



Serving the Port Angeles & Sequim Area

EAA 430 FLYER

FEBRUARY 2021



Dedicated to having fun with airplanes and promoting General Aviation



CHAPTER CHATTER

With President Ken Brown

Groundhog Day was on February 2; however, we have had the 2nd every day for over a year now. Does it seem to you like Déjà vu?

Hope is on the horizon, days are getting longer, spring is showing signs that it will arrive on time and we have a vaccine. From the lines at the vaccination centers, many are getting this protection.

Looking forward to a better and more active year for the chapter. There is light at the end of the tunnel.

At the January board meeting, the board decided to expand the scholarship offering to more than one candidate. Two additional very qualified individuals were identified. There was discussion and we have asked each individual to write to the board.

In light of seeing a brighter future, an anonymous donor has given the chapter \$1500.00 for the scholarship fund and has asked we challenge the general membership to match this gift. I think we collectively can do this.

Here are a few ways to contribute. The old standby: write a check or donate via PayPal (from our web site). Another way, which will leave a visible and permanent mark, is to purchase a PAVER. The "Pave the Way to the Future" has always been a means to address the scholarship needs. Pavers do not have to be only a memorial. We could have pavers for LIFETIME EAA MEMBERS, MASTER PILOTS, and ANNIVERSARY MILESTONES etc.

The future of the general aviation starts with getting young people to enjoy the feel of the boundless freedom of flight. We hold their future in our hands. Let us all help the future aviators with a leg up.

Do you have an idea for a presentation at the chapter gathering? Please let us know.

Ken



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- FEBRUARY 2021**
- **VMC Club Meeting February 10 7:00 pm**
2nd Wednesday of the Month
ZOOM MEETING
 - **EAA Chapter 430 Board Meeting**
February 19 9:00 am
ZOOM MEETING
 - **EAA Chapter 430 Chapter Gathering**
February 27 10:00 am
ZOOM MEETING



In the April 2020 EAA 430 newsletter, Renee Brillhante was featured in our *Women in Aviation* article. In the February EAA Sport Aviation, Renee and her boyfriend, Corben Meyer, are featured in a several page article *An Empowered Couple Empowering Kids*. Renee referenced her first flight as a Young Eagle in a small airplane, an EAA 430 YE flight with Alan Barnard in his 1947 Stinson (*Big Red*) and how it changed and directed her life. She now flies Young Eagles, and, along with Corben (an AP), they have a plan to start teaching kids to fly RC planes and move them forwards. It's always fun to know how our own EAA 430 Chapter influenced a young person and their future in aviation.



Aviation From My Rocking Chair

By Rick Vaux

Auto Fuel and Octanes. Is it smoke and mirrors? Part 2

As promised last month, this time we will let two of the major engine makers, Lycoming and Continental, weigh in on the auto fuel controversy. I originally wrote this article in 2002 and I am stunned by it's relevance 19 years later. As far as I can tell, very little has been changed. In 2002 there were 50,000 auto-gas STC'd aircraft flying (many more today), but reciprocating engine manufacturers and most major oil companies do not approve the use of auto gas in airplanes. The problem is not so much Octane rating (which appears to be adequate) but automotive fuel quality control standards which may vary enough to put aircraft at risk (read LIABILITY)

Lycoming Service Bulletin 398, Service Instruction 1070, and Service Letter 199 all refer to the company's position on using auto fuel in their products. Specific reasons for non-approval are:

- (1) Its use reduces safety. Fuel quality may not be the same from supplier to supplier, or from day to day, even though the same specific grade is purchased.
- (2) It's use can void warranty or result in cancellation of the owners insurance.
- (3) Storage characteristics of auto fuel are less desirable than Avgas. After several months, auto fuel may lose octane rating, cause hard starting, and form gum deposits that cause sticking valves.
- (4) Additives in auto fuels are chemically different from those in Avgas. They contain scavengers which are very corrosive and under continued use can lead to exhaust valve failures. They can also cause rust and corrosion on internal engine parts. Note: One fuel company adds a detergent to clean carburetors which creates an affinity for water in gasoline. This can cause fuel filter icing problems at low temperatures.
- (5) Auto fuels have higher vapor pressure (sometimes double!) than Avgas, which can cause vapor lock during flight.
- (6) Even though octane ratings on Auto gas and Avgas appear to be the same, ACTUAL octane is not due to different rating methods for the two fuel types. Avgas has a Rich and Lean rating (i.e. 100/130) while Auto gas is not tested for a Rich rating.
- (7) Auto gas used in an aircraft engine may lead to pre-ignition and destructive detonation.
- (8) Auto gas fuel requirements range from meeting ASTM or government specifications in some states to few or none in others. Avgas has uniform requirements in all states.

Whew! That was Lycoming's take on the Mogas v Avgas problem. Here is what Teledyne Continental TCM bulletin M77-9 has to say: "TCM does not recommend or authorize the use of Automotive fuel in any of their engines. The engine warranty and Pro-Rata policy will be voided if such fuels are utilized. Fuels must conform to ASTM-D910 or MIL-G-5572F if satisfactory engine service life is anticipated.

Automotive fuel can contain additives that act as corrosive agents, formulate gum deposits, and increase combustion chamber deposits. Continued operation on automotive fuel can lead to detonation, pre-ignition, and sticking or eroded valves.

The vapor pressure of automotive fuel exceeds that allowable for aviation fuels. This increased vapor pressure increases the tendency to vapor lock at higher altitudes. A vapor lock condition can cause complete power loss. The use of any fuel that does not conform to the above specifications may abuse cylinder assembly, valve, piston, and/or piston ring damage/failures."

As can be seen, the engine people are quite adamant about not using auto fuel for anything except cleaning parts! O.K. Troopers, next month I'll attempt to show the other side of this argument. Until then, blue side up and brown side down.

Rick Vaux TC 4130

GETTING TO KNOW DAVE MILLER

I grew up on the top of a hill located between Renton and Boeing fields. I could see the Renton airport by walking across the street so airplanes were a constant sight. In the early 1950's there was very little controlled airspace and the Blue Angels then, as now, came to town every year for Seafair. But in those days they flew all over town with few restrictions. One afternoon, at age 8 or 9, I was in my back yard watching one of the Blues flying an F-9 Cougar, when he saw me (or so I thought), and he dove directly at my back yard. He pulled up and proceeded to do victory rolls. At that point I decided I was going to be a Navy jet pilot.

As a practical matter we couldn't afford flying lessons so becoming a Navy pilot was also my chosen path to a pilots license. From that point on when anyone asked what I wanted to be, I told them. The response was pretty universally "yah, right kid" or an expression that conveyed the same meaning.



I soloed at age 22 in 1969 and received my Navy wings on March 24, 1970, flying in advanced training the F-9 Cougar just like the Blues had flown. Shortly after that, I took an FAA written test for designated military pilots and received a commercial/instrument pilot's certificate. I received orders to F-4 Phantoms in Virginia Beach by way of Legal Officer School in Rhode Island. I spent six weeks or so in training for the F-4 when the squadron Admin Officer pulled me aside and accused me of trying to "sneak through." Turns out the squadron had been promised a Legal Officer but none had shown up. When they called BUPERS they found out that person was me.

At the time the Navy was graduating far more pilots from training than they had fleet seats for so being assigned a non-flying billet wasn't unusual, but for me it was at this point, to put it mildly, a major disappointment. Upon being identified as a Legal Officer, and not an F-4 replacement pilot, the squadron CO also decided I was "too short" to fly "his" airplanes. What a crock and it still pisses me off. Anyway, I eventually became a Supply Officer in the Navy, completed eight years active duty, resigned my commission, and joined the reserves for another 14 years.



