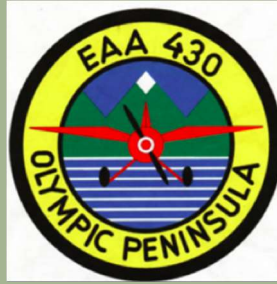




CHAPTER 430



FEBRUARY 2023

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FLYING IN JANUARY



Upcoming Events

February

- 8- VMC/IMC
- 17- BOD
- 25- Northwest Aviation Conference and Trade Show Puyallup, WA (no monthly gathering)

March

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

April

- 8 – Tentative: First Build And Fly Program Session (Rick Vaux)
- 22 – Breakfast (8 a.m.) for sport/light/ultralight pilots at Sequim Valley

May

- 20 – Flying Start for new pilots

Letter to the Editor

Dear Mr. Vaux & Illustrious Newsletter Editor,

In response to Mr. Vaux's questions: "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'?"

The answer to both is "No". Insurance companies and clubs already require checkout in the aircraft, some with hour requirements.

As for the things you couldn't find, a comprehensive checkout for insurance requirements would get you up to speed. Some glass manufacturers even come with simulators you can run on your tablet. – Erik Petersen



FROM THE LEFT SEAT — RAY BALLANTYNE

Greetings to all you PNW aviators!

I'm excited to report that the pilot recognition plaza has been completed. It is located at the NE corner of the parking lot as you enter Sequim Valley Airport. We have recently ordered new pavers, so come check out who the new ones are. Contact me if you would like a paver.



Rick Vaux is working hard to get the build and fly program for our young Eagles off the ground (so to speak). He is recruiting up to 8 young people to start building our RC model airplane in a work room at the Sequim Museum. He hopes to start on April 8th.

And speaking of young eagles we plan to have flying rallies in May June and July. The specific dates will be finalized at the board meeting this month.

Recently, Dave Miller, president of the Clallam county pilots association, and I traveled to Bremerton to attend EAA 406's chapter meeting. We were warmly greeted by the Rainbirds and agreed to share information with each other concerning activities and flyouts. They gave a briefing on their self launch electric sailplane that they are building as a chapter. After the meeting we stopped by to check out their build. There was also an interesting presentation about the Washington pilots Association chapter at Bremerton who provide scholarships to young people in their area. We received some great suggestions on fund raising activities.

We have two new candidates for our scholarship program and will discuss their applications at the board meeting on the 17th.

As far as upcoming events, we're planning a breakfast on April 22 for sport/ light/ ultralight pilots at Sequim Valley starting at 0800. There will be a Flying Start program for prospective new pilots on May 20. Remember there is no monthly gathering on February 25, and I encourage you to join with some fellow aviators to go to the Aviation Trade Show in Puyallup. Also, Barry is planning a poker run later on in the summer. Chapter 406 said they would like to join us.

I have been working with the recreational aviation foundation (RAF), the WPA, and local flyers trying to reopen the airstrip on Cypress Island. You can see the proposal on our 430 website.

Spring is coming...let's go aviate!

Ray

Solution to January Newsletter Riddle (sidebar left)

Last Month's Riddle
Question (Recap):

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?

The probability for the Random Airplane Seating Puzzle is 1/2.

Explanation:

Two points to consider in the puzzle:

The probability that Steve picks out his assigned seat is fairly equal to the probability that he picks out your assigned seat.

In a scenario where Steve neither selects his seat nor yours, then we have a possibility of two alternatives:

- if some other person chooses Steve's seat at random, then you can have your assigned seat;
- If that doesn't happen then you would be left with Steve's seat in your hand

With that being said, we can go on to find out the probability.

Checking Probability:

The scenario is that every person is choosing a random seat that includes Steve's seat, so we can have three possible outcomes:

1. Choosing your seat
2. Choosing Steve's seat
3. Choosing someone else's seat

Hint in the Question: The probability of choosing Steve's seat is always equal to the probability of taking your seat.

This implies that the probability of you getting to choose your seat is equal to you not getting your seat to yourself.

Scenario 1 –The possibility of a passenger picking out some other person's seat will not affect your final result. In any such case, it will just pass the three above-given alternatives to the following passenger.

Scenario 2 – As noted, the probability of some other passenger picking your seat is equivalent to the probability of Steve's seat being chosen by some other passenger, (taking into consideration the final passenger with only two seats remaining).

