



EAA 430 Flyer



Experimental Aircraft Association Chapter 430

Serving Sequim, Port Angeles and the Northern Olympic Peninsula.

Professionals All Around Us



Happy New Year to all the great EAA 430 Members. This is going to be a great year for EAA 430.

We have the Young Eagles Program headed up by John Myers. John and his wife truly bring a ton of

experience, professionalism and enthusiasm to the program. So, do all the great volunteers. Without Ground Staff Volunteers and Pilots, it would never get off the ground.

We have some new volunteer Officers. Ken Brown stepped down as Secretary after a long time, to take on other endeavors. We are thankful to have Ray Ballantine who stepped up and took over. Ray has a long aviation career. I talked to him for years at Lake Hood, Anchorage, and Anchorage International, (which are in the same tower) for years and never saw his face until he moved here. As a pilot working both sides of the airport you know Anchorage guys are the best. Big thanks to Ray. Harry Cook is the Treasurer for another year. Harry really does a great job organizing and making sure everything is accountable. Harry not only flew the deadliest ground attack airplane in the Air Force inventory EVER the A-10... he survived the Alaska Bush

in DC-6's for Everett's Air up in Fairbanks Alaska. Jim Rosenberg and I are around for another year. Thanks for your confidence in all of us.

All these volunteers bring their life experiences and successes to the table. Thanks to all of you.

This Month's newsletter involves a look at Professionalism in life and all our endeavors in aviation and more. Big subject.

I know what I did when I was young and inexperienced. I realized that to be good and be the best at what I chose to do I had to immerse myself in whatever it was and learn as much as possible to be successful in that endeavor. Success in aviation in Alaska was "staying alive".

Flying is special. If you don't heed warnings from the more experienced aviators you may end up in deep trouble fast. So, the incentive was high in Alaska Aviation to learn as much from the Professionals as possible.

I grew up from the early age of 18 in Alaska Aviation. In the news, everyday it seemed was someone missing and or someone just plowed into a mountain or the airplane caught fire. The guy flipped the plane on the water or hit the trees in a steep turn when he let the speed get too fast and got airborne as a result. So, I learned from those guys mishaps. I learned what not to do and how to stay away from disaster. It took a lot of concentration to stay ahead of the plane and stay out of trouble.

Success is measured in many different ways.

In aviation it is many times measured by “how old is that pilot”? Is he or she an old pilot? How many flight hours does he or she have? Well, if both are high numbers, that being, age and hours. Chances are they are pretty good and successful aviators. Or they are lying.

If there was something I didn't understand about flying or know how to do I asked a more experienced old high time aviators. In more recent activities like Bee Keeping and Falconry I do the same thing.

If there were publications to learn from I subscribed to them. If there was an organization to join, like the EAA, AOPA, Cessna Pilots Assoc., 180/185 Organization, Float Plane Pilots Assoc., I read periodicals like IFR, to learn the fine art of IFR Aviation.

I learned early on there were pilots who knew a lot more than I did. So, I hung out with those guys. The ones that would pass on information. Heck, I flew with some of the best around.

Tom Hart was one of those Professionals. He taught me so much about flying. Then after I got out from under his wing there was the International stuff to learn. But I tell ya, there again I learned from some great International guys that had it all figured out.

At Reeve, we didn't just go out on the Aleutian Chain and land in 30,40,50 kts crosswinds as new pilots. We had REAL Professionals show us how day after day. You might say no way you did that day after day and not damage equipment. Well, I was there. I saw it done in L-188 Electra's and B-727-100's. We did it every day. Our worst landings were the ones when it was calm and or the wind was straight down the runway. We laughed about it to make the point. The point was after a day on The Chain coming back to Anchorage where the wind was down and

smooth we didn't pay attention like we did on “The Chain”. So, pay attention all the time.

Everyone grades the landing but a lot can happen on the Take-Off. So, the takeoff begins at the house the day before a flight. Right? Remember that. High density altitudes, short runways with heavy load, long day, not a good breakfast, not a good night's rest...

Tom Hart got me my Float Rating when I started flying Floats and I went to work the next day flying float planes out of Lake Hood at Anchorage, Alaska. No one has ever done that to this day. How did I get a Float job with only 2.5 hours of float time? Ha, I was still alive after flying all over Alaska in the winter. The owner of the outfit saw me constantly flying.

They didn't just turn me loose in the plane mind you. I got some more training from a couple different guys that had survived the Alaska Bush. I immersed myself in float flying.

In the other endeavors, I also do the same thing. I joined the organizations that I gleaned information from and learn from the Guys and Gals that have been at it longer than myself.

Most of those people were great at passing on their experiences. We did a lot of hangar flying in those days. I still do within the groups that I am involved with. There's always something to compare and talk about.

In the Falconry program, I have three mentors. These guys are the best. I went to a competition meet and met others that were just as good in different ways. We actually hangar fly in Falconry. We stay up late compare flights and birds and training methods. Sound familiar? Then we go out in the environment and turn our trained Raptors loose and it all comes together. Amazing right. Train, train, train. Train some more and train again for better results. Do it this

way. Don't do that -- you'll kill the bird. Train some more.

These guys are so good, when my bird soared out of sight they all stopped what they were doing to help locate her. Sound familiar? Pilot goes down everyone stops to help.

We have telemetry and I was told early on to learn how to use it before you need it. Sound familiar? Well, I trained with the telemetry every day at home. Every time I lose sight of my bird in the field, I pulled out the telemetry. I was told to have my wife go hide the transmitter in the yard and I would go find it. Well, this kind of training and practice pays off. I got my bird back! I have spent countless hours with this bird training her and would hate like hell to lose her and have her get killed by an owl, coyote or golden eagle. That happened this weekend. Falconer lost his bird and a golden eagle killed her. He found her with telemetry but not fast enough. There were five guys helping him locate her.

When my girl flew off, the guys were watching her with binoculars and said there was a coyote just above me watching the situation when I was after her. I had a gun for coyotes and my cell phone for communication with the guys and everything I needed to get her back. I was prepared.

Anyway, the moral to the story is as you can guess. Be prepared and get as much information and learning as you can in anything you do.

I know all the Guys and Gals that read this are well into their aviation careers and many have stopped altogether but maybe one younger will read this and take heed.

One old guy said get 1500 hours and the airlines will hire you. Well, I got 1000 hours for the ATP and traded my Flight Engineer time for 500 to get the paper to take the exam at less than 1500

hours. That was the start of a life time of learning that hasn't stopped.

Have a great 2018 and let's do some hangar flying. I want to know what you know...

Mike Radford

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EAA CHAPTER 430 2017 BOARD & OFFICERS		
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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
January 27, 2018 Sequim Valley Airport Hangar 10 10:00 a.m.	Monthly EAA 430 chapter meeting. Our January featured speaker will be Dan Gase Real Estate and Aviation Business Development Manager at Port Angeles Fairchild Airport (KCLM) “KCLM – The good news, along with the challenges ahead”.
February 24-25, 2018	Northwest Aviation Conference & Trade Show , Puyallup, WA (no local chapter meeting in February)



Scholarship Student Update

Fall Semester report from Seth Mulhausen:

Our scholarship recipient is doing well and it sounds like he’s enjoying the heck out of his flying, classes, and competitions.

In addition to regular college courses Seth completed classes in Airline Simulation (that included simulator time) and GIS (geographic information systems), which sounds like advanced map reading and creation.

As a member of the universities flight team Seth visited the Air Force Academy that was the host school for a variety of aviation competition events. Their best placing was forth in “message drop”. No, he didn’t specify what type of message or where it was dropped, but overall they had a great time competing and meeting Air Force pilots.

This next semester Seth expects to take his CFI flight test and he’s looking forward to instructing. This semester also includes a class in CRM (crew resource management) and six CRM LOFT simulator sessions with a flight partner in a turbo Baron simulator.

So he’s doing well.

Dave Miller
Scholarship program coordinator

Cold and Flu Season: a Guide for Pilots

By Tom Charpentier, EAA Government Relations Director

January 18, 2018 - It’s the time of year when noses start to run, throats get sore, and we shy away from that one friend who has a cough but insists on attending social functions anyway. Getting a cold or the flu is part of life, but if you are a pilot there are things to consider in regard to how you are feeling and what medications you are taking.

Start With Common Sense

If you are in the throes of a head cold, and especially the flu, *don’t fly!* The same aches, pains, and fatigue you feel in your body also

impact your mental acuity. Not only that, but congestion can close off the air passages that allow your eardrums to equalize with changing air pressure. If you've ever had to endure the quiet agony of descending on a commercial flight without the ability to equalize, you know exactly what I'm talking about.

I Wanna Be Sedated

Ofentimes we take over-the-counter medications to make cold and flu season a little more bearable. It may be fever reducers, anti-inflammatories, cough suppressants, or a pill or liquid that bundles several medications together. These combination medications, such as NyQuil and Tylenol PM, can quell your symptoms and let you get some sleep.

The problem for pilots is *why* you sleep so well on cold medicine. Most nighttime cold medications contain antihistamines such as diphenhydramine (Benadryl). While originally developed to treat allergies, these drugs are also mild sleeping aids. Any drug that contains a warning against operating heavy machinery should be avoided when flying. The effects of drugs like diphenhydramine can sometimes be felt as many as two days after the last dose.

The FAA *bans the use of any sedating antihistamine* (see the FAA's "[do not fly](#)" list). That doesn't necessarily mean you can't take the medication for acute symptoms such as a cold or flu, but the drug should be thoroughly flushed out of your system prior to flying again. The [FAA recommends](#) waiting five times the medication's dosing interval, which would be 30 hours for a "once every six hours" medication.

Serious Business

When I was on the General Aviation Joint Steering Committee's [Loss of Control Working Group](#), we studied a random sample of fatal accidents resulting from loss of control. We were

surprised by the high number of accidents in which sedating antihistamines, usually diphenhydramine or one of its cousins, were present in the toxicology report. While these medications rarely cause accidents by themselves, they can degrade your reaction to unexpected events.

A [2014 NTSB study](#) confirmed that sedating antihistamines are becoming more prevalent in accident pilots. Nearly 1 in 10 fatal accident pilots from 2008-2012 had such a drug in their system. The study found that overall, sedating antihistamines were the single most common category of drug found in fatal accident pilots.

While bouts with acute illnesses are routine, some of the common medications we take are deadly serious when mixed with flying, even the day after a dose. Therefore, if you find yourself reaching for a box of tissues and a bowl of soup this cold and flu season, put away your headset for a little while and focus on recovery.

ELT Manufacturer Offers Ameri-King Solution

by Mary Grady, AVweb, January 16, 2018

In 2016, the FAA [terminated](#) its certification of certain ELTs manufactured by Ameri-King, and this week, Orolia announced it has developed a new version of its Integra model that has been specially adapted and packaged to make it easy to replace the affected ELTs. The new Kannad Ameri-Fit pack is available through Aircraft Spruce, Mid-Continent and other avionics suppliers.

"We've produced more than 65,000 ELTs through the years," said Christian Belleux, aviation product line director at Orolia, in a news release this week.



“The Integra, with its 10-year warranty, is one of our most popular models, and now we’ve made it even easier to install as a replacement for the affected Ameri-King models.”

The FAA terminated its certification of the Ameri-King units after it determined that the

manufacturer, based in California, had manufactured, sold or distributed parts for installation on FAA type-certificated aircraft that did not conform to an approved design, but were otherwise represented as FAA-approved. In September, the FAA issued an [Airworthiness Directive](#) stipulating that the affected units must be inspected once a year until they are replaced by an FAA-approved unit. The FAA estimated about 14,500 aircraft are affected by the AD.

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 Membership Meeting Minutes

No chapter meeting in December due to Holiday Party.

Note: 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.



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Ducks!



Discussing this article with my editorial assistant Ruby. Ruby is Not a Duck.

Well, it's time for the good old' newsletter. Sure has been an exciting month for a lot of folks. Some more exciting than others. We have a big expo happening this weekend. The Puyallup Expo. Down near Thun Field, that's where you would fly into if you were to fly. I hope the weather cooperates. I went last year in the Bill Sheppard's Aero 145. Now that Bill got his medical back I guess I'll have to fly my airplane down. Just so you know the curtesy car from the airport might be full and is at times difficult to get a ride. But you could get a UBER.

This month I wanted to talk about airborne hazards. DUCKS, GEESE, EAGLES AND HAWKS to name a few. One of our local based airplanes got wacked by a pair of mallards the other day. Everyone was alright but the Ducks



*This is a Duck.
Or used to be...*

ahhhh...the airplane suffered substantial damage to both wing leading edges.

It's a good thing it happened as they were over the runway and slowed up

for landing.

All the fields are soaked and have standing water in them so be careful.

I've hit my share of birds. I've hit ducks on takeoff before. Hit a Swan at night in the 747 descending into Anchorage. I guess I've hit other birds on take-off that hit the windows and glanced off. Reeve had DC-3's that got wacked thru the cockpit window. Hit the Captain in the face. Reeve had a YS-11 get hit by



Got both wings!

seagulls and hit short of the runway and knocked the gear completely off the airplane.

So, anyone is able to get hit. Watch out.

Look for those ducks adjacent to the runways. If you can't land or think it might be a hazard, land on the other runway or go somewhere else. Just a few ideas. You never know which way a duck is going to go when it's on the ground and is getting airborne. I hit mine when they were landing and I was taking off on floats. I was slow and so were the ducks. I ducked also. The bird didn't damage the airplane but it sure messed up the duck. It hit the prop and bounced off the windscreen.

Now let's talk a little about Eagles. They think they own the sky. Seriously! Eagles DO NOT MOVE! They stay the course. We have Eagles around here also and they tend to go by my cockpit window as a surprise some of the time and sometimes I see them and maneuver to avoid.

Ducks, seagulls, and crows will 95% of the time dive. Do Not try to avoid them. Especially on landing or departure. You are too close to the ground and any evasive maneuver close to the ground is not good in my experience. Do what you want but this advice is one of those that's sound. You want to try something else...be my guest. Remember those Reeve Pilots I talked about previously. The First Officer pushed on the yoke. The Captain was flying. Not cool... Airplane hit short of the runway. The airplane slid to the other end of the runway and almost went into the water at the other end. The gear bounced so high and far it landed next to the terminal's front door. Ya, don't push the nose over close to the ground. Nothing good can happen.

Flocks of starling have brought down too many airliners. And Canada Geese. That's what Sulley hit. An Electra hit starlings in the same area

many years ago. Crashed and killed everyone. So, since man has climbed in a plane for flight into the bird's domain we have been hitting birds. If you fly in "The Migratory Fly Ways" during Spring and Fall heed the migratory water fowl warnings on the ATIS, and watch for our feathered friends airborne. Some guys I flew with at Polar hit 26 Snow Geese on let down into JFK. It was at 9000 feet in the dark of night. Yes, Geese fly at night because it's cool. Temperature wise. Not because they like to see the city lights. They don't have transponders either. Many times, ATC controllers on the radar can pick them out. In Anchorage, Alaska the ATC Controllers would give us "weak" targets all the time during the migratory season. It would be huge flocks of geese. Sometimes we could pick them out; most of the time not.

On another note:

If you aren't already doing it you might want to review winter operating procedures in the Pilot Hand Book for your particular aircraft.

Some things to think about:

1. Pre-heat the engine. It pays dividends later on. 40 F degrees and below.
2. Think about the takeoff stopping distance when the runway is cluttered with slush and snow.
3. Use carb heat please. Every engine is susceptible to carb ice. Not just a little bit of carb heat...pull the knob out all the way. I hear it to this day. Oh, it makes the engine run rough. Ha that the ice in the carb melting. It will go away really quick. It's either that or get out the emergency landing checklist. Your choice.
4. Get the ice completely off your wings and flight control surfaces before Take-off. It's an FAR requirement. If you don't you're a test pilot.

