



EAA 430 Flyer



Experimental Aircraft Association Chapter 430

Serving Sequim, Port Angeles and the Northern Olympic Peninsula.

Winter Weather is on the Way



Gosh I have been up early and for the past week and the early morning temps have been in the low to mid 30's. When I was in Anchorage we started thinking about how we were going to preheat the aircraft engines this time of year. It was always a debate. There are many ways to preheat. The commercial guys had the availability of electricity. All pilots heated their plane's engines. Up in Fairbanks they heated the cockpits too. Why heat the cockpit? I'll get to that later.

The main reason to pre-heat the aircraft engine is to facilitate an easier start and less wear and tear on the close tolerance internal workings of the aircraft engine. The engine is the KEY of safe and reliable flying in a harsh environment...the winter sky.

The commercial guys in Fairbanks preheat anytime its below +40F. Does that sound extreme? Well, so does premature engine wear

and tear. At 25 degrees below zero, or there about, if you go down because of an engine problem you are in an emergency situation. Does that apply to the area we live in? The wear and tear does.

Put it this way, I preheat when the cylinder temperatures are below +40 degrees. I throw a heater in the engine cowling, along with my engine cover over the cowling. The colder it gets the longer I preheat. Any form of heater, from a light bulb to a certified pre-heat system are all good. Please don't use an open flame. Throw a good engine blanket on there to keep the heat where it should be. In the engine compartment, a cheap sleeping bag works great.

When I was up flying the Alaska Bush on skis the first thing out of the plane was the engine cover and it was the last thing into the cabin prior to start. Heat is precious up there.

Now back to preheating the cabin. Why? Well, you know those valuable gyros in the instrument panel? Those gyros were made to run at normal temperatures. The bearings go out prematurely. Hence expensive overhauls. Thank goodness for glass cockpits. Plus, the pilots seat will get warmed and more comfortable. Always a good side effect.

One novice North slope pilot was told by the Captain to go out and preheat the engines and the cabin before his arrival. Well, said airman wasn't stupid. He didn't want to sit with the plane and preheat the cabin for an hour or so and get all the hoses out and stretch them up to the engines and monitor the operation so he went to the hangar and asked where this mechanic "Herman Nelson" was. The mechanics looked up, and looked at the

NEW GUY and asked: What do you want him for? The New Pilot said: I need him to preheat the airplane. The Captain said "get Herman Nelson." They looked at each other knowing that if this moron got ahold of the "Herman Nelson" (the aircraft preheater) he would probably burn the place down. They said: We take care of it. Off went the not so "NEW" Pilot, back to the warmth of operations and that hot cup of coffee. He wasn't so stupid. This is a true story.

The other day I was done preheating and I was going to fly to Port Townsend's Spruce Goose for breakfast on one of those cool mornings. I had set up my timer on the engine preheater to come on two hours before I arrived and all would be warm. The oil, the crank shaft, the crank bearings plus the cylinders and pistons and all the engine parts. Not to mention the battery.

Well, I got to the end of the runway and when I did the run up I pulled the Prop Control back and got to see the prop-wash coming off the propeller with the pitch change. What does that tell me? That engine carburetor ice might be forming. So as usual I pulled the carb heat and sure enough I had some carburetor ice forming. I cleared that and off I went. As I pulled the power back after climb out I pulled a little carb heat. Smooth running. Everyone up front is happy.

I hope this gives everyone something to think about this winter. Go fly and enjoy those great days of clear and cold weather coming. Think about how you are going to preheat and save your engine premature wear and tear. Pay now or Pay later.

Not only that, the engine will start easier. You won't have to wait for the oil pressure to slowly come up. The oil pressure needle will jump off the peg. Therefore; assuring the oil is circulating to all areas in need.

Battery life. That's a big concern as the weather turns cooler. If you don't preheat the engine the

harder it will be to start. The more you ask of a cold battery the less it will perform. 70% of the cranking power will be gone at 30 degrees. When the batteries were mounted in the back of the plane I had a battery heater blanket around the battery. Worked great!

I always give the engine a normal prime, then a bit of time to warm the raw fuel I just put in the warm cylinders. I let the gas transition to the gaseous state. This will help the combustion process.

Please review the flooded engine procedures. if you don't do all the aforementioned SECRETS. What I mean by that is this: You will have a tendency to over prime the engine. The engine fires once but doesn't start so what do you do? Prime again and it doesn't start and you prime some more. There's your carb fire. It's been done here at W28 while I have been here.