Result –

The probability that you will get your assigned seat stands at 50% or 1/2 chance.

AVIATION FROM MY ROCKING CHAIR - RICK VAUX

One of the great things about writing this column are the wonderful memories it brings back. After a lifetime of Airplanes and Airplane people, allow me to drop just a few names, and share some stories.

Max Conrad (1903-1979) "The Flying Grand Father"

In the fall of 1971, my flight instructor called and asked if I would like to meet Max Conrad. It seems that Mr. Conrad was in Amarillo overnight for a talk with the Lyons Club the next day, but no one knew who he was, or why he was there! As he was unfamiliar with our town, he looked up our FBO in the Yellow Pages (remember them?) and called. Being very surprised that no one was available at the Lyons Club to help. Ken, our FBO owner and my flight instructor offered Mr. Conrad and his daughter a room for the night. Ken also asked if he could invite some of us over for coffee, and Mr. Max Conrad said "Sure".

Five students and our wives spent three hours listening to stories of record flights, techniques for fuel economy, and sights he had seen. What a quiet, articulate man. At the end of the meeting, I asked Maxes daughter if she had heard these stories before and she gave me a big smile, rolled her eyes, and said "Yeeessss".

Joe Foss (1915-2003) Leader of "Foss's Flying Circus."

While recovering from my neck operation in the summer of 1995, I was wandering (when I could still wander!) about the Camarillo, CA EAA fly-in. It was a hot, sultry, and dusty afternoon, not long before the show ended for the day. Ambling (notice I really don't walk anywhere? I mostly wander or amble.) down a taxiway between rows of tents, I noticed an oddly familiar gentleman sitting at a table by himself, surrounded by books. Now, the Marine Corps is very proud of their history and they teach it starting in boot camp. Even though I had seen a much younger picture of this man, I recognized him very quickly. He was Marine Major, Air Guard General, and Medal of Honor winner, Joe Foss.

It was troubling to see one of my heroes sitting alone, so I walked into the tent. After announcing myself as Rick Vaux, Corporal, USMC., Mr. Foss stood up, shook my hand, and said; Hello, Marine. We talked nearly 15 minutes about his WWII squadron VMF 121 and the fact that I had spent about a year as an A4 Plane Captain with VMA 121 before transferring to helicopters. Before I left, I bought a copy of his book "A Proud American" and asked if he would sign it. He wrote, "My best wishes to RICK. God bless you! Joe Foss 17 June '95". He stood up, again shook my hand, and said, "Semper Fi" Corporal, then laughed as I said. "Semper Fi" Major.

If you get a chance, read: "Into the Wind" The story of Max Conrad (Au. Sally Buegeleisen), and, "A Proud American" The Autobiography of Joe Foss (Au. Joe Foss with Donna Wild Foss).

But wait! I have more! Fortunately for y'all, the brain and fingers have again deserted me at the same time (plus I promised Elisa I would tighten up this column!)



Rick Vaux TC413

From Last Month's Trivia Question

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.

<<<<<<Look left to see the answer. No relation to our Rick Vaux as it turns out

[Pilot Richard Vaux, who in 1985 retrieved a hijacked TWA jet from Beirut, dies at 85 - The Boston Globe](#)

RECENTLY PUBLISHED IN AIRFACTS JOURNAL:

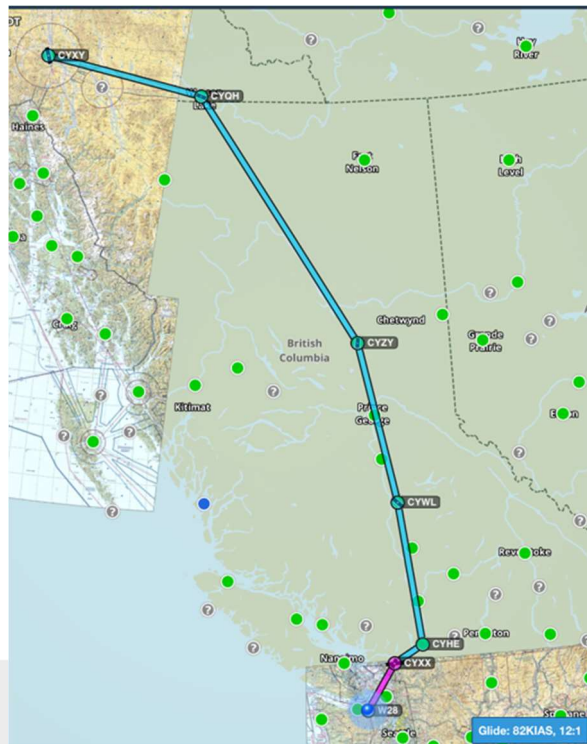
Such fun to see our very own Skip Brown sharing this amazing journey, and have it published in the Airfacts Journal. Click on the link below to read the full article.

