



Serving the Port Angeles & Sequim Area

EAA 430 FLYER

November 2019



Dedicated to having fun with airplanes and promoting General Aviation

CHAPTER CHATTER

With Ken Brown



Why go the extra mile or step up to help? The Chapter President is only an overseer and directional compass. Our board of directors is made up of individuals who have, for a period of time, chosen to serve the membership willingly. Each and every one of them has made a conscious decision to do the work necessary for a successful chapter.

Larger organizations are not necessarily a good thing. What I find frustrating are the number of members who just want to show up and be entertained. They do not want to take a piece of the action to make it better. Why are we having a difficult time getting a new treasurer? Our current treasurer has dedicated the last two years to the job and we are thankful for his service, but it is time a successor step up and take the reins of our accounting.

We are going forward into 2020 without a program director. What is the impact and what effect will it have on the gatherings without this position? Our chapter gatherings feature a learning process, but it takes a planner and manager to get speakers and presentations. It does not happen by itself. The program director is an appointed position.

We will be electing officers this month. President Ken Brown, Vice President Ernie Hansen, Secretary Ray Ballantyne and Treasurer (unknown). Who will fill these needed positions? Nominations are going to be accepted at the gathering on the 30th. These are must-fill positions.

Each one of you is very special. You have a unique talent to share or demonstrate. The chapter needs your talent to benefit everyone. Please take some time and see how you can fill one of these important positions and keep the chapter moving forward. It will be very worthwhile and appreciated. I have great confidence that we will have an outstanding team going forward in 2020 and you can be part of it.

Ken

In our October newsletter, I asked the question *"Did you see or get a picture of the UFO in Sequim this month?"*

UFO (United Flying Octogenarian ... a pilot who flies after age 80) That would be me on October 10th!

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Guest Speaker

Jim Reeves, owner of Precision Drone Solutions will be our guest speaker at the November 30th Chapter Gathering. See information regarding Jim on page 4.

November 2019

- 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
Chapter 46th Birthday Party
Pizza, beverage, birthday cake
Sequim Valley Airport Hangar #15

December 2019

- VMC Club Meeting Dec 11 7pm - 8pm
2nd Wednesday of the Month
Mariner's Café JC Penny Plaza
- EAA Chapter 430 Board Meeting
December 20 9:00 am
Mariner's Café JC Penny Plaza
- EAA Chapter 430 Christmas Party
December 28 5:00 - 9:00
The Cedars at Dungeness
1965 Woodcock Road Sequim, WA

WELCOME NEW EAA 430 MEMBER

James P Reeves

Known as “Jim” to his friends, we first met Jim at the 2019 Sequim Valley Airport Air Affaire, where he was on the field directing and parking the arriving planes. He showed up at our September EAA Gathering and met several of the members. After hearing about his drone business, (Precision Drone Solutions) our Program Director, Deb Cox, invited him to be our guest speaker and arranged for him to give a presentation at our November meeting.

Jim shared with us the following: He started flying at age 13, soloed at 14, got his private pilots’s license at 17, instrument rating at 18, commercial rating at 19, CFI and CFII at 19, Multi at 19, ATP at 23, Type-rated in the AVR-146 (RJ-85) and B747-200/300 .

He started flying commercially at 19 while attending Purdue University from 1995-1999. He graduated from Purdue University’s Aeronautical Science program in 1999. He flew commercially (both CFI/MEI and for the airlines) until 2006 when he lost his ability to hold an FAA medical. He earned a Masters in Aeronautical Operations and an MBA from Embry-Riddle Aeronautical University while flying for the airlines. He used those two Masters Degrees to pivot into management after losing his medical in 2006.

He was a Maintenance Planning Manager at an airline (Cargo 360-now Southern Air) until the company was closed because of the recession in 2008. He ended up at Boeing from 2010-2015 as a Maintenance Planning Specialist for the 747-LCF (Large Cargo Freighter) program, supporting the 787 program, and then as a Supply Chain Logistics Operations Specialist for the same program.

In 2015 he decided to become a Real Estate Broker, working for Re/Max and then Redfin, until he brought his family to Sequim in 2018. He opened his business, Precision Drone Solutions (drone services provider) at that time.



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.



Airplanes R Us

by John Meyers



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

(subtitle) THE NIGHT I STRUGGLED WITH AN INTERNATIONAL FLIGHT PLAN (ICAO-type)

My enclosed story has three parts... and this is the third part, so if you are missing the continuity, you may want to refer to my storyline in the EAA 430 newsletters SEPT & OCT.

