



*Serving the Port Angeles & Sequim Area*

## **EAA 430 FLYER**

*June 2019*



**Dedicated to having fun with airplanes and promoting General Aviation**

### **CHAPTER CHATTER**

*With Ken Brown*



Going from an idea to a reality is far more difficult than just writing it down on paper.

As the chapter continues to grow and expand its horizons, the never-ending need for volunteers is also expanding. A small cadre of volunteers are caring a very large load of responsibilities. We need to enlarge the number of volunteers to take on some of the necessary tasks.

Don't be content to sit back and let the "OTHER" person do the work, while enjoying the fruits of that labor. This chapter has always looked at things as a team effort. We have a very diverse talent base within our ranks, and those skills need to find a place of service. No job you accept is too small. Many hands make big jobs doable and easily done.

One or two of you would be great at heading up the general Scholarship fundraising activities, while another would be great at selling water at the Airport Appreciation day at KCLM in June and Air Affaire at W28 in August. Cooking Burgers at the BASH or serving requires a team of at least four to keep things moving.

As the board works to develop programs and ideas, the implementation cannot be done by board members alone. It is the responsibility of the general membership to step up and stand alongside others to carry out the mission and goals of the chapter.

Membership in 430 has an implied responsibility to serve in some area that will benefit the group and its mission statement.

I encourage you to take that step today. Make the call and take charge of one of the many opportunities available. The rewards are greater than you would believe.

For a list of volunteer opportunities turn to page two of the newsletter and make the call today. The chapter is best when we all have an active part in achieving the goals.

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## CHAPTER CHATTER

(continued from previous page)

### Volunteer Opportunities.

If you would like to be added as a team captain\* or worker to one or more of the events, please contact V.P. Ernie Hansen at [ernestfhansen@gmail.com](mailto:ernestfhansen@gmail.com) and let him know.

(\* needs a team captain.)

#### KCLM Airport Appreciation Day June 22

YE Pilots / YE Ground crew / Registration

\*EAA 430 Booth or Tent on the West end of KCLM selling water for the scholarship fund

\*EAA Stand at the East end Display Aircraft Area selling water for scholarship fund

**(Added benefit:** All volunteers at this event: FREE BBQ at 1600 of Prime Rib / Brisket and all the fixings.

#### W28 July 7 YE

YE Pilots / YE Ground crew / Registration

#### W28 August 24-25 Air Affaire

\*Setup / Take down Tent or Booth

\*Volunteers for 2 days / sell water for scholarship

\*Ramp Control / marshaling (unrelated to EAA 430)



**WHAT:** VMC - Visual Meteorological Conditions (flying VFR - visual flight rules)

Discussions involving flying airplanes visually led by Ray Ballantyne

**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 pm.

**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.

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### EAA 430 Young Eagle Events

June 22 at KCLM     July 6 at W28

Rain date of August 17

JULY 2019
<ul style="list-style-type: none"> <li>• VMC Club Meeting <b>CANCELLED</b></li> <li>• EAA Chapter 430 Board Meeting <b>CANCELLED</b></li> <li>• EAA Chapter 430 Chapter Gathering <b>July 27 10:00 - 12:00</b> Speaker: Dana Terrill Computer Numerical Control</li> </ul>

JUNE 2019
<ul style="list-style-type: none"> <li>• VMC Club Meeting <b>June 12 7:00 pm</b> <b>Mariner's Café JC Penny Plaza</b></li> <li>• EAA Chapter 430 Board Meeting <b>June 21 9:00 am</b> <b>Mariner's Café JC Penny Plaza</b></li> <li>• EAA Chapter 430 Chapter Gathering <b>June 29 10:00 - 12:00</b> Speaker: Dr. William Kintner Basic medical and over-the-counter drugs</li> </ul>

*Dr. William Kintner has been active as a Senior AME since 1982. He received his undergraduate degrees in biology and chemistry from Pacific Lutheran University, continuing his education at the University of Washington Medical School and residency at Tacoma General Hospital (now MultiCare).*