NORTH TO ALASKA—A JOURNEY TO REMEMBER

BY MARY
(SKIP)
BROWN

AFTER SEVERAL PLANNING SESSIONS, PURCHASES OF CAMPING GEAR (WHICH WE NEVER USED) AND HOURS OF STUDYING MAPS OF BRITISH COLUMBIA, YUKON TERRITORY AND ALASKA, WE PACKED OUR BAGS, STUFFED THEM INTO AIRPLANES AND OFF WE WENT. I KNEW WEATHER WOULD BE THE DECIDING FACTOR.

[North to Alaska—a journey to remember : Air Facts Journal](#)



3D PRINTER WORKSHOP – ERIK PETERSEN

July 30th, 2022, I announced to the chapter that I was donating a 3D printer, a Creality CR-10. I had used this printer to print 10's of thousands of PPE parts for hospitals and front line workers in the region during the height of the COVID19 pandemic. Still a trusty printer, we had just moved here from Everett and I had a work benefit I needed to expend, I bought another printer and I needed to thin the herd. I coordinated with our tool shed chair, Rick Stoffel, where to put the printer for chapter use; I also needed to locate all its parts as a good portion of my man cave was/is still in boxes from our move.

Our Vice President, Rick Vaux was in negotiations with Sequim Museum Director Judy Stipe to have the Build and Fly program hosted at the Sequim Museum and Dr. Peter Becker who is attempting to get a maker program started at the museum. I don't recall who brought up the idea, one of our board members suggested we may be able to home the 3d printer at the Sequim Museum. Over the next few months, I found all the printer parts, and we delivered the 3D printer. The next job was coming up with a program to demonstrate and teach our members how to design a model and print it.

Why would an experimental builder need access to a 3D printer? A number of things, Sonex builders have parts they can 3D print for position lights. R/C modelers can print nearly everything on the model. Tools to help you out with tight places, and.... aha! Let's design a set of EAA 430 Young Eagle wings!

What do we need?

- We need a clear EAA 430 logo
 - ✓ Our President Emeritus, Ken Brown found the high res graphics for the logo's
- Pilot wings model we can use for a base
 - ✓ There's lots of free pilot wing models, I found one on <https://thingiverse.com> to use.
- Something to design in that will import graphics
 - ✓ Microsoft 3D builder, Fusion 360, Tinkercad are all free options, I'll start with 3D Builder.
- A tool to take the 3d model we just designed and convert it to printer code (slicing to gcode)
 - ✓ Prusa Slicer will work just fine and it's free
- A functioning printer or two
 - ✓ I have a couple of working printers and space to host the first volunteers
- Some saps errr.... Students that want to be first through the workshop
 - ✓ I had a number of folks expressing interest in the first class, we started with four:
Dr. Peter Becker, Robert Ball, Rick Vaux and Harry Cook

