



Serving the Port Angeles & Sequim Area

EAA 430 FLYER

March 2019



Dedicated to having fun with airplanes and promoting General Aviation

CHAPTER CHATTER

With Ken Brown



March and the Idus Martiae are in the air along with cool temperatures and clear skies. While we venture out to test our hibernated flying skills, the leadership team has been busy. The “Leadership Boot Camp” or, as those of us who attended can attest, “Drinking from a firehose” was a day full of facts. Lots of information on how to, do it better and be more involved with the general aviation community, not just builders. To say it was worth the time is an understatement. Our chapter had five board members in attendance, some for the first time and a couple of us for a second feeding.

We had the President, Vice President, Secretary, Young Eagle Coordinator and Newsletter Editor all taking notes and asking questions. The following day we headed over to the Northwest Aviation and Trade Show for more aviation-related encounters.

This coming year we will be extending an open hand to other aviation groups to join us as we continue to be good aviation partners. One program I would like to involve the general membership in and encourage you to participate in is “BRING A FRIEND” to the meeting. One of the themes from the Boot Camp was “IF YOU ARE NOT GROWING – YOU ARE DYING.”

We will be having fly-outs for lunches or visits to interesting places this year on the weekend when we do not have a gathering. How about a POKER RUN?

The chapter has moved into hangar 15 and we thank Bud Davies for his generous hospitality. The new donated large screen is mounted and the new chapter-owned sound system is here. We have been able to arrange to have extra chairs loaned to us as well in exchange for the occasional use of the chapter tables.

The chapter is still looking for volunteers for Web Editing and a Facility Coordinator to handle the meeting space prior and post to the gathering.

You might be questioning the term GATHERING vs MEETING. Simply put, we have Board MEETINGS, but we GATHER to talk about airplanes and hear presentations. Let us GATHER often and enjoy the fellowship.

Ken



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2019 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 Hansen	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 Hansen		techeh@eaa430.org
Tech Advisor	Rick Vaux		techrv@eaa430.org

CALENDAR OF EVENTS

MARCH 2019

- EAA Chapter 430 Board Meeting
March 22 9:00 am
Mariner’s Café JC Penny Plaza
- EAA Chapter 430 Chapter Gathering
March 30 10:00—12:00 am



APRIL 2019

- VMC Club Meeting April 10 7:00 pm
Mariner’s Café JC Penny Plaza
- EAA Chapter 430 Board Meeting
April 19 9:00 am
Mariner’s Café JC Penny Plaza
- EAA Chapter 430 Chapter Gathering
April 27 10:00 - 12:00
(Dave Woodcock, 50 Years With EAA)

Dave Woodcock

A 50 year love of aviation began with the building of a Bowers FlyBaby. My interest in EAA started in 1967 and 1968 at the first Arlington Fly-in. I became active in Seattle EAA Chapter 26 as a Chapter officer. I assisted Dick Baxter of EAA 84, then manager of Spencer Aircraft, with the organization, planning, and getting volunteers for the growing Arlington Fly-in.

1975 - 1977 Program Director and Chapter President EAA 26, Seattle

1976 - 77 Organized Arlington EAA Fly-in with EAA 84, 441 and 326; became first Fly-in Director (1977 to about 1985).

Arlington grew during this time to the third largest EAA Fly-in in the US.



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 the month starting at 7:00 p.m.

Come be part of a community of pilots

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.

Airplanes R Us

by John Meyers

EAA 430, Young Eagles Events

The Olympic Peninsula is a special place with beautiful vistas, and just enough civilization to make life quite comfortable in the 21st century. For those who are flying enthusiasts, EAA and Chapter 430 fit very well into this environment.

EAA 430 has a great history of supporting the YOUNG EAGLES program. These have become “signature events” for the chapter. For me, I had the pleasure of being the YE coordinator for several recent years. During my tenure, we were lucky with weather and volunteer-ship, thus facilitating some great rallies. Now it’s time for me to evolve to a secondary role. There are some key elements to pass along to the “next generation.”