5. Clear off the snow from the windows.
6. Be aware that if you take off in a little water/slush and go up in altitude the spray will freeze on the gear and you may have possible locked brakes upon landing.
7. If you land on a runway with deep snow the airplane may flip over. Happens every year.
8. Stopping distances on icy runways is not very impressive.

There's more but the idea is to get you to think about winter flying.

Get out there and enjoy the better performance and smooth clear air and go for a site see around the OP. Happy Safe Flying!...

Mike Radford

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Date	Topic
February 24-25, 2018	Northwest Aviation Conference & Trade Show , Puyallup, WA (no local chapter meeting in February)
Saturday, March 31, 2018 10:00 a.m. Sequim Valley Airport	Monthly chapter meeting. Program will be on Crash Survival Equipment . Our speaker will be George Samples, who spent 17 years as an Air Force Survival instructor in Alaska and Washington. Agenda will include: Top 10 items to always have on your person as a pilot, and other nice things to have. George requests each attendee to bring to the meeting their favorite survival item

NRPM on Cessna's

The FAA this month proposed to issue a new airworthiness directive (AD) that would affect certain Cessna 172/182/206/207/210 airplanes. A report of cracks found in the lower area of the forward cabin doorpost bulkhead prompted this notice of proposed rulemaking (NPRM). This condition is determined to be the result of metal fatigue. If not addressed, it could lead to failure of the wing in operation, which could result in loss of control.

The AD would require repetitive inspection of this area for cracks and would require owners to make any necessary repairs in accordance with the applicable Cessna service kit. The FAA estimates that this proposed AD affects 14,653 airplanes of U.S. registry. For more details on the inspection and repair requirements of this NPRM, as well as instruction for submitting comments, go to <https://go.usa.gov/xnsEA>. The comment period closes on March 19, 2018.

Making Metal Behave: How we coax metal aircraft parts into doing what must be done

By Mike Busch, from February 1, 2018 AOPA Pilot

Metal is neat stuff. It's strong, hard, and tough. It's easy to form, work, shape, and machine. It's fireproof and can stand up to high temperatures. But these properties aren't unique to metal.

Ordinary cotton fiber actually has higher tensile strength than the aluminum alloys used to build airplanes, and Kevlar is stronger than even high tensile strength steel. Diamond and carbides (artificial diamonds) are harder than the hardest metals. Ceramics can withstand heat that would cause metal to melt. Wood is easy to shape and

machine, and aviation-grade Sitka spruce is nearly as strong as aluminum alloy, if the stress is applied with the grain.



What makes metal so useful is that it exhibits all of these properties. You might say that metal is the Cessna Skylane or Piper Dakota of aircraft construction materials—it may not be the best at any particular thing, but it sure does a lot of things well.

Stress/strain, elastic/plastic

What primarily sets metal apart from other materials is how it deforms when a force is applied to it. Metallurgists call the applied force stress and the deformation it causes strain.

If a modest amount of stress is applied to a metal object, it deforms elastically—the object returns to its original shape and size when the stress is removed. This is obvious in the spring steel landing gear leg of a Cessna or the aluminum wing spar of a Boeing, but it's also true of metal parts like bolts and crankshafts, where the deformation is not so obvious.

During elastic deformation, strain is proportional to stress (Hooke's Law), so the stress-strain curve is a straight line. But if the stress is great enough, the crystalline structure of the metal starts to rip apart, and nonlinear things start to happen. This level of stress is called the elastic limit or proportional limit of the metal.

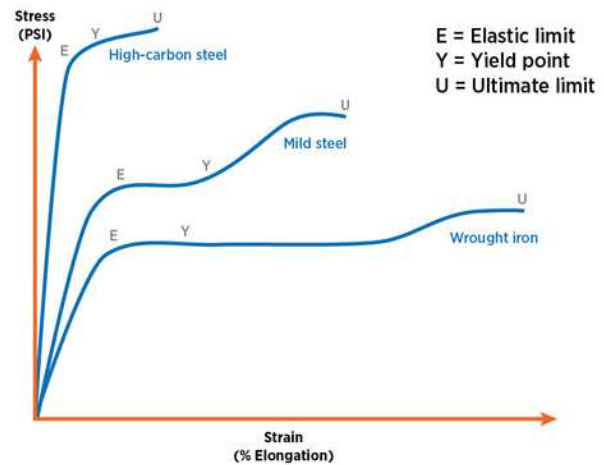
Stress beyond the metal's elastic limit causes plastic deformation—the deformation is permanent even after the stress is removed. This might sound bad, but it's one of metal's most endearing features. Metal's plastic properties are what allow us to bend, stamp, forge, extrude, roll, and otherwise coerce metal into complex shapes. In service, those same plastic properties are what permit an overloaded metal part to bend rather than break, a characteristic known as toughness.

Metal's ability to be elastic under moderate stress and plastic under high stress is what makes it so useful. Nonmetallic materials tend to have very different stress-strain curves. Hard, brittle materials like brick, concrete, and glass react to stress by shattering rather than deforming. Tough materials like rubber, leather, and softwood remain elastic all the way to rupture, and can't be cold-worked into a desired shape the way metal can.

Soft, hard, and tough

The simplest elemental metals such as iron and aluminum and copper are relatively soft and ductile. Their elastic limit is relatively low, so it doesn't take much force to deform them permanently. Where higher strength is required, the elemental metal is usually alloyed by adding a relatively small amount of one or more additional elements that strengthen the metal.

It doesn't take much. Adding just a few percent (by weight) of carbon turns soft iron into high carbon steel with 10 times the tensile strength. Adding about 4 percent copper to commercially pure aluminum creates 2024 aluminum alloy (the most common one used in aircraft) that's more than four times as strong. These alloying elements work their magic by invading the crystalline structure of the metal in a way that makes the resulting lattice of atoms much denser and harder to dislodge.



The graph above shows what happens to the stress-strain curve of iron when carbon is added to form steel. Notice how the linear portion of the curve gets much steeper, indicating that steel is much harder than iron—it can handle much greater stress without permanent deformation, and a given amount of stress causes far less strain.

But also notice that as more carbon is added to create high carbon steel, the well-defined “knee” at the yield point that is seen in iron and mild steel tends to disappear. This means that high carbon steel is more prone to sudden failure without warning—it's more brittle and can't bend much before it breaks.

In some applications—such as cylinder barrels, crankshaft journals, cam lobes, and tappets—hardness is all-important for maximum service life. In other cases—wing spars and landing gear legs, for example—toughness (the ability to bend without breaking) is crucial. Metallurgists spend a lot of their time coming up with the optimal tradeoff between hardness and toughness for each metal airplane part.

Iron also can be alloyed with chromium and/or nickel to form various flavors of stainless steel. These generally are not nearly as strong as

carbon steel, but they're much more resistant to heat and corrosion. These chromium and nickel varieties are often used in exhaust systems, heat shields, and firewalls.

Aluminum can also be alloyed with various elements to improve its structural properties. Copper is added to create the 2000-series alloys most commonly found in aircraft structures, providing excellent strength-to-weight ratio and good fatigue resistance. The biggest downside of this alloy is that it is far more vulnerable to corrosion than pure aluminum. Consequently, it is generally protected by an anodized finish or with a thin layer of pure aluminum (Alclad).

Other aluminum alloys used in aircraft include the 6000 series (containing magnesium and silicon) and the 7000 series (containing zinc)—the former is highly corrosion-resistant, while the latter is the strongest of all aluminum alloys.

Heat-treating

The strength, hardness, and toughness of alloys like carbon steels and aluminum-copper alloys can also be profoundly affected by heat-treating. Anyone who has built model airplanes probably is already familiar with this.

What makes metal so useful is that it exhibits all these properties. It may not be the best at any particular thing, but it sure does a lot of things well. Suppose you want to make a spring-steel landing gear for your model out of a length of high carbon steel “piano wire” available at any hobby shop. As it comes from the store, piano wire is springy and tough—perfect for a landing gear—but it's also extremely difficult to bend and form without breaking. The solution most modelers use is to heat the wire with a torch until it becomes a bright cherry red (about 1,400 degrees Fahrenheit), and then let it cool slowly. This is called annealing and transforms the steel wire into a soft, non-springy form that can easily be bent and formed to the desired shape.

Of course, the annealed wire is way too soft to be suitable landing gear material, but that can be easily rectified. Once the gear is bent to shape, the next step is to heat-treat the wire by heating it back up to bright cherry red and then plunging it into a bucket of water. This quenching transforms the wire into a very hard condition. In fact, the heat-treated wire is now so hard that it is quite brittle and would probably snap off in a hard landing.

The final step is to temper the wire back to somewhat reduced hardness to provide the required toughness and springiness. This is done by heating the wire back up to a medium blue color (about 750 degrees F) and allowing it to cool slowly. The final hardness is a function of temperature—the hotter the metal is heated during the tempering process, the softer, tougher, and less brittle it will be.

This same process—annealing, bending, heat-treating, and tempering—is precisely the way spring-steel landing gear legs on production aircraft are made.

How heat-treating works

The physics and chemistry behind heat-treating of carbon steel are complex, but the basic principle is this: At room temperature, the atoms of metallic iron are organized as a crystalline structure known as body-centered cubic. When iron is heated above its critical temperature of about 1,400 degrees F, the structure transforms into face-centered cubic.

Steel is iron with a few percent of carbon mixed in. When steel is heated to the critical temperature and the iron transforms from body-centered cubic to face-centered cubic, the carbon atoms migrate into the central position of the cubes formerly occupied by iron atoms, creating nonmagnetic austenite.

If this austenite is allowed to cool slowly (anneal), iron atoms migrate back into the center of the cubes and force the carbon atoms back out, resulting in a mixture of pure iron (Fe) and iron carbide (Fe₃C), which is a soft steel known as pearlite.

On the other hand, if austenite is cooled quickly by quenching it in water or oil, the carbon atoms get trapped inside the crystalline structure to form a very hard, very brittle steel called martensite. This process is called heat-treating, and the result is too brittle for most uses.

The martensite may then be tempered by heating it back up to a temperature well below critical—typically 200 degrees F to 800 degrees F, depending on the final hardness desired. This allows some of the trapped carbon atoms out of their crystalline jail cells, and relieves some of the hardness and brittleness. In this way, varying degrees of hardness and toughness may be achieved. A steel cutting tool needs to be very hard, while a steel landing gear leg needs to be tough and springy.

Aluminum alloys can also be hardened through heat-treating and softened by annealing. The critical temperature is a lot lower (about 800 degrees F), but the principle is the same.

Strain hardening

Another way to harden metal involves pressure. When soft metal is compressed beyond its elastic limit, it becomes harder because the atoms in its crystalline structure are packed together more tightly. This is known as strain hardening or work hardening.

Sheet metal may be strain hardened by passing it between pressure rollers, either when cold (cold-rolling) or hot. The most common sheet metal used in aircraft construction is called “2024-T3 Alclad.” The 2024 refers to the aluminum alloy (approximately 4 percent copper plus small

amounts of tin and zinc). The T3 means that the metal is heat-treated and then cold-rolled. The Alclad means it’s then plated on both sides with a very thin layer of commercially pure aluminum to provide corrosion resistance.

Another example of strain hardening is the humble rivet. The AD rivets most commonly used in aircraft construction are made of relatively soft 2017 aluminum alloy. When the rivet is driven with a rivet gun and bucking bar, the alloy is strain-hardened to form a strong joint.

For large parts like pistons, connecting rods, crankshafts, and camshafts, strain hardening often is accomplished by forging, in which a hot metal ingot is pressed into shape in a hydraulic press. Forged parts are stronger than cast parts because the forging process strain hardens the metal as it is being shaped.

Case hardening

Alloying, heat-treating, and strain hardening are all methods of hardening a metal part in its entirety—so-called “through hardening.” Sometimes, it’s desirable to harden only the surface (perhaps just one surface) of a metal part, while leaving the interior tougher and less brittle. Examples include cylinder walls, crankshaft journals, cam lobes, and tappets. The process of hardening only the surface of a part is known as case hardening, and it can be accomplished in two ways: mechanical and chemical.

Mechanical case hardening is commonly accomplished by cold-rolling or shot peening, both of which harden the metal surface by strain hardening. The two most common methods of chemical case hardening are carburizing and nitriding. Carburizing involves baking the part in a carbon monoxide atmosphere, causing additional carbon to be absorbed into the surface and converting a thin outer layer from mild steel to harder and stronger high-carbon steel. Nitriding is similar, but the part is baked in an

atmosphere of ammonia gas (NH₃), causing the surface to absorb nitrogen atoms that make their way into the interstitial regions of the iron lattice much as carbon does. Both methods result in extremely hard and durable wear surfaces without embrittling the part's interior.

It's amazing what metal can be coaxed into doing. It's fascinating stuff.

Mike Busch is an A&P/IA

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 Membership Meeting Minutes

Date: January 27, 2017

Call to Order 1000_ Location: W28 #10

The meeting was called to order @ 1000 by President Mike Radford with the Pledge of Allegiance to the flag

- Introduction of Guests. 3 guests introduced themselves: Gary Davidson, Dave Goldfein, and Mr Hartman. New guests also included Doug Platton, Steve Wagner, and our guest speaker Dan Gase.
- Approve Minutes:
 - Revisions/Corrections Approved. No corrections
- Chapter Project: (members open forum)
 - Mike Radford returned from Chilliwack, BC in his newly painted and upholstered C180 with new windows and a carbon fiber cowl.
 - Colette Miller said she is almost done with her house on Diamond Point, and can focus on her Sonex project.
 - Dave Stallknecht said that Dennis Toepke is experiencing serious health issues, and Dave is helping to install a 180 hp engine on Dennis' Aeronca Chief. Dave encouraged people to contact Dennis.
- Reports:
 - Correspondence: None
 - Treasurer: Mike said the treasurer's report is in the member's only section of the EAA430 web site.
 - Membership: Bob Hicks said there were 33 members, plus 5 guests signed in for today's meeting.
 - Young Eagle: John Meyers offered 3 2018 dates for YE rallies: May 19 and August 11 at Sequim Valley Airport, and June 16 at Pt Angeles. September 15 will be designated as a rain date. If there are no conflicts, the dates will be finalized at the next board of directors meeting.

