



Serving the Port Angeles & Sequim Area

EAA 430 FLYER

October 2019



Dedicated to having fun with airplanes and promoting General Aviation

CHAPTER CHATTER

With Ken Brown



We have entered the time of year when flying becomes a bit more of a challenge. If the day is good at any given moment, it is time to light the fires and kick the tires. Otherwise the weather will do what it always does ... change. We still have good daylight and fair breezes, but change is on its way. The long-range weather forecast calls for a "Normal" winter, which translates into "Wet" in my book. Nevertheless, this does not mean we are grounded.

As you know, we have a large membership, currently at 102. Would it surprise you to learn that a very small percentage of our membership is involved with the actual "running" of the chapter? I want to call to your attention the many opportunities within our chapter. My question to you is ... What area of the chapter is most important to you? Which part are you willing to volunteer to be responsible for? Think about it this way - if what is important to you stopped being available, how would you feel about continuing to be a member? As we become more diversified and more inclusive for the membership, we require volunteers to lead each of these varied activities. Are you willing to step up? You WILL make a difference! Many of the responsibilities for the chapter board are dull and time consuming, but are a necessary part of running the chapter "business."

I am very grateful for the people who have volunteered their services and time to making this chapter what it is today.

We need a new treasurer this year. Without a treasurer, it will be impossible to meet our obligations for scholarship funding, paying national dues we owe, or collecting membership dues, which keeps us afloat. Someone has to do it. Why not you?

The web site needs a web wrangler. This vital communication is the link keeping the membership informed with all the details of the activities, notes, minutes and financial reports posted on the site. Would you care to do without this service? Monthly email reminders are sent to you for your benefit ... newsletters, VMC club announcements and chapter gatherings. All of these take someone sitting down and making it happen.

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Are you interested in having a more robust scholarship fund? We have a need for a fundraising chair to organize and run the ***Pave the Way to the Future*** brick sale. This program will provide the funds to continue and expand this program.

Folks, we are a very giving organization with good intentions. Good intentions will only become a reality when backed up by good works. We need members to step up to take a role in making this a reality.

The EAA430.ORG web site has a list of [OPPORTUNITIES](#). Why not take a look and see where you would best fit in.

Many hands make simple work of most tasks. All this chapter has accomplished will only continue with your help.

Did you see or get a picture of the UFO in Sequim this month? Let me know if you did. I will publish it next month.

Ken

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
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Scholarship	David Miller	8	scholarship@eaa430.org
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Tech Advisor	Rick Vaux		techrv@eaa430.org



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November 2019
<ul style="list-style-type: none"> VMC Club Meeting November 13 7 pm - 8 pm Mariner's Café JC Penny Plaza EAA Chapter 430 Board Meeting November 22 9:00 am Mariner's Café JC Penny Plaza EAA Chapter 430 Chapter Gathering November 30 10:00 - 12:00
General Business Meeting & Election of Officers Sequim Valley Airport Hangar #15

October 2019
<ul style="list-style-type: none"> EAA Chapter 430 Board Meeting October 18 9:00 am Mariner's Café JC Penny Plaza EAA Chapter 430 Chapter Gathering October 26 10:00 - 12:00 Sequim Valley Airport Hangar #15 VMC Club Meeting 7pm - 8pm 2nd Wednesday of the Month Mariner's Café JC Penny Plaza

October CNC Presentation by Dana Terrill

In 2005 I was introduced to the world of Computer-Aided Design and Manufacturing. I acquired a CNC Router and started work with School Street Design Company doing laser scanning and CAD service.

I purchased plans for a Long EZ in 1980, completing the airframe in 1991. I have also worked on other experimental aircraft.

I got my AP license in 1989 and my private pilot and limited commercial license in 1992. I worked for Airfab in Hollister, California, doing restoration work and also worked for a tour flight company and flew rides in a Stearman for about 3 years. In 1993 I purchased a Piper Pacer and fully restored it. For 5 years I worked at Home Builders Assistance in Watsonville, California, working on Lancair RV's.



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.