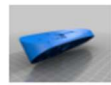
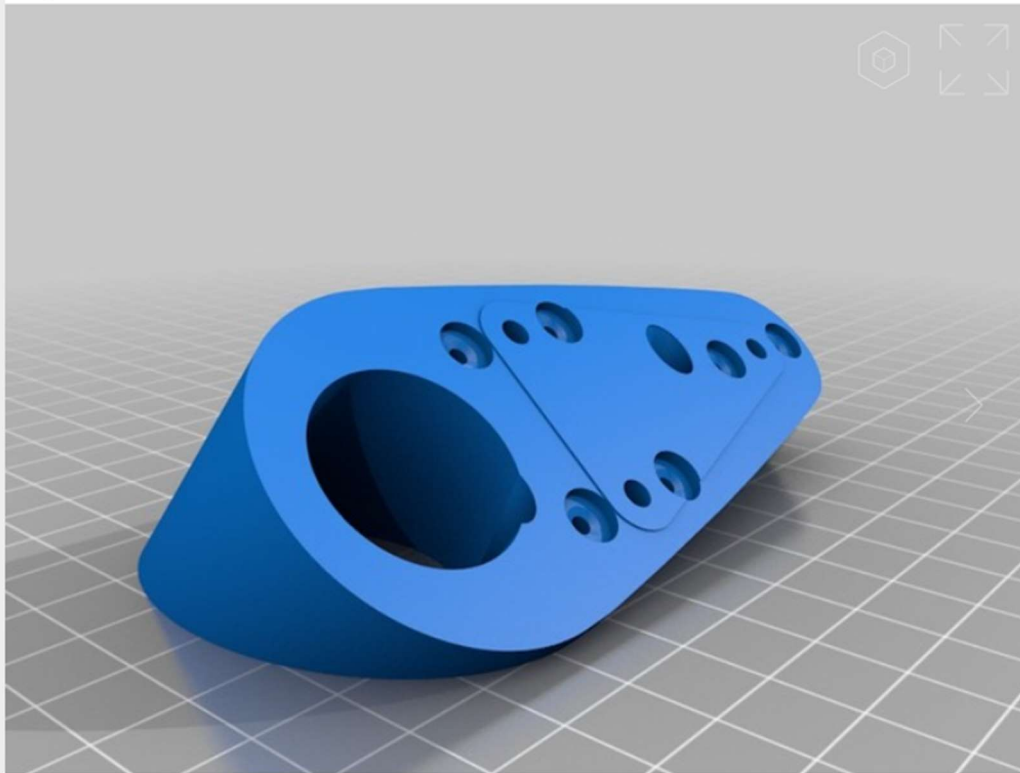


I put a stake in the ground, February 18th for the first workshop.

We started out by giving an overview of the material being covered through the day. I was going to be a packed day and that they would leave with their printed wings. However, before the workshop day I used a project Harry wanted completed. Wingtip light mounts:



Sonex wingtip navlight mounts
by punkgeek August 30, 2017



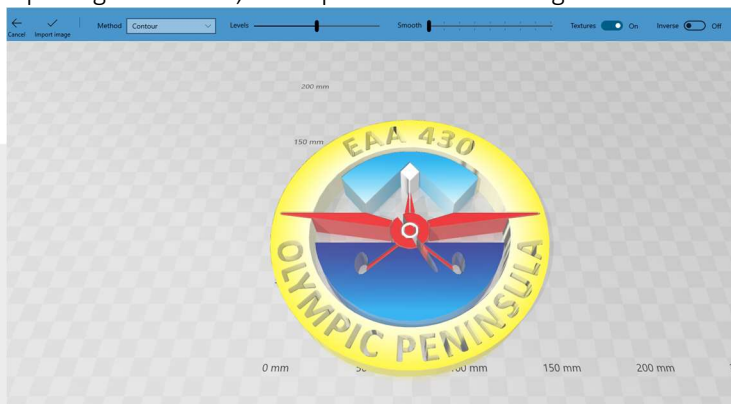
I was able to print them out using a filament called PETG that is strong and has higher temperature tolerance over PLA.

After we discussed what we were going to learn through the day, I proceeded to describe the different kinds of printers, the printer components, the different kinds of filament and the different temperature requirements. Today, we were going to print using a common filament called PLA. We discussed calibration, demonstrating the most important calibrations, the bed leveling and what's called "z-offset". I printed a first-layer calibration file, that showed a proper first layer then I uncalibrated the printer that demonstrated what will cause failed prints.

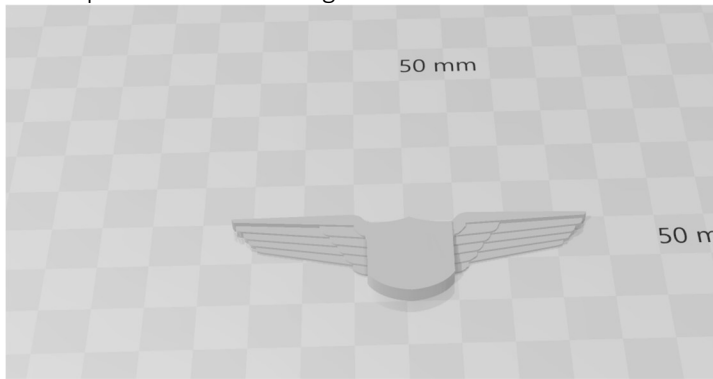
A few cups of espresso were also made in between sections then the newsletter editor showed up with some snacks.