*Dr. Kintner is a family physician who has practiced in Port Angeles since 1982. Along with Dr. Redlin, they do about 250 FAA, Basic Med and Transport Canada medical exams yearly.*

*He received his Initial flight instruction from Bill Fairchild in a Piper Colt, soloing a few days after his 16<sup>th</sup> birthday. He has a commercial license and instrument rating and has flown 2,000+ hours. He presently flies a 1967 Cessna 182 with a Robertson STOL conversion.*

**The following is a letter from our 2015-2016 school year scholarship recipient, Seth Mulhausen to Dave Miller, Scholarship Chairman.**

Dave

It's a little surreal writing this email. I just finished my final semester at Rocky Mountain college, although it has not hit me yet that it's all over! I finished with a total of 3.59 GPA (.01 away from magna cum laude), semester GPA of 3.69.

Even though our Baron was broken most of the semester, and I never even got to fly it because of that, I received a waiver to finish multi at Galvin Flying, my employer, and will still receive credit for the class, and won't lose my 1000 hour restricted ATP. It's unfortunate I couldn't fly the Baron, but either way I'll get my multi.

The EAA 430 scholarship was an immense help. Thank you so much for your generosity! I know, for sure, there are two places I want to give back once I'm established, and that is the Museum, and Chapter 430. Both have impacted my life so much. I've already told Mike that I want to spend some time instructing at the museum this summer, and it seems he's keen to have me back.

I want to write more, but nothing is coming to me at the moment, so again, thank you, and keep in touch!

Sincerely,  
Seth Mulhausen



## Getting To Know You

(Bob Hicks)

*In the November 2005 EAA Newsletter Bob Hicks was our featured member of EAA 430. I am repeating the bio I wrote regarding his life in aviation. Not only has he lived a very diverse life, growing up in England, he has played an important part in the history of our chapter. Enjoy this recap of his achievements. (Newsletter Editor)*



Bob has been fascinated by airplanes since he was a young lad in England. During WWII, he learned to identify the planes flying overhead. His mother was English and his father, an officer in the Foreign Service, working in Europe for the State Department, was from Tennessee. When his father had to return to the United States, his mother was pregnant with Bob and didn't want to make the sea journey until after his birth. Bob never got to meet his father because he died from heart problems when he was in his 40's. He remembers traveling around England with his mother, a dancer with the French Loie Fuller

Ballet. She had traveled the world with the troupe, including San Francisco before the Golden Gate Bridge was built.

In 1939 he and his mother moved to Sussex. Because of air raids along the south coast of England, they moved to Somerset in the west of England the following year. He was six years old. Anticipating a German invasion, a small boarding school in Sussex (run by two women) was relocating to America. When a space became available, Bob and two cousins traveled with the other children in the school to America from Glasgow to Halifax aboard the "Empress of Australia."

The voyage took ten days, and he remembers the ship zig zagging to avoid submarines. They were among about 30,000 children who immigrated to Canada and the U.S. in 1940. After another boat was torpedoed and sunk, the program was cancelled. By then the Battle of Britain had been won and the invasion threat had ended. The school was sponsored by Eugene Meyer, owner & publisher of the Washington Post. The children were housed in a mansion at Clovercroft Estate in Warrington, Virginia, where they were treated like celebrities. Eleanor Roosevelt invited them to the White House for an Easter party in 1941. Another memory he has (along with a picture) is meeting the Duke and Duchess of Windsor in 1942. The children spent many hours practicing bowing and curtsying.

When the two women who ran the school returned to England in 1942, Bob (along with five other children) transferred to a school in Bronx, New York, which he attended for the next three years. In 1945, after the war in Europe ended, he boarded a Royal Navy cruiser, HMS Sheffield, in Boston and headed back to Portsmouth, England. He remembers being given the brass shell casings from anti-aircraft aboard the ship...IF he polished the brass, which he spent many hours doing.

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*Getting To Know Bob Hicks**(continued from previous page)*

Arriving back in England, he met his soon-to-be stepfather and enrolled in a private school. When his stepfather got a new job in Somerset, Bob attended the Taunton Boarding and Day School through graduation. He was an apprentice in the Bristol Airplane Company until, at age 18, he was drafted into the Corps of Royal Engineers (Army), spending eleven months of the required two years in Germany.