- Merchandise: John Meyers is looking for a volunteer to sell items to benefit the chapter. It would be nice if someone took this on.
- Programs / Activities: Lee Runion was not present.
- Member Presentations:
 - Keith McMinn said that he has petitioned the FAA for Acrobatic Box airspace over the Pt Angeles Airport from 500' to 4000'. He said the airspace would be activated by NOTAM and there would be a safety observer with radio communications when it is active. Keith explained why the location was selected, and that he expected to hear from the FAA within 60 days.
 - Allen Bernard said that he expects the approval of the Disaster Airlift Response Team (DART) plan from the County in 3 days. He said this is the 5th DART in the country, and the 1st in Washington State. This will be part of the emergency coordination plan, and will provide for local pilots to provide emergency transportation and assistance with access through areas of airspace restrictions. Allen thanked the pilots who had volunteered and received identification badges. He said there is a need for non-pilots to volunteer for the ground crew to assist with aircraft operations and loading. He encouraged spouses, friends, and family to get involved.
 - Wayne Pinger said that he had purchased the AV Sunglasses (with close correction on the bottom) and found them to be less than satisfactory.
 - Bud Davies commended the Young Eagle program. He said a thirteen year old boy was being honored at Rotary Club, and his most excitement was over the two YE flights he had taken, and plans to go again this year.
- Old Business: None
- New Business: None

Next month's meeting will not be held to allow the membership to attend the Northwest Aviation and Trade Show in Puyallup WA on 2/24-25 at the State Fair grounds. (Free parking Admission is \$5.00)

- Close of the business meeting at 1035
 - Break – Coffee – conversation
- Resume social meeting for the presentation

Dan Gase was hired by Karen Goschen, Executive Director after the commissioners authorized the position, as a result of the FAA's proposal to reduce the 2022 funding of runway replacement to 3850 x 75 ft. Karen took the lead on working with Congressman Kilmer's office and the National Guard in order to offer extra motivation for the FAA to reconsider their runway length decision. The 5,000' decision is still subject to competing for discretionary funds at the time. Through Dan's efforts and Kilmer's intervention to maintain the Olympic Peninsula's disaster relief airport, funding has been returned to the full 5000 feet of runway. Dan was subsequently hired by the Port for planning and to revitalize the airport. He described his efforts to see the best of airports in the Pacific NW and found he liked those that had good signs, a restaurant with airport view, trails and parks, aviation "yard art", and viewing areas.

Dan outlined actions that he has initiated:

- The vacant airport terminal is being renovated as the Airport Aviation Center, and Rite Brothers Aviation will be moving in as soon as March, 2018.
- The North Industrial Park will be renamed as a Business Park, and Dan discussed possible building projects on Port land.
- Responding to questions about the Lincoln Park trees, he said there are 4000 trees and 75 have been removed to allow continued use of the GPS approach at night. The Port has approved a resolution that allows for future tree removal as necessary.
- Aircraft “yard art” will be at the airport when Mel Rudin’s donated Velocity fuselage and is put on display.
- There are plans to publish a seaplane lane in Pt Angeles harbor in front of the Red Lion Hotel. Future plans call for docking facilities and fuel service.
- The Port will sponsor a booth at the NW Aviation trade show with cool microfiber eyeglass cleaners with a picture of the airport on them to hand out. EAA430 members were the first to receive them!
- Dan wants to increase Port participation in the biannual “Wings of Freedom”. The next event is scheduled for 2019.
- He is also exploring bringing an airshow to the airport.

Dan answered questions about the airport trail system, that no new hangars are planned, but land is available, and the weight limitations of the runway. Everyone seemed to appreciate the presentation and Dan’s proposals were warmly received.

The presentation and meeting ended at 1138.

Respectfully,

Ray Ballantyne, Secretary

Note: 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.



EAA 430 Flyer



Experimental Aircraft Association Chapter 430

Serving Sequim, Port Angeles and the Northern Olympic Peninsula.

Survival: Are You Ready?

We have a great Survival Briefing coming this next weekend at our monthly EAA meeting. Please plan on attending.



I've got to say I am not as prepared here in the Lower 48 as I was in Alaska. A false sense of security here, for sure.

I guess flying over such a populated area all the time leads to this attitude.

In Alaska, I always had a sleeping bag and a full-on survival back pack crammed full of stuff that if I did go down would help get thru the first three days. If I made it down alive.

Mind you, I always filed a flight plan in Alaska. I wanted to be looked for. When was the last time any one of the readers has filed a flight plan? I bet you couldn't even get half way thru a VFR flight plan without having the receiving agency asking you a bunch questions. Like how much fuel on board? How many people on board? How long your flight will be and who to call in emergency? I had a Master Plan on File.

When I was learning to fly I had to file a flight plan every flight. You ask why? Quite simple: it's Alaska. It's just as common as pulling carb

heat when you reduce power. Why do that? Because it's Alaska.

What is a Master Flight Plan? A master has all the information on file except for the immediate flight. Like where I was going, time enroute, fuel on board, souls on board. I would call on the phone before a flight or call when airborne and file just after I was done talking to local ATC.

I can't begin to tell you how many pilots did not file a Flight Plan and how many went down and either were NEVER found or found a few days later. Get it? Yep, that's right, they are still out there somewhere. There's a C-402 still out behind Talkeetna. It was seen by a guy that got lost back there and he didn't know where he saw it because he was lost.

Your engine quits and you go down, the stuff in the flight bag or back pack is in the plane, and the plane is on fire or at the bottom of a lake. You made it out -- that's the good news. You filed a plan and told your best friend where you were going and your wife. They will be looking for you soon. Do you know how long it takes for the standard ELT to be found? 40 minutes on the first pass of the satellite. How long does a 406 Mhz ELT take?

A friend of mine lost his sister in a crash. It was five years later they found the plane at the bottom of a lake just off the Yukon river. The only reason the pilot saw that plane was the weather was bad and he was low over the trees off the river. Flew over the lake low and slow and saw the metallic reflection under water. Yes, everyone was still in their seats.

Now whatever you had in your pockets is your survival gear. I flew around with everything in my pockets that I needed to start a fire, along with signaling devices, be it a mirror or flares or smoke. Every rescue person in the search airplanes will tell you they will see a light before they see anything. The next thing they see is smoke.

They also told me start the biggest dang fire you can. If you didn't run out of fuel and your airplane is in one piece, didn't burn and isn't at the bottom of a lake. And you don't have any broken bones. You are on a non-sked camping trip. Man, you are doing good! Most don't get off that easy.

ELT's - Emergency Locator Transmitters

I have the 406 MHz ELT in my airplane. Ya, it's more money and Ya, it's not required. But I have one for a couple reasons. They will almost instantly find me. They know right where I am, via GPS coordinates. Plus, when the signal goes off they have a number to call. That's enough for me. Not to mention the 121.5 ELT's are not exactly on that frequency. Have you had yours checked for frequency accuracy?

Ha, a passenger at Rust Flying Service misunderstood the pilot briefing one day. He told them if "we go down and I haven't armed the ELT push this here button to On." Well, yep, you guessed it. When they started down...the passenger pressed the button. Almost immediately Rust got a call from the Rescue Coordination Center (RCC). The call went out over company frequency and everything was OK, and RCC was told to stand down.

Dressing for the Conditions

I dressed like I was going to have a problem. I dressed in the winter with full arctic gear. In the summer, I had a coat on and really good boots like in the winter. Why? Because its Alaska, of

course. I got told when I was learning to fly to never wear tennis shoes again when I showed up to fly. Yep, same reason...it's Alaska. Dress like you are going to have a problem...you probably will. Think about walking out around here. Are those flip flops going to get you far?

When I was Chief Pilot of the Iditarod Air Force way back in 1990, I invited the survival guys come in and brief us. Everyone sure learned a ton of information. It was all in a book somewhere. But reading the book when you're down is not the time to learn survival.

I even went out and practiced starting fires. Fires don't start well in the cold. He told us some secrets on how to start a fire when it's really cold. Bic lighters don't work when they are cold. Like 20°F.

One time before I left Alaska for the Lower 48, this guy sets out one day in the summer to go to his cabin 120 miles away. He never showed up. RCC looked for him for three days. The Civil Air Patrol looked for him longer. Then one day they found him. Nowhere near where he said he was going. Did he file a plan? Nope. His wife knew where he was going but he never called or checked in. Now, this is just one instance that happened. He went around the LONG way because weather was bad in front of him but never bothered to tell anyone. He was found in a cabin on the other side of the Kenai peninsula. He ran out of gas. Put the plane down on the beach. Wrecked it and the tide took it out. Who found him? A boat that was going by. He made an SOS signal on the beach with logs. Happy ending. Many weren't.

You can go down here in the lower 48 and be half a mile from the road and in these big trees never be found.

Ha, a bunch of my buddies went deer hunting out in the Gulf of Alaska. They filed a plan, closed it, and had a due back home time. When they

didn't show, the call went out and RCC was dispatched to the last known location. There they were still on the beach. Waiting out the weather. They said it was real cool. The helo came out of the clouds landed and asked are you these guys and they said yep. The crewman got back in the helo and left.

Another time another guy in his new C-180 went deer hunting on the same Island. Got five deer loaded them up and headed back. Weather was bad in the pass and it was getting dark and almost out of fuel put it down on a beach. Wrecked the plane. Pulled the plane above the high tide marks. No one hurt and they had lots to eat. They flagged down a boat and got out of there. The boat hoisted the plane off the beach. Put it on the deck and away they went.

Build a fire, have a mirror. We have so many devices now to carry on our person. But also carry the tried and true old-fashioned stuff. No batteries required stuff.

I have gone out just before dark and brought fuel to guys that ran out of gas. Yes, they went past good airports and ran out of gas in sight of Anchorage. Almost making it don't count, folks.

I'm headed back up to Alaska. I'll reenergize my Master Flight Plan. I'll be flying the Bush in Beaver on Floats for the Summer. The company keeps track of me at work. Plus, when I'm out in my plane I'll have the company following me and FSS.

Oh! now we have Sat Phones that we can call in and let loved ones and FSS know we are on the ground and weathered in or at our destination out of radio range.

It's all about getting found fast and alive.

I bet you are wondering does he file a plan here? Yes, I do. I file with my wife and I call her when I get to where I'm going.

Hey, I got a question. How many folks fly over the water here and are always within glide distance of land? Is 2500 feet going to Friday Harbor Direct high enough? Or is it a violation of FAR's. 4500 might be high enough but 6500 is far safer. Just so you know, the only time my engine runs rough is when the tail of my airplane leaves the shoreline and when the sun goes down.

Fly Safe.

Mike Radford

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EAA CHAPTER 430 2017 BOARD & OFFICERS		
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
Saturday, March 31, 2018 10:00 a.m. Sequim Valley Airport	Monthly chapter meeting. Program will be on Crash Survival Equipment . Our speaker will be George Samples, who spent 17 years as an Air Force Survival instructor in Alaska and Washington. Agenda will include: Top 10 items to always have on your person as a pilot, and other nice things to have. George requests each attendee to bring to the meeting their favorite survival item.

Scholarship Student Update

Dave Miller writes:

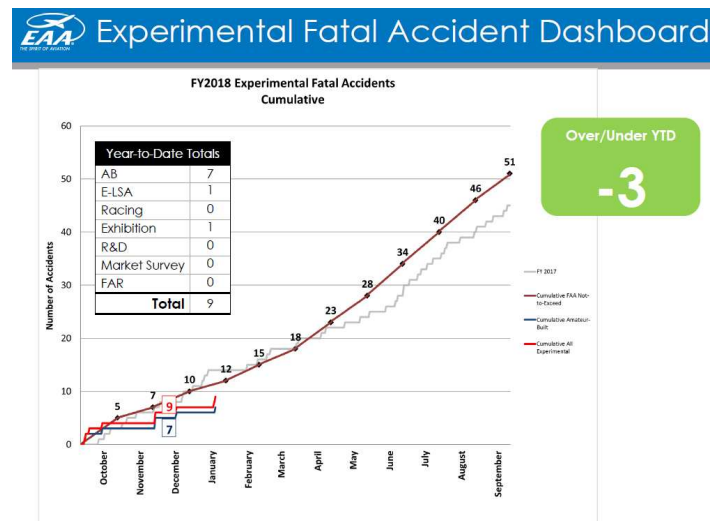
Seth completed his CFI check and, at least for know, plans on spending part of the summer instructing at the Port Townsend museum.

Amateur-Built Aircraft Accident Totals Drop to Historic Lows

*By Charlie Becker,
EAA National Director of Chapters and
Communities & Homebuilt Community Manager*

There are a lot of challenges facing aviation in 2018 including everything from finding a replacement for 100LL to getting more young people involved. The good news for the amateur-built movement is that our safety record is not currently a problem. Over the past three years it has continued to improve.

Fatal accidents in experimental amateur-built aircraft continued to decline during the FAA's 2017 fiscal year that ended September 30, 2017, falling to historic lows. Fiscal year 2018 is off to a good start as well:



We currently are three fatal accidents below our "not to exceed" target of fatal accidents for FY2018. This improvement in our safety record would not be possible without your commitment to the Technical Counselor and Flight Advisor programs. Thank you on behalf of EAA and the membership for the key role you play in improving amateur-built safety.

Flight Service Transitions to Leidos Pilot Web Portal

The FAA will discontinue the Direct User Access Terminal Service (DUATS II) Program, effective May 16, 2018. Internet services, including access to weather and aeronautical information, flight plan filing and automated services will remain available at no charge to pilots at <http://www.1800wxbrief.com>.

To continue to receive free services, users are encouraged to register with www.1800wxbrief.com. Over the next 60 days, the FAA will work with current DUATS II providers on transition activities, including conducting pilot outreach, establishing commercial interfaces, and providing user migration assistance.

Please contact FAA Flight Service at their customer feedback website if you have any questions:

https://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/fs/contact_us/

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

Garmin GTX 327 transponder. Solid state 250w digital transponder, 380 hrs TTSN, current production model, removed from RV-12 during avionics upgrade. New costs \$1850.00; this one yours for \$400. Includes installation manuals, tray, connectors, operating manuals, assistance with installation if needed. Dan Masys dmasys@uw.edu or 360-797-3260.

EAA Chapter 430 Membership Meeting Minutes

Because of the Northwest Aviation and Trade Show at Pullayup, no February chapter meeting was held.

Note: 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>

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EAA 430 Flyer



Experimental Aircraft Association Chapter 430

Serving Sequim, Port Angeles and the Northern Olympic Peninsula.

Gone (North)west



Chapter president Mike Radford is in the thick of moving back to Alaska, so no President's column this month. The chapter has benefitted a lot since January of 2017 from Mike's vast flying experience and devotion to

safety.

Jim Rosenburgh will be filling in in his role of Chapter vice president until a new set of officers is in place.

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EAA CHAPTER 430 2017 BOARD & OFFICERS

PRESIDENT	Vacant	
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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, April 28, 2018 10:00 a.m. Sequim Valley Airport	CardioPulmonary Resuscitation (CPR) technique.
Saturday, May 19, 2018 10:00 a.m.	First Young Eagle Rally of 2018. Sequim Valley Airport.
Saturday, June 16, 2018 10:00 a.m.	Second Young Eagle Rally. Port Angeles Fairchild International Airport.

What makes automobiles and airplanes so different?

By Mike Busch, reprinted from AOPA website, March 1, 2018



I received a thought-provoking email from AOPA Pilot reader Nate Bissonette of St. Paul, Minnesota, that started me thinking about the differences between automobiles and general aviation airplanes.

According to data from the U.S. Department of Transportation, the average U.S. driver puts in

13,474 miles behind the wheel each year. Males drive more than females: 16,550 miles versus 10,142 miles per year (I'm not sure why). The same study indicates that the average vehicle speed is a maddeningly slow 32 miles per hour, which probably says something about how much time we spend in traffic, and waiting at stop signs and red lights.

Bissonette suggested a thought experiment in which our cars were equipped with Hobbs meters. Divide 32 mph into 13,474 miles to calculate that the average automobile would put roughly 421 hours on its imaginary Hobbs every year.

These days, most piston aircraft engines have 2,000-hour times between overhauls. What if cars did, too? At 421 hours per year, your car engine would reach TBO in about 4.75 years and the odometer would read about 64,000 miles. "When's the last time you heard of somebody driving a Toyota Corolla that needed major engine work at 64,000 miles?" Bissonette asked me, rhetorically. "At that mileage, the Corolla engine would just barely be broken in. Heck, a Hyundai Sonata engine would still be under warranty."