My first airplane was a Cessna 120 purchased at Felts Field, Spokane in 1976 in my first year of graduate school after leaving active duty. In 1978 I flew that 85 HP Cessna from Pullman, WA, to Oshkosh, on to Norfolk VA, and back home with nothing but a 19 channel radio and sectional charts. Seemed like a normal thing to do. Other airplanes owned, either individually or as a club member, include two Cubs, a Super Decathlon, Globe Swift, C-172, Cherokee 140, Christian Eagle, RV-6, and an RV-14. Current ratings include ATP AMEL, Commercial ASEL/ASES, Private glider, and type ratings in F-27 and B-737. Still need a recreational pilot license.

After graduate school I had GI money left and used it for flight instructor and multi engine ratings. Started teaching, flying charter, co-owned a small FBO, did a few airshows, and finally was hired by Horizon Airlines. After becoming an F-27 captain, the FAA started hiring Aviation Safety Inspectors so I applied, was hired, and spent the next 20 years with the FAA. Retired in Seattle and moved to Port Angeles in 2006.

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In March 2016, along with partners Bill Benedict and Ken and Leslie Gross, we ordered a Vans RV-14 kit. After three years we were ready to test fly the plane. (see EAA Newsletter February 2019)



Dave & Bill
RV-14



Dave 's Cub



Dave & Joan



Besides flying my RV-14 and Super Cub as often as possible, my other two hobbies are cars and guns. My wife, Joan, and I were avid motorcyclists for 25 years. We enjoy traveling throughout the world and have a list of several countries we still intend to visit.

I am a member of DART, WPA, and a treasurer of CCPA. I have been the Scholarship Chair for EAA for the past six years and enjoy meeting young people who are deserving of our scholarship. During this time we have helped with the college tuition of three young men.

Philosophical thoughts: On my first solo in the Navy, flying a T-34, I was supposed to perform a one turn spin and fly a loop. As I came over the top of the loop, another T-34 passed right over the top of me, I'm sure the pilot never saw me but both of us came very close to landing as twisted metal. That flight convinced me that no matter how much you prepare, or how careful you are, it's either your day to die or not and we really aren't in control.



Congratulations Tracy Boulton & Barry Halsted
on your marriage January 22, 2021



Photo Credit: Andy Sallee

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Making an Emergency Landing as a Student Pilot



On January 14, Ryan Majors, EAA 1255943 and recipient of a [Ray Aviation Scholarship](#), experienced every student's worst nightmare when he was forced to make an emergency landing during his cross-country solo.

"On the leg from San Marcus to Burnet, I was flying level at 4,500 feet when I felt the plane jolt and then proceeded to hear loud clanking coming from the engine bay," Ryan said. "It was later discovered that a stuck exhaust valve led to the incapacitation of one of the cylinders and led to a significant loss of power from the engine. Per training from my instructor, I consulted the required procedures/checklists for the situation in hopes of correcting the issue to no prevail. With an adequate field in my sight, I followed the procedures my

instructor had trained me for and was able to complete a successful landing in the field with no damage to the field or the airplane; except for the obvious issue with the engine."

Upon landing, Ryan inspected the aircraft and noticed there was a small amount of oil leaking onto the nose gear, as well as some oil leaking out of one of the exhaust pipes. While it's easy to lose your cool in a situation like that, Ryan remained calm and thought back to his training with his CFI. "In my mind I was able to remain fairly calm as my instructor had trained me for this exact situation along with many others," Ryan said. "I would advise other students to remain calm in situations such as this and focus your thoughts on what your instructor has trained you for. This being said, I believe it is especially important for students to learn and understand emergency procedures and know how to apply this training in real-life experiences." Ryan showed exemplary aeronautical decision making, something that every CFI hopes their students will do.

