

*Serving the Port Angeles & Sequim Area*

## **EAA 430 FLYER**

*September 2019*

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

### **CHAPTER CHATTER**

*With Ken Brown*



Who BLINKED? Here we are in September and the beginning of the fall flying season. Cooler temperatures and better aircraft performance but also more complex weather planning sessions. Leaves are turning and flying to the wooded areas is always spectacular with fall colors.

I envision shorter trips this fall. Later departures and earlier returns as the days shrink. This year we will enjoy the longer daylight since the state has passed the end to daylight savings time. No more fall back / spring forward. This eliminates setting clocks on all the devices and cars.

I am grateful for all the volunteers who have stepped up this year to fill the positions at the events. Without you, our volunteers, the Chapter's presence would have been missed. We do have an impact on lives in our community.

How many of you are up for an adventure in 2020? How many will either fly or meet the Chapter at Oshkosh for a week of camping/glamping or lodging at the U or elsewhere? All good questions to put on the planning table as we sketch out our summer fun for next year.

I will be going to my first OSK AirVenture in 2020. I was on the grounds a couple of years ago, but it was in January, and I do not ever plan to do that again! Lovely facilities, great people, wonderful museum but it was COLD, very COLD.

Fall also brings us the beginning of the Brick Fund Raising program. We will be selling bricks for \$250 4x8" or \$500 8x8" for the memorial patio at W28. All funds from this program will go directly into the scholarship fund. We would like to expand this opportunity to worthy candidates looking to make aviation a career. Some will want to fly and move through that process, while others may want to build, design or repair an airplane. It is a very worthy mission.

The future of aviation is in our hands. Without support, our young people may never be able to live the dream. We start the dream with Young Eagles flights; we help support them in the chosen aviation school and maybe they will "PLAY IT FORWARD" for those behind them. One of our Young Eagle pilots (Whidbey pilot) told me he started as a YE. Now he flies YE and is protecting us from adversaries. Well played Navy Lt. Tanner Matheny .... 1946 North American NAVion


IN THIS ISSUE	Page
Chapter Chatter (Ken Brown)	1
Table of Contents	2
Calendar of Events	2
VMC Club (Ray Ballantyne)	2
Board of Directors	3
Airplanes R Us (John Meyers)	4
Getting to Know You Deb Cox	5-9
Minutes of July Gathering	10
July Presentation (Itinerant 5)	11
Smith Mini BiPlane moved	12

September 2019
<ul style="list-style-type: none"> <li>EAA Chapter 430 Board Meeting</li> </ul>
September 20 9:00 am
Mariner's Café JC Penny Plaza
<ul style="list-style-type: none"> <li>EAA Chapter 430 Chapter Gathering</li> </ul>
September 28 10:00 - 12:00
Presentation by Barry Halsted
Design and Building of Saffire
Saffire is an original, one-off metal, retractable homebuilt aircraft created at a time when most homebuilts were made using tubes and fabric.

October 2019
<ul style="list-style-type: none"> <li>VMC Club Meeting October 9 7:00 pm</li> </ul>
Mariner's Café JC Penny Plaza
<ul style="list-style-type: none"> <li>EAA Chapter 430 Board Meeting</li> </ul>
October 18 9:00 am
Mariner's Café JC Penny Plaza
<ul style="list-style-type: none"> <li>EAA 430 Chapter Gathering</li> </ul>
October 26 10:00 - 12:00



The Saffire is a fast, high performance, perfectly balanced aerobatic-capable airplane that thinks it's a P-40.



