



# EAA 430 Flyer



Experimental Aircraft Association Chapter 430

Serving Sequim, Port Angeles and the Northern Olympic Peninsula.

## Carburetor Ice Season



A few days ago, I was on social media and a fellow Falconer had a Prairie Falcon that needed a home. I knew another Falconer that could possibly use him. So, the connections were made and I told the recipient that I would fly over and pick up the Falcon in Goldendale and put it on the airlines to Sacramento, CA. Well, as you would guess the day of the transaction confirmation was great weather and the next day also. But the California falconer could not be there at the airport to get the bird. These birds are very special and even though they could wait until the next day to be picked up we just don't do that.

Then in comes storm after storm right up through the Puget Sound corridor. I could have gone direct in CAVOK weather the other two days. But I was delayed for one week.

The weather finally became flyable without lots of turbulence and low ceilings along the way. I took-off.

As it might turn out in came low-but-VFR weather and lots of rain at 40-45 degrees Fahrenheit. Perfect carburetor icing weather. I noticed the manifold pressure on the engine gauge going down -- a sure sign of carburetor ice forming.

So, what do most pilots do?

Most pilots are simply afraid to pull carb heat knob out to thaw out the ice forming in the venturi of the carburetor. I have talked to pilots on the radio that were about to make emergency landings because of the loss of power.

I asked them if they had pulled carb heat and they said no. That will make the engine quit, he said. It's going to quit soon anyway, I radioed back. "Pull the carb heat knob all the way out," I suggested. They did and the engine made some noise and vibrations and maybe even a loud bang and started running smooth again. That was all from the ice melting and going south down the intake manifold.

I have been in many airplanes with normally aspirated engines and a slight vibration starts and I look at the engine instruments and sure enough, carb ice. The remedy is, *Pull the Carb Heat knob* and all is fine.

I pull the knob out all the way to the stop because I don't have a carb temp indicator. A good indicator will give you a range markings of green and yellow and red to the amount of carb heat. It will even tell you the temp to keep the carb heat on to keep ice from forming.

Some people say to only pull the knob out a little. Unless you have a Carb Ice temp sensor, don't do

it. Pull the knob all the way out. The engine will not quit. Add some power and your back in business. Then when the ice melts, you can restore all the knobs and levers to their normal position. Be on the look out for more ice.

Alaska it gets so cold we fly around with carb heat on all the time. Yes, all phases of flight from Take-off to Landing. The reason? Because as you know fuel does not vaporize very well in super cold temps and this will help accomplish that. The engines would run rough and when the carb heat was on it would run smooth. Not to mention the fact that the engines run real lean in the cold weather. Carb heat will enrichen the mixture by getting all the fuel vaporized.

I knew a Super Cub Pilot that changed his whole ignition system and still had a rough running engine. I came along and asked him if he had tried to use carb heat on take-off and he said nope. Well, give it a try. He did and the engine ran smooth. We were in McGrath, AK. The temperature was about minus 20 degrees. He was a new guy to this cold flying and had not had the benefit of some winter hangar flying.

Another buddy in a C-180 took-off on a super cold day. As normal, he started to lean out the engine and his engine almost quit. It was running Real Lean already. Just a little leaner and it almost quit.

I've also seen guys come back from the run-up and say they had no indication of carb heat coming on. They actually witnessed the RPM go up on the pulling of the carb heat knob. Ha-ha, Guess what? They had the perfect conditions for carb ice on taxi out to the run-up area. It was a normal indication. The had ice and as it thawed as normal the RPM recovered.

It's getting colder, so remember to warm those engines before start up for a happy engine. Look at your leading edge when flying to see if the effect of moist air becoming super cooled as it

hits the leading edge is forming ice. If it is forming and you have a heated Pitot System turn it on and keep it on to keep the airspeed indication from deteriorating.

I got the Falcon to its new owner and everyone is Super Happy. The Falcon is doing real good and is taming down nicely and will soon be flown on jackrabbits. Prarie Falcons will also run any other bird out of their territory. Including Eagles. They are truly Bad Ass birds.

Happy flying in the Cold Weather with the great performance.

Mike Radford  
EAA chapter 430 President

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| <b>EAA CHAPTER 430<br/>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 |

\*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   |
|--|---|
| Wednesday,<br>November<br>14, 2018<br>Mariner’s<br>Café JC<br>Penny Plaza<br>7:00 pm | VMC Club Meeting  |
| Saturday,<br>November<br>17, 2018<br>10:00 a.m.<br>Sequim<br>Valley<br>Airport       | EAA 430 Annual Business General Meeting, including annual election of officers. An e-mail ballot is on page 8 of this newsletter.<br><br>Note: The November 17th Annual EAA 430 business meeting is also our 45th birthday. Our organization started 11/17/1973. We are not getting any younger as an organization so let’s party on! |
| Saturday,<br>December<br>1, 2018<br>Cedars At<br>Dungeness<br>golf course            | EAA 430 Annual Holiday Party.<br>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.