Ryan continues to push forward in earning his private pilot certificate with excitement. While Ryan's checkride was originally scheduled for January 25, which had to be postponed until another aircraft becomes available for him to continue his training in, he is working hard to achieve his dreams at LeTourneau University in Longview, Texas, where he hopes to earn a degree in professional flight with maintenance. "I plan on working my way up to a commercial license in addition to obtaining an airframe and powerplant license," Ryan said. "I hope to one day fly cargo for companies such as FedEx or UPS."

Ryan always knew he belonged in the sky. His inspiration to become a pilot came from two of his idols, his father and grandfather, who both served in the Air Force. "I have always known that this is what I want to do," Ryan said about becoming a pilot. "A few years prior [to soloing] I received a free [Young Eagles flight], and this caused my excitement for aviation to grow."

In March 2020, Ryan was awarded an EAA Ray Aviation Scholarship. This was great news for Ryan, as it meant he could start flight training much earlier than he anticipated. "This scholarship has greatly helped me pursue my passion for flying," Ryan said. "It is a great honor to be a recipient of the James Ray scholarship and it is a great feeling to be a part of this amazing opportunity."

Ryan said his flight training coupled with support from his EAA chapter has made for an amazing experience. "My flight training has been going great, I enjoy learning something new with each and every lesson," Ryan said. "I have received unconditional support from the EAA Chapter 1088 in Fredericksburg throughout the entirety of my training thus far. I enjoy giving updates on my training during the monthly meetings they hold at my local airport, and I know that I can reach out to any one of them with any questions I might have."

EAA Chapter 430 Monthly Zoom Gathering Minutes

December 26, 2020



Date: January 30, 2021 ZOOM meeting. 24 Zoomers attended.

Ken opened the gathering at 10:05 a.m.

Approved Minutes: The minutes for December 2020 meeting were approved. The minutes are posted on the EAA430 website.

Financial Status: We have received the Young Eagle (YE) credits from EAA for \$831 Total funds \$10,194.00.

Checking	\$2,214.00
Savings	\$1,194.00
Scholarship:	\$6,786.00

Only 60% of the membership has renewed their dues. Please renew on the website or mail a check. Let's keep our Chapter going strong.

Correspondence:

WA Covid-19 Phase I. All meetings will be via Zoom

Board of Directors Report:

Scholarship: There was an anonymous donation of matching funds up to \$1500 for the scholarship fund. After the meeting, David identified two additional candidates for scholarships. Daniel Weaver and Madeline Patterson have both been asked to submit a request for consideration. Each scholarship will provide \$1500 annually. The board will decide on the scholarships at the February meeting.

Build-n-Fly: Sim-n-Fly – Al said there are two young people waiting for good conditions to fly. The yearly YE flight program has a tentative start date of May 22nd.

Fly outs will begin in February with a flight to Thun Field. Be sure to join the email list at the EAA430 website: Flyout@eaa430.org

A chapter survey was sent out previously, and 34 people responded. The results will be in the February newsletter.

Presentation: David Richardson -“75 Years Ago War Came to our Shores”. Dave provided an outstanding video and slideshow presentation of his experience with John Johnson taking Johnny’s AT-6 to participate in the Hawaii commemoration of the 75th anniversary of the end of WWII in the Pacific. He described how it took an act of congress to put it together and all the logistics involved to get the airplane to San Diego, aboard the USS Essex, and off loaded in Hawaii. Although they got to do one air tour around the island, a ground accident with a Bearcat ended their flying. Dave gave tribute to venerable Pratt and Whitney radial at the first of the talk, and later praised it when the engine protected them from significant damage and injury. It was an epic tale significantly affected by COVID-19 issues. Thanks, Dave, for the great presentation.

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EAA Chapter 430 Monthly Zoom Gathering Minutes

Chapter Projects:

Bud is working on his instrument rating and upgrading the C152 for instrument flight.

Dave Boerigter reported he was flying with Jeff Wells working out avionics issues when the C170 from Ketchikan went down in the Strait. He admonished everyone not to push fuel time.

