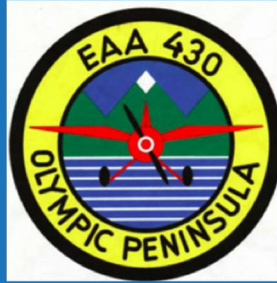




## CHAPTER 430



# JANUARY 2023

### *In This Issue*

From the Left Seat  
Aviation from My Rocking Chair  
Mr. September – Life Flight Calendar  
Update on FAA LODA Requirement  
December Flyout  
Club Project Updates  
Getting to Know You  
Board Member Contact Info

### *Upcoming Events*

#### **January**

11- VMC/IMC club Mariner's at 1900  
20 -Board of Directors (BOD) meeting Mariners  
Café 0900  
28- Chapter Gathering CLM conference Room 0930

#### **February**

8- VMC/IMC  
17- BOD  
25- Northwest Aviation Conference and Trade  
Show Puyallup, WA

#### **March**

8- VMC/IMC  
17- BOD  
25- Gathering CLM

#### A bit of trivia:

One of our members shares the name of a renowned pilot who made history on a Boeing 727. Hint: it was an international crisis mission.

If you can tell me which Chapter member it is, there is a \$20 Starbucks gift card awaiting

(answer provided in next month's issue)

- Elisa Petersen

### **'Why I want to be a pilot'**

Editor's Note: The following brief composition was written by Tommy Tyler, a fifth grader in Jefferson School, Beaufort, S.C., and first appeared in the "South Carolina Aviation News."

When I grow up, I want to be a pilot because it's a fun job and easy to do. That's why there are so many pilots flying around these days.

Pilots don't need much school; they just have to learn to read numbers so they can read their instruments. I guess they should be able to read road maps, too, so they can find their way if they get lost.

Pilots should be brave so they

won't get scared if it's foggy and they can't see, or if a wing or motor falls off they should stay calm so they'll know what to do.

Pilots have to have good eyes to see through clouds, and they can't be afraid of thunder and lightening because they are so much closer to them than we are.

The salary pilots make is another thing I like. They make more money than they know what to do with. This is because most people think that plane flying is dangerous, except pilots don't because they know how easy it is.

I hope I don't get air-sick, because I get car-sick and if I get air-sick I couldn't be a pilot, and then I would have to go to work.

## FROM THE LEFT SEAT — RAY BALLANTYNE



Welcome to the new year! When I look back at the COVID years, it's amazing our chapter not only survived that time, but thrived! This year looks even better. We have flyouts planned, young people to introduce to aviation, and excellent presentations at our gatherings.

Our January gathering on the 28th will start out the new year with a breakfast casserole starting at 0930 at the CLM conference room. After checking in with all the current builders, we will explore the new world of automated VTOL flight!

There will be no gathering in February, as the Northwest Aviation Conference and Trade Show will be in full swing over the last weekend of the month in Puyallup. It's always a pretty good show, especially if you're looking for something to buy, do, or go.

A shoutout to Elisa Petersen for putting out her first newsletter as our new editor! We sure appreciate the work of Skip Brown, our previous and faithful editor for many years.

The atmosphere here has not provided exceptional good flying weather, but every time I see patches of blue, I hear small planes trying to go somewhere, or just keeping the rust away. I find it a bit challenging this time of year to keep proficient, so I get out there any chance I can, and I hope you do, too.

It's also that time of year to renew the dues to our flying organizations. Remember it's just one time a year, so be nice to our treasurer, Tracy, and get your EAA430 dues in today! It's only \$20 for an individual and \$25 for a family.

Is Oshkosh Airventure in your plans? It's not too early to start planning, and find some friends to join you. It's always an amazing event.