Indeed, the current standard automotive powertrain warranty is 60,000 miles or six years; Hyundai, Kia, and Mitsubishi offer a 100,000-mile, 10-year powertrain warranty. Compare that to the warranty on a new Continental or Lycoming engine: 24 months. For the typical aircraft owner who flies 100 hours a year, that means the engine warranty runs out at about 200 hours on the Hobbs. For an airplane that cruises at 150 knots, that's about 30,000 miles.

Apples and oranges?

Is it fair to compare aircraft engines with car engines in this way? After all, aircraft engines operate continuously at 65 to 75 percent of maximum rated power in cruise, while car engines loaf along most of the time. Aircraft

engines are air-cooled, so they have very poor temperature control compared with liquid-cooled automotive engines. Aircraft engines turn at ridiculously low rpm, so they require huge displacements and massive reciprocating components compared to high-revving car engines with their relatively tiny pistons and cylinders. Finally, aircraft engines operate on high-octane gasoline that is doped with tetraethyl lead, a chemical that causes severe internal contamination problems and (among other things) makes it impossible for the engines to use modern, full-synthetic lubricants.

While all this is true of the Continentals and Lycomings behind which most of us fly—engines based on the finest technology available in the 1950s—does it really need to be that way? Look at the Rotax 912 series designed in the 1980s. These high-revving, small-displacement, liquid-cooled aircraft engines are designed to run on unleaded mogas and to use modern full-synthetic oils. They're lighter and more powerful than comparable engines from Continental and Lycoming. Although they currently have a manufacturer-recommended TBO of 2,000 hours, the folks who overhaul them tell me that they're still in pristine condition at TBO and almost certainly could be safely operated much, much longer.

If things progressed that far from the 1950s to the 1980s, just imagine the benefits of a certificated piston aircraft engine designed in, say, 2010. There are a few, but to the best of my knowledge they're all diesels, and they're trickling into the fleet at such a glacial pace that few of us will ever have the chance to fly behind one.

Not just technology

There are other reasons for the difference in longevity between aircraft and automotive engines. Probably the biggest difference is disuse. Most people drive their car every day, or at least several times a week; it seldom sits unused for very long. In contrast, GA airplanes

often sit for weeks or months without being flown. While I put more than 120 hours on my Cessna 310 in 2017 (more than average), all that flying time was during only six months, and the aircraft sat hangared for the other six months. This sort of irregular use is extremely hard on the equipment, and is the number one reason that piston aircraft engines fail to make TBO. It's not that we need to fly more, but that we need to fly more often and more regularly.

Another non-technological factor is government regulation. Both the auto and aircraft industries are highly regulated, but historically the philosophies of their regulatory agencies have been dramatically different. In the automotive industry, regulations have compelled auto manufacturers to create innovative new engine designs to meet ever-tightening federal fuel economy standards. In the aircraft industry, the draconian requirements and punitive costs of certifying an innovative engine design have acted to stifle innovation and keep us flying behind 1950s technology.

Finally, there's the issue of TBO. Aircraft engines have them; car engines don't. Although the FAA doesn't require it, all aircraft engine manufacturers encourage us to tear down our powerplants at an arbitrary number of engine hours, even if they're running fine and giving all indications of being healthy. Doing the same thing to an automobile engine would be considered insane; we run them as long as they continue to perform properly. Most of us will never need to have an automobile engine overhauled. Auto engines don't need TBOs, and in my opinion aircraft engines don't, either. I'd like to see the whole concept of TBOs abolished from our vocabularies, and all aircraft engines maintained strictly on condition, the same as we've always done with our cars.

Affordability

While ruminating about comparisons between airplanes and cars, I recalled an interesting one

that I first heard many years ago from John Frank, the late founder of the Cessna Pilots Association. Frank suggested that a useful GA affordability metric was the ratio between the price of a new airplane and the price of a new Cadillac. It's a calculation that says a lot about the economic trajectory of GA.

I purchased my first airplane in 1968. It was a brand-new 1968 Cessna 182L Skylane that I picked up from the Cessna factory in Wichita and flew home to California; heady stuff for a 25-year-old kid. I paid \$25,000 for the Skylane in 1968. At the time, a 1968 Cadillac DeVille sedan had an MSRP of \$5,785, so the Skylane-to-Cadillac price ratio was roughly 4.3 to 1.

Fast forward to 2017, when the typical price of a new 2017 Cessna 182 NXi was \$505,000 and a new 2017 Cadillac CTS sedan had an MSRP of \$54,280. That's a Skylane-to-Cadillac price ratio of 9.3 to 1. Going further upscale, we might compare a new 2017 Cirrus SR22T NXi (\$862,900) to a new top-of-the-line 2017 Cadillac CT6 3.0 Turbo AWD sedan (MSRP \$72,959), for a Cirrus-to-Cadillac price ratio of 11.8 to 1.

My own choice for ground transportation these days is my 2018 Genesis G80, which I purchased new for about \$38,000. I only required one of these incredibly luxurious and well-mannered vehicles (with its 100,000-mile, 10-year powertrain warranty), but I could have bought 14 of them for the price of one 2017 Cessna

Skylane, and nearly 23 of them for the price of one 2017 Cirrus SR22T.

In real inflation-adjusted terms, the cost of new GA airplanes has gone up two-, three-, or even five-fold since 1968 compared to the cost of luxury cars, depending on what airplane and luxury car you choose for the comparison. I find that depressing. Is it any wonder that I could afford a new Skylane when I was a 25-year-old kid just out of college, but today it's far above my pay grade? Has the common belief that only rich folks fly private airplanes become a self-fulfilling prophecy? Is it any wonder that Experimental amateur-built airplanes are the fastest-growing segment of general aviation?

Mike Busch

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

Garmin GTX 327 transponder. Solid state 250w digital transponder, 380 hrs TTSN, current production model, removed from RV-12 during avionics upgrade. New costs \$1850.00; this one yours for \$400. Includes installation manuals, tray, connectors, operating manuals, assistance with installation if needed. Dan Masys dmasys@uw.edu or 360-797-3260.

EAA Chapter 430 Membership Meeting Minutes

Date: March 30, 2018 Location: W28 # 10 10:00 a.m.

- Mike Radford opened the meeting with the Pledge Allegiance
- Introduction of Guests: Tom Klein, Doug Shappler, Bill Borsman, Randy Kepar, and several spouses. Over 50 people attended the meeting causing a shortage of chairs!
- Minutes: There was no February meeting due to the NW Aviation Trade Show.
- Comments:

- Correspondence to the chapter? None
 - Remarks: Financial balances/reports and the board minutes, are available in the members section on the web site.
 - Board meetings are open to all members and held on the 2nd Friday of the month 4/13 at 0900 at Mariners Café
 - Comments by membership: Bob Hicks asked all to sign in.
 - Scholarship: Dave Miller said that Seth, our young man at Rocky Mountain College near Billings, MT, had recently received his Certified Flight Instructor License. Paul Kuntz suggested that we should fund more scholarships by giving as little as \$25 when we renew our annual dues. A question was asked if that would support training for A&P mechanics, and the answer was yes.
 - Young Eagle Announcements: John Meyer said the first Young Eagle event will be **May 19 at Sequim Valley**. The next event will be June 16 in Pt Angeles. John said youth protection training is good for 3 years.
 - Programs: Lee Runion said he was looking into a CPR presentation for the future.
 - Tech Advisor Dan Masys said he had sold his RV12 to a young couple and sad to see it go, but glad for a good home. He also discussed video inspection scopes, of which many members have.
 - NEED for Raffle Manager: for merchandise & 50/50
- Project Reports: (members open forum)

Scott Brooksby said he finished his long project on the C310, and had a great trip to Utah and Idaho.

Dave Stallknecht said he bought Dennis Toepke's (who recently passed away) Aeronca Sedan and is looking for engine parts.

Rick Vaux has about finished his shop in Happy Valley, and is looking for some help finding and flying an ultralight out of his 400 ft strip.
 - Ernie Hanson said his experimental cub is about ready for covering. Ernie gave thanks to other 430 members that helped set the wings, and he said he was "hoping to outlive this project"
 - Paul Kuntz provided information concerning his efforts to install and certify his ADS-B installation and asked for help completing his annual – which was quickly volunteered.
 - Mike Radford reminded the group that he is planning to move to Alaska as soon as his house sells, and a new 430 president will need to be selected.
 - There was a request for Irrigation Festival parade fly over.
 - Several chapter members are planning to fly to Alaska in late May or June this year. Others are welcome to join them. Mike Radford will also be flying his C180 to Alaska for the summer, and invites others to join him.
 - Old Business: Fly outs for 2018 were not discussed, EAA430 road sign - Jim Rosenburgh to talk to Andy Sallee about the installation.
 - New Business: The idea of EAA430 purchasing a hangar or building as the chapter home. The board agreed to investigate and make recommendations to the members and get opinions during the general meeting. This will be discussed next meeting
 - Next General meeting will be April 28th 1000 here in Hangar #10

Break for coffee & cookies & donuts

Social Meeting and Presentation:

Introduction of Air Force survival instructor, George Samples who provided a very informative presentation on essential items to carry on your person, survival kit tips, and nice to have items. There was great information concerning cauterizing bandages, new style tourniquets, pliable splints, and non-stick bandages for burns.

Mike Radford presented his most important survival item as a deck of cards. Mike is convinced that once he starts playing solitary after going down, someone will tap him on the shoulder to point out where he has not made a play of the black jack on the red queen – and then he'll be rescued!

Note: 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.



EAA 430 Flyer



Experimental Aircraft Association Chapter 430

Serving Sequim, Port Angeles and the Northern Olympic Peninsula.

He's BAACK!



Chapter president Mike Radford's move to Alaska moved off his agenda, so he'll be writing President's columns again soon and continuing to host chapter meetings in Hangar 10 at Sequim Valley

airport.

The May chapter meeting on Saturday, May 26 will be our first picnic potluck of the year. Burgers and drinks will be provided, but we need side dishes, desserts, and help with cleaning up after the party!

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EAA CHAPTER 430 2017 BOARD & OFFICERS

PRESIDENT	Vacant	
Vice -PRESIDENT	Jim Rosenburgh	681-0973
SECRETARY	Ray Ballantyne	683-8571
TREASURER	Harry Cook	907-978-8750
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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, May 26, 2018 10:00 a.m. Sequim Valley Airport	George Samples will return as a survival expert and focus on starting outdoor fires in the PNW. Program followed by potluck picnic with burgers and drinks provided.
Saturday, June 9, 2018 10:00 a.m.	Second Young Eagle Rally. Port Angeles Fairchild International Airport.

First Young Eagle Rally of 2018

By Tracy Boulton and Lisa Ballantyne

We had a great turnout at the first Young Eagle Rally at Sequim Valley Airport on Saturday, May 19. Seven pilots from EAA chapter 430, and two pilots from neighboring chapters, gave rides to around 70 kids. The weather was perfect and a good time was had by all. It was especially fun to see the reactions of the kids who were on their first flight. We had a good turnout of ground crew to make the registration and escort activities go smoothly





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 Membership Meeting Minutes

Date: April 28, 2018 Location: W28 # 10 10:00 a.m.

- Chapter Secretary Ray Ballantyne opened the meeting with the Pledge Allegiance
- Introduction of Guests: John Sundits and Grant Mills. There were 25 members present, including new member Steve Wagner.
- Minutes: Are posted on the web site, and an email with a link is sent to members. Citing difficulties getting the link to work, several people wanted a direct email of the newsletter.
- Comments:
 - Ray talked about attending the Chapter Leadership training with Dave Miller in Oshkosh, WI. They both spoke of being surprised at the resources available for the chapters, and the enthusiasm of the staff. Ray mentioned the VMC and IMC programs and had a general discussion that suggested there was interest in starting a VMC club.
 - Scholarship: Dave Miller said that he was conducting a 50/50 raffle for the scholarship fund this morning. A buck a ticket or 6 for \$5.00.
 - Young Eagle Announcements: Lee Runion spoke for John Meyers, and said the first Young Eagle event will be **May 19 at Sequim Valley**. Lee asked for a show of hands for those planning to fly and those planning to be ground crew. Volunteers please let John know of your commitment.
 - Programs: Lee Runion also asked how many would be interested in a tour of the Coast Guard Station at Port Angeles. With the large response, Lee said he would pursue a weekday visit.

- Project Reports: (members open forum)
Dave Miller reported that the RV-14 that he and **Bill Benedict** are building is starting to look like an airplane, and the panel will be powered soon. **Wade Kincade** talked about his Sonex project that is significantly complete. Because of health issues, he would like to sell the project.
- **Old Business:** Ray announced there have been **no flyouts planned for 2018**. He said that doesn't stop members from creating their own trips.
- **EAA430 road sign** – Ken Brown talked to Andy Sallee about the installation and Andy said he would like to see what is planned, and would like it installed near the memorial rock in the parking area. Additional conversation ensued about plaques on the rock.
- **New Business:** The board investigated options for a meeting place in case Hangar #10 becomes unavailable. The following **meeting locations** may be available: the terminal building at Pt Angeles Fairchild Intl, the Sequim PUD is available on weekdays only, and Ken Brown reported that chapter member **Mark Cheney** at Blue Ribbon Farms (WN29) has tentatively offered his hangar as a meeting place. There was a show of hands that indicated our meeting place should be on an airport near Sequim.

Break for coffee & cookies & donuts

- **Raffle:** The raffle sold \$85 in tickets. The winner, Dave Stalnecht, donated his half back to the club, so a total of \$85 was added to the scholarship fund. Thanks to everyone who participated.

Social Meeting and Presentation:

Lee Runion introduced **Sandy Boudron** who presented an informative presentation on health emergencies including heart attack, stroke, and choking. She gave demonstrations of CPR and how to use an AED defibrilizer.

The meeting concluded at 12:15 p.m.

- Next General meeting will be May 26, 2018 1000

Respectfully submitted,
Ray Ballantyne, secretary EAA430

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EAA 430 Flyer



Experimental Aircraft Association Chapter 430

Serving Sequim, Port Angeles and the Northern Olympic Peninsula.

Summer is Here



Just a Reminder as we get into the busy flying season. Please take time to do things right as in your attitude towards flying in general. Many times, we get so used to flying

into an area we take for granted its always going to be the same. Well I have news for you. It's ain't the same.

Just sitting around the airport I see and hear a lot of interesting approaches and communications. As an example, most pilots call leaving the pattern and their intentions. Just today I was inbound to Jeffco. This guy departs the airport runway 27 and says he's leaving the pattern headed my way from base leg. I knew he meant crosswind but come on, he never even answered when I asked his position.

At Sequim, I was waiting for departure and a 150 comes in never calls downwind base final or going around after three bounces on the runway. He sucks the flaps up sinks almost to the ground and lumbers off to the west. Never saying a word. Probably had the radio turned down or the wrong frequency. If you don't hear anyone for a while check your radios first. It's just part of cockpit management. Leave the radios turned up even if you are trying to talk to the other person

in the cockpit. If they are your passenger just tell them in a polite way that when they hear radios stop talking. I hold up my finger. Not the middle one either.

I know most are not from the professional pilot background but we all go thru the same training at one point. I'd never say I don't make mistakes. Far from it. But I strive to do things in a standard way.

At this last Young Eagles event, several things came to my attention. One was a formation flight that just about did not end well. It was 100 feet, maybe closer. Neither pilot saw the other aircraft. The one pilot called many times and entered the pattern in a standard way. The other aircraft did none of that.

Another comment was a pilot going the wrong way around the circuit.

If we have ONE problem with a child in this Young Eagle Program forget all the great previous flights. The club will get shut it down and I guarantee we will be sued for everything we have.