Dave Moffitt reported he needs assistance with the avionics installation in his RV-12. Richard Howell offered to help.

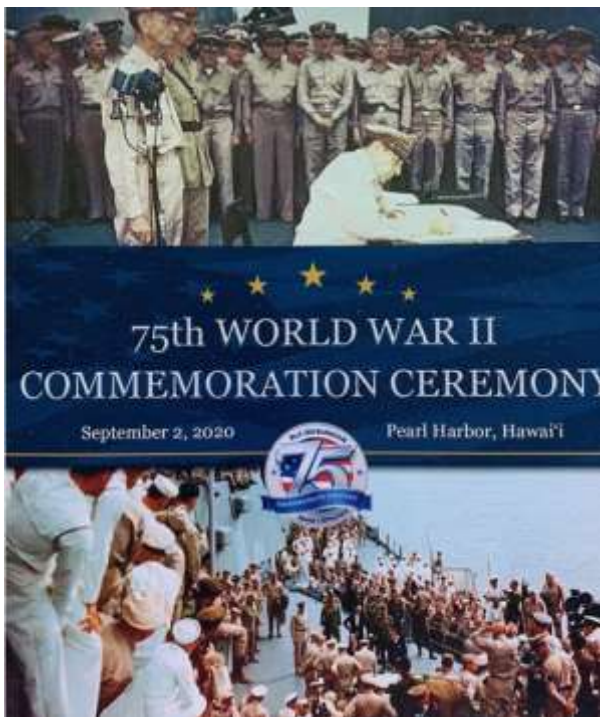
Collette Miller asked for help with a rip in the belly of her Citabria. Barry Halsted and Rick Vaux offered suggestions.

Ken ended the meeting at 11:35 a.m.

Respectfully submitted,

Ray Ballantyne,

EAA430 Secretary



Our Saturday Gathering for January was a presentation by Dave Richardson - "**75 Years Ago War Came to our Shores.**" Dave provided a riveting video and slideshow of his experience with John Johnson, taking Johnny's AT-6 to participate in the Hawaii commemoration of the 75th anniversary of the end of WWII in the Pacific. He described all the logistics involved to get the airplane to San Diego, aboard the USS Essex, and off loaded in Hawaii. They got to do one air tour around the island; however, a ground accident with a Bearcat ended their flying. Dave gave tribute to the venerable Pratt and Whitney radial engine which protected them from significant damage and injury. The entire trip was a monumental undertaking, drastically affected by COVID-19 issues.



WHAT: VMC - Visual Meteorological Conditions (flying VFR - visual flight rules)

Discussions involving flying airplanes visually led by Ray Ballantyne



WHERE: ZOOM Meeting

WHEN: 2nd Wednesday of the month starting at 7:00 pm.

WHO: Anyone interested in flying is welcome to attend. It is a great place to meet new people and have some fun!

WHY: The one hour meetings use real-world scenarios to engage members and allow a free exchange of information that improves awareness and skills. Designed to provide organized “hangar flying” focused on building proficiency in VFR flying. We hope to create a community of aviators willing to share practical knowledge, nurture communication, improve safety and build proficiency.

2020 BOARD AND OFFICERS

Chapter Phone Toll free 877-EAA-0430 (877-322-0430)

Position	Name	Phone Ext	Email Address
President	Ken Brown	1	president@eaa430.org
Vice-President	Rick Vaux	2	vicepresident@eaa430.org
Secretary	Ray Ballantyne	3	secretary@eaa430.org
Treasurer	Skip Brown	4	treasurer@eaa430.org



Class II Directors

Build-n-Fly	Al Gross		build-n-fly@eaa430.org
Programs	No Candidate	5	programs@eaa430.org
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Newsletter	Skip Brown	7	newsletter@eaa430.org
Scholarship	David Miller	8	scholarship@eaa430.org
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