This is what happens when a scheduled routine flight across the Pacific (LAX to SYD) is diverted by a weather interruption at the real destination. Crew workload goes to the max... and so does ATC activity, Dispatch activity, not to mention the diversion station activity who will be receiving our UAL B-747, and our wingtip mate from SFO to SYD... both requiring fuel.

For my part, having been awakened from crew-rest, I deemed it appropriate to command by "overview," that is to say, I didn't hop back into the Captain seat right away. The pair of flying crew (relief pilots) were doing a good job with ATC, Dispatch, and initiating direction and descent to new destination. I needed to sort the workload, study the approach with my copilot (who had also been resting). Also we coordinated with the cabin crew, some of who were taking their crew-rest. In the cabin, the passengers would suffer a bit of angst with the diversion announcement. Not everyone would be keen for an unexpected visit to a Pacific island.

About 20 minutes before landing, we got all the flight deck crew back into the customary flying or non-flying seats. We had a pilot crew of four (one Capt, 3 copilots) which was the legal compliment for a 16-hour flight. The approach would be an arc-transition to ILS at Noumea. We were number one for the approach since our wing-tip UAL B-747 partner was now 10 minutes behind. The Noumea runway had no parallel taxiway, thus there was some pressure for us to approach, land, taxiback, and clear the runway so as not to cause grief for our colleague in the other approaching B-747.

To shorten a longer story, this all worked out fine. Eventually there was a pair of United B-747s sitting on the Noumea ramp awaiting fuel service. Since these were early morning hours, fuel truck(s) were not immediately available. That gave us plenty of time to figure out Dispatch requirements for the NWWW to YSSY flight. It was no small chore to calculate quantity conversions, litres to gallons, kg to pounds. Even figuring out the date was mind-bending since we had left LAX at 11 pm (soon to be next day) and crossed the International Date Line as well so it was now early morning, two days later when compared with our launch date.

The ICAO FLIGHT PLAN drill happened as we prepared our Dispatch and ATC departure plans. Even though our company would supply a proprietary flight plan, we needed to file manually in the ICAO format (an unusual item for flight crew in that era). The result was an ugly form with several line-throughs. I kept a copy of the flight plan and also the ground service invoice. The monetary amount was registered in PACIFIC FRANCS, & looked like PF 547,811. It seems like a staggering amount, but UAL was good for the money (actually about \$5000 USD). I was relieved I didn't have to pony up my VISA card... but we did kid around with some of the passengers about the bill.

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The rest of story is non-noteworthy... we bid adieu to Noumea & New Caledonia under overcast skies, no tropical blue water in sight. Eventually our delayed Sydney arrival was further delayed by inflight holding near the highly anticipated destination. The weather had just cleared up at YSSY and they were working off a traffic backlog. We arrived SYD with 325 SOBs (souls on board), all of whom got bragging rights about landing on a Pacific Island as a bonus to the LAX-SYD trip.

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
Web Editor	Open		webeditor@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



GETTING TO KNOW YOU

Gerry Mahoney



Gerry grew up in a family of pilots, his mother, father and one of two sisters. Dad was a radio operator and navigator in the Boeing 314 Clipper (Flying Boat), working for Pan-Am. His mother was a staff secretary for General McArthur in Manila. When they left Manila in the third to last Pan-Am flight, his mother was pregnant with Gerry. The family ended up in Oakland, California, where he was born. His dad went on to work for the OSS (Office of Strategic Services) during the war, followed by Trans Ocean Airways after the war. He later went to work for the CAA (Civil Aeronautics Authority, precursor of the FAA). This meant every two to three years, the family moved. Living next door to an airport meant Gerry and his sister could spend every free moment hanging out with the pilots, offering to do any job they could, and getting lots of rides, thus his love for airplanes, starting about age four, when he had his first ride. He recalls watching his mother do touch-and-go's in a Stearman. His favorite airplane at that time was the "Brown-Nose Cub. All the J-3 Cubs were identified by the color of their cowl.

He got his private pilot's license in 1961 and bought his first airplane, a Piper J-3 Cub, when he was 23. He presently has two Globe-Swifts and a Single-seat Harmon Rocket.

When he was in fourth grade, the family lived in Silver Lake, California, next to the CAA Communication Station. His job at that time was to change the lights on the five 140-foot towers for the low-frequency radio range station, climbing to the top of the towers with a bag full of light bulbs.