So, what I'm saying is like Tom Hart said a long time ago. I was standing there on the ramp and he asked all the pilots what they were going to do as in flying and so on. Not one pilot had any idea of which way they were going to fly how high and which direction in a 10-minute circuit around Sequim. Things have evolved since then and I darn sure don't want to see it go the other way. We have rules and procedures...find out what they are at the pilot briefing and follow them.

A friend of mine climbed into an airplane last month for a trip to the Valdez Alaska STOL competition. He asked me if I had ever flown this particular pass. Yep, I said, it can be really bad. He told me it was the worst turbulence he has ever been in. They had the warnings... 40 kts wind in the mountains... I think he maybe was thinking about the half way point maybe we should turn around. But here's the kicker...it was too narrow to turn so he was along for the ride. They showed me a video of the turbulence before the pass. My questions is; did they think it was going to get better in the pass?

One airplane crashed trying to get there the next day. Both died. A student pilot and a passenger. Interesting huh? Did anyone catch that? He crashed in a pass that has a ton of metal in there. These guys thought they were going to crash in the C-170. My friend took the airliner back to Anchorage. He wasn't impressed with the decision making of the guy he flew in with.

This is what I'm trying to say this month: stay alert, turn around before it gets bad, always take plenty of fuel. Make sure you and your equipment are up to the flight. File a flight plan. Study up a little before you go to a new airport. Slow down and think.

Some folks are going to do long cross countries, think about how long each day you are going to fly. 8 hours in the air is a loooong day. That's about 15 hours of duty.

If you are going to Alaska, you have the sun in your favor but the long days make several landings harder and harder to do well. Plus, the FBO's shut down, the hotels are a long way from the airport and staying at an airport crash pad is an emergency sleep program. You won't get into town for a good meal and it gets worse from there. If you think you might go up the coast in a single engine airplane...well it's been nice knowing you.

The Highway? Remember, landing on the Highway out of fuel is not good flight planning. The Canadians frown on it. That means you didn't plan well. You cannot pass up any major airports for fuel or food.

Don't get me wrong. It's a great flight everyone should do. The flying is great, the scenery is fantastic and the people really helpful. Ha, but it can snow, rain and there are thunder storms in the afternoon.

Fly Safe. Use your best judgement. Trust your gut. Don't be afraid to turn around. Remember this is flying program is supposed to be fun. If it isn't fun you are not doing it right.

Mike Radford
President, EAA chapter 430

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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, June 30, 2018 10:00 a.m. Sequim Valley Airport	Monthly chapter meeting followed by potluck picnic with burgers and drinks provided. Program topic TBD.
Saturday, August 11, 2018 10:00 a.m. to 3 p.m. Diamond Point airport	Diamond Point Appreciation Day. All are invited to come between 1000 and 1500 to enjoy planes, cars, copters, flybys, and food!



**Second Young Eagle Rally
June 9, 2018**

By Dan Gase
KCLM Airport & Real Estate Manager

Sequim EAA Chapter 430 came to CLM for a very successful Young Eagles event. As EAA member Ken Brown says "We manage to hatch 65 young eagles today in the sunshine and light rain". I believe the count on the ramp was 8 airplanes and 1 helicopter to assist with the hatching. LOTS of big smiles from kids and parents. Thanks for all of your hard work and efforts EAA 430, you are appreciated!



This years event was based out of the recently renovated terminal building. This offered more comfortable facilities for staff, kids and parents with both inside and outside seating.



EAA volunteers managed to take a short break for a healthy lunch of sandwiches, chips, pop, coffee, donuts, cupcakes . . . need I say more??



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 Membership Meeting Minutes

Date: May 26, 2018 Location: W28 hangar #10 10:05 a.m.

Vice President Jim Rosenburgh opened the meeting with the Pledge Allegiance

Introduction of Guests:

- **Rick Smith** has an RV6 at Blue Ribbon.
- **Skyler Swenson** has served 12 years in the Coast Guard as a Dolphin instructor and is a Bee keeper (which is how he met Mike Radford).
- **Alden Johnson** has just completed an RV12, has a Helicycle, and lives in Pt Ludlow.
- **Deb Cox** is a retired FAA Inspector and has recently started flying again after 18 years.
- **Susan Connelly** lived in Viet Nam and her husband was a Cobra instructor.
- **Linda Reunion** celebrated her birthday with us.
- **Steve Brown** is excited about learning to fly with Scott Brooksby.
- **Don Meehan** has an RV6A at the Whidbey Airport in Coupeville.
- **Randy Koper**
- **John Zeman**

There were 50 members and guests present, and a number flew in for the meeting:



Minutes: Are posted on the web site, and an email with a link is sent to members. There was a motion and second, and the minutes were approved as written.

Comments:

- **Correspondence to the Chapter** – The Bremerton Chapter asked about pooling YE credits. There was a letter from Lopez Island Airport asking if our Chapter would host a YE event there on August 19, 2018. This will be addressed at the next Board of Directors meeting.
- **Membership:** Bob Hicks said that we currently have 90 paid members
- **Scholarship:** Dave Miller said there was an unexpected \$50 donation during the YE event.
- **Young Eagles:**

John Meyers said the first May 19 Young Eagle event was a great success with 73 young eagles and 5 Eagles flown. The rally went so well because of the following personnel assisting:

Pilots	Ground Crew
Scott Brooksby	Donna Sommer
Barry Halsted	Tracy Boulton
Keith Kretschmer	Dan Donovan
Jim Rosenburgh	Ken Brown
Jim Bettcher	Don Walls
Stan Hall	Jay and Francoise
Dan Ramberg	Lee and Linda Runion
Ray Ballantyne	
Brian Funk – from Auburn. WA	

There were also ground displays from Dave Woodcock and Doug Platten.

The next YE rally is June 9, 2018 at Pt Angeles. Please consider the positive impact you may have on a young person, and RSVP to John Meyers for both ground and air support. Thanks in advance.

Programs: Lee Runion said George Samples will present “survival part deux”.

Project Reports: (members open forum)

- **Ernie Hansen** and **Harry Cook** refused to talk about their projects, but word on the street is that Harry could fly soon!
- **Gordon Tubesing** announced Diamond Point Appreciation Day on Saturday August 11, 2018. Come between 1000 and 1500 to enjoy planes, cars, copters, flybys, and food!
- **Mel Rudin** is cleaning out his hangar so contact him to find out what’s left.

Old Business:

- **EAA430 road sign** –Jim Rosenburgh said he would talk to Andy Sallee about a nice wooden sign.

New Business:

- Sixteen new chairs were purchased for the chapter from credits earned by National Young Eagles.
- **VMC/IMC Clubs** were discussed and there will be a survey put out to determine popular interest.

Break for coffee & cookies & donuts

Raffle: The raffle sold \$100 in tickets for the 50/50 raffle for the scholarship fund this morning. John Meyers won and donated all his winnings back to the fund. Thanks to everyone who participated.

Social Meeting and Presentation:

Lee Runion introduced **George Samples** who gave an informative presentation on “how to build a fire”. He described a variety of ways to start a fire and sources of fuel. We learned how to light a cigarette with pieces of a flashlight, and how to find tinder from your belly button.

Wayne Pinger described his long and winding road to obtaining a 3rd class medical. Wayne talked about spending over a year dealing with FAA Medical, and encouraged anyone having issues with this to contact either AOPA or EAA for their assistance.

The meeting concluded at 11:45 a.m. and quickly transitioned into an outstanding pot luck. Thanks to **Donna Sommer** for organization, and **Dan Donovan** for cooking, and everyone else that helped.

- Next Board of Directors meeting will be June 8, 2018 at the Mariner Café.
- Next General meeting will be June 30, 2018 1000 W28 Hangar 10

Respectfully submitted,
Ray Ballantyne, secretary EAA430

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EAA 430 Flyer



Experimental Aircraft Association Chapter 430

Serving Sequim, Port Angeles and the Northern Olympic Peninsula.

Lots Going on this Summer



We have a great Pot Luck coming this Saturday July 28th at about Noon. After Lee Runion does a great presentation on Accidents over the past years

and what are the commonalities.

There have been some good fly-ins and more are planned in the Northwest. W28 has the Air Affair coming up in August. So, make that one if nothing else.

I went to Concrete, WA for the first time this year. Pretty fun to see all the guys there and their great looking airplanes. You don't have to spend the night if you don't want to but go to the fly-ins. Jefferson County Airport has one coming up. I think there is one up in the San Juans soon. Check it out.

Got to see a great demonstration of airmanship the other day. I'm out cleaning bugs off my 180 and this guy goes walking by and has three other people in trail. They go over to the C-172 tied down in the grass and as I glance over people are getting in the plane and he is looking things over. They start the plane immediately gun the engine to move it with four adults in the plane and proceed to the end of the runway.

They had to wait for departing aircraft and during that time I guess he noticed his left wing was low. He turns around and goes to the North side of the hangar and then comes back out shuts down again. Now I'm curious at this time because they are checking the air in the tires.

They added air to one. So now one is 32 and the other 29 PSI. I asked "Is that why you turned around?" He said; No, I needed some fuel and the tire looked low that's why it was leaning over to one side. But the taxi way is sloped in that area I told him. I asked where he came from and he told me it's a rental from Renton. So, he filled the tanks for an hour flight back and loaded four adults into the plane and away he went on an 80 degree day with no wind. He used over half the runway and slowly climbed out and turned toward Renton I hope he didn't try and go direct.

So, what I'm trying to relate is this: conduct a good preflight, check the air in the tires, check the fuel, make sure the plane isn't overloaded for the conditions. I would be willing to bet he was overloaded for the conditions. Even in my 180 if I take four 180 pound adults with full fuel I'm 120 pounds over gross. That's with no baggage. Make sure you're mentally up for the flight. You owe it to the passengers and everyone else. They had get home itis. I see it all the time. How do I know that? He said we spent too much time at the Lavender Festival. I got to get the plane back.

As an example: Just this last Wednesday a DHC-2 Beaver on floats died. The young Pilot (24) years old died and the two passengers suffered burns and other non-life threatening injuries.

He circled the lake three times on the hot afternoon with clear skies and a loaded Beaver trying to get the Beaver on the step. Which, when that is done, the airplane accelerates to Lift Off Speeds.

He got off the water and the Beaver crashed ½ mile away. That was the second fatality in two years for this outfit.

There have been two mid-air in Alaska this year alone. One close to Anchorage. One plane made it back the other crashed and burned. The other crash was all fatal. Then there was one of our local businessmen who was a passenger in an Otter in Southeast Alaska that smacked a mountain. Those guys were just plain lucky. All lived.

I have a good friend that had a mid-air about three years ago. The other pilot in the twin didn't know he hit the spreader bars of the C-206 (my friend's floatplane) until he got back and was looking at the vertical stabilizer of the Navajo on post-flight inspection.

So, the morale to these stories is; be vigilant and very careful and please don't succumb to get home itis. I can't tell you how many times I've turned around or spent the night somewhere due to weather.

I went out this morning early to take advantage of the smooth air and flew for one and a half hours in the mountains. I went in 2000 feet over the rocks. I didn't try to out-climb them as I went towards them. We had a wonderful time scouting around looking for hunting spots. The air was dead calm. If I wanted to look at a valley we flew from the top down to the bottom or just flew straight and level. I always had a way out and didn't go into some canyon low and slow. Remember the HORIZON in the Mountains is different than on flat ground. Many people think it's the top of the mountains. WRONG! It's where the base of the Mountain curves up. If the

only thing you can see in front of you is mid mountain, the Horizon is straight in front of you. Basically, no horizon. But it is not the top of the mountain. You will stall/spin the airplane looking at the top of a mountain for the horizon to stay level. It's already been tried. The airplane will slow and stall. Always mind your airspeed in the mountains. Always have a way out. When the stall occurs in the mountains there is no room to recover straight ahead in rising terrain.

Go out burn some AVGAS during this great weather. But remember everyone else is too. So, look out and Fly Safe.

Mike Radford
President, EAA chapter 430

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Saturday and Sunday, August 25-26, 2018 9:00 a.m. – 4:00 p.m. Sequim Valley airport	6th Annual Olympic Peninsula Air Affaire / Fly-In. Note: No chapter meeting in August due to Air Affaire. Volunteers are needed to staff the EAA430 booth at the event.
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*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>

Sequim Valley airport’s rotating beacon goes high tech

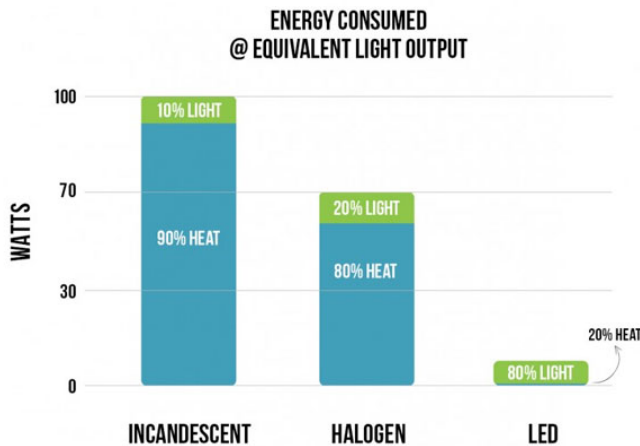
By Dan Masys
EAA 430 newsletter editor

About a year ago – the April 2017 issue to be exact – the chapter newsletter carried the story about the revival of Sequim Valley airport’s rotating beacon. The beacon sits atop the large maintenance hangar and was manufactured in 1944. Since that article, the beacon has done its nightly duty, and received a new electric motor and a couple of changes of its 750 watt halogen bulb, which has a nominal bulb life of 2000 hours. As befits the 1940’s, the beacon’s internal mechanism is pretty simple, as shown here:

Date	Topic
Saturday, July 28, 2018 10:00 a.m. Sequim Valley Airport	Monthly chapter meeting followed by potluck picnic with burgers and drinks provided. Program topic: The Nall General Aviation Accident Report: review and analyses, causes of accidents and prevention. Speaker: Lee Runion. Lee has been a licensed pilot for nearly 50 years, a CFI for 40 years, with 2000 hours as a flight instructor.
Saturday, August 11, 2018 10:00 a.m. to 3 p.m. Diamond Point airport	Diamond Point Appreciation Day. All are invited to come between 1000 and 1500 to enjoy planes, cars, copters, flybys, and food!



The halogen bulb is positioned in the center and rotates with the clear and colored lenses, while radiating a total of about 15,000 lumens of light energy. At 20% conversion efficiency, halogen bulbs are about twice as efficient converting electrical energy to light as incandescent bulbs, but they still waste 80% of the input, and also run at higher operating temperatures than incandescent bulbs, making cooling a constant concern:



Efficiency further suffers from the spherical radiation pattern of the light from the bulb, less than half of which reaches the lenses of the beacon. (The challenge of converting spherical light radiation into a beam has been addressed for centuries by the use of Fresnel lenses that accept lightwaves from many directions and focus them into a single beam. W28's beacon has two 10 inch Fresnel lenses, also vintage 1944).

Experience over the past year revealed that, while illuminated from dawn to dusk, the W28 beacon has been adding about \$150 per month to the airport's electricity bill, and even at that price has been delivering a relatively modest flash visible for about 20 miles on a clear night.

New Lighting technologies

High power Light Emitting Diode (LED) light sources are creating a revolution in the lighting marketplace due to their 80-90% energy conversion efficiencies and falling prices. LEDs also have the attractive property that their light emissions are inherently directional, so they lend themselves well to applications where a light beam is needed.

Weatherproof LED floodlights with multiple thousands of lumens of directional output have come to market, and prices tend to reflect conversion efficiency: wringing more lightwaves from a single watt of energy requires more exotic diode chemistry and more heat dissipation mechanisms.