**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.



## Are you building an airplane or thinking about building one?



Check out this link on the EAA National website: <https://www.eaa.org/ea430/aircraft-building>  
Here are some of the "How To" articles and topics you'll find:

Hints for Homebuilders videos: Composite, Electrical, Fabric Covering, Firewall Forward, Hardware Cable & Safetying, Sheet Metal, Steel & Welding, Tools & Workshop, Weight & Balance, Wood

Articles published in various publications over the last 60-plus years

Building your airplane / Getting Started Resources while you're building / After your airplane is built

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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@ea430.org
Vice-President	Ernie Hansen	2	vicepresident@ea430.org
Secretary	Ray Ballantyne	3	secretary@ea430.org
Treasurer	Harry Cook	4	treasurer@ea430.org

#### Class II Directors

Programs	Deb Cox	5	programs@ea430.org
Membership	Bob Hicks	6	membership@ea430.org
Newsletter	Mary Brown	7	newsletter@ea430.org
Scholarship	David Miller	8	scholarship@ea430.org
Young Eagles	Bud Davies	9	youngeagles@ea430.org
Web Editor	Tracy Singer Boulton		webeditor@ea430.org
Tech Advisor	Harry Cook		techhc@ea430.org
Tech Advisor	Barry Halstead		techbh@ea430.org
Tech Advisor	Ernie Hansen		techeh@ea430.org
Tech Advisor	Rick Vaux		techrv@ea430.org

## Airplanes R Us

*by John Meyers*



### The ICAO FLIGHT PLAN FORM (one of three installments)

As pilots, we have been variously notified by the FAA that the ICAO flight plan form will be used exclusively after August 27 (just now). OK, no big deal if you are a local flyer and non-filer. Its mostly a paperwork item but does require attention if you are an IFR flyer or a frequent user of VFR flight plans... or user of media services to file plans (Foreflight, GarminPilot).

The concept of the flight plan has not changed. It is still a portal to the ATC system (IFR) and / or an “insurance policy” for VFR flyers. In the latter case, real humans begin inquiries if a VFR plan remains open beyond the ETA (plus a little).

There are a million traditional “templates” for “old” US flight plans, often in the form of panel pasties, or key fobs, which will need to be relegated to dustbins or museums as historical pieces. Likely, if you needed to file a flight plan now (without a computer) and did not have an ICAO form, the live briefer at 1-800-WXBRIEF would kindly help.

Flight plan filing favors the media methods like FSS website or APPs. In those cases, the website template has some drop-down menus to help with the mysteries... mainly equipment codes and surveillance codes. For my Maule, the equipment code is “S” (for standard: VHF, VOR). If I had a hard-wired GPS, I could add “G”. My surveillance code is “CU1” (mode C and ADS-B of the UAT OUT type).

Most pilots like to sound “professional” and avoid flailing around during radio contacts, so radio-filing is a good thing to avoid if possible, especially with the new format. On the IFR side, “pop-up” clearances are still the same... at the convenience and discretion of the controller.

Next installment of Airplanes R Us... I’ll include a personal, historical encounter with ICAO flight plan.

John Meyers

Sept 2019

## *Getting To Know You*

### *Deb Cox*

Deb's first ride in an airplane when she was seven or eight years old was at a flour bomb contest in California. Her dad was the pilot and Deb dropped the bag. She was hooked. After that flight, she knew she would be a pilot. She was an Air force brat until she was 12 years old. Her life adventures have taken her to all these places: Texas, Massachusetts, California, New York, Illinois, Colorado, Washington, Alaska and back to Washington. She graduated from Principia College in Elsah, Illinois with a BS in Biology with an emphasis on wildlife management/birds. Between the ages of 14 and 20, she spent most summers in Colorado hiking, backpacking, white water rafting, and horseback riding at a camp in the Collegiate Range (Sawatch Range of the Rocky Mountains ).

She got her private pilot's license in 1981 and the first airplane she owned was a Cessna 120. She currently owns a Cessna 182 ("Lucy"), the first airplane she's owned in 30 years. She was a flight instructor from 1982-1990 and owned and operated an FBO in Chugiak, Alaska. During that time she was the Chief Flight Instructor and DPE (Designated Pilot Examiner). In 1990 she went to work for the FAA as an Aviation Safety Inspector Operations at the Anchorage International Airport FSDO (Flight Standards District Offices). In 1994 she transferred to the Seattle FSDO and retired from there in 2004. She was the FSDO operations inspector of the year( National) in 1997. Also as an inspector, she was one of about 6 in the country qualified to do 135 and CFI check rides in the Robinson R22 helicopter so traveled around the country to do these rides.

Before she went to work for the FAA, she worked as a fill in pilot for ARCO Co. for one year, flying crews across the North Slope in Alaska, flying the DHC-6. This was one of her most memorable flying experiences with lots of actual IFR, polar bears, snowy owls, musk ox, grizzlies and native villages. She remembers one winter day on her flight leg: dark, -90 degrees wind chill and blowing 30 kt. crosswind! She describes it as a "handful!"

On another occasion she was taking a charter in the R22 out to a mine in AK. Her passenger didn't tell her until they were almost there why they were going; he was planning to repossess a radio-telephone. In Alaska, most remote folks had firearms and she told him she was not going to shut down and would take off if need be. Fortunately, no one was there.

Her most fun time was ferrying an R22 from Anchorage to LA or Scottsdale when her FBO had the R22 dealership. She did this 3 times, twice by herself. One time was in March, leaving AK and stopping in Whitehorse Yukon, she paid \$85 to hanger the aircraft for one night. They were long 8 hour days, no autopilot and lots of planning each night since fuel was needed every 2 hours.

On one flight she landed at a gas station on the Deese Highway and fueled up with purple gas. She couldn't fly the trench because of the need for fuel every 2 hours. On one fuel stop in Canada, it was blowing so much the rotors never stopped turning (Kluane Lake). On one pass out of Ft. Nelson, she was in a hover crossing the pass and showing 60kts.

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### **Getting To Know Deb Cox**

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Her last ferry flight was from LA to ANC and took 35 hours with lots of tail winds and head winds.

She has never had an accident and accounts for that by being conservative and following her gut if it didn't seem like a good idea to fly that day.

She has the following ratings: ATP AMEL, R-Hel R22, Commercial ASEL, ASES and has flown the following airplanes and helicopters over the years: C 152, C172, C172RG, C 210, Be 95, Decathlon, Baby Great Lakes, Stearman, Taylorcraft, PA-12, Pa-28, Mooney (M20). PA-23, Be-58, PA-44, Be-90, Pa-34, AC 1121 (Lead Sled), C-310, Ce-180, Pa-31, Beech Baron, Beech Bonanza, DHC-6. Helicopters: R22, R44, Bell 206, Hughes 269, Hughes 500, Augusta 109. She was a CFI/CFII in both fixed and rotor until she let them expire in 2006.

She was a member of Whirly-Girls International when she lived in Alaska. She has been a member of EAA 430 since 2018 and currently is the Programs Director.

Since 2000 she and her husband, Tom, have lived in Sequim. Besides airplanes & flying, her favorite things to do are hiking, traveling and volunteering with therapy dogs at the cancer center. She and Tom have been raising guide dog puppies since 2007.

She enjoys doing challenging things on her birthdays. She's done a tandem sky dive jump, rappelled down a 40 story building in Seattle for Special Olympics, Walked for Relay for Life several times and has been in the iFly wind tunnel. She's not sure what she will do next year.

On her bucket list is to fly a glider and travel to New Zealand, Iceland and Antarctica.

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### Getting To Know Deb Cox

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On her farm in Palmer AK, she raised pretty much every type of animal/livestock: chickens, turkeys, goats, rabbits, sheep, pigs & calves..



The life of a farmer



Checking out a 747 simulator with her Dad at Pan Am's training center



Doing a pre-flight on her helicopter





Fun doing aerobatics in a Baby Great Lakes



A thousand hours flying an R22



Piloting a Stearman



Deb & her new airplane C-182 "Lucy"



Getting To Know Deb Cox



Hiking in the Olympics



Deb & Tom with therapy dogs.



Deb & her guide dog, Julius



Graduation Day for guide dog, Julius, with his new master, Ruben, who is legally blind.

## EAA Chapter 430 Monthly Gathering Minutes August 2019

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

Introduction of **Guests**. There were nine guests introduced: Peter Gauer from Germany, Dave Hanst, Greg and Laurie Bell, Jim Reeves, Tom Cox, Bob Bishop, Bruce Burris, Tom Cox, John Ward, Dave Hanst, Tony & Joanie Catalano.

**Board of Directors** August meeting report: We have \$6460 in checking. The nominating committee is looking for a **Treasurer**, and there is an opportunity for someone to make a big difference in the scholarship fund by being the **memorial paver chairperson**. There will be some recommended changes to the **Chapter By laws** including extending terms of service to two years, and position descriptions.

**Donation:** Donna Wilson-Sommers graciously donated her partially built Smith Mini Biplane project to the Chapter. Ernie Hansen offered to transport it to his hangar at Pt Townsend for storage.

**Presentation:** The Itinerant 5 trip to Alaska. Ken and Skip Brown, Ray and Lisa Ballantyne, and Ernie Hansen flew their RV-9A, GlaStar, and Swift to Alaska together and described the logistics, weather, border crossings, and experiences they encountered. The take-away was think big, be flexible, expand your horizons, and pick your team wisely.

**Air Affaire and Fly In:** Emily Westcott briefed everyone on the successful event on August 24-25. She said the PT Museum brought 3 (4 or 5) planes and she thanked the several EAA430 members who helped. Emily plans to have only one day on Saturday August 22 next year.

**Project Reports:** **Rick Vaux** has completed his shop and ultralight field and has bought two ultralights from Idaho. He now has a Kitfox Lite, and a strutted version of the Dream Classic. Congratulations, Rick!

**Colette Miller** is coming right along with her Sonex project. She's assembling ailerons and spars and would welcome any help. Go Colette!

**Ernie Hansen** has completed painting his experimental Cub and it is ready to assemble. He described the Stewart System and its pro's and con's.

**Jay Pearlman** said he is cleaning out his airplane area and has some things for sale. He gave Ken Brown some fabric for rib stitching that is available for no cost. (All materials have already be distributed)

**Harry Cook** discussed an article from Sport Pilot magazine that discussed a Notice of Proposed Rule Making (NPRM) to allow certified aircraft to change to a "special airworthiness certificate" with rules similar to experimental.

The meeting concluded around 1130, and a great Burger Bash was had for the 50 people following the meeting. Thanks to all those who made this happen, especially Ken and Skip Brown.

Respectfully,

Ray Ballantyne, Secretary

## Presentation at the August Gathering "North to Alaska by the Itinerant 5"



Itinerant 5

Ken, Skip, Ernie, Ray, Lisa



Alaska Fireweed ... Lisa's favorite flower



One of many planning sessions prior to the trip



One of many planning sessions on the trip



A 3-week adventure for our flight of three planes (Glastar, Swift, RV 9-A) full of weather, surprises and beautiful scenery.

Think big

Be flexible

Expand your horizons

Pick your team wisely



Donna Sommer donated her Smith Mini Biplane as a fund raiser for the Scholarship Fund. It is being stored in Ernie Hansen's hangar until we can find someone to complete the project.



Smith Mini Biplane leaving Donna's garage and going to a temporary home in Ernie's hangar



**The Crew: Ray, Ken, Donna, Ernie, Peter**

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## **FOR SALE**



Wheel pants for a Cessna 172 mid 1960's ? \$200.00

They need repair and another pilot has donated the kit to fix them. The proceeds of the wheel pants sale will go to the scholarship fund. They will be at our September EAA 430 meeting so you can inspect them.

If interested, contact Dava McNutt at [davacavu@gmail.com](mailto:davacavu@gmail.com)