When he left the service, he went to work as a trainee in the sales department of Newman Industries in Bristol, a company that manufactured industrial electrical motors. He was in their two-year training program, which required courses in electrical engineering. Shortly after completing the program, the company sent him to Newark, New Jersey in a Pan Am DC-7, his first ride in an airplane. Early in 1959 he was transferred to Chicago where he had his first ride in a light plane, a 172. He joined a diving club to practice his hobby of scuba diving.



The YMCA, his home at the time, was having an Open House and a troupe of theatre actors was presenting a musical review. Bob was in the audience when one of the performers, Sharyn, came to his seat in her costume, sat on his lap and sang to him. He was smitten. At the end of the year he was transferred back to Newark as a district manager, but in 1960, they traveled to her hometown in South Dakota and were married.

In 1961 he went to work for Electric Machinery Company, a Minneapolis manufacturer of large generators and motors, working as a salesman. He and Sharyn moved to Needham, MA, where their son, Christopher, was born. Two years later, the company moved them to Cincinnati, Ohio, where they lived for eight years. Sarah, an adopted daughter, joined the family while they were in Cincinnati. At age 33, Bob got his private pilot's license and joined a Cincinnati flying club. Their next home was in Bellevue, Washington, where he worked as the NW District Manager for five years.

While living in Washington, he made a memorable six-week business trip to the Middle East ( Saudi Arabia, Egypt, Iran) Spain and the United Kingdom. While in Egypt, he climbed up inside the Great Pyramid. As it was a day in March, he was the only tourist. The guide went as far as the Queen's Chamber with him and then told him he could climb to the King's Chamber by himself if he wanted to, which he did.

They lived in El Toro, California for the next 23 years. In 1999 he retired from Electric Machinery Company and he and Sharyn moved to Sequim.

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*Getting To Know Bob Hicks**(continued from previous page)*

The RV-6, which Bob began building in California in 1988, was trailered to a rented hangar in Diamond Point. The airframe, instrument panel, canopy and wings were completed; however, the engine was not mounted and the wings were not on when it arrived in Washington. He spent the next couple of years finishing the project. Whenever he needed help, there was always another pilot/builder willing to lend a hand. After heart surgery early in 2000, he and Trent Sommers became partners because he wasn't sure if he would be able to get his medical back. Trent helped him finish the plane and their first flight was on October 16, 2002.

Bob has been active in EAA since living in California, where he served as secretary, membership chair and director in Chapter 92.

His beloved wife, Sharyn, passed away in April 2010.

*Now the rest of the story.*

Bob is currently our Membership Director. He has held this role since 2015. Prior to that, he was the president of our chapter in 2003, 2004, 2005, 2012, 2013 and 2014. That's a lot of years of serving in our chapter and we are very appreciative of his dedication to EAA 430.



## Airplanes R Us

*by John Meyers*

This is midpoint in year 2019, and I can think of two “hot” items that are not necessarily universal to all local aviators but have some pertinence for general discussion:

- 1) BASIC MED. This writer will soon make a visitation to a general practitioner in hopes of completing the steps for “Basic Medical.” It is an attractive way to continue my aviation experience as a senior aviator. It appears that my list of ailments and complaints do not disqualify me from this “certification.” It is not without some sad sentiment that I would allow my regular Airmen’s Medical to expire. It has been my continuous “friend” and enabled livelihood since 1961.
- 2) ADS-B MANDATE. So when we wake up on New Year’s Day 2020, the regulatory world of airspace will have a new layer of regulation and compliance issues. If you are like Rip Van Winkle and your airplane is not ADS-B “out” equipped, you may need to change your “fly-to-lunch” habits.