Another thing you might want to do is to do a "HOT MAG Check". Note: Do this check at the end of the flight. By that I mean, pull the throttle back to low idle, about 500 RPM. Turn "off" the magneto switch and back "on" quickly. The engine should quit momentarily. If the engine doesn't momentarily shutdown you have a "hot mag". Maintenance is required. Do not touch the propeller at any time. The engine could start. Robert Converse had this happen and dang near tore off his hand. He didn't know he had a "Hot Mag".

Now if you do this check at a HIGH RPM you won't do it again. A tremendous back fire explosion will occur. Dairy cattle will dry up, chickens will quit laying eggs, small children will not sleep at night.

That's all I have for this month. Please come to the meeting this coming Saturday the 27th of October at Hangar 10 Sequim Valley, W28. We have a great program scheduled, Kurt Schroeder, F-29A Test Pilot.

See Ya there.

Mike Radford
EAA chapter 430 President

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EAA CHAPTER 430 2017 BOARD & OFFICERS		
PRESIDENT	Mike Radford	907-360-8182*
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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
Saturday, October 27, 2018 10:00 a.m. Sequim Valley Airport Hangar 10	EAA 430 monthly chapter meeting, including Nomination Committee Report and Recommendations. Program “ The Grumman X-29A reverse swept wing fighter experience ” Sequim resident Kurt C. Schroeder, Captain USNR (Ret.) will discuss his experience as a Grumman Experimental Test Pilot, Chief Test Pilot, Director of Flight Operations, Director of Flight Test, and finally Director of Test and Evaluation for this one of a kind military experimental.
Wednesday, November 14, 2018 Mariner’s Café JC Penny Plaza 7:00 pm	VMC Club Meeting
Saturday, November 17, 2018 10:00 a.m. Sequim Valley Airport	EAA 430 monthly chapter meeting, including annual election of officers. Program TBD
Saturday, December 1, 2018 Cedars At Dungeness golf course Woodcock Rd., Sequim	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 1, 2018 starting at 5 pm.



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 \$34
2. Stuffed Cod \$32
3. Vegetarian Lasagna \$17

(Note: cost includes tax and gratuity)

Again 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.



FAA relaunches ADS-B rebate

From AOPA Pilot online, Oct. 12, 2018

The FAA on Oct. 12 reopened the \$500 rebate program to support Automatic Dependent Surveillance-Broadcast (ADS-B) Out equipage. The program that had ended in September 2017 will now close Oct. 11, 2019. The agency is making \$4.9 million available under the new rebate program, which will help to fund 9,792 new ADS-B Out installations.

Beginning Jan. 2, 2020, aircraft flying in airspace where a transponder is necessary today will be required to be equipped with compliant ADS-B Out technology.

In a statement provided to AOPA prior to release, FAA Acting Administrator Daniel Elwell said, "The ADS-B mandate is not going away. We are about 15 months from the January 1, 2020 deadline and now is the time for aircraft owners to equip."

AOPA President Mark Baker said, “Pilots across America thank Acting Administrator Elwell for reopening the ADS-B out rebate that will make our skies safer and more efficient by incentivizing even more pilots to adopt the cutting-edge technology. This is the last opportunity for GA aircraft owners to take advantage of the FAA rebate in meeting the 2020 deadline.”

The previous rebate program, which ran from Sept. 19, 2016, to Sept. 18, 2017, issued more than 10,000 rebate payments.

Baker continued, “Over the past four years, AOPA has worked with the FAA and manufacturers through the Equip 2020 Working Group to develop lower cost solutions, especially for those flying legacy aircraft which often are not already equipped with a Wide Area Augmentation System GPS sensor, a necessary component for ADS-B Out. As a result of this collaboration, the cost of the equipment has dropped from more than \$5,000 a few years ago to less than \$2,000 today.”

A number of avionics manufacturers have recently released lower cost products that meet compliance regulations. The Appareo Stratus ESG and Garmin GTX 335 transponders are both \$2,995 plus installation, and the Garmin GDL 82 universal access transceiver—which works in conjunction with an existing transponder—is \$1,795 plus installation. uAvionix has promised lower cost products that replace aircraft navigation lights, including the skyBeacon, a UAT priced at \$1,849 plus installation, which is

eligible for installation on certified aircraft as well as experimental and light sport aircraft.