- 1) The EAA YOUTH PROTECTION item: We have 3-years of history with this and it makes good sense. For those who were qualified in the first wave, it is now time to re-qualify. The chore is an easy online transaction whether you are new to the item or accomplishing the 3-year re-qualification. We will need 100% of the pilots... and a good percentage of the ground volunteers to finish this item and be on file.
- 2) FLIGHT VOLUNTEERS: The program leans heavily on the generosity and availability of pilots & planes. There is no payback or consideration except the gratitude of kids who get to experience the ride. Kids can variously see-the-sights and maybe handle the controls.
- 3) GROUND VOLUNTEERS: The flight portion must be well-supported by the ground crew. We strive to create an attractive base station and demonstrate good hosting of parents and kids. Elements are greeters, tent staff and safety escorts.
- 4) LOGISTICS: Setting up the tent for base of operations is accomplished at Sequim Valley and Port Angeles airports. Eventually all this stuff gets dismantled and tucked away for the next event.
- 5) BEST RESULT: We like positive feedback... and sometimes it takes a while. Best news is that a youth is inspired by a YE experience to make a strong connection to aviation as a hobby or occupation.

Here is hoping for great weather and good participation for the 2019 Young Eagles events sponsored by EAA chapter 430!

Getting To Know You

Ray Ballantyne, Secretary

Ray was born with aviation in his blood. His mother trained as a WASP (Women's Airforce Service Pilot), and his father survived three CG-4A Troop Glider missions in World War II. Ray was less than a year old when he flew in his father's Stinson Voyager 108 in Pueblo Colorado. Flying Piper Cherokees, Ray had a student license (solo) before a driver's license on his 16th birthday. He went on to get his private pilot's license at age 17. He presently has a Commercial, Multi-engine, with Instrument and Seaplane ratings and currently has about 3000 hours.

He received a degree in business administration in 1975 in Gunnison, Colorado and started working at his dad's live-stock trucking company. He met his wife Lisa in college and in 1976, they eloped in a Cherokee 180, ending up in the Las Vegas courthouse where Lisa became Mrs. Ray Ballantyne. They have two children and four grandchildren.

In 1977, he was hired by the Federal Aviation Administration (FAA) as a Flight Service Station (FSS) Specialist GS-7. The first duty station was Cut Bank, Montana (CTB) FSS. After a quick checkout, he was working his first year when his father died unexpectedly and Ray returned to Pueblo, CO to run the truck line and ultimately sell the business six months later. While there, Lisa got her private pilot's license in a Piper Tomahawk and ended up flying it back to Cut Bank by herself.



Their next assignment was Bethel, Alaska AK FSS (BET) where Ray worked as a level II FSS ATC Specialist. The BET FSS service area was about the size of the state of Oregon with 52 village airports located in the Yukon-Kuskokwim (YK) Delta. Getting to Bethel was an interesting logistical event. The car and household goods were barged to Anchorage and then flown to Bethel in a C-123 "Provider." Although there are no roads to this village of 4000 people 350 miles west of Anchorage, it is important to have a car to get around town. In the winter, the Kuskokwim River freezes thick enough to drive to nearby villages. Ray and Lisa flew their 1969 Piper Comanche 260C all the way to Bethel, flying IFR the last leg on G7 (an NDB airway) because there were no VORs or GPS. The YK delta had a lot of air traffic with numerous C206/207 and C185's supplying all the villages. Ray got to visit most of the villages in the delta and the north country as he also flew as a Part 135 "bush" pilot on his days off in Bethel and later in Fairbanks.

In 1981, Ray was selected for Fairbanks (FAI) Airport Traffic Control Tower (ATCT). He successfully completed the Academy training in Oklahoma City (OKC) and reported to FAI for training in August.

