



Serving the Port Angeles & Sequim Area

EAA 430 FLYER

August 2019



Dedicated to having fun with airplanes and promoting General Aviation

CHAPTER CHATTER

With Ken Brown



Expand your horizons and reach for the stars.

In much of our life, we are complacent and prefer status quo. However, there are times when we must leave our comfort zone and reach for the stars. It is at times like these when we realize a part of our true self-worth and unrealized potential.

This was the case for me when, after a conversation with friends, a decision was made that would be life changing.

At some point in the evening I was asked, "What is on your bucket list?" Without hesitation the following words formed from "who knows were" and I said, "Fly my RV9A to Alaska." Thus, the planning began.

It was obvious this was a much bigger deal than I had first thought. This was not a 35 minute flight to Bremerton for fish and chips or Last Tuesday Buffet. This was a trip that would take planning, flying skills, endurance, teamwork, patience, understanding and money.

As the planning sessions began, I was advised that no matter how much planning we did, the trip would probably not go as planned. The Sage who spoke those words was the Lead in the flight of three, fondly referred to as #1. My role in this process was to hold the title of #3. #2 was also a more experienced flier who, along with #1, had flown to Alaska before, so this was not a new thing for them. Our group consisted of 5 persons, which included a Travel Agent, Cook, A&P, IT and FAA interface. All necessary and great team players for the upcoming adventure. The details of the adventure are the presentation at the August Gathering by the entire team.

The point I wish to convey to you is this ... with training and preparation, all things are possible.

You just need to EXPAND YOUR HORIZONS AND REACH FOR THE STARS.

The featured presentation this month will be an overview of this trip, presented by the team: Ray (#1) & Lisa Ballantyne, Ernie Hanson (#2) and Ken (#3) & Skip Brown.

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August 2019

- EAA Chapter 430 Board Meeting**
August 23 9:00 am
Mariner's Café JC Penny Plaza
Air Affaire @ Sequim Valley Airport
August 24 & 25
- EAA Chapter 430 Chapter Gathering**
August 31 10:00 - 12:00
Presentation by our members: North to Alaska

September 2019

- VMC Club Meeting September 11 7:00 pm**
Mariner's Café JC Penny Plaza
- EAA Chapter 430 Board Meeting**
September 20 9:00 am
Mariner's Café JC Penny Plaza
- EAA Chapter 430 Chapter Gathering**
September 28 10:00 - 12:00






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.



Wright Brothers Master Pilot Award

Barry J. Halsted

July 27, 2019



The Wright Brothers Master Pilot Award is the most prestigious award the FAA issues to pilots. This award is named after the Wright Brothers, the first US pilots, to recognize individuals who have exhibited professionalism, skill, and aviation expertise for at least 50 years while piloting aircraft as "Master Pilots."

Barry J. Halsted (R) received this award from Ray Ballantyne (L), as Tracy Boulton looks on. Ray was representing the FAA Northwest Mountain Flight Standards Division. Barry was honored at the Sequim Valley EAA Chapter 430 monthly Gathering on Saturday, July 27, 2019.

Barry Halsted was born Feb 18, 1943 in Wichita, KS where his father was working as a preliminary design engineer for Boeing. Barry, only 6 years old, watched his dad build a pair of stick and tissue rubber powered models and he was hooked on airplanes forever. Through high school, his whole life was building and flying model airplanes. Control line, free flight, and early RC model building consumed him. It was only natural that following high school he pursued a Bachelor of Science degree in aeronautical engineering from California State Polytechnic College and graduated in 1966.



Conventional wisdom during that time said that only those with perfect vision could become commercial pilots. From the third grade on, Barry wore glasses and thought he could not be a pilot. While working at his first job in a hobby shop, a customer who had seen some of his models encouraged him that vision shouldn't keep him from flying. So, he started flying in college and it changed his life forever. Real airplanes replaced the models he had built and flown.

He soloed a Cessna 150 on July 8, 1963 and received his private pilot license in January 1964. Barry continued training for a commercial license, but after being signed off for the check ride, he was unable to get a Class II medical due to the vision thing. Not to be dissuaded, he got an instructor's license and began teaching his friends how to fly. Two months later he received a vision waiver and immediately got his commercial pilot's license.

Barry worked as a flight instructor at Flabob airport (EAA Chapter 1) during his last year at CalPoly. During the next couple of years, he added instrument, multi-engine and single engine seaplane ratings, Certified Flight Instructor Instrument authorization, and Advanced Ground Instructor license.

After college, he moved to Seattle and flight instructed part time while also working at Boeing as a flight test engineer. He applied to the airlines, but was essentially told there were more than enough applicants with perfect vision applying and he finally gave up applying.

Pacific Aviation was a small flight operation in Seattle, where Barry was flight instructing part time. They branched out as a Champion Aircraft dealership and he readily took on selling aircraft part time. This turned out to be so much fun that he left Boeing and turned sales into his vocation. In 1972, Pacific Aviation was the 5th largest Champion dealer in the country. Champion Aircraft was subsequently purchased by Bellanca, and Barry left Pacific Aviation to work for the Bellanca Aircraft Company. During the following 7 years, he established Bellanca dealerships in 3/4th of the United States – what a fantastic job!

Following his Bellanca tenure, Barry worked three years for Piper Aircraft and thereafter for two aviation component manufacturers before moving into the avionics world. He retired in 2010 after having worked in the Avionics Industry for 15 years. This work involved both General Aviation and Airline aircraft and took him to 54 countries around the world. All during this time he continued to fly for both work and pleasure.