The family moved to Bryce Canyon, Utah Communication Station, then Salem Oregon, and then to Oklahoma, where he graduated from high school. During the summer months, starting when he was 16 years old, he would go to Oregon and work for the Oregon State Department of Forestry as a fire fighter. At age 20, he became foreman of the 20-man fire crew. In 1965, he moved to the U.S. Forest Service in Redmond, Oregon as a smoke jumper.

Following the smoke jumping, he enlisted in the Navy as a NAVCAD (Naval Aviation Cadet) where he got his wings in 1967. He was commissioned as an Ensign in May 1967. He spent the next seven years in the Navy. He was on the USS Hancock as an A-4 Skyhawk pilot. He had a tour in Vietnam from 1968 to 1969. He returned to Vietnam, this time flying an OV-10 Bronco with VAL-4, a light attack squadron, supporting PBR (patrol) boats on the rivers, along with supporting Navy Seal teams, flying primarily nighttime sorties. He also flew as an instructor in the A-4 Skyhawk at the Naval Air Base in Lemoore, California.

He worked as a crop duster for six years in the rice fields in Willows, California, flying a Navy N3N biplane with a Pratt & Whitney R-1340 engine, Ag Cat and Thrush. During the harvest, he would drive a 4-wheel drive Bank Out Wagon, hauling rice from the harvester to the trucks.

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Gerry was a bush pilot for Sea Airmotive in Alaska, flying DeHaviland DHC6 Twin Otters and a Piper PA-31 Navajo. Following his time as a bush pilot, he used the money to complete his education. He was called back to duty in the Navy for another 13 years.

Following retirement, he went to the United Arab Emirates as an instructor pilot in their Fighter Lead-in Squadron, flying the British Bae Hawk Mk.63. Following the stint in the UAE, he flew the B-747 for Atlas Air Worldwide Cargo. It was a great job, every flight a new adventure.

In 1999, he took a job with ATSI (Aviation Training Systems, Inc) in Mesa, Arizona as a flight instructor, training officers for foreign air forces, including the UAE Air Force in the TA-4 Skyhawk and A4-N Skyhawk. He trained student pilots in the National Test Pilot School in Mojave, California. He also flew the A-4 for Boeing Flight Test, during tests of the V-22 Osprey, refueling systems in the C-130. Following the low speed tests, he spent a year doing the same work as a receiver aircraft for the tests of the Boeing KC-767 Tankers for the Italian Air Force. The Boeing work also contained a lot of time flying photo chase on the tankers and the new B747-800 Freighter, with a Boeing photographer in the back seat.

He has the following ratings: Single engine & Multi engine Land, CFI, ATP, Commercial, Instrument, A&P and IA (Inspection authorization.)

Gerry helped establish the IAC (International Aerobatic Club) #26 in Delano, California. He was a member of EAA Chapter 1138 in Hanford, California and Chapter 376 in Fresno, California. He is presently a member of EAA 430, Sequim Washington. He has participated for many years at Oshkosh, Sun 'n Fun and Arlington Air Shows.

Besides flying airplanes, his favorite hobby is working on airplanes. He built his hangar/home in Diamond Point and is presently finishing his latest project, a back yard bar, named "Air Wing 21." Air Wing 21 was embarked on the USS Hancock from 1967 to the end of the Vietnam war.





EAA Chapter 430 Monthly Gathering Minutes

October 26, 2019



The meeting was called to order @ 1008 by President Ken Brown with the Pledge of Allegiance to the United States flag.

Introduction of **Guests**. During the Alaska trip, Ken and the group met a guy with an EAA hat in Whitehorse. Turned out to be **Mike Barrow from Reno, NV** and a member of the Stead Chapter. He promised to come visit us this winter, and here he is! Being part of EAA gives you friends all over the world.

Board of Directors October meeting report: We have less than \$6000 in the bank after purchasing the new warm patio heater. We currently have 102 members. The nominating committee is looking for a **treasurer**, and there is an opportunity for someone to be 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. Proxys will be available if you will miss the November Annual business meeting and Chapter 46th birthday party. We will have pizza and cake! Speaking of food, Ken canvassed the group of about 25 asking if we should have **pizza after the winter meetings** and there was consensus that food is always good! So, help is needed to get and serve pizza after the November meeting.

VMC meeting on November 13 