Meanwhile, in August 1981, the Professional Air Traffic Controllers Organization (PATCO) 15,000 members struck and walked off their posts. After negotiations collapsed in what was declared an illegal strike by President Ronald Reagan, he offered them 48 hours to return to duty. Most of the striking controllers eventually lost their jobs and had no option for rehire for over a decade. Supervisors, non-strikers and military controllers took over as commercial flights from the larger airports were cut by 50%. Ray's class was the first to graduate OKC after the strike. He worked 10 hour shifts 6 days a week as a controller in the FAI combined Terminal Radar Approach Control (TRACON) and Tower Cab, which included controlling Ft Wainwright AAF and Eielson AFB. He served not only as a controller, but was the Quality Assurance, Automation Specialist, temporary Operations Supervisor and trainer.

After 3 years in Fairbanks, he and Lisa ended up back at Bethel (the only place he said he would never live). Ray was the Air Traffic Manager (ATM) for 18 months and established perhaps the last non-Radar approach control in the country. From there they moved on to Colorado Springs (COS) as an ATC Specialist from 1986 to 1989. COS at that time had a difficult triangle runway configuration with extensive military training aircraft mixed with commercial and civilian operations.

In March of 1989, they drove back to Anchorage with their two young children, Amy and Dan, where Ray worked as a tower controller at Anchorage ATCT (ANC), which included tower control of Lake Hood Seaplane base, the busiest in the world. A week after they arrived in Anchorage, the supertanker Exxon Valdez ran aground, spewing 11 million gallons of crude oil into Prince William Sound. The call came early in the morning from the Air Traffic Division Manager asking Ray

(Continued on following page)

to go manage the increased air traffic over Prince William Sound, off the Gulf of Alaska, from a Coast Guard cutter. In his words, *"I was a likely candidate to go because I would not be missed at the tower, I had high-density/complex air traffic control experience, and I knew as much about the Prince William Sound area as anyone else – not much."*

Working from the Coast Guard cutter *Rush*, Ray and his coworker Don Hall worked from the Combat Information Center (CIC) of the Cutter. Their transportation to the *Rush* was an H3 helicopter which was too large to land on the cutter. They were lowered down in a wire basket with a winch to the flight deck. Ray's unique story, written by him, appeared in the July 1989 issue of the AOPA Pilot. You can read it at the following link on our EAA 430 web site.

<https://eaa430.org/wp-content/uploads/2019/03/Mission-to-Valdez-by-Ray-Ballantyne.pdf>

From 1990 to 1993 Ray worked as a System Requirements Planning Specialist at the Alaska Regional Office, analyzing the air traffic system and identifying Air Traffic requirements to ensure the requirements of the NAS. Representing Alaska on the Advanced Automation System (AAS) and Voice Switch and Communications System (VSCS) Implementation Teams, he also served on the national budget allocation team. For the following three years, he was the Anchorage TRACON Operations Supervisor, Operations Manager, and temporary ATM.



During the Iditarod sled dog race, Ray, along with two other controllers, set up a temporary control tower at a remote site. They loaded a 200-pound sled filled with survival gear and radio equipment and, pulled by a snow machine, they traveled 65 miles to Skwentna. For three days the three men manned the "control tower" which

recorded over 200 operations. Besides the ski planes, they had to keep an eye on the runway for cross-country skiers, snow machines, moose and dogs...all of this sitting out at -30 degrees.

Ray became the Merrill ATCT ATM for three years, a facility that averaged 175,000 operations per year. Merrill is a public-use general aviation airport located a mile from downtown Anchorage. While he was there, the Merrill ATCT received the Regional Facility of the Year award and the National Facility of the Year. He also led the move to a new tower, for which he had started the budget process while working in the Regional Office.

After sixteen years in Alaska, the next stop was Portland, Oregon as the Oregon Terminal Hub Air Traffic Manager. Ray oversaw the commissioning of the new Portland ATCT (PDX) and was the first facility to field the new Enhanced Terminal Voice Switching system (ETVS) nationally. PDX was also selected as national Facility of the Year in 2000.