As before, there are five steps aircraft owners should follow to meet the mandate and receive the \$500 rebate. First, purchase the equipment and schedule installation. Second, get a Rebate Reservation Code by reserving a position online. Third, install the equipment. Fourth, conduct the required equipment performance validation flight and get an Incentive Code. Fifth, claim the \$500 rebate online using the Rebate Reservation Code and Incentive Code.

A number of aircraft owners have seen issues with the performance validation flight requirement of the original rebate program, and AOPA recommends a number of steps to minimize the odds of failing the validation flight.

As with the earlier rebate program, the FAA reports that the new rebate program is available only to those who have not yet equipped their aircraft. Full rebate rules are available on the FAA ADS-B website.

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



EAA Chapter 430 General Meeting Minutes

Date: September 29, 2018

Meeting called to order at 10:06 by President Mike Radford at W28 #20 with the Pledge of Allegiance.

- **Introduction of Guests:**

Paul Kuntz introduced his guests: Patrick Trainor and his son Aidan, who is working at Kenmore, has Air Force Academy dreams, and wants to be Paul Allen's personal pilot. You go boy!

- **Approve Minutes:**

- There were no revisions/corrections to the minutes published in the newsletter and were approved.

- **Correspondence:**

Bob Hicks received communication from the Port of Port Angeles that they are planning a flyin at Fairchild Intl on June 22, 2019. The Chapter has been asked to participate, and there was discussion of holding the Young Eagle (YE) rally at the same time.

- **Reports:**

- **Treasurer:** Harry Cook provided the report that Mike read:

Scholarship	\$2722.94
Checking	\$1295.73
Savings	\$1183.47
Total	\$5282.14

- **Membership:** Bob Hicks said we have **99 members** today.

- **Programs:** Lee Runion announced the **Christmas Party** will be December 1, 2018 with social hour at 5:00 pm and dinner at 6:00 pm. There will be a Toys for Tots drive again. Lee will put out an Evite for everyone to RSVP and select their meal.

- **Scholarship:** Dave Miller was not present.

- **Young Eagle:** John Meyer reviewed the 2018 YE effort of 3 rallies flying about 63 eaglets at each rally. Kudos to those volunteers who helped.

- **Tech Advisor and Newsletter:** Dan Masys said there have been no new project inspections recently; he also said he would continue to publish the newsletter the week

before the general meeting until the end of the year (as he and Linda are moving to CA).

- **Project Reports:** (members open forum)
 - Paul Kuntz said that on his fourth annual trip to Oshkosh this year, he installed oxygen. He said that it gave him the ability to fly at 16,500 feet over the Colorado Rocky Mountains. Paul offered to provide a presentation of his installation.

Old Business:

- Air Affaire 2018 was successful. The additional tent was very helpful, and it was good to have handouts for visitors. We had many volunteers which made it quite enjoyable. We need to work on better weather next year.
 - The **VMC club** had its first meeting on September 12 with 10 people attending. There was a scenario of high cross winds provided which caused discussion, and there were also discussions about non-tower airport operations. The next meeting is Wednesday, October 10th 7:00 pm at the Mariner's café.

New Business:

- The nominating committee of Barry Halsted, Jim Bettcher, and Ray Ballantyne was formed to recommend individuals for the November election of officers. All Chapter \Officers and Board of Directors serve a 1 year term.
- Mike discussed the **future meeting location**. He said that the chapter can continue to use his hangar (#10) through the winter, but should pursue other options for a meeting place.

Comments from the Membership:

- Donna Wilson-Sommer showed her 2018 National EAA award for Major Contributor of the Year. She went on to describe the wonderful time she had traveling and receiving the award at AirVenture in OSH.

Raffle: A 50/50 raffle was held for the scholarship fund. The big winner was Lee Runion, and he returned his half of the \$74.00 for the fund.

The next Chapter meeting will be October 27th, 2018 at 10:00am at W28 hanger at 10am.

Next Board meeting will be at the Mariner's Café October 19, 2018 at 9am

Meeting was closed at 10:38 am

Presentation: Dan Masys presented "What I learned from building airplanes for 10 years and 3 airplanes". Dan presented the "Top Ten" things he learned while building an airplane. #7 said "Behind every successful man is a woman.....with a rivet gun!" He went on to tell what he learned from flying them. The presentation ended at 12:00 pm

Respectfully Submitted,

Ray Ballantyne, Secretary

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.