For the beacon upgrade experiment, two 100 watt flat panel LED outdoor floodlight units costing about \$35 apiece, each with 8000 lumens of light output were found to fit well within the rotating frame of the beacon, mounted back to back:



One panel shines through the clear lens, and one through the green lens (which looks blue in the picture due to the wonders of cell phone photography). By FAA specs, the lenses are angled upward at six degrees, and the light panels another six degrees beyond that to fill the Fresnel pattern.

By changing over to LED lighting, the beacon's electrical load dropped by 550 watts, which should decrease the monthly electric bill from \$150 to \$40 for the airport. But the proof is in the pudding, er, beaming. If you are out flying at sunset or later and you see the W28 beacon on, let us know what you think. Bring your impressions to the next chapter meeting, or send an email to the beaconmeister: dmasys@uw.edu

Available from our Members

Project: Smith Mini Biplane for sale. all structure and wings built, needs fabric. Instructions and parts list included, some extra parts included also. Make offer. 360-681-7427
Donna Sommer

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 Membership Meeting Minutes

Date: June 30, 2018 Location: W28 # 10 10:11 a.m.

- Chapter President Mike Radford opened the meeting with the Pledge Allegiance
- Introduction of Guests: None
- Treasurer Report: Treasurer report and budget information is located in the MEMBERS ONLY section of the eaa430.org web site.
- Chapter General Meeting Minutes: Are available on the web site, and are included in the newsletter. There were no changes or corrections to the minutes. Motion made, seconded, & voice approved as published.
- Membership: Bob Hicks reported we now have 97 paid members. There are still members who have not yet paid.
- Young Eagles: John Meyers thanked all the volunteers and pilots who were present at the Port Angeles YE event last month. Our next event is on August 4th at Sequim Valley 0900-1400
- Chapter Merchandise is available from John Meyers.
- Project Reports: (members open forum)

Harry Cook: reported as of June 11, 2018 the Piper Pacer is no longer a project but is now a flying airplane. After over 20 years as a project, phase one (get it back in the air) is complete. The initial flight was an engine break in as specified by Lycoming for about 2 hours. Additional tweaks and rigging are on the list to improve rudder and trim functions.

Red Hausler is selling his Kitfox. Contact him for additional information.

Donna Sommer is selling a Smith Miniplane project. Contact Donna for details.

Mel Rubin is selling his remaining general aviation items. See the list on the web site or contact Mel directly.

- **Old Business:** Reminder of the upcoming VMC club. Announcement will be forthcoming.
- **Diamond Point airport appreciation day August 11, 2018 1000-1500. (\$5/pp)** If you are flying in please be there by 0900. Details at 2WA1.org or 2WA1.com.
- **EAA430 sign** – Jim Rosenburgh talked to Andy Sallee about the installation and Andy said he would like to see the design and would like it installed near the memorial rock in the parking area. Jim also is donating a 3.5'x6' fiberglass sheet. This needs sanding and a coat of white paint before proceeding to a design yet to be determined. A request for graphic designs or ideas welcomed.
- **Donna Sommer** The chapter acknowledged Donna as a winner of the 2018 Chapter Major Achievement Award. Donna will be attending Oshkosh on July 28 to receive her award. She will be accompanied by Trent's daughter Kathy Sommer Huggins..
- **Bill Benedict (Clallam County Sheriff)** spoke to the membership requesting they vote for him in the upcoming election.
- **New Business:**
- None -

Break for coffee, cookies & donuts

- **Raffle:** The winner was Brendan Carmody. A total of \$46.00 was added to the scholarship fund. Thanks to everyone who participated.

Social Meeting and Presentation: No Formal Presentation:

Open discussion on flying safety.

Mike Radford suggested an app for your cell phone to listen to Live ATC. Available for all cellphones and located at the www.liveatc.net on your computer. App name "LiveATC". Mike also suggested reading aviation magazines for new ideas and to stay fresh.

John Cuny raised concerns about acrobatic operations over the three airports (Blue Ribbon, Rakes Glen and Sequim Valley). He reminded the group that there is a designated "area" for this activity. John mentioned to be aware of the Kenmore Air flying direct routes from Victoria to Lake Union. They are not flying very high 1000-1500' so keep your eyes outside and look for traffic.

Captain Chrystal Stout shared information concerning current balloon activity at Sequim Valley. Normal start time of 0700 launch with completion by 0900. It is also possible to see tethered activity near the windsock / tetrahedron. Side note: Balloons have the right-of-way over fixed winged aircraft.

ANNOUNCEMENT: On June 6, 2018 EAA, Balloon Federation of America Announce Joint Effort. See the pdf on the eaa430.org web home page.

The meeting concluded and the burgers were served.

- Next BOD meeting will be July 20, 2018 0900 Mariner's Café Sequim
- Next General meeting will be July 28, 2018 1000

Respectfully submitted,

Ken Brown for Ray Ballantyne, Secretary EAA430 (somewhere under a wing camping in Idaho)

Note: 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.



EAA 430 Flyer



Experimental Aircraft Association Chapter 430

Serving Sequim, Port Angeles and the Northern Olympic Peninsula.

VFR?

What we take for granted on Reference outside the window.



Boy has it been smokey the last two weeks. I was up in Alaska and heard one of my friends say it smokey down here. I had no idea the extent of the smoke.

Many pilots look up at the sky and hear an airplane go over head and

can't see it. Or can barely make it out in the smokey haze. Do you know what FU means on the METAR report? What 2 ½ miles really looks like inflight?

Well, I got back from Alaska. I had a flight back to W28 that afternoon and the first thing I did was to fill the airplane. If I took off I wanted fuel to be my last thought for a 30 plus minute flight back to W28.

Now understand I have been flying IFR most of my flying career. I have over 28K hours of flying. When you get airborne in marginal weather you must have an out. If in this case the smoke gets so bad you have to go IFR more less you had better know what you're doing. I like to

stay in view of the ground and other references. Like buildings on the coast line, boats on the water, etc. I don't like crossing open water when its marginal visibility and the altitude has to be so low there isn't an out.

So, there you are flying along and the weather visibility gets so bad you have to turn around. You are on the shore line...which way are you going to turn? Out over the water? Toward the coast? If you think you can maintain level flight and NOT lose 10 feet of Altitude in a 30-degree bank at 100feet AGL, go ahead but I bet you can't. The accepted way to turn is toward the shore. This type of turn will give you many visual references. References that you have been taking for granted all your flying life. Turn out over the water and all those references go away. The smoky ski meets the water and it's the same color. The view out the front window, the side window, etc. is now really limited. Now your view is 2-3 miles and mostly at an angle: "slant Vis". No mountains to look at. The shore progressively comes into view SLOWLY. You don't get to see any references. Until they are on you. Just like at night. Do that at night and you are not going to last on this side of life very long.

Don't forget about the possibility of another plane coming the opposite direction at the same altitude. You better make sure all your lights are on. Oh, and if you're doing this over land remember the towers. They have guy wires!

Well, I filled the plane up. Checked the weather along my route, looking at the web cams at all the airports along the way, then determining that the weather along my flight path was better the further North I went. I launched. I had a plan to

go up the shoreline, not crossing Puget Sound on a direct route to W28. I had also watched airliners departing from SeaTac and noticed the altitude they disappeared at.

Now after listening to the ATIS at Boeing the weather had gone IFR. What is IFR? Any portion of the ATIS in this case below VFR minimums. It was 2 ½ mile vis and clear. Ha, what a weather report!

What can you do to get out of an IFR airport? You can get a “Special VFR” departure. The hard part of getting out are the IFR arrivals and departures. You have to get the Special and get in line for departure. If you have to come back you have to get a special also. You may not be allowed in for some time and be asked to hold outside the zone. Or you are number three inline on the special request. You better have lots of fuel. The IFR guys get priority.

I was lucky, I know the system, and have done hundreds of “Specials” I asked the tower when I got my “Special” if there were a lot of Inbounds. They said “Nope. You’re number one.” Cool!!! I did my run-up. Completed the checklist and blasted off. As I expected the smoke was pretty bad but the air was dead smooth. Inflight visibility was about 2 miles up and down along the route. I was looking out for other traffic, and lo and behold there’s a Turbine Otter coming at me. No lights on. I proceeded up the coast, I got the ATIS for Paine Field and then contacted Tower and got permission thru there area. I then crossed over the short span of water at 1700 FEET MSL. No problem at that altitude I can glide to either side from half way to Whidbey Island or Paine Field area.

So, I made it back to W28 only took a few more minutes than normal direct.

For you new pilots, you’d better not do this. You just plain ol don’t have the experience to keep the plane level and think about your next five moves

at the same time. Seen it tried and it’s never come out good. GET IT!?

I had breakfast with a couple at a Lodge in the Brook Range, AK one morning. They proceeded to go out and hit a mountain at full speed. There were already several accidents in the Brooks Range that week. Bad weather all...sheep hunting season had begun.

Things to study...

- Special VFR requirements? When it comes into play. Things the Approach Control or tower will tell you to do. What’s it all mean? You better have a pen ready to copy the clearance. It will come fast.
- Inflight VFR requirements? What are they for Day and Night Flying?
- What are the fuel requirements for departure and arrival day and night?
- FAR requirements of a water crossing altitude in a single engine airplane. (Big One around here)

Please make sure you have the dates marked on your calendar to attend the first VMC Club meeting in Sept. It is September 12 at 7pm @ Mariners Café. Be there! Tell other pilots. If nothing else you will get to do some great hangar flying!

Ray Ballantyne can answer your questions about Special VFR he was Tower Chief at the busiest float plane base in the World; a unique experience. As an example: when I went up to Alaska last week, we went to Lake Hood and watched float planes coming in for an hour one right after the other non-stop. Beavers, Otters, Cubs, Sedans, Maule’s, 185’s, 180’s, 206’s. Landing long, short, step turns, etc.

See ya at Air Affaire this upcoming weekend. August 25. Hey about the Air Affaire? I have been asking to have a flour bombing contest.

That's where we fly with a passenger and throw out a bag of flour at an outhouse. The closest team wins. There are some rules but not many. Just be safe and no one goes below 100 feet and no diving at the outhouse from high up. No taking doors off either. Some airplanes are not allowed door removal. If you're wondering why, it because someone tried it already and almost crashed. There is a charge of 5 bucks and a prize at the end. Money should be donated. Any suggestions on that are accepted!

Mike Radford
President, EAA chapter 430

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EAA CHAPTER 430 2017 BOARD & OFFICERS		
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
Saturday-Sunday, August 25-26, 2018 9:00 a.m.- 3 pm. Sequim Valley Airport	2018 Air Affaire. Antique plane exhibitions, classic car show, hot air balloon rides, helicopter rides, remote control aircraft, aerial demonstrations, aviation crafts, music, food and more. See http://olympicpeninsulaairaffaire.com/ For details. EAA 430 members needed to staff the chapter booth.
Wednesday, September 12, 2018 7:00 p.m. Mariners Café, Sequim	First meeting of the EAA 430 VMC Club. All are welcome!
Saturday, September 29, 2018 10:00 a.m. Sequim Valley Airport hangar 10	EAA 430 monthly chapter meeting.

Donna Sommer receives national EAA award at Oshkosh 2018

Reprinted from the *Sequim Gazette*
by Erin Hawkins
Tuesday, August 21, 2018

To sum up her life and love of aviation in a few words, Donna Wilson-Sommer says, “It’s been a joy ride.”

A Sequim resident, Wilson-Sommer said aviation has been her life for many, many years. If her love of flying isn’t evident in her numerous years of piloting, becoming an active member of several aviation organizations or if the plane props and aviation decor that fill her Sequim home aren’t enough, the 2018 Major Achievement Award she received on July 28 at the Experimental Aircraft Association (EAA) Chapter Leaders Breakfast in Oshkosh, Wis., confirms her passion for all things planes



At 84, Wilson-Sommer said receiving this kind of award made her feel like royalty.

“I felt like Cinderella at Disneyland,” Wilson-Sommer said when she received the award at the breakfast.

Nine EAA chapter leaders were recognized for his or her contributions to the promotion of aviation in their local communities, and Wilson-Sommer was one of the few recognized. She has been a member of the Washington Pilot Association (WPA) and EAA since 1972 and joined the Sequim EAA chapter 430 after she and her second husband Trent Sommer moved to Sequim in 1998.

Not only was she congratulated by other leaders and members at the breakfast, she also earned a special visit from the commercial pilot that flew her plane on the way to the award ceremony. Wilson-Sommer said she mentioned her travels to the stewardess on the plane and before she knew it the commercial pilot came to shake her hand, and at the end of the flight invited her to take a visit — and seat — in the pilot’s cabin.

“It was an experience,” she said. “That kind of respect, you can’t buy it.”

Finding her wings through mourning

Wilson-Sommer married her first husband Harold Wilson in 1956 and they became active in aviation in 1960 after returning to the Seattle area where they were active with the Navioneers and WPA.

She said her inspiration and love of flying started by sharing the passion with Harold and it was after his death at 45 that she was inspired to earn her private pilot’s license in 1980 as a widow caring for three children.

“I was mad at death,” she said. “I had no idea I’d ever fly.”

She also took over Harold's WPA Treasurer term after his death and served as the WPA State president from 1985-1987. She also served as the vice president of EAA 430 from 2003-2005.

Later in life, two of her sons joined her in the Civil Air Patrol Seattle Composite Squadron where she was trained to be a search and rescue pilot and observer. She also joined the Greater Seattle Chapter of the International Women's 99's and was the project organizer for painting the Sequim Valley Airport name.

"I had a chance to blossom and be somebody," she said. "I turned my 'cant's' into 'cans'."

In her years of piloting, Wilson-Sommer flew all over the country. She later met her second husband Trent Sommer and knew they were a match when they discovered each other's love for flying.

"We were made for each other," she said.

They married and moved to Sequim and became a big part of the aviation community, opening their hangar for EAA 430 meetings, where it is still the chapter's home until present, and Donna developed a passion for the Young Eagles and continues to volunteer her time to the program.

Other achievements

Wilson-Sommer held several different careers throughout her life, working as a contract draftsman for engineering firms, drawing plans at Todd Shipyard in Seattle and later worked for WACO Airplane company at Renton Field to redraft plans purchased from the Smithsonian for the WACO UPF-7.

She also earned other numerous awards in her lifetime, including: the Dick Corey Distinguished Service Award in 1984, Pilot of the Year Award in 1987 and 1988, the Bernie Lyman Award for contribution chapter size, strength and purpose in 1996; The Washington State Division of Aeronautics awarded her the Gerber Memorial Award in 1984 and Aviator of the Year Award in 1988, and she also won the the President's Award for outstanding support in 2000 from EAA 430.

She also says she is a good organizer, and organizing monthly summer potlucks at the Sequim Valley Airport in her and Trent's hangar. At 80, she and Trent started building an RV-12 plane in their hangar together. She said the Sequim Valley Airport is a great asset to the community.

"It's been my life," she said. "I've had a family of support."

Her last flight she took she said she flew as a co-pilot in the plane she and Trent built in 2016. In her free time, Donna also enjoys watercolor painting commissioned portraits of planes.

"I've had an exceptional life," she said. "I've had so many fun experiences with people."

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 Membership Meeting Minutes

Date: July 28, 2018 Location: W28 Hangar 10, 10:10 a.m.