After we went through the hardware, students were sufficiently caffeinated, it was time to move onto the software side to start developing a new set of wings. Everyone loaded up 3D Builder, Prusa Slicer and I shared the base wings model and logo.

Opening 3D Builder, we import the EAA 430 logo:

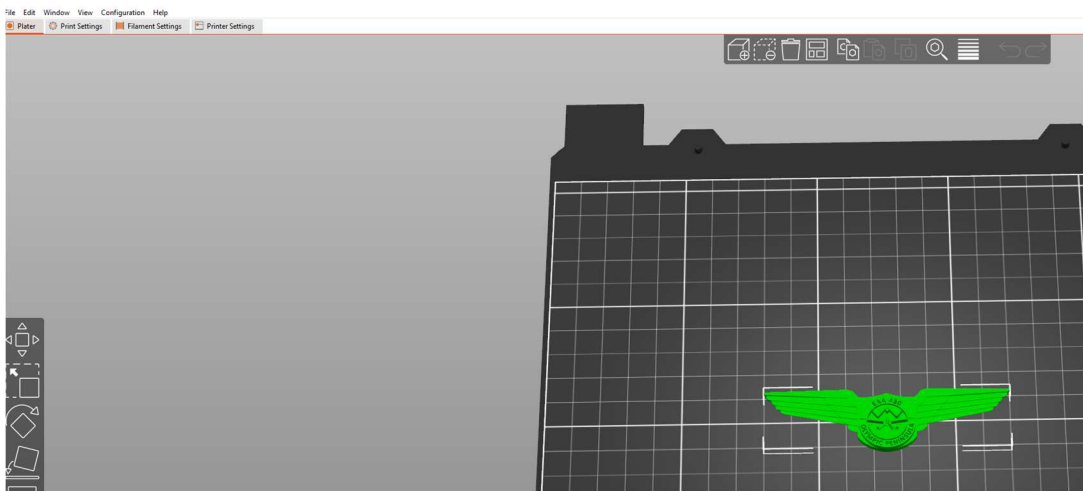


The imported the base wings:

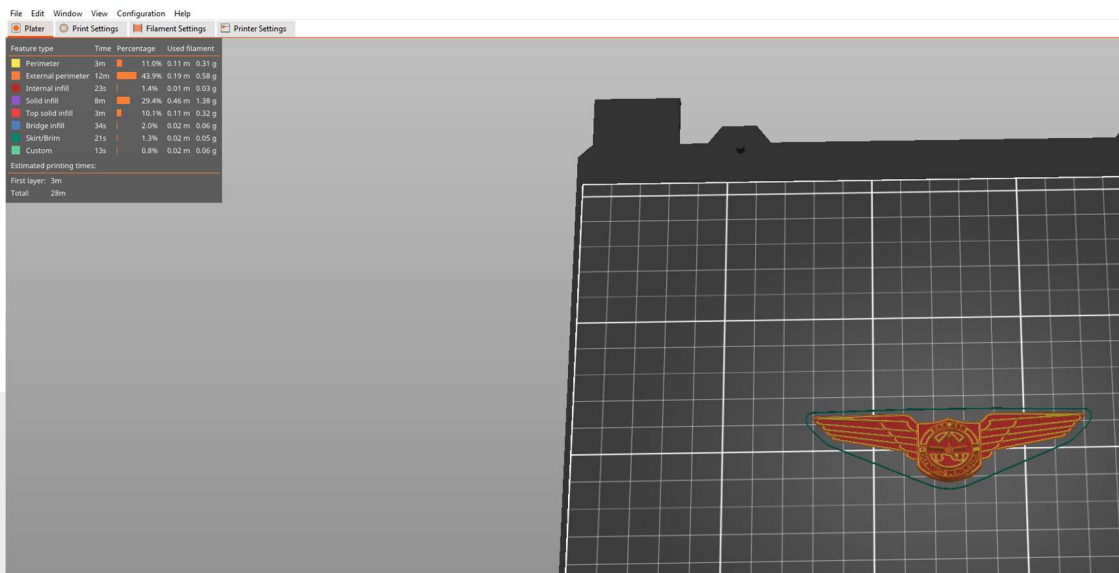


The imported logo and wings didn't really match in size. We set the wing and logo sizes to match, put the logo on top of the wings and saved the model.