It's exciting that the days are getting longer and longer. Time to go aviate *Ray*

### *And Now a Math Riddle – Aviator Style*

**People are waiting in line to board a 100-seat airplane. Steve is the first person in the line. He gets on the plane but suddenly can't remember what his seat number is, so he picks a seat at random. After that, each person who gets on the plane sits in their assigned seat if it's available, otherwise they will choose an open seat at random to sit in.**

**The flight is full and you are last in line. What is the probability that you get to sit in your assigned seat?**

*Hint: You don't need to use complex math to solve this riddle. Consider these two questions: What happens if somebody sits in your seat? What happens if somebody sits in Steve's assigned seat?*

*(answer to be provided in next month's issue)*

# AVIATION FROM MY ROCKING CHAIR - RICK VAUX

## *Panel Layout*

## *Safety and Aesthetics*

Twenty three years ago, I read an article in Kitplanes magazine titled: “Panel Perfect” by Ed Wischmeyer. This excellent article covers Instrument panel layout and design concerns. I selected it for an EAA Chapter 7 piece. Here we are 20 years later, and I reached out to them a 2<sup>nd</sup> time requesting permission for our newsletter. This information has stood the test of time.

### *Top 15 rules of good panel design*

- 1) Standardization is preferable to innovation. Non-standardization helps cause pilot error accidents.
- 2) Check your panel design for good flow with your aircraft checklists. Consider non-checklist operations too, such as engine checks during start of takeoff roll.
- 3) Don't forget to check your panel design against engine shutdown and emergency procedures.
- 4) Balance the panel visually, and design for good flow. Symmetry may result from balancing a very simple panel, but symmetry should never be sought at the expense of good flow.
- 5) You should never have to read a label or count positions to find anything. Corollary: Never put more than 5 identical switches in a row.
- 6) Avoid locations that require vertical head motion.
- 7) Do not improvise in the use of color.
- 8) Never hide fuel gauges on the floor or separate them on the corners of the panel.
- 9) Don't put dangerous knobs and safe knobs such as, Mixture and Carb.Heat next to each other, especially if they are the same shape or color.
- 10) Don't put safety knobs and non-safety knobs , such as Carb.Heat and Cabin Heat next to each other. Colors and shapes should be standard.
- 11) Make switches accessible to non-stick (or non-wheel) hand.
- 12) Put Airspeed indicator on the Left and Altimeter on the Right.
- 13) Have enough gyros to let you survive an inadvertent IMC encounter.
- 14) Remember crash worthiness with your head possibly impacting instrument knobs.
- 15) Install a windshield defroster/defogger.

Like many of you, I have done all my training and flying with “Steam Gauges”, until last week. That is when Erik Peterson and Richard Howell colluded (behind my back), to take me flying in Erik's 172. I was really excited about flying the aircraft for the first time in 40 years and it looked great from the outside...until I opened the right door, looked inside, and saw: THE GLASS. Remember the first time you saw a calculus problem? Or felt like the proverbial “Deer in the Headlights”? That was me.

As we took off, I found that flying the Cessna was like putting on an old shoe, and “Gee, what a pretty TV.” I could find nothing on the panel that I recognized. Erik had to show me where the Altimeter (digital readout) and skid/slip ball were. To be honest, I never found the tach, turn needle, airspeed, dg , or any of the engine instruments. While I am very comfortable flying the old “Six Pack”, it would be a disaster to let me pilot a glass panel airplane.

So, let me pose this question. For ‘Six Pack’ pilots, should it require an endorsement to fly ‘Glass’? And for ‘Glass’ pilots, should it require an endorsement to fly ‘Six Packs’? I look forward to your comments. Well, troopers, it's time for me to wander off once again into my Aviation neighborhood, searching always for usable facts, and trying to stay out of trouble.

*Rick Vaux* TC413



## Autographs Please?

If you pick up a copy of this year's Life Flight calendar, you will find our very own Chapter 430's Dave Miller donning the page as 'Mr. September'.


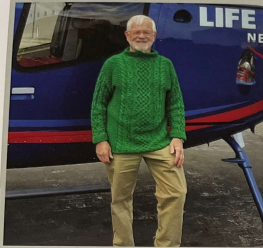
Dave received care in 2021 on the Life Flight copter. He boarded the copter with a heart attack, and returned safely to be Joan's calendar heart throb. For which we are all incredibly grateful to Life Flight and the many people they protect each year.

We can ask Dave if he will be available during one of our regular Chapter meetings to have an official signing session. Bring your sharpie pens and your calendar.