EAA Chapter 430 Monthly Gathering Minutes

Sept. 28, 2019



The meeting was called to order @ 1005 by President Ken Brown with the Pledge of Allegiance to the flag

Introduction of **Guests**. **Anthony Richards** has returned to Port Angeles, where it grew up, and is excited to be back in aviation, and is looking forward to getting involved any way he can. **James Reeves** and **Linda Runion** also joined us for a total of 33 people attending.

Presentation: Barry Halsted described his lifelong love affair with aviation beginning with model airplanes and culminating in the creation of **Saffire**. The concept of Saffair began when John Meyers and Barry were deciding what the perfect airplane would be. Barry decided to build his own design. In 1980, Barry started the engineering (with a book), the construction (with a maple hammer), the intricacies with the landing gear, and flight test challenges. After ten years, Saffire won the OSH Lindy twice.

Board of Directors September meeting report: We have \$6000 in the bank. We have 102 members with Jim Reeves joining us this morning. 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.

Project Reports: Rick Vaux has picked up his two ultralights from Idaho. He now has a Kitfox Lite, and a strutted version of the Dream Classic. Congratulations, Rick!

Richard Howell is getting excited about attending the EAA workshop in Seattle in preparation for the start of construction of his Sling II kit. He's hoping it will be easier than Barry's build.

Dave Moffett is glad his RV12 has fixed gear (after listening to Barry's presentation). He is busy doing mechanic's yoga as he installs new avionics.

Dava McNutt had a historic picture from the Port Angeles Flying Club she hoped someone could identify.

Dave Woodcock gave a quick overview of the Disaster Aircraft Response Team (DART) exercise on September 21, 2019. There was a ton of food transported from PA to PT for the food bank. He hopes to include the Ham radio and CERT people into the next exercise.

EAA Chapter 430 Monthly Gathering Minutes (continued)

EAA has announced the new Young Eagles Build and Fly program. This starts with a model airplane build, followed by a YE flight. This has been discussed with both the Port Angeles and Sequim radio control aircraft clubs. A large six-foot wingspan model with all equipment is available for \$500 from EAA. Rick Vaux has some model kits that he offered to donate.

Scott Brooksby said the EAA Webinars are really good and encouraged others to see them.

The 50/50 scholarship raffle was won by **Charlie King**.

Nomination Committee report: Looking for a Treasurer and Programs Lead

NEED for volunteers to fill the following:

- Fund Raising chair to leader the "Pave the way to the Future" program.

- Lead person for the sale of the donated Smith-Miniplane

- Lead person for OSK 2020 if this is a chapter event.

- Lead person for facility manager for winter season: Setup and start heaters & purchase propane etc.

- Web Editor:

- Volunteer to get the coffee & snack

VMC Club will meet on Wednesday, October 9 at Mariners Café. Topic will be water emergencies.

Upcoming Events: November Annual Business Meeting and Chapter 46th Birthday party

- Bylaw changes for review:

- Lunch – suggestion Pizza / beverage / cake

- Annual Holiday party December 28th, 2019 Cedars at Dungeness

The meeting concluded around 1148.

Respectfully,

Ray Ballantyne, Secretary



Airplanes R Us

by John Meyers



The ICAO FLIGHT PLAN FORM, A Story (second of three installments)

THE NIGHT I STRUGGLED WITH AN INTERNATIONAL FLIGHT PLAN

The research for ICAO flight plan information sent me to my old files. Viola! I found an old flight plan from a notable United flight, dated 13 July 2001. Normally we, as flight crew, didn't get involved in the actual filing of a formatted ICAO flight plan since our Dispatch division accomplished that item. At the flight planning session, in this case, United 0815 from LAX, on the evening of 11 July, 2001, we were presented with a proprietary flight plan and weather information which the Dispatcher forwarded for flight crew agreement. No issues were apparent, documents signed (by me, as Captain) and our flight departed on time from Los Angeles (KLAX) to Sydney Australia (YSSY), roughly a 16-hour flight. Three hundred miles to our north, UAL 0863 was similarly planned to leave San Francisco (KSFO) and would parallel us to Sydney.