Once the model is sized, merged and saved, we imported them into the slicer (Prusa Slicer) to make a printable file. We walked through how to select the right printer model, filament, fill (quality), and temperatures.



Tell the slicer to slice!



After slicing, it's as simple as saving the gcode file that is the output of the slicer, and send it to a remote controller called OctoPrint, or save to an sd card to connect to the printer.

We tried with various sizes and colors



I'll schedule another workshop. I will like to continue to keep the workshops smaller as I work out the kinks. I will have a few seats open. Contact me (erik@425aerials.com) for a seat or to get on a waitlist if one is started. Here is what is covered and what you'll need:

- Bring a laptop or just follow along over the shoulder of the group.
- Software you will need for modeling and printing:
 - Our workshop will be using the free 3D Builder from Microsoft
<https://apps.microsoft.com/store/detail/3d-builder/9WZDNCRFJ3T6?hl=en-us&gl=us&rtc=1>
 - More complex models will require something like Solidworks (50% off license)
<https://www.eaa.org/eaag/eaag-membership/eaag-member-benefits/solidworks-resource-center/eaag-solidworks-standard>
or Fusion 360 (free personal use license below)
<https://www.autodesk.com/products/fusion-360/personal>
 - You will need what's called a slicer, Prusa Slicer is free and works great
https://www.prusa3d.com/page/prusaslicer_424/
- Simple modeling Young Eagle wings created from an existing model that will be modified with our personalization.
- Types of 3D printers
- Printer components
- Filament choices
- Printer Calibration
- Troubleshooting
- Printing
 - I'll have you send your print to one of my printer controllers and kick them off. I'll be able to monitor and bring them to a gathering or have the prints available for you pick up.
 - Once you've completed printing here, you should be able to print on the printer at the Museum.

JANUARY FLY-DRIVE-(WHATEVER WE CAN DO TO HAVE FUN TOGETHER) OUT — BARRY HALSTED

January's flyout took a long time to come to fruition, and it changed its course on the way. Initially it was to be a flight to Thun Field on January 19, but that morning the weather didn't cooperate and the flyout was cancelled. **Ray Ballantyne, Dave Miller and Barry Halsted** had readied themselves for the flight, though, and instead flew to Port Townsend for lunch. Not much of a flyout... So another attempt to fly to Thun Field was orchestrated for January 24, but again the weather scrubbed the flight. Sheesh.

Not to give up on the social aspects of our flyouts, a DRIVE-OUT to the Las Palomas Mexican Restaurant was then offered for January 26. When previous flyouts have been cancelled such drive-outs have been well attended, and thus it was this January. Arriving IFR (I Follow Roads), all landed successfully. **Rick Vaux, Rick Smith, Colette Miller, Tom Roorda, John Cuny, Dave Miller, John Ward, Bud Davies, Emily Wolcott, Jeff Smith with gal friend Kelly, and Barry Halsted** all showed up and had a fine time!

Isn't flying great?

January 19, 2023: Port Townsend



January 26, 2023: Sequim



BOARD AND DIRECTORS 2023

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

Position	Name	Phone Ext	Email Address
President	Ray Ballantyne	1	president@eaa430.org
Vice-President	Rick Vaux	2	vicepresident@eaa430.org
Secretary	Richard Howell	3	secretary@eaa430.org
Treasurer	Tracy Halsted	4	treasurer@eaa430.org
<i>Class II Directors</i>			
Programs	No Candidate	5	programs@eaa430.org
Membership	Erik Petersen	6	membership@eaa430.org
Newsletter	Elisa Petersen	7	newsletter@eaa430.org
Scholarship	David Miller	8 s	cholarship@eaa430.org
Young Eagles	Bud Davies	9	youngeagles@eaa430.org
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Tool Crib	Rick Stoffel		toolcrib@eaa430.org
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Communications	Scott Fitzgerald		communications@eaa430.org
Fly-Out	Barry Halsted		
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Tech Advisor	Barry Halstead		techbh@eaa430.org
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Tech Advisor	Rick Vaux		techrv@eaa430.org