From 2003 to 2006 Ray was a Quality Assurance Specialist for the FAA Western Service Area Safety Assurance Group in Seattle. With the kids out of the house in 2006, he moved with Lisa to Los Angeles Air Route Control Center (ARTCC) in Palmdale, CA where he was the Support Manager for Quality Control. Following three years at LA Center, Ray was assigned to FAA Headquarters in Washington DC, to address quality assurance for all the towers in the FAA. In 2010, he ended his career in Seattle as the Senior Advisor to the Western Terminal Service Director.



After 35 years working at his "dream" job, Ray retired and moved to Sequim, Washington where Lisa was the general contractor while they built their home at Rake's Glen Airport WA59. Ray is Secretary for EAA 430 and started the VMC Club this past year. He and Lisa spend a lot of time backcountry flying and camping in their GlaStar GS-1. They are planning a summer trip, flying their plane, along with two other planes, to Alaska.

Ray has owned a Comanche, Tomahawk, C182, Bonanza BE35S, and currently has the GlaStar. Although not a builder, with the help of EAA 430 members, he has modified his GlaStar with a Powerflow exhaust, EMag replacement, changed the gear from tricycle to conventional, and installed a constant speed propeller.

Smith-Wide Body Piper Super Cub Project

By Ernie Hansen



I purchased a "kit" that had been started by the previous owner. Fortunately, not much had been done, so I could "do it my way" and I didn't have to wonder about the quality of the work performed.



The fuselage and tail pieces were welded and powder coated. All systems, pulleys cables needed assembly. I patterned and fabricated the interior panels and covered them. Floor boards were fabricated, finished and installed.



The wings were partially assembled from the kit builder. There is a long story here, but suffice it to say they were not in the stage that usually leaves the kit builder. I needed to install the flap and aileron hangers, make the tank covers, install the trailing edge pieces (false spar) and all pulleys and brackets.





The instrument panel was a formed, blank piece of aluminum. After using patterns of instruments for the layout, the panel was cut with a water jet. This was a huge time saver over drilling and punching holes with Greeley punches, and the result was excellent. Preliminary wiring was done and harnesses were made for the avionics.



I overhauled the O360 Lycoming engine to zero time. The cylinders are port and polished to enhance fuel flow, otherwise the engine is stock. I wanted the option of burning auto fuel.



The aircraft was assembled and rigged, then disassembled for covering. ALL surfaces are now covered and everything but the fuselage is painted with primer. Waiting for the weather to improve to prime the fuselage. Then parts can be installed for the last time!! Using the Stewart System for covering allowed me to do much of the work in my house last winter. It is not toxic and has no odor; also I had a great wife!!



This is a brief description of a 3 year process. Not full time, but a fairly consistent effort.

When will it be done....90% done, 90% to go!

FAIRCHILD INT'L AIRPORT APPRECIATION DAY AND FLY-IN



Date: June 22, 2019
Time: 8:00am - 4:00pm



FAIRCHILD INT'L AIRPORT APPRECIATION DAY AND FLY-IN

FREE ADMISSION FOR ALL

- See Military, Corporate and General Aviation aircraft up close
- "Young Eagle" flights for youth 10:00 to 2:00pm
 - RC Modelers Flight Demonstrations
 - Food & beverage vendors on sight
 - Balloons—Helicopters

This event brought to you by:



The third planning committee meeting for KCLM Aviation Days (June 22) was held on March 4 @ Fairchild, co-chaired by Dan Gase & Dave Miller. Fairchild Appreciation Day will host a number of events, including a pancake breakfast, balloon rides, helicopter rides, & scenic flights by Rite Bros. There will be a Young Eagles event by EAA Chapter 430, under the wing camping, food & beverage vendors, RC Modelers and numerous airplanes on display.

To ensure the safety of participating pilots and visitors with no aviation experience, volunteers are needed.

Anyone interested in volunteering for vehicle traffic control, parking or aircraft movement are asked to attend the next meeting at Fairchild airport on April 4th at 1:00.