I have no specific memory of this flight until it was well-along ... and someone was pulling my toes. I was in a crew rest bunk taking a mid-flight break. It turned out our Dispatcher was calling and commanding a diversion, to which all-hands were needed to make decisions and to accomplish the new flight plan. Our Dispatcher was diverting our flight because of newly forecast Sydney weather (early morning persistent fog). Sydney was still 1060 nm distant, 2.5 hours ahead. We were directed to divert to Noumea (NWWW) for fuel. A legal diversion requires two things: 1) Dispatcher notification, and, 2) ATC clearance. We had one, and now went to work on the ATC part. We were in non-radar environment, Oceanic control (NANDI) as I recall, and Oceanic ADS was still experimental.

Complicating factors:

- 1) UAL 0863, our "wingtip" buddy was dispatched to do the same diversion.
- 2) Both ships had just passed abeam Noumea so would require (nearly) a 180 turn and descent in non-radar environment.
- 3) Both ships would need to be initially sorted by NANDI Oceanic for proper airborne separation
- 4) Noumea was a non-radar destination but did have a tower (presumably awake at 3am local). The runway was suitable for B-747's.
- 5) Noumea weather was OK & it had an ILS. The non-radar environment meant each ship would fly an unpracticed chart-depicted DME arc transition to a final fix, then straight in to the runway (Noumea was off the beaten path for UAL, not a training item).
- 6) Noumea's one runway was standard width and good length for B-747 operations but it had no parallel taxiway. A turn-around and taxi-back would be required (just like Sequim Valley). Since two B-747's were arriving, this would require some self-sorting to make the runway and ground operation possible.

So how did this all work out? To be continued... (see next installment, 3 of 3).

(Hint: All went well enough... and the ICAO Flight Plan in my present-day home file is a copy of the one created to get from Noumea to Sydney)

GETTING TO KNOW YOU

Jerry Tonini



I have the privilege of editing the manuscript Jerry Tonini wrote called **TRASH HAULERS**. *"The term is at times used vindictively, but more often affectionately when precious and/or life-saving cargo is being carried."* Jerry's story takes place during the year he was stationed in Vietnam from 1967-1968 as an Operations Officer in Cam Ranh Bay AB, managing 24-48 C-130A and C-130E aircraft.

Besides writing **TRASH HAULERS**, Jerry has written several stories of his adventures: *How I Became a Pilot; B-47E Crash on Landing at Zaragoza AB, Spain; Flight Test Modifications (Are Two Better Than One?); C-8A Buffalo Crash at Moffett Field, California*. In Jerry's own words, *"I amassed 10,000+ flight hours in 68 different types of aircraft and 83 different models of those aircraft. It's been a lot of fun!"*

Jerry and his wife, Susan, recently moved from Sequim to 32338 109th Pl SE #106, Auburn, WA 98092. Their phone number is 253-876-6436. They welcome visits from their EAA 430 friends of many years.

For those of you who didn't meet Jerry, and for those who have been his friends for years, the following is an account of his aviation career.

Two hometown boys in Butler, Pennsylvania, buzzed the town in P-38's and Jerry decided "right then" he wanted to be a pilot. His father paid for his first ride in an airplane, a Piper Cub, which lasted "15 whole minutes." While a high school junior, he went to see an Air Force recruiter about becoming a pilot. He was told he needed two years of college and his dad "almost fell over" when he said he wanted to go to college, replying "Jerry, your grades have always made me C-sick."

Jerry went on to attend the University of Pittsburgh from 1952-1956, graduating with honors as a Mechanical/Aero Engineer, the first in his extended family to receive a college degree. After joining ROTC, he got his 2nd Lieutenant bars. He then worked for McDonnell Aircraft in Saint Louis as an Aeronautical Engineer on the Mach-2 Navy F-4H Fighter and on aircraft "inlet" designs for the F-4H Fighter.