From Sequim (and the whole of North Olympic Peninsula) you can actually fly “local” and not violate anything if you are lacking ADS-B “out” after January 1. Let’s call that “ADS-Bandito”. Here are some “ADS-Bandito” examples I can think of:

- a) YES, I can fly KCLM to lunch at PT (0S9). Port Angeles is Class E to the surface but that airspace is not part of the new mandate ... and Jefferson Co. Airport is OK as well. NO, I cannot fly to Bremerton for lunch because it sits under the Mode C Veil of Seattle airspace centered upon KSEA. If you are ADS-Bandito, there are a whole bunch of square miles around SEA where you cannot go. If Pi-R-Squared is still correct, then you are banished from 2827 square miles around SEA, thus your dining choices are limited in that direction.
- b) YES, I can fly to Bellingham (KBLI) and the San Juans as “ADS-Bandito.” So, towered airports like KBLI are Class D ... and are not mentioned in the new requirements. Along the way, you might find Whidbey Approach to be customarily helpful but not allowing entry into their Class C airspace, according to the new rules.
- c) How about KPAE, Paine Field ? It is a Class D airport... but it sits under the Mode C Veil. Big fat bummer.... Nope !

Once we pass January 1 and ADS-B becomes effective, there will be some revelations, awakenings, and interpretations. Seems like getting the equipment installed is the way to go ... but ... if you are satisfied with some geographical constraints, then maybe not.

John Meyers



## May 25th EAA 430 Gathering & Burger Bash



Dave & Joan Miller cooking the \$100 hamburgers

Dan Donovan donated his custom-built barrel barbeque grill to our chapter. Many thanks, Dan, for your generosity.



Donna Sommer serving our hungry members their burgers



Lining up for lunch



Chocolate cake with chocolate mousse filling

## EAA Chapter 430 Monthly Gathering Minutes

Date: May 25, 2019

President Ken Brown called the gathering to order at Sequim Valley Airport (W28) Hangar #15 at 1000

Pledge Allegiance

**Guests:** Ernie Lingren, Gerald Stiles, Jocelynn Smith, and Betty Kincaid.

**Program Introduction** – Deb Cox introduced **Jeff Wells**, owner and manager of Rite Brothers Aviation who presented the “**Ins and outs of Canada/US border crossings**”. He presented his checklist for dealing with customs and border patrol. He described the E-APIS government web-based program to provide advanced passenger/pilot information. He said Canada requires a 2-hour notice with a window of arrival time +/- 15 minutes. CANPASS notification will often provide a clearance number with no inspection. US requires 1-hour notification and they meet all aircraft. They also require a custom sticker. He highly suggested to have Canadian charts and all aircraft documents. He said Basic Med is not recognized in Canada, and at least a 3<sup>rd</sup> class medical is needed. He ended with describing the actions and frequencies (by memory) for a transborder crossing.

**Young Eagles:** Bud Davies – said we flew 62 Young Eagles on May 18, 2019 and he was very appreciative of those who made it happen. We had several 4 place airplanes which really helped. He thanked Ray Ballantyne and Scott Fitzgerald for air boss and dispatcher. He said the next YE event is June 22<sup>nd</sup> during the Fairchild Intl Airport appreciation day, and he expects a big turnout. Please come help.

**New Private Pilot: Scott Fitzgerald** was recognized for receiving his Private Pilot License. Congratulations, Scott!

**Call for volunteers:**

Fundraising for Scholarship: Selling water at KCLM and Air Affaire

Taking rack cards to places where the chapter can be introduced to others.

**Collins Foundation** is bringing in a B17, B24, B25, P-51, and P-40 and needs flight line volunteers for June 19-21, 2019. Contact Bob Hicks for more information.

**Fly Out schedule:** We will have LAST TUESDAY at PWT on May 28<sup>th</sup>. And if successful we can make this a permanent happening. Roundup at W28 at 1130 departing by the slowest aircraft first, followed by the others. Over about a ½ hour.

**Business:** Ken offered the following information from the last board meeting: We have \$1862 in checking, and only \$275 in scholarships. Ken has proposed offering **engraved pavers** for a minimum donation of \$100 to replenish the scholarship fund. We're also fund raising with **water bottle sales** at KCLM Appreciation day on June 22 and the Air Affaire on August 24-25. The 100-person **membership directory** with pictures is now in the Chapter Business Pages which do not require sign in. All the board minutes and reports are available in the business pages.