### Using Amazon Smile to help the chapter

AmazonSmile is a website operated by Amazon with the same products, prices, and shopping features as Amazon.com. The difference is that when you shop on AmazonSmile, the AmazonSmile Foundation will donate 0.5% of the purchase price of eligible products to the charitable organization of your choice.

**Support  
Chapter 430 Of The  
Experimental Aircraft  
Association.**

When you shop at [smile.amazon.com](https://smile.amazon.com),  
Amazon donates.

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**amazonsmile**

You can help EAA chapter 430 via the AmazonSmile program when you are shopping online on Amazon. Simply go to [www.eaa430.org](https://www.eaa430.org) and click the Amazon smile button. Happy shopping!

### From EAA 430 Young Eagle to Airline Pilot

By Alan Barnard and Renee Brilhante



*All those flights, all those kids — was it worth it? I often wonder, after scores of Young Eagles flown in my Stinson 108-2 and over all those years, if those first flight experiences ever stuck. Last year I heard a story that made it all worthwhile!*

*One of my Young Eagles flights included an interested nearly 13-year-old girl named Renée Brilhante. I took her up along with another young person, and Renée was in the front seat. As I always did, I talked to the kids about what we were doing and how we were doing it and then if the child seemed savvy, I would give them the yoke and guide them through a bit of flying the airplane all by themselves — well mostly — she couldn't reach the rudder pedals, as most kids couldn't, so I kept that part for myself. It was a rather unremarkable Young Eagles flight as all went well and ended in handing her a certificate and having our photo taken together alongside my airplane. What I had no way of knowing was that it was anything but unremarkable to her.*

*Fast forward 13 years and one of our local Young Eagles pilots and his wife passed along an interesting story about Renée's flight with me. I will let her tell the story from here.*

A week before my 13th birthday, I was sitting in the living room with my father watching a documentary on Navy test pilots and saw an F-18 recover from a spin. That moment my life changed from wandering around without a purpose to having a dream that would become an addiction — and I will never go to rehab.

The following day, my father showed me a newspaper article about Civil Air Patrol and I signed up that week, which led me to the Young Eagles. That following summer I was at the local airport in Sequim, Washington, walking up to a stunning 1947 Stinson, and Alan Barnard, the



owner and pilot greeted me and the other teenager. Shortly after takeoff Alan, calmer than I expected, told me to take the controls and guided me through my first few moments of flight. Thirteen years later, I can remember how that control wheel felt just as vividly as I do the wheel of the Embraer 175 I am sitting in while I write this.

My first flight confirmed that I was destined to be a pilot and from there I hit the ground running to become the best fighter pilot, and later test pilot, the world had ever seen. The big question was how to afford it. To any future pilot this is the best advice I can give: Apply for every scholarship out there, start working, become an airport bum, and never stop learning. I used scholarships from the beginning and, at 15, I began flying gliders at the CAP's flight academy in Ephrata, Washington, with a full ride until I soloed. The following year I flew in Cessnas to solo, once again with a scholarship, making my total expense \$250.

I want to forewarn the future pilot, although now is the best time to be a pilot, you will still find challenges, disappointments, and routes that you did not expect. The journey is what makes the destination so sweet. Take my zigzag career as an example.

Being a CAP member you can guess I wanted to be an Air Force fighter pilot and to go to the U.S. Air Force Academy; the problem was I had to be 4 inches taller to make the cut for the Air Force. For the Navy however, I only needed 2 inches, so I applied for the U.S. Naval Academy — but was not accepted.

I earned a Navy ROTC scholarship for my fifth choice school out of five. After getting into Jacksonville University Navy ROTC as a mathematics major, my next two fights were my height waiver and to get the Navy to approve aviation as a technical degree. With the assistance of the officers at my Navy ROTC unit and the aviation department faculty, aviation management and flight operations became a technical major and the Navy would pay for it. I remember the phone call during my sophomore year. The professor said I had midterms the next week, but could switch to flying if I wanted. That was my last day as a mathematics major. I had about 26 credits a semester for my remaining two years and did three flight lessons a day.

My battle against Navy medical was not as fruitful. Freshman year, the head of naval anthropology reached out to me and asked that I meet her at NAS Jacksonville so she could measure me personally. I was thinking she saw my love of aviation and was going to help me. I was wrong — the moment I walked through the door to meet her, she began yelling at me and telling me how I had no right being in a cockpit and I would kill everyone on board. My parents taught me not to cuss, but that was the closest I had ever been to telling a commander where to go. To this day she has been my worst critic and I can't wait to continue proving her wrong.