- Chapter President Mike Radford opened the meeting with the Pledge Allegiance
- Introduction of Guests:
 - Mike Larue – Bend, OR
 - Jerry Stile – Diamond Point, WA
 - Tom Klein – Sequim, WA
- Treasurer Report: Treasurer report and budget information is located in the MEMBERS ONLY section of the eaa430.org web site.
- Chapter General Meeting Minutes: Are available on the web site, and are included in the newsletter. There were no changes or corrections to the minutes. Motion made, seconded, & voice approved as published.
- Membership: Bob Hicks reported we now have 99 paid members.
- Young Eagles: Our next event is on August 4th at Sequim Valley 0900-1400
- Chapter Merchandise is available from John Meyers.
- Project Reports: (members open forum)
 - Harry Cook:** Harry reported on a few remaining minor squawks he is fixing.
 - Red Hausler:** Red reported he had good news and bad news. The good news, he sold the Kitfox. The bad news, he is now without an airplane.
 - Ernie Hanson:** The Cub wings are covered and he will be starting on the fuselage soon.
 - Dave Miller:** The RV-14 is masked and ready to go to the paint shop. We should have pictures at the next meeting.
- **Old Business:**
 - Reminder of the upcoming VMC club. Announcement will be forthcoming.
 - Jim Rosenburgh made a short presentation to the membership about the chapter sign. He asked the membership for any input they may have on a design. Jim has a sign board and as soon as we get a final design he will coordinate with the sign shop to have it made.
 - Donna Sommer received the 2018 Chapter Major Achievement Award this morning, July 28, 2018 at a breakfast ceremony at Oshkosh.
 - **Diamond Point airport appreciation day August 11, 2018 1000-1500. (\$5/pp)** If you are flying in please be there by 0900. Details at 2WA1.org or 2WA1.com.
- **New Business:**
 - Emily Westcott gave a short presentation on the upcoming Sequim Air Affaire. There will be a committee meeting at the airport trailer on Tuesday, August 14th at 4:30 pm. She said the chapter will have its same location for our booth. **Volunteers are needed to set up the booth Friday night August 24th and to man the booth on Saturday and Sunday.**
 - There will be no Chapter 430 meeting in August because of the air show.

Break for coffee, cookies & donuts

- **Raffle:** The raffle was won by a member whose name escapes me (sorry). A total of \$41.00 was added to the scholarship fund. Thanks to everyone who participated.

Social Meeting and Presentation:

Lee Runion gave an excellent presentation on the AOPA Air Safety Foundations Nall Report. His presentation focused on the type flying our members do and what phases of flight pose the greatest challenges.

The meeting concluded with an excellent “pot-luck” and good fellowship.

- Next BOD meeting will be August 17, 2018 0900 Mariner’s Café Sequim
- Next General meeting will be September 29, 2018 1000
- Don’t forget we need volunteers for the Air Affaire on August 25 and 26.

Respectfully submitted,

Harry Cook for Ray Ballantyne, Secretary EAA430

Note: 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.



EAA 430 Flyer



Experimental Aircraft Association Chapter 430

Serving Sequim, Port Angeles and the Northern Olympic Peninsula.

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EAA CHAPTER 430 2017 BOARD & OFFICERS

PRESIDENT	Mike Radford	907-360-8182*
Vice –PRESIDENT	Jim Rosenburgh	681-0973
SECRETARY	Ray Ballantyne	683-8571
TREASURER	Harry Cook	907-978-8750
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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, September 29, 2018 10:00 a.m. Sequim Valley Airport Hangar 20	EAA 430 monthly chapter meeting. Program: “The Most Important Things I Learned Building and Flying Three Experimental Aircraft.” EAA 430 Technical Counselor Dan Masys will discuss lessons learned on the way to building an RV-7A, RV-10 and RV-12 and flying them for over 1700 hours.
Wednesday, October 10, 2018 Mariner’s Café JC Penny Plaza 7:00 pm	VMC Club Meeting
Saturday, October 27, 2018 10:00 a.m. Sequim Valley Airport	EAA 430 monthly chapter meeting, including Nomination Committee Report and Recommendations. Program TBD.

How to Flunk an Annual

By Mike Busch

Under the FARs, an annual inspection is a pass-fail test. Sometimes failing is the best course of action.

OF THE NEARLY 200 RULES IN PART 91 of the Federal Aviation Regulations, far and away the most expensive for most aircraft owners is this one: §91.409 Inspections. (a) No person may operate an aircraft unless, within the preceding 12 calendar months, it has had—(1) an annual inspection in accordance with Part 43 of this chapter and has been approved for return to service by a person authorized by §43.7 of this chapter ...

This means that once a year, we have to turn our aircraft over to an eagle-eyed A&P/IA or FAA-certified repair station and pay them to perform an annual inspection. We then have to pay the shop or mechanic to repair all the airworthiness discrepancies that they find and to comply with all applicable airworthiness directives, airworthiness limitations, and other regulatory airworthiness requirements. The ultimate object of this costly exercise is to obtain a logbook entry containing the cherished magic words that permit us to fly the airplane for another 12 calendar months:

I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.
/signed/ Eagle I. Inspector 123456789 A&P/IA

Although that's the way it usually works, there's actually another possibility: flunking the annual. Under the FARs, an annual inspection is actually a pass/fail exam with two possible outcomes. The most common outcome is that the aircraft is found to meet all applicable airworthiness

requirements, and we get a logbook entry containing the magic words mentioned above and approving the aircraft for return to service.

HOW TO FLUNK AN ANNUAL

However, the regs allow for another possibility: disapproval for return to service. In this case, we receive a logbook entry with a different set of magic words:

I certify that this aircraft has been inspected in accordance with an annual inspection and a list of discrepancies and unairworthy items dated mm/dd/yyyy has been provided for the aircraft owner or operator.

/signed/ Eagle I. Inspector 123456789 A&P/IA
Along with such a logbook entry, the inspecting IA will provide us with a separate sheet of paper, signed and dated, listing the discrepancies and/or unairworthy items that the inspector feels must be corrected in order for the aircraft to be airworthy.

This alternative outcome is known as “signing off an annual with discrepancies.” While rare, it can be an extremely useful tool for dealing with unanticipated complications that sometimes arise during an annual inspection. Every aircraft owner should understand how this alternative works and when to consider using it.

Signing off an annual with discrepancies is almost always something that the owner must request. By making such a request, the owner is in essence telling the inspecting IA or repair station:

“Thanks for doing such a thorough job of inspecting my airplane. I've decided that I don't want you to repair one or more of the airworthiness discrepancies you found during the inspection. I'm going to have those discrepancies addressed elsewhere.

Therefore, please close up my airplane, give me a list of the uncorrected airworthiness discrepancies, invoice me for the work you've performed, and release my aircraft. We're done."

A sign-off with discrepancies completes the annual inspection. The aircraft does not have to be inspected again for another 12 calendar months. Naturally, the aircraft can't be flown until the listed discrepancies have been corrected. However, they can be corrected by any shop or mechanic that you wish to use, not necessarily the one that performed the annual inspection. The mechanic who corrects the discrepancies doesn't even need to be an IA. Once the discrepancies have been corrected (by whomever you chose to do the work), you can fly the aircraft. You don't need to have the aircraft reinspected until the next annual inspection comes due.

WHEN TO FLUNK AN ANNUAL

Why on earth would you ever want to do this? There are a couple of good reasons you might. One is that you have concluded the shop that performed the inspection isn't the best qualified shop to make the repairs. For example, perhaps the discrepancy requires extensive sheet metal work or composite repairs, and you and/or your mechanic conclude that it would be advisable to have the work done by a sheet metal or composite repair specialist rather than your regular shop. Same for an issue that you and/or your mechanic feel would be best addressed by an avionics shop. Or perhaps the inspection uncovered a propeller issue, and you'd prefer to fly the aircraft to the prop shop rather than have the propeller removed, shipped there and back, and reinstalled. Ditto for an engine issue if you'd prefer to take the plane to an engine shop. Or de-icing boots that you'd like to have repaired or replaced by a boot specialist. (I'm a huge believer in using specialists.)

Here is just such a situation. The owner of a Cessna 340 had an annual inspection performed by Cutter Aviation in Albuquerque, New Mexico. Cutter's inspection apparently uncovered a bunch

of airworthiness discrepancies that the owner decided he'd prefer to have addressed by another shop, Mountain View Aeromotive in Alamosa, Colorado. Consequently, he directed Cutter to do only the minimum work required to put the airplane into ferryable condition (mainly complying with some recurrent ADs), then obtained a ferry permit, flew the airplane to Alamosa, and had Mountain View address all the airworthiness items on Cutter's discrepancy list.

The Mountain View logbook entry has an approval signature that states "A&P" and not "IA." That's because the mechanic at Mountain View was performing repairs in his capacity as an A&P mechanic, not performing an inspection in his capacity as an IA. Cutter performed the inspection, and no further inspection was required by regulation for another 12 calendar months.

OWNER/IA DISAGREEMENTS

Another reason you might want to flunk an annual is when you find yourself disagreeing with your IA about how to deal with one or more discrepancies. Suppose, for example, that your engine is 500 hours past TBO. It's running great, oil consumption is moderate, oil filter is clean, and compressions, oil analysis, and borescope results are good. You see no reason not to keep flying it until there's some good reason to tear it down. But your IA has a different view: He believes strongly that the manufacturer's TBO should be respected. "I've gone along with your TBO-busting for the past two years, against my better judgment, but 500 hours over TBO exceeds my threshold of pain," the IA tells you. "I'm just not comfortable signing off this annual unless we overhaul or replace the engine."

Now, obviously it would have been better if you had this discussion with the IA before you hired him to perform the annual inspection on your airplane. But unfortunately that didn't happen. Your airplane is in pieces, midway through the

annual inspection, and now the IA is telling you he's not willing to approve the aircraft for return to service without \$40,000 of engine work that you consider unnecessary and superfluous. After some discussion, it becomes apparent that you and the IA are deadlocked.

You're not about to spend the \$40,000, and he's not about to sign off your annual unless you do. So how do you resolve the deadlock? Simple: You direct him to complete the annual inspection without overhauling or replacing the engine and to sign off the annual with a discrepancy. Once the annual is finished and you get your airplane out of the shop (with a disapproval and a discrepancy list), you go find some other A&P whose views on engine TBO are compatible with yours, and you ask him to clear the discrepancy by certifying that your engine is airworthy. Now you're good to go.

In the past four years, my firm has managed about 700 annual inspections. Ninety-nine percent of them went smoothly and concluded with approvals for return to service. But in four cases, we wound up directing the shop to sign off the annual with discrepancies. In one case, the shop's chief inspector insisted that both Bendix magnetos had to be replaced (at a cost of more than \$2,000) because they were 4 years old. The chief inspector was convinced that the four-year replacement interval was required by regulation, and we couldn't persuade him otherwise. Ultimately, we instructed the shop not to replace the mags, had them written up as an uncorrected airworthiness discrepancy, removed the aircraft from the shop, and had another A&P sign off the mags as airworthy.

In another case, the annual of a client's Cessna 182 uncovered a small windshield crack. We readily agreed that this was an airworthiness item, but the inspecting shop estimated that the windshield replacement would require twice as much labor as we felt was reasonable. We declined the windshield repair, had the windshield written up as a discrepancy, and then

had a different shop replace the windshield at much more reasonable cost.

In the third case, the shop that inspected a client's Cessna P210 estimated that it would cost at least \$70,000 to repair the aircraft and sign off the annual as airworthy. After discussing the estimate with the shop's director of maintenance and finding him to be completely intractable, we directed the shop to cease work, close up the aircraft, and document all the discrepancies it found on a massive 43.11 discrepancy list. We then took the aircraft to a different shop, which performed the necessary repairs for less than half what the original shop had quoted.

In the fourth case, the big repair station that inspected a client's Cirrus SR22 found the screws securing an autopilot servo motor to its bracket were loose, a common problem with these aircraft. We asked the shop to tighten the screws and apply some Loctite so they wouldn't loosen again. The shop's chief inspector said he could not tighten the screws without "approved data" and indicated the shop would have to replace the entire servo assembly at the cost of several thousand dollars. After trying to reason with this chief inspector without success, we had the shop sign off the annual with a discrepancy on the servo and had another A&P tighten the screws and clear the discrepancy.

FERRY PERMITS

If you flunk your annual and receive a disapproval for return to service, you're theoretically not allowed to fly the airplane until the listed discrepancies are corrected. But sometimes you want or need to move the aircraft to a different airport in order to have those repairs performed. Catch-22?

No problemo! That's why the FAA invented special flight permits (colloquially known as "ferry permits"). A special flight permit is simply special dispensation from the FAA to fly an

admittedly unairworthy aircraft from one place to another on a one-time basis, usually in order to reposition it to where repairs are to be performed (or sometimes to evacuate it from impending danger). In most cases, getting a ferry permit is quick and painless.

To get one, you simply need to fill out FAA Form 8130-6 (see www.SportAviation.org for a link to the form). You only need to complete blocks I, II, and VII of the form. You'll also need a logbook entry from any A&P mechanic certifying that the aircraft is in adequate condition to make the one-time ferry flight safely.

Even if the reason you're requesting the ferry permit is because you're deadlocked with an IA over some disputed airworthiness discrepancy, in my experience the IA will be more than happy to provide you with the necessary safe-to-ferry logbook entry. Remember that the IA is just as anxious to get rid of you and your airplane (and get paid for his work) as you are to get your aircraft out of his shop and moved to another shop. Your decision to flunk your annual solves his problems as well as yours, so in all likelihood the IA will be happy to help you obtain your ferry permit and get out of Dodge.

Simply fax your completed Form 8130-6 plus a copy of the A&P's logbook entry to the local FSDO, and then follow up with a telephone call to the airworthiness inspector on duty at the time. In most cases, the FSDO will fax you back your special flight permit the same day. Be sure to carry the permit in the airplane when you make the ferry flight. That's all there is to it.

Available from our Members

Sequim Valley airport hangar #20 for sale. Has loft, upgraded lighting and 220v power. Contact Dan Masys, 360-797-3260.

Also aircraft building bench power tools in the hangar: belt sander, grinder, drill press. Make offer.

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

Sightings



Bill Shepherd's Aero Twin at the WAAAM fly-in at Hood River this September; Ernie Hansen's Swift returning from Hood River

Note: Due to Air Affaire there was no general chapter meeting in August, and no minutes.

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.



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*
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
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.



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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EAA CHAPTER 430 2017 BOARD & OFFICERS		
PRESIDENT	Mike Radford	907-360-8182*
Vice –PRESIDENT	Jim Rosenburgh	681-0973
SECRETARY	Ray Ballantyne	683-8571
TREASURER	Harry Cook	907-978-8750
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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, 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 Annual Business General Meeting, including annual election of officers. An e-mail ballot is on page 8 of this newsletter. 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, December 1, 2018 Cedars At Dungeness golf course	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.



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
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You can help EAA chapter 430 via the AmazonSmile program when you are shopping online on Amazon. Simply go to 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 .

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

All ballots will be in the custody of the Secretary.

PRESIDENT

KEN BROWN (Write in) _____

VICE PRESIDENT

ERNIE HANSEN (Write in) _____

TREASURER

HARRY COOK (Write in) _____

SECRETARY

RAY BALLANTYNE (Write in) _____

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 (2nd 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 17th, 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.



Serving the Port Angeles & Sequim Area

EAA 430 FLYER

December 2018



Dedicated to having fun with airplanes and promoting General Aviation



CHAPTER CHATTER

*'Twas the night before Christmas, when all thro' the house
Not a creature was stirring, not even a mouse;
The stockings were hung by the chimney with care,
In hopes that St. Nicholas soon would be there;
The children were nestled all snug in their beds,
While visions of sugar plums danced in their heads...'*

While speaking of visions I would like to share my vision for our chapter as we start a New Year.