The 50/50 Scholarship Raffle was won by Harry Cook.

We enjoyed our first **Burger Bash** of the summer season, and thanks go out to all those that helped, especially Dave and Joan Miller who cooked outside in a significant rain!

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Minutes of May Gathering  
(continued from previous page)

Upcoming events and Fly-out Destinations

May 28 KPWT “Last Tuesday Buffet”

June 22 KCLM Airport Appreciation Day YE & Fly-in

July 13 Concrete 3W5 0730-1100 Breakfast Fire Dept in HS

August 3 KORS Orcas Island destination

August 10 Diamond Pt Airport Day 10-2p Copter rides, food

August 24-25 Air Affaire W28

September 7-8 4S2 Hood River WAAAM

See web site for other possibilities, these are not chapter events but just members going places.



## 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

Programs	Deb Cox	5	programs@eaa430.org
Membership	Bob Hicks	6	membership@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





# The Wings of Freedom Tour

## Let's Go!

**B-17  
FLYING  
FORTRESS**

**P-40  
WARHAWK**

**B-24  
LIBERATOR**

**P-51  
MUSTANG**

**B-25  
MITCHELL**

### PORT ANGELES

William R. Fairchild International Airport  
at General Aviation Ramp

June 19	-	2:00 PM to 5:00 PM
June 20	-	9:00 AM to 5:00 PM
June 21	-	9:00 AM to 12:00 PM

*Tour - Explore - Fly*  
**The Ultimate Living History Experience.**  
 Walk-through tours: \$15 for adults and  
 \$5 for children 12 years and younger.

Five of the most famous WWII bomber and fighter aircraft are visiting your community as part of the Wings of Freedom Tour. **Tour the beautifully restored aircraft and even TAKE TO THE SKIES YOURSELF** in an ultimate flight experience aboard the bombers! Get some "stick time" in the full Dual Control P-51 and P-40 fighters! 30-minute B-17 or B-24 flights are \$450 per person. B-25 flights are \$400. P-51 flight training is \$2400 for a half hour and \$3400 for full hour. P-40 flight training is \$2200 for half hour and \$3200 for a full hour. The Collings Foundation is a educational non-profit. Proceeds go directly into the continuing operation of these amazing historic aircraft.

★ COLLINGS FOUNDATION ★  
 Keeping History Alive  
 800.568.8924 www.cfdn.org

## FAIRCHILD INT'L AIRPORT APPRECIATION DAY AND FLY-IN

Saturday June 22nd

0800 - 1000 - Lions Club Pancake Breakfast at the terminal building

0900 - 1600 - Scenic airplane rides available to purchase through Rite Bros. Aviation.

0900 - 1600 - Helicopter rides available to purchase.

1000 - 1600 - Rides available to purchase in a WWII T-6

1000 - 1600 - Balloon rides with Captain-Crystal Stout

1000 - 1600 - Olympic RC Modelers flight demonstrations and static displays

1000 - 1400 - The EAA 430 Young Eagles program offering free airplane rides to the youth.

1000 - 1600 - Kokopelli food truck on site

Static display of aircraft available to view including USCG helicopter, Life Flight Network fleet of aircraft, Cascade War Birds, corporate jet aircraft and amphibious seaplanes. More to announce as confirmations come in. Don't miss this!

Date: June 22, 2019

Time: 8 am - 4pm



## FAIRCHILD INTERNATIONAL AIRPORT APPRECIATION DAY AND FLY-IN

### FREE ADMISSION FOR ALL

- See military, corporate, medical airlift, seaplanes and general aviation aircraft up close
- "Young Eagle" flights for youth 10 am to 2 pm
  - RC Modelers flight demonstrations
  - Lions Club Pancake Breakfast
  - Food & beverage vendors on site
- Airplane, Balloon and Helicopters rides (fee)
- Tours of Port facilities and Business Park (including the Barhop Beer Garden!)

This event brought to you by:

Clallam County Chapter

