



EAA 430 FLYER

Serving Northern Olympic Peninsula



MAY 2025



From the Left Seat With President Ray Ballantyne

It's been an exciting time for EAA 430! We just completed our "Raise the Roof" pledge dinner. Over 30 members enjoyed a great dinner, a lot of conversation, and best of all I had a captive audience for my jokes. We reviewed the history of our building project and options for the future. When it was all said and done, we raised \$18,500!

During the dinner we announced that Jazmine Stamper has been awarded \$12,000 for flight training from the Ray foundation. Our other scholar, Gunner Rogers, just received his instrument rating at UND.

Right now, we are gearing up for our next flying start presentation at KCLM. Harry Cook will lead the group of aspiring aviators through all forms of personal aviation on Saturday the 17th. Participants then get a free airplane ride with one of our members.

The summer flying season is fast upon us. I'm pleased to report. My airplane is back from five weeks at the shop. Now I have to not only learn how to fly it but also figure out all the whiz-bang avionics.

Call a buddy and go flying!

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BOD Meeting
May 23 Mariners Cafe 0900

Next Gathering
May 31 Hangar 15 W28

VMC/IMC
June 11
Mariners Cafe 1900

Young Eagles - W28
June 14



Please
 Mark your calendars
 For the summer's
 Young Eagle Events
PILOTS NEEDED



\$\$\$ FOR SALE \$\$\$

**We still have a complete DreamClassic ultralight
 with a "0" time Rotax 447 engine. \$6,000.**

You can google for more details.

Contact Ernie Hansen ernestfhansen@gmail.com if interested.

**This is the second of a series of articles written by former Young Eagles
WHERE ARE THEY NOW**

Jazmin Stamper

Hello there, my name is Jazmin Stamper.

My first EAA Young Eagles flight was in 2018. It was the first time I had flown in a small plane, and I loved it. Being up in the air was an amazing experience. I enjoyed looking at the ocean and the mountains near where we were flying. I've been going to the Young Eagles ever since, and they all have been a great learning experience. The more I go the more I learn. I've piloted a few times, as well, after the pilot takes off, they will fly in the pattern until we get to safe area and hand over some of the controls. I once flew the whole flight except taking off and landing since those are harder to do and I have landed once.

The EAA Young Eagles has various planes, my favorite aircraft is a biplane. I've flown in one a few times and I find it so cool that when you're flying the engine keeps you warm even with only a windshield. In 2023 I started doing the Build and Fly program to help build a model airplane and graduated from the class. We flew the plane at the local Olympic Silent Flyers field. A year ago, I started to do Sporty's Online Ground School, began attending the local EAA chapter meetings, and the VMC/IMC meetings. As I got to know more people and go to more meetings, they saw that I was committing to a career in aviation. They began to offer more opportunities like helping in the next Build and Fly program to help other youth to build their model planes. This year they have given me funding to attend the EAA Air Academy in Oshkosh, Wisconsin. They are also electing me, this year, to be their Ray Scholarship recipient which will pay for my Private Pilot Certificate. I am so grateful for their support!

I never thought that these opportunities would happen for me. Don't be afraid to explore the world of aviation!

Sincerely,
Jazmin Stamper

Remembering A Legend



Bob Nagy was born in Milwaukee WI in 1938. He was curious about military life and machinery all during WWII. Bob got his chance as a young man when he joined Wisconsin Air Guard at age 19. He spent 8 years there and was trained as Armament Sys N.C.O for F-51s & F-89s, Bob got to fly as R.I.O. in F-89s while testing radar intercepts. He also trained as a boom operator on KC-97s (aerial refueling).

During this time, Bob was introduced to Paul Poberezny. Paul was active in the Air Guard and was otherwise creating what became the hugely popular Experimental Airplane Association (EAA). Since Bob shared a strong interest in military & general aviation, the friendship was a good match.

Bob Nagy often visited the Poberezny's basement, which was the original office of EAA, and volunteered his help. He worked at the EAA Rockford Fly-in for all the years at that location. Rockford was replaced by Oshkosh in 1970.

Mr. Nagy clawed his way through his ratings to become ever-increasingly qualified for commercial flying. To pay for all of this (and to provide alternative income) Bob studied at Milwaukee School of Engineering and was employed by several firms as an electronics engineer during the course of his work life.

Good aviation jobs were hard to get for a long period in the 1960s and beyond. At one point Bob accepted training and graduated from FAA Academy (OK City) as an ATC controller. He was employed for a short while at the MKE tower but the PATCO controller strike in 1981 changed his interest and direction.