**David**

As a pilot, David is an aviation enthusiast, but on May 5, 2021, David didn't expect to go for a flight in a Life Flight Network Bell 429 helicopter. A resident of Port Angeles, WA, he was resting at home when he started having chest pain that didn't resolve. He called 9-1-1 and was brought to Olympic Medical Center in Port Angeles, where he was found to be having a heart attack (STEMI). The emergency department was quick to activate the local Life Flight Network team who quickly transported him to the cath lab at St. Michael Medical Center in Silverdale, WA, for cardiac stenting. He received treatment at St. Michael Medical Center in less than the goal of 90 minutes. The short flight time of 20 minutes greatly improved his outcome.

A year later, David who is active in the local DART (Disaster Airlift Response Team) is back to flying, fast walking, stair climbing, yoga, and a variety of other activities. Thanks to the coordination between Life Flight Network and the two hospitals David continues to enjoy his retirement.







"Life Flight Network is an integral member of the health care team on the Olympic Peninsula. Having a Life Flight Network base in Port Angeles is an invaluable asset to our community and to Olympic Medical Center, because when medical emergencies happen, seconds count."

- Aaron Possin, Director of Emergency Services, Olympic Medical Center

**HOLIDAYS:**  
4 - Labor Day      23 - Fall Begins

**NOTES:**

    [www.lifeflight.org](http://www.lifeflight.org)

**SEPTEMBER 2023**

SU	MO	TU	WE	TH	FR	SA
27	28	29	30	31	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

Membership: 800.982.9299      Dispatch: 800.232.0911      Portland Ground: 866.983.5  
Non-Emergency



# FAA LODA REQUIREMENT ELIMINATED

## *PRESIDENT BIDEN SIGNS FY23 NDAA JUST BEFORE CHRISTMAS*

The legislation includes language that largely reverses a 2021 FAA directive requiring all experimental aircraft owners, pilots, and flight instructors to obtain a letter of deviation authority (LODA) if they wanted to give or receive flight training in experimental aircraft.

The legislation signed by the president does not eliminate the LODA requirement entirely: Lawmakers included language that effectively retains the LODA requirement for flight instructors who provide instruction in experimental aircraft that they own, or in aircraft that are advertised, or otherwise "broadly" offered for flight training or testing.

The new law does eliminate the LODA requirement for all experimental aircraft owners who hire instructors to provide flight training in their own aircraft, or in a borrowed aircraft.

A flight instructor, registered owner, lessor, or lessee of an aircraft shall not be required to obtain a letter of deviation authority from the [FAA administrator] to allow, conduct, or receive flight training, checking and testing in an experimental aircraft if 1) the flight instructor is not providing both the training and the aircraft; 2) no person advertises or broadly offers the aircraft as available for flighty training, checking, or testing; and 3) no person receives compensation for use of the aircraft for a specific flight during which flight training, checking, or testing was received, other than expenses for owning, operating, and maintaining the aircraft."

With the president's signature, experimental aircraft owners may resume receiving instruction in their aircraft without having to jump through this frustrating hoop.

# DECEMBER FLYOUT — BARRY HALSTEAD

The December flyout to Forks began with a final weather check. Oh oh... The early morning weather didn't look real good. Doable maybe, but maybe not. However, the forecasts looked better. We were planning to meet at the Forks airport at 12:30, and a bit before 10:00 I thought all was going to be OK. But Ernie called and said that although Forks does not report weather, nearby Quillayute was reporting 200 overcast. Dave Miller (Port Angeles verified weather at Fairchild (Port Angeles airport) was close to 2000 overcast. I called the restaurant in Forks and they said while foggy earlier, there was plenty of blue sky there. And when I looked at Quillayute again (now just past 10:00 they reported clear.

Then I phoned Jeff Smith; he lives a bit west of Port Angeles. He said it looked skuzzy to his west. The forecasts showed for good VFR by noon and even better later. We changed the Forks arrival time to 1:00 and I advised the Mill Creek Bar and Grill that 7-8 people expected to arrive for lunch about 1:15. Whew!

Six airplanes departed from Diamond Point, Rakes Glen, Sequim Valley and Port Angeles. All were slow airplanes, except for Jeff Smith. He flew an RV-8A. Our routes kept us north of the hills south of the Strait until reaching Soppho.

The overcast was 1700-1800 ft and the visibility was good. It still looked a bit iffy approaching Soppho but continuing to the coast before turning south was an option. As it turned out, following the road from Soppho the short distance through the hills was fine and we all arrived at Forks within 15 minutes of each other.