For three years, under the mentorship of Tamera Senz, a former Air Force pilot and current FedEx pilot who was granted a height waiver by the president, I fought for my waiver. Countless hours were spent on phone calls, letters, meetings, reading, workouts, and stretches. When my letters to the president were ready for the mail, I had a pleasant experience. I was at Naval Air Station Patuxent River for a few weeks for a summer cruise when one of the pilots mentioned that the Naval Test Pilot School was there and recommended I meet with their head of medical. I did, and after a few tests I was signed off for a naval flight officer (back seat) role, but it got me into flight school and I was going to be the best pilot they had ever seen so I could get waived into the front seat.

All was well in my senior year — I earned the top award as an aviation major, was the midshipmen commanding officer, president of the ROTC's aviation club, and I had a flight slot and a lease signed for an apartment overlooking the Gulf of Mexico in Pensacola. Two days before graduation and commissioning, I received a phone call to meet with my commanding officer. That's when I received the hardest slap in the face to date. I was medically disqualified from naval aviation based on a note from a doctor saying I may have scoliosis based on a chest X-ray. I delayed my commissioning and began another fight — writing letters, making

phone calls, and paying for tests by spinal surgeons. But the Navy didn't care. During the commissioning ceremony I earned an award for best future naval aviator — I still have the plaque in my attic, and it still hurts to look at it.

As you can imagine, I was down in the dumps. I'd worked to my fullest every single day and I was watching people who didn't even like flying go to Pensacola for flight training while I was heading to a ship. I wanted to leave, give up, and run away from my commitment. My commissioning officer, Capt. Jeffrey "Sundance" Harrison, reminded me that giving up is not in my blood. He gave me courage and faith that I would find enjoyment in any walk of life and to be the best naval officer I could be. That phone call gave me a new mind, and with that new mind I have found enjoyment and pride in everything I have been a part of.

What I haven't mentioned is all the fun flying I did in college. From fly-ins to being an instructor, I was a stick piggy asking for rides in everything I could, and I competed in the Air Race Classic. The Flagler fly-in gave me the bug for aerobatics. I got rides in a T-34 and flew with the lead in a Yak formation. Bob Davis took me under his wing and for a flight in his L-39, my first roll. Sitting in the hangar at the airport in St. Augustine, I first learned about IAC and made the choice to start. Right after that, Patty Wagstaff made a speech at JU, and I asked her for aerobatic CFI recommendations. Keep in mind I had just started as an aviation major and was not even a private pilot at that point. That's how I met my first aerobatic instructor, Keoki Grey and a Super Decathlon, and all the fun of aerobatics.

My addiction required money, so I got a job tutoring and went on a strict financial diet of the cheapest bread and fake butter Walmart had to offer. This allowed me to have one lesson with Keoki a week and prepared me for my first competition in Sebring, Florida. I got my pilot certificate on a Monday, Halloween, and was

going to the competition on Wednesday, with no plane because the Super D was broken. That's when I met the highest time Pitts with Eagle Sport Aviation in DeLand, Florida, a nonprofit club of mainly college students with a donated Pitts, it was actually more affordable than the Super D. They agreed to let me fly it in the competition with a safety pilot. And that was the day of a lot of firsts. My first competition, my first Pitts flight, and my first flight as a certificated pilot, all in the aerobatic box.

I made the best out of being on board a ship and not becoming a naval aviator. I worked as a CFI part time in the Hampton Roads area, and although it was a second job, I was flying more than most naval aviators. After my resignation, I was one of the founding members and the first president of the local IAC chapter in Chesapeake, Virginia, and assisted in building an aerobatic program at my local flight school in a Citabria, Great Lakes, and CAP-10. Now I am a pilot for Republic Airlines, flying routes for American, Delta, and United. I love that more than I imagined and I'm honored to be a part of a wide range of lives while they fly to anything from vacations to deployments. I love flying so much I can't go a day without it. So, I instruct in loss of control recovery training in Extra 300 series aircraft bringing professional pilots back to the basics of flying in an environment that gives them surprise and startles them to practice and learn so if they find themselves on approach at night and nearing a stall they are ready.

More great news, I just purchased my first aircraft, a Pitts Special, S-1D, and we have a competition in a few weeks. So you may read this and think I have it made, but the truth is I'm just starting my journey. I will be training every day to become a world champion aerobatic pilot and an air show pilot. For the young and not so young reading this, here is some advice: You are destined for greatness you just need to go after it.

*Okay then —has it all been worth it? All those flights, all those kids, all the time and energy?*

*You be the judge. For me — it doesn't get any better than this. Alan.*

Editor note: This story from our chapter was also published October 23, 2018 on the EAA national "Inspire" site and can be accessed at:

<http://inspire.eaa.org/2018/10/23/from-young-eagle-to-airline-pilot/>

### 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



## It's time to vote by email.

If you are not going to be present at the November 17th meeting at Sequim Valley airport please copy this page on your computer, paste it into an email, mark your choices and send it to [genmail@eaa430.org](mailto:genmail@eaa430.org) .