Bob found good berth with Japan Airlines training facility in Napa CA, as an instructor. At JAL, he spent 14 years nurturing pilot candidates through all phases of training: ground schooling, simulator, and airplane. He became intimate with the Beech C-90 (King Air). On the side, Bob and Diane enjoyed social life in Napa while helping the Japanese pilot candidates adjust to American culture and the English language.

After retirement from JAL, Bob moved to Sequim WA with his wife Diane. He shared a strong continuing relationship with EAA locally. Bob was active with local car clubs and loved showing his Chevy SSR.

Ratings and Certs: ASMEI, Commercial, CFI, CATS Instructor (Beech C-90). He had many hours in legacy airplanes of the 1950s, 60s, 70s, 80s, and was owner or partner in a few.

Bob marked his 87th birthday on March 22, 2025. As of March 29, 2025, Bob Nagy has "flown West". He passed away peacefully at home after a short illness.



EAA Chapter 430 Membership Gathering Minutes

Apr 26, 2025

Chapter President Ray Ballantyne called the Membership Gathering to order at 1004, hangar #15 at Sequim Valley Airport.

Ray led The Pledge of Allegiance to the Flag with 43 members and 2 guests attending.

Ray led thank-you's and applause for our hospitality directors - Charlene and Kevin Tracy and our other volunteers, including Joan Miller and Norm Nelson.

Welcome guest(s): Maj. Eric Wahl, Ari Skov (Ari is close taking to his Private Pilot checkride)

March Gathering Minutes were approved as written.

Correspondence - EAA HQ has once again awarded Gold Chapter status [for 2024] to EAA Chapter 430. Ray noted ongoing clubhouse/hangar discussions with Sequim Valley Airport and some new things with the Port of Port Angeles/Fairchild Airport management. Also, some arrangements for an August aviation equipment swap meet have been discussed with several EAA chapters, including Bremerton, Harvey and Chehalis.

o John Meyers took a moment to share the sad news that friend and chapter member Bob Nagy has passed.

Old Business

Treasury Tracy Halsted - Our financial picture reflects funds of approximately \$3476 for scholarship, \$183,868 for building fund and \$3000 in the operating accounts. Harry Cook conducted a financial audit and produced a report that found no issues and offered a couple of constructive suggestions.

Membership Tracy Halsted - Paid membership now stands at 102.

Fly-out Barry Halsted - April's flyout to Arlington (KAWO) impressively drew 11 airplanes and 18 people for a great time and a beautiful day of flying. Our May destination is anticipated to be Harvey Field (S43), Snohomish WA.

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2 ultralight projects, donated by Chapter VP Rick Vaux - Ernie Hansen has taken on the selling of the Kitfox Lite and Dream Classic machines, including engines and reports that the Kitfox was sold for \$10,000. The Dream Classic is still available and has been moved to a new storage site at Diamond Point.

o Ray demonstrated our appreciation to Ernie with a Tedesco's \$100 gift certificate

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Build and Fly Richard Howell - An LT-40 R/C model kit, that we had on-hand, just like the one the kids built in our first workshop (2023), was sold for \$300. The funds will be used for a quicker-building model kit, as a replacement, that requires significantly less time commitment for attendees and volunteers. Plans for our next Build and Fly workshop effort - to be announced.

EAA Chapter 430 Membership Gathering Minutes, Con't

Scholarship Dave Miller - Jazmin Stamper's Ray Foundation Scholarship application has been submitted. News that our last year's Ray Scholar - Gunner Rogers - has very recently achieved his Instrument Rating, was met with cheers and applause.

Young Eagles Bud Davies - The June 14th event is scheduled at Sequim Valley Airport (W28). Pilots are needed!! Registrations are steadily coming in and we need enough pilots and planes to have successful event. Pilots - please contact Bud or any chapter board member to sign up for this rewarding opportunity.

VMC/IMC Club Harry Cook - we're reminded that there's no meeting in May, because our Pledge Dinner is scheduled on that Wednesday evening.

Flying Start Harry Cook - Harry is hosting our event at 10:00 am on Saturday, May 17 at Fairchild Airport Terminal Conference Room. Eagle Pilots are needed. Also, a few volunteers to help with onsite registration and other tasks will be welcomed. Please contact Harry or any board member to volunteer. Look for event pilot/volunteer sign up info in your email inbox.