Jeff Smith with Richard Howell exited the RV-8A and found the nosewheel had a flat (or going flat) front tire. Sure enough, within minutes it was flat!

The Forks airport, especially in the winter, is not exactly a hubbub of aviation activity. But a local pilot appeared to see our gaggle, and being a good Samaritan, he helped Jeff remove the wheel after lunch and they took it downtown where the tube was repaired. They returned to Port Angeles not so very long after the rest of us returned home.

We all had a good lunch at the restaurant. Knowing we were coming they had a long table prepared. The weather on the return trip was better than the way out. The clouds each way provided a bit of mystery, and we all had a lot of fun



# CLUB PROJECT UPDATES

## ONCE IN A BLUE MOON



On January 8<sup>th</sup>, EAA members and friends came together to put the wings on. Joining the party were:

Barry Halsted  
Harry Cook  
Cameron Elliot  
Charlie & Andrea (friends of Richard's)  
Richard Howell  
Maryann Howell  
Rick Vaux  
Erik Petersen  
Dave Miller

The day started at Shirley's in PA with breakfast. Everyone relocated to the hangar shortly afterward.

Little did we know that spectators would see the once in a lifetime opportunity. The 2<sup>nd</sup> full moon of the month appeared: an astronomical phenomenon referred to as the Blue Moon.





# GETTING TO KNOW YOU — ERIK PETERSEN

## Getting to Know

### Elisa Petersen, New Newsletter Editor

Happy New Year folks! With the new year, and “Skip” retiring from the newsletter, EAA Chapter 430

needed to replace “Skip”... as it turns out, with two bodies.

The first, being the Membership Chair, I have been handed the torch of new member introductions and the “Getting to Know...” article with board and Skip’s blessing, AND the second, a new Newsletter Editor, my bright, lovely and charming wife, Elisa Petersen.



**When did you move to the area and from where?** My family is all from Washington State. I grew up in Seattle and moved to Lynnwood when I was 18. I met you (Erik) in 2021 and we transplanted to Sequim together in November 2022. We chose Sequim because there was some theory about ‘most VFR’ days. (Maybe we brought this cloudy weather with us?)

**Are you a pilot? If yes, how long have you been a pilot and what kind of flying do you do? If no, are you working to earn your pilot cert or interested in a “pinch hitter” course?** Erik, Is this a hint that you want me to enroll in the ‘pinch hitter course’? Yes? (I think that’s a hint folks.) Okay, I will check into it.

**Do you have a plane? If so, tell us about your airplane(s)** We own a partnership in a Cessna 172: N172 Bravo Echo. That was a special blessing from Alan Barnard connecting us with all the right people. Truly, it’s such an amazing plane. Selling the 206 when we moved here was definitely a wise choice. Fuel and maintenance has been a million times better. Also really like all of the partners in the 172.

**Have you been an EAA member in another chapter?** I attended some meetings with your Chapter at Harvey Field, but didn’t officially have a membership. That’s what got me hooked on how much fun the people are.

**Any hobbies you have besides being an EAA member?** I like to be involved in community activism and volunteering. Civic engagement is hugely important. I also love exploring nature, reading and listening to music. My favorite genre is rap and hip hop.

**Your previous career (if retired) or present occupation?** I worked in King County government for nearly 20 years. I spent a bit of time as an analyst for the Sheriff’s Office. Then I made a leap into hearing healthcare operations. It’s fun working from home in a room with a view.

**Any other info/stories about you, your family, or aviation in general you’d like to share?** When my son Cameron was younger, Rick Vaux was a Docent at the Museum of Flight. Life is remarkable. We all come together again.



# BOARD AND DIRECTORS 2022

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

<i><b>Position</b></i>	<i><b>Name</b></i>	<i><b>Phone Ext</b></i>	<i><b>Email Address</b></i>
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Vice-President	Rick Vaux	2	vicepresident@eaa430.org
Secretary	Richard Howell	3	secretary@eaa430.org
Treasurer	Tracy Halsted	4	treasurer@eaa430.org
<i><b>Class II Directors</b></i>			
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Newsletter	Elisa Petersen	7	newsletter@eaa430.org
Scholarship	David Miller	8 s	cholarship@eaa430.org
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