna Sommer is selling a Smith Miniplane project.** Contact Donna for details.

**Mel Rubin** is selling his remaining general aviation items. See the list on the web site or contact Mel directly.

- **Old Business:** Reminder of the upcoming VMC club. Announcement will be forthcoming.
- **Diamond Point airport appreciation day August 11, 2018 1000-1500. (\$5/pp)** If you are flying in please be there by 0900. Details at 2WA1.org or 2WA1.com.
- **EAA430 sign** – Jim Rosenburgh talked to Andy Sallee about the installation and Andy said he would like to see the design and would like it installed near the memorial rock in the parking area. Jim also is donating a 3.5'x6' fiberglass sheet. This needs sanding and a coat of white paint before proceeding to a design yet to be determined. A request for graphic designs or ideas welcomed.
- **Donna Sommer** The chapter acknowledged Donna as a winner of the 2018 Chapter Major Achievement Award. Donna will be attending Oshkosh on July 28 to receive her award. She will be accompanied by Trent's daughter Kathy Sommer Huggins..
- **Bill Benedict (Clallam County Sheriff)** spoke to the membership requesting they vote for him in the upcoming election.
- **New Business:**
- None -

Break for coffee, cookies & donuts

- **Raffle:** The winner was Brendan Carmody. A total of \$46.00 was added to the scholarship fund. Thanks to everyone who participated.

### **Social Meeting and Presentation: No Formal Presentation:**

Open discussion on flying safety.

Mike Radford suggested an app for your cell phone to listen to Live ATC. Available for all cellphones and located at the [www.liveatc.net](http://www.liveatc.net) on your computer. App name "LiveATC". Mike also suggested reading aviation magazines for new ideas and to stay fresh.

John Cuny raised concerns about acrobatic operations over the three airports (Blue Ribbon, Rakes Glen and Sequim Valley). He reminded the group that there is a designated "area" for this activity. John mentioned to be aware of the Kenmore Air flying direct routes from Victoria to Lake Union. They are not flying very high 1000-1500' so keep your eyes outside and look for traffic.

Captain Chrystal Stout shared information concerning current balloon activity at Sequim Valley. Normal start time of 0700 launch with completion by 0900. It is also possible to see tethered activity near the windsock / tetrahedron. Side note: Balloons have the right-of-way over fixed winged aircraft.

ANNOUNCEMENT: On June 6, 2018 EAA, Balloon Federation of America Announce Joint Effort. See the pdf on the eaa430.org web home page.

The meeting concluded and the burgers were served.

- Next BOD meeting will be July 20, 2018 0900 Mariner's Café Sequim
- Next General meeting will be July 28, 2018 1000

Respectfully submitted,

Ken Brown for Ray Ballantyne, Secretary EAA430 (somewhere under a wing camping in Idaho)

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.