First a little history of ***A journey of seven years "for 501c3 status."***

It all started in February 2010 when a small group of members held the first meeting to discuss the prospect of EAA 430 becoming a 501c3 organization. The purpose for this tax status was to be able to accept donations and benevolences for both a chapter home and the scholarship program. Attending were Russ Sides, Alan Thomas (deceased) and Ken Brown. The Chapter voted and approved the proposal at a special meeting in the Monterra Club House. In September 2010 Dan Donovan, Treasurer started the paperwork for the 501c3. After many board meetings and meetings of the committee, Gordon Tubesing (Treasurer 2015) started the final push. With the help of a local tax attorney, Harry Cook (current Treasurer) finished the work in 2016. The IRS granted final approval of the request. Effective date May 15, 2010. IRS Document dated 12/15/2016 with designation of 501c3 Public Charity.

Now it is time to continue the vision started 8 years ago. It is your turn to make your wishes heard as we prepare for the future. With your support, both emotional and financial, this process will be a reality and not just a vision.

Vision for the coming year:

- Provide a constant meeting place for all activities regardless of the weather. Our own home. In approximately April, Mike Radford will be selling his hangar. Our chapter will need to find an accommodation to hold meetings and other events. As a backup, Bud Davies has offered his hangar #15 on the North side of the condominiums for us to use. We will announce the moving day when it is has been determined.
- Expand our membership to be more inclusive of the flying community to include gliders, ultralight and lighter-than-air pilots and ground crews. In accordance with the bylaws, all of these additional groups must also belong to national EAA.
- Creation of a fund raising committee responsible for: Benevolence and Estate Giving, Scholarships, Building Fund
Additional youth programs – learn to build & enhanced skills

(Continued on next page)

(Chapter Chatter continued)

2019 will be a very busy year. With your help, we will continue to advance aviation on the Olympic Peninsula and the benefits to our EAA family.

As this year ends, we can reflect on the difference our Young Eagle program has had on many youth in our region. We have seen our membership grow, while at the same time saying good-bye to members moving away or those who have Gone West. In all things we look forward with hope for a better year. Wishing you and your family the very best. Merry Christmas, Happy Hanukkah, Happy Boxing Day and Joyous Kwanzaa.

Ken Brown, President

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*Come be part of
a community
of pilots*

WHAT: VMC - Visual Meteorological Conditions (flying VFR - visual flight rules).
Discussions involving flying airplanes visually.

WHERE: Mariner’s Café 609 W Washington St. Sequim, WA
Food and beverages are available for purchase during the meetings.

WHEN: 2nd Wednesday of month starting at 7:00 p.m.

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.

NOTE FROM THE EDITOR

When Newsletter Editor Dan Masys & his wife, Linda, recently moved to California, I agreed to once again take on the role of editor for the monthly EAA Flyer. You will notice a few format changes, but I plan to continue publishing articles of interest to Chapter members who are building planes or who just enjoy flying them. Thanks to Dan for his years of writing/editing the newsletter.

Looking back at the newsletters from 2001 to the present, I'm amazed at all the projects & activities of Chapter 430 members. Young Eagles has been one of the most successful programs. Thanking all those who participated in this would fill the rest of the page. We have seen kids taking their first airplane ride become pilots & dedicating their careers & lives to be involved in the world of airplanes. Many of the planes flying out of our local airports & airparks are homebuilt planes by our members. Over the years, close friendships have evolved between members of our chapter. We have applauded members receiving national awards (Donna) & have enjoyed speakers who shared their varied experiences & knowledge. I would describe Chapter 430, presently touting 101 members, as a very successful EAA Chapter. We have a wonderfully diverse and interesting group of pilots...men and women...who make up the membership & it is a privilege to be part of this group.

Each newsletter will have a short biographical sketch of a member, beginning with the new Board members. If you know a member you would like featured, email me with the name and the write-up will be in one the following newsletters. If you have a project (& pictures) please share them with us.

Send any suggestions you have for the EAA Flyer to newsletter@eaa430.org or 877-EAA-0430 (877-322-0430) ext 7

Mary Brown, Editor



**News & Information for the Aviation Community
of Fairchild International Airport (CLM)**

This newsletter is written by Daniel E. Gase, *CCIM Airport & Real Estate Manager* Port of Port Angeles

It can be found at <https://www.facebook.com/PortofPortAngeles>

If you would like to receive this newsletter, contact Dan Gase <dang@portofpa.com>

Getting To Know You

Ken Brown, President



Ken got involved in the aviation world just after his 56th birthday, when he received an introductory series of flying lessons as a Christmas present. It was *“love at first flight.”* He purchased his first plane, a Piper Archer, shortly after receiving his pilot's license. He & Mary moved to Sequim from Vashon Island in 2000, and they joined EAA. Since joining, Ken has been the vice president, secretary, treasurer, membership, web master, newsletter editor and merchandise coordinator of EAA Chapter 430. He presently flies his RV 9-A.

Ken spent his early life in Cleveland, Ohio. After high school graduation he joined the Air Force and was stationed in Topeka, Kansas. While in the Air Force, he joined the Forbes Skydivers, a skydiving club formed before there was a Parachutes of America. Ask him to tell you the story when his parachute failed to open. (It can explain why “Ken is Ken”)

After moving to Phoenix, he attended night school to learn programming and ended up teaching programming at the school. He became a programmer for the City of Phoenix, developing a police tracking system and an automated dissemination of bookings, the first of its kind in the country. He also developed computerized online ballot tabulation software which enabled the city to certify an election in less than 12 hours after the polls were closed.

In 1969, while working at G.E. Mainframe Computer Division, Ken was part of a team supporting Bell Labs. They were developing new languages needed to create a new operating system. The first language he worked on was "B" which was used to create "C." This was necessary for the operation system being developed called Unix. (In later years Unix morphed to what is now called LINXS). Apple iOS, Android and several operating systems are based on UNIX.

He joined Sperry Univac, working in the financial accounting office, where he discovered the operating system couldn't add $1+1 = 2$. He worked with the software developers to modify the operating system to do business math versus floating point math. He then went to work for the County of Maricopa police and court system in Arizona, developing the Support and Paternity System.

In 1971, he started DataPak Inc., a company that produced microfiche for major companies in the Phoenix area. He developed software for the State of Arizona that converted output on a mainframe computer to tape for microfiche conversion, a software valued at around a million dollars. After selling the company, he went to work for Honeywell in the Phoenix Sales Office, teaching classes in programming and database administration in cities throughout the United States and in Europe.

Ken and his wife, Mary, moved to Seattle in 1979 where Ken continued teaching for Honeywell. They bought land and built a house on Vashon Island. He was the database administrator for Virginia Mason Hospital for two years and then went back to work for Honeywell and their spinoff company, Alliant Tech Systems, in Seattle and Everett. As a database administrator and supervisor of the computer department, he traveled back and forth from Seattle to Minneapolis, working with a staff of four senior technologists in a “think tank” environment.

Since problem solving has always been one of his talents, he formed his own computer company, The Solution Centre, in 1990 after being down-sized from Alliant Tech Systems. The life lesson Ken has learned: “We are created for a purpose. It is a wise man who can find his purpose and use it to benefit others. In so doing, the rewards are beyond measure.”

Calendar of Events

JANUARY 2019		
<ul style="list-style-type: none"> • VMC Club Meeting 	Jan 9	7 pm
2nd Wednesday of Month		
Mariner's Café JC Penny Plaza		
<ul style="list-style-type: none"> • EAA Chapter 430 Board Meeting 	Jan 18	9 am
Friday before the General Meeting		
Mariner's Café JC Penny Plaza		
<ul style="list-style-type: none"> • EAA Chapter 430 Monthly Meeting 		
Last Saturday of Month		
	Jan 26	10 am
Hangar # 10 Sequim Valley Airport		

FEBRUARY 2019	
<u>Feb 22</u>	
EAA Leadership Boot Camp	
Thun Field (PLU) Pierce County, WA	
<u>Feb 23-24</u>	
NW Aviation Conference and Trade Show	
Puyallup Fair Grounds	
Free Parking \$5 Entrance Fee	
If you like aviation this is the place to spend some time.	

EAA CHAPTER 430

2018-19 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	Ernie Hanson	2	vicepresident@eaa430.org
Secretary	Ray Ballantyne	3	secretary@eaa430.org
Treasurer	Harry Cook	4	treasurer@eaa430.org

Class II Directors

Membership	Bob Hicks	5	membership@eaa430.org
Programs	Deb Cox	6	programs@eaa430.org
Newsletter	Mary Brown	7	newsletter@eaa430.org
Scholarship	David Miller	8	scholarship@eaa430.org
Young Eagles	Bud Davies	9	youngeagles@eaa430.org
Tech Advisor	Harry Cook		techhc@eaa430.org
Tech Advisor	Barry Halstead		techbh@eaa430.org
Tech Advisor	Ernie Hanson		techeh@eaa430.org

Airplanes R Us

by John Meyers

It is soon-to-be “Happy New Year 2019.” I have been asked to contribute some deft writing which would pertain to our Chapter 430. This would presumably mean anything related to aviation, the region, our people, our professions, our hobbies. That’s a pretty big spectrum. All I need is some focused inspiration. Possible subjects for expansion are:

- 1) Young Eagles. Our Chapter 430 has a history of good participation and outcomes for our Y/E events. It is hard to accurately measure our success, but we have some good numbers for “kids-carried” and occasional spectacular inspirational feedback like the case of Y/E Rene’ Brilhante / Alan Barnard. At this point, a little infusion of new-blood and new energy within the ranks of volunteers is to be considered. (to be continued)
- 2) Could I Pass the Private Pilot Test Today? Really? From 2010 onward, I have been retired from air transport operations & training. At first, I thought it would be fun to spice up my languishing CFI by taking on some Part 61 local students. Within that context, I got a few surprises. (to be continued)
- 3) Hot items in 2019. Things that are obviously “hot” for discussion in the new year are, a) the ADS-B mandate/deadline, and b) BASIC MED. More ? (to be continued)
- 4) Feedback from VMC Club. Rumor has it that some pretty good discussions are flowing from those meetings. Perhaps some expansion of those threads is appropriate. (to be continued)
- 5) EAA. What is it ? Flying, building, maintaining... any or all of these things are part and parcel of EAA. Can our local chapter serve all the segments? (to be continued)
- 6) Historical EAA. I’ve been a member since 1972 but had 1st contacts as a youth from 1964. It is interesting to reflect on attending ROCKFORD... which was the annual fly-in venue pre-Oshkosh. (to be continued)

There you are. I am looking forward to Ernie Gann-style aviation prose flowing from my MS Word app.

Alas... coming up short.

(If you don’t know me, here is my bio of acronymic qualifications: ATP, ASMEL, SES, CFI-I, OSU, UAL, KAL)

<ATP = Airline Transport Pilot with ratings in most Boeings short of 787>

<ASMEL = Airplane Single-engine, Multi-engine Landplane>

<SES = Single engine Sea, little-used since the 1970’s>

< CFI-I = Certified Flight Instructor since 1965. The “-I” part was added in 2012, just for fun>

< OSU = Ohio State University. 3 years, did not graduate. >

< UAL = United Airlines. They interrupted my university effort... which continued for 36.5 years>

< KAL = Korean Airlines. This was a 7-year career add-on... but was a nasty commute>

John Meyers, Sequim

Acrobatic Practice Area (APA) Explained



Local information and education this month explains the newly established Acrobatic Practice Area at CLM. You may have seen this box being used during the last couple of months (pictured above) so here is the "What, When, Why and How" of the APA:

WHAT is an Aerobatic Practice Area (APA) - per the FAA:

"AEROBATIC PRACTICE AREAS. Aerobatic competition pilots, airshow pilots, and others who wish to practice aerobatic maneuvers not necessary for normal flight and below an altitude of 1,500 feet above ground level (AGL) must use a wavered aerobatic practice area. These areas are not to be considered airshow sites. The aviation community uses these practice areas to establish and maintain proficiency as well as enhance competitive skills in all the recognized aerobatic maneuvers. They are established by the waiver applicant in conjunction with the local FSDO and may have dimensions of several miles in various directions or be as small as a contest box; i.e., a cubic box with a dimension of 3,300 feet on all sides. Inspectors should be receptive to the establishment of these areas, consistent with safety and the efficient use of the NAS. It is imperative that the safety of all nonparticipating aircraft be considered when issuing a Certificate of Waiver or Authorization for an aerobatic practice are." (FAA - 8700.1 Ops Insp Handbk / Vol2 - Ch48)

When:

Available for use anytime between 10 AM and 7 PM local time and never after sunset.

Where:

Aerobatics may be occurring from 500' to 4000' AGL and within the boundaries as depicted in the attached aerial image.

How:

For the airspace to be in use there must be a NOTAM issued and the airspace activated with ATC (Whidbey Approach).

Day to day operations:

Check NOTAMs! So you are aware of the proposed operating times of the APA. The NOTAM window may be for a few hours. When the APA is in use (activated) it is normally for no longer than 30 minutes at a time. De-conflict use of the airspace with the user of the APA over CTAF just as you would with any other traffic.

Now you know! (Reprinted with permission)



EAA Chapter 430 General Meeting Minutes

Date: November 17, 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 guest and new members Richard Howell and his wife Maryann from S. Calif. They have recently moved to the Sequim area.

Approve Minutes:

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

Reports:

Treasurer report: no report. Financials are published in the members only section of the web site.

Membership: Bob Hicks membership count is 102

Quorum required is 33 (including absentee ballots)

Young Eagle: report has been published in the newsletter. Thanks to all the pilots and ground crew. A special thanks to our Young Eagle Leader John Meyers.

There was a brief discussion of Wednesday's VMC Club meeting.

Project Reports: Dave Moffit said his RV-12 project is coming along. There was discussion of ADS-B out purchases and installations.

Old Business:

Nomination Committee recommendations:

President: Ken Brown

VP: Ernie Hansen

Treasurer: Harry Cook

Secretary: Ray Ballantyne

A quorum was established with 22 members present and 30 proxies. Mike held the election by a show of hands and proxies. The Chapter officer nominees were elected unanimously.

Continued on next page



EAA Chapter 430 General Meeting Minutes (continued)

Appointed (volunteer) Class II Directors:

- Membership – Bob Hicks
- Scholarship – Dave Miller
- Young Eagles – Lee Runion
- Programs – Deb Cox
- Newsletter – Mary Brown
- VMC Club Coordinator – Ray Ballantyne and Deb Cox
- Tech Advisors – Harry Cook, Barry Halsted, Ernie Hansen, Rick Vaux

New Business:

Proposed annual dues increase by \$5.00. By proxy vote and a show of hands, the proposal passed with 3 dissenting votes.

Comments from the Members:

Our thoughts and prayers are with the Ernie Hansen family as Penny battles medical issues.

Lee Runion offered a last chance to attend the Christmas Party Saturday Dec 1. He confirmed 45 RSVPs and said there will be a barbershop quartet for entertainment. Don't forget Toys for Tots.

Scholarship Raffle added \$21.00 to the funds.

Close of the business meeting @ 10:38 a.m.

Next Chapter Meeting will be on January 26, 2019 - 1000 at W28

Next Board of Director transition meeting will be December 21, 2018 Mariners Café 9:00 a.m.

Respectfully Submitted,

Ray Ballantyne, Secretary

2018 ANNUAL CHRISTMAS DINNER







Toys For Tots

Batteries **N**ot **R**equired

(L to R)

Rich Wyatt

Rich Johnston

Jim Muldowney

Bud Davies