If in doubt as to whether you can attend please send in a ballot.

All ballots will be in the custody of the Secretary.

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**PRESIDENT**

KEN BROWN       (Write in) \_\_\_\_\_

**VICE PRESIDENT**

ERNIE HANSEN       (Write in) \_\_\_\_\_

**TREASURER**

HARRY COOK       (Write in) \_\_\_\_\_

**SECRETARY**

RAY BALLANTYNE       (Write in) \_\_\_\_\_

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**On the motion to increase the Local Chapter Dues by \$5.00**

- In favor of raising of the Local Chapter dues
- Not in favor of raising the Local Chapter dues





## EAA Chapter 430 General Meeting Minutes

Date: October 27, 2018

The meeting was called to order at 10:06 a.m. by President Mike Radford at W28 #10 with the Pledge of Allegiance.

- **Introduction of Guests:**

Mike welcomed guests Cam and Linda Torrens with their children Elizabeth, Mathew, and Joshua who are looking for a retirement place. Both Cam and Linda are retired military pilots flying C130s, KC10, and C9s. Tom Klein also attended as a guest.

- **Approve Minutes:**

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

- **Correspondence:**

The board contacted EAA HQ about the Ray Foundation scholarship program. There will be a November 13 webinar to explain the application process.

DART contacted the chapter asking about receiving handheld radios as donations and providing them to DART. The board recommended the individual make the donation directly to DART.

- **Reports:**

- **Treasurer:** Treasurer: Harry Cook was not present but provided this report

|             |           |
|-------------|-----------|
| Scholarship | \$2796.94 |
| Checking    | \$1269.68 |
| Savings     | \$1183.71 |
| Total       | \$5250.33 |

- **Membership:** Bob Hicks said we have **99 members** today (we had 100, but Don Pridham recently went west).

- **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 said Seth Mulhousen is scheduled to graduate this year, and he is looking for recommendations for either a pilot or aviation maintenance candidate.

- **Young Eagle:** John Meyer was not present.

- **Tech Advisor and Newsletter:** Dan Masys was not present.
- **Project Reports:** (members open forum)
  - Barry Halsted said he flew his Harmon Rocket today to show his project which was a major rebuild and painting of the Rocket.
  - Bill Benedict with Dave Miller reported their RV-14 project is nearing completion, and could be done as soon as Thanksgiving.
  - Ken Brown with the help of Barry Halsted has almost completed installation of a new JPI engine monitor on his RV-9.
  - Ernie Hansen said his experimental Super Cub fuselage is completely covered and is ready for painting and engine start. He also said he has an IO-360 engine available for sale.

#### **Old Business:**

- EAA430 sign is in the process of having a vinyl wrap applied, and should be available soon.
- The **VMC club** had its second meeting on October 10 with 14 people attending. There was discussion of a video showing a situation at a towered airport and there was also discussion about non-tower airport operations. The next meeting is Wednesday, November 14 (2<sup>nd</sup> Wed of the month) at 7:00 pm at the Mariner's café.

#### **New Business:**

- The **nominating committee report** (Jim Bettcher, Barry Halsted, Ray Ballantyne) provided the following recommendations:
  - President – Ken Brown
  - Vice President – Ernie Hansen
  - Secretary – Ray Ballantyne
  - Treasurer – Harry Cook
  - Membership – Bob Hicks
  - Programs – Deb Cox
  - Scholarship – Dave Miller
  - Young Eagles – Lee Runion
  - Newsletter – Mary Brown
  - Tech Advisors- Harry Cook, Ernie Hansen, and Barry Halsted
  - Web Wrangler – need volunteer

All chapter officers and Board of Directors serve a 1 year term. If there is anyone else who would like to volunteer for any of these positions, please contact a member of the nominating committee.

- The board is recommending an **increase in the 2019 EAA430 dues by \$5.00** which will increase individual membership to \$20 and family membership to \$25. The recommendation to increase dues will be presented to the members for vote at the annual meeting on November 17.

- There was board discussion but no actions concerning the **EAA430 memorial rock** and how we could record individual names of those gone west. Plaques, bricks, and marble are all possibilities.
- The board is exploring the possibility of using **Bud Davie's hangar 15 for the March 2019 meeting and thereafter** with the expectation that the monthly meeting place will have to move in early 2019.

**Comments from the Membership:** None

**Raffle:** A 50/50 raffle was held for the scholarship fund. The big winner was Tracy Boulton, and she returned her half of the \$38.00 for the fund.

The next Chapter meeting will be November 17<sup>th</sup>, 2018 at 10:00am at W28 hanger at 10am.

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

Meeting was adjourned at 10:38 am.

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.