He joined the Experimental Aircraft Association (EAA) while he was working at Boeing in Seattle and built a Starduster Too experimental biplane. Later he designed and built Saffire, an all metal, retractable gear 200 mph airplane that won a Lindy award at Oshkosh, and 20 years later won the coveted Paul H Poberezny award. These honors led to 16 years of judging amateur built aircraft at Oshkosh. Over the years he has held a zero altitude aerobatic waiver, obtained an Aircraft and Powerplant Mechanic license, fathered several Supplemental Type Certificates (STC's), restored two PA11's and modified several other aircraft, including Harmon Rockets. He has owned 29 airplanes and has flown over 10,300 hours to date, mostly as PIC. He currently lives at Rake's Glen airstrip with another hangar at Chino, CA. He is still active in EAA430, Quiet Birdman, and many other aspects of aviation. *(written by Ray Ballantyne)*



ROCKET



SAFFIRE

Continued on next page

Barry Halsted's Planes (continued from previous page)



CITABRIA



PIPER PA11 CUB SPECIAL



LONG-TIME HOBBY

EAA Chapter 430 Monthly Gathering Minutes

Date: July 27, 2019

Ken opened the gathering at 1006 and led about 40 people in the Pledge of Allegiance. He then welcomed all our guests: Dave and Sue Anders, Lisa Ballantyne, Joanie Catalena, and Christiana Smith.

Jerry Stiles, AC-130 'Spectre' Gunship Presentation. Jerry graduated from the Naval Academy in Annapolis in 1963, however he was commissioned as a 2nd Lieutenant in the US Airforce. He trained as a navigator and also trained in electronic warfare. He instructed in a F-111A, and was crew member of the F-105F Wild Weasel. He was deployed to South East Asia in 1968. He completed 113 missions in the Wild Weasel and moved on to the AC-130E Spectre Gunship completing 96 combat missions by 1972.

Jerry entertained the room describing the history and accomplishments of the amazing C130 cargo plane that was turned into a feared assault aircraft with surgical accuracy. He described the duties of all the crew members and how the computers, detection equipment and humans worked together. Then there was time for him to describe many remarkable events that occurred during his service.

There was no Board of Directors Meeting this month. Current checking balance is \$6475.00.

Membership is currently at an all-time high of 102 members!

MASTER PILOT'S PRESENTATION TO BARRY HALSTED. Representing the Northwest Mountain Region of FAA Flight Standards, Ray Ballantyne made a presentation of Barry Halsted's aviation history and Barry was presented the Wright Brothers Master Pilot Award for over 50 years of dedicated service in aviation safety and his contribution to building and maintaining the safest aviation system in the world.

The Fund-raising program for scholarship is progressing

Pavers will be offered in two sizes & 4 colors

4x8 for 250.00 and 8x8 500.00. Orders will be processed and paid to the chapter. A sample PAVER was provided on the table. More information will be coming shortly.

Fly Out Coordinator: Barry Halsted said there is a two month schedule of fly-out locations on the web site under the fly-out tab and then "destinations". He discussed the planning for Tuesday 7/23 fly-out to Bremerton for lunch buffet. He said there are many events scheduled for August.

Emily Westcott discussed logistics for **Air Affaire & Sequim Valley Fly-In August 24-25**. Emily is looking for volunteers to assist in aircraft parking. EAA 430 will have a booth and selling water both days. Please see Ted Smith and sign up for a slot at our booth.

Gordon Tubesing briefed the meeting on **Diamond Point Airport Appreciation Day August 10**. He said there will be a Helipad dedication at 0930 with LifeFlight. Demo flights will be from the Raven/Black Jacks and the Swifts. There will be a gyrocopter, glider, and aircraft from the PT Aero Museum. There will also be Robertson R66 helicopter rides for \$60. Food will be served at 1100. Aircraft flying in are requested to arrive by 0900.

The **50/50 Scholarship Raffle** was won by Ray Ballantyne (again!) and donated his winnings for a total of \$80 to the scholarship fund.

(Continued on next page)

EAA Chapter 430 Monthly Gathering Minutes (continued from previous page)

Project Reports: Richard Howell has written the check and ordered his Sling II quick build kit. It's a two place low wing aircraft that will be certified as an Experimental/Amateur Built (E/AB) and will be built in his new

EAA CHAPTER 430 FLY-OUT



Ken, Ernie, Gary

5 airplanes with 13 people attended EAA Fly-out to Bremerton Airport for the Last Tuesday of the Month Brunch on July 30.



A BIG THANK YOU to the EAA 430 and Young Eagles team for joining us at the Port Angeles Airport Appreciation Day. You had a profound positive effect on the success of the event and we appreciate you and your hard work and efforts. *Dan Gase Fairchild International Airport Manager*

FAA approval was recently received for the creation of a Sea Lane in the Port Angeles harbor. The FAA has issued the official airport location identification of W66. The *Washington Seaplane Pilots Association* was instrumental in helping make this happen and can foresee W66 as a popular place to visit.



Currently there is only one seaplane dock space available and that is in the Port Angeles Boat Haven. Many folks are brainstorming ways to install a more suitable facility near City Pier with even others envisioning a commercial service terminal in the future. Stay tuned for future updates on this exciting project.



Dan Gase

Fairchild Airport Manager

2019 BOARD AND OFFICERS

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