New Business

Building Committee (Barry Halsted, Ernie Hansen, Norm Nelson and Ray Ballantyne)

- o Ray shared that a change of venue for the location of a chapter clubhouse is [now] quite possibly the best way to move forward with our long standing desire and need for a permanent facility - and home - for EAA Chapter 430.
- o The building committee has been in contact with Fairchild airport management and in preliminary discussions with a seller of a large hangar (pair) that appears to be quite attractive and suitable to our mission.
- o Photos and a 3D graphic rendering of the site was presented. Ray conveyed enthusiasm and apparent willingness of Fairchild airport management to address access, parking and other considerations.
- o Ray reviewed the suitability of existing electrical and plumbing and what we might need to do, to finish out the hangar. The cost of the structure purchase and anticipated upgrades will likely be [substantially] less than the new construction that's been under negotiation and planning at Sequim Valley Airport for quite some time. Challenges with the success of that effort have led to looking at this attractive opportunity.
- o A motion to allow the building committee to move forward with negotiations and authority to purchase the Port Angeles hangar building units, on leased airport property, was made by Ken Brown. A second of the motion was put forward by Keith Kretschmer. Ray led vigorous member discussion of topics related to the proposal. With a quorum of 43 members present, a show-of-hands vote was taken. 31 were counted as yes, 3 were counted as no. The motion carried.

EAA Chapter 430 Membership Gathering Minutes Con't

Aviation Swap Meet - Ray has been working with folks at Harvey, Bremerton and Chehalis to organize an event on Saturday, August 9th. Richard Howell will be a local point of contact for information about the event, as things unfold.

Pledge Dinner - Pledge/Invitation RSVP cards were distributed (at this meeting). There is a signup sheet here today, or please RSVP to Kevin Tracy if you'd like to attend.

Projects

- o Harry Cook - Sonex Waix B, Canopy area.
- o Rick Stoffell (James) - RV-10, Fiberglass rollover structure.
- o Doug Medena - RV-10, Also working on the top fiberglass of his project.
- o Colette Miller - RV-4, Throttle quadrant.
- o Linda Priddle - Thanks to James Russell and Norm Nelson for their wonderful spirit and helpfulness with airplane repairs and getting Cenk's C-150 off to its new home.

Business portion of the gathering was adjourned at 1133.

Presentation - Maj. Erik Wahl, 62nd Airlift Wing Flight Safety, JBLM - Mid Air Collision Avoidance (MACA)

A terrific selection of Westside Pizza was served for lunch.

Respectfully submitted,

Richard Howell, EAA 430 Secretary

Next Gathering - Sat May 31st 2025 @ 10am Sequim Valley Airport, Hangar #15

Next VMC/IMC Club - Wed June 11th 2025 @ 7pm Mariner Cafe

Next BOD Meeting - Fri May 23rd 2025 @ 9am Mariner Cafe

Midair Collision Avoidance Briefing



**Maj Eric Wahl, JBLM C17
Commander**

**EAA430 Gathering April 26,
2025**

**Major Eric Wahl traveled from
Joint Base Lewis McChord and
patiently waited for a spirited
business meeting to conclude. He
then provided a briefing of C17
activities and other military
assets.**



He said much of the C17 training is conducted at Moses Lake, WA where they have an assault length runway and local drop zones. He identified and described the instrument routes (IR) and visual VR routes in the area which are conducted at low altitudes and high airspeeds.

He also described the military traffic around and south of McChord. He emphasized that contacting the ATC Tower is a much better option rather than trying to skirt the airspace.

Asked about ADS-B on military aircraft, he said they are told to keep it off, and many military planes do not have it at all. Some use EFBs like ForeFlight on an iPad to see traffic. Found on Flights above the Pacific Northwest (FATPNW) is a response to the same question:

The vast majority of military aircraft do not have ADS-B out or in components installed, and likely will not get it in the near future, due to being waived from the requirements by the FAA.

Unlike most GA aircraft, there are not commercial off-the-shelf (COTS) options that give a plug and play functionality like the Garmin units or uAvionix Tailbeacon, etc. Even comparing to commercial aviation and integrating updates with their various FMS, military aviation is incredibly slow at acquisition, development, and testing of everything. What would take a year or two for GA or a few years for commercial products to debut, military aircraft are more on a decade or greater timeline. Not to mention, many military aircraft are joint efforts of 2-3 companies to manufacture the airframe, while 1-3+ other contractors do the avionics or software, and there's bound to be compatibility issues and other problems found in testing since each company has their own standards they follow. It can be a mess, especially when you're dealing with a fleet of aircraft that are hodgepodes of different joint efforts.

Over the next several years, the most likely scenario will be an ADS-B Out capability for all military aircraft "eventually", and even then it'll be limited for OPSEC reasons. If you're seeing military aircraft on the online ADS-B websites, it's probably intentional for reasons (i.e. they want their presence known). But flying around the PNW, I would not expect to see much military ADS-B traffic other than some helos, or larger aircraft like tankers, C-17's or others that are more similar to a commercial aircraft like a 737 or A320, as they are likely easier to have a COTS option to comply with the mandate. Most tacair (Growlers and other fighters) will not have it.

2025 BOARD AND DIRECTORS

Position	Name	Phone Ext.	Email Address
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