He was called for active duty in the USAF in 1956 as a 2nd Lieutenant and passed the required physical exam to attend the Officer Training course and later Pilot Training. He flew a T-34 and a T-28 at Stallings AB, NC. A visiting Edwards AFB speaker turned him on to be a test pilot, since it combined engineering with flying. His first solo flight was at Stallings Airfield, South Carolina, in a Beach T-34 Mentor, and he later soloed in a North American T-28 Trojan. He transferred to Webb AFB, Texas, flew a Lockheed T-33 and received his USAF Pilot Wings. He attended Fighter Gunnery Training in F-86F Sabre Jets at Williams AB, Arizona. His first supersonic flight (M1.0+) was in a vertical dive in the F-86F. He was scheduled to go to F-100 training at Nellis AFB; however, he was diverted to SAC and flew B-47E's. The following year he attended SAC B-47E Stratojet ground and flight training at McConnell AFB in Wichita, Kansas, and then transferred to Little Rock AFB, Arkansas, to fly as a B-47E copilot.

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He flew the B-47E Stratojet Bomber from 1959 to 1963 at Shilling AFB in Salina, Kansas, and world-wide missions for the Strategic Air Command (SAC), initially as a copilot, then later as a B-47E Aircraft Commander, in England, Spain, Morocco, North Africa, Alaska and Guam. During the Cuban Crisis, he led six B-47E bombers from Shilling AFB to the Detroit Wayne International Airport, carrying nuclear bombs. The people living in Detroit had no idea what the pilots in flight suits were doing there.

He applied for and was selected to attend USAF Aerospace Research Pilots School (ARPS formerly USAF Test Pilot School) under the auspices of Colonel Chuck Yeager. He attended ARPS for a one-year training course, which included the following aircraft: T-33, T-38, F-101, F-106, B-26 and B-17. Jerry was also selected for the Manned Orbital Laboratory (MOL) program. Unfortunately, during his astronaut physical at Brooks AFB, Texas, doctors found his eyes did not pass the necessary requirement for the program, which eliminated him from the program. The MOL program was subsequently cancelled and many of the selectees were transferred to NASA as potential astronaut candidates. Two of his classmates became astronauts: Fred Haise, Jr of Apollo 13 fame, and Richard H. Truly of Space Shuttle fame.

After his tour of duty in Vietnam (1967-1968), he returned to Edwards AFB in California and resumed his duties as a test pilot, flying over 1000 hours in the C-5A test program alone. He was the primary test pilot for the HC130H Hercules, C-130A and C-130E as test support. He also flew the T-37, B-57, B-47, B-52, C-141, KC-971, C-5A and others.

From 1971 to 1973, he attended graduate school at California State University in San Diego, obtaining his Master's Degree in Business Administration. After graduation he assumed duties as System Manager for the A-10A "Warthog," a Close Air Support Fighter Program," at Sacramento SMALC. He also flew the C-118 reciprocating engine aircraft at that time. He subsequently assumed duties as the Director of Logistics for the A-10A Warthog fighter program at Wright Patterson AFB.

Retiring from the Air Force in 1979, he worked for the Boeing Company in Seattle. He obtained a CFI rating under the GI Bill and flew the C-150, C-172, C-172RG and Citabria aircraft at the Boeing Aero Club. He bought an Aero-Club Cessna 150 which he used to commute from his home to Boeing.

In 1982 he was a Sr Field Service Engineer on the B-737-200 Adv at Mather AFB in Sacto, CA, where he became a base manager. He also taught a Masters Level Aero Course for Embry Riddle while at Mather AFB. In 1988 he was promoted to Boeing's *E-4B* (747's) National Emergency Airborne Command Post as Manager at Offutt AFB, Omaha, Nebraska, where he managed 115 people.

He returned to Boeing in Seattle in 1990, working on the PHM Hydrofoil Program, F-22 Advanced Tactical Fighter, F-22 Raptor APS IPT, B-747-400 Supplemental Cargo Aircraft and the B-767 Tanker Program.

He retired from Boeing in 1995, moved to Sequim, and went to work for Rite Brothers in Port Angeles as a CFI instructor. He also flew for 3-1/2 years under Part 135 Charters. He worked at Coldwell Bankers Uptown Realty as a bookkeeper and advisor. He flew and instructed at the Peninsula Flying Club.

He is a member of the following organizations: SETP (Exp Test Pilots), QB's, EAA, AOPA, Sigma Tau (honorary), Beta Gamma Sigma (honorary), Phi Kappa Phi (honorary), Sigma Iota Epsilon (honorary) and Sons of Italy in America (OSIA).

A farewell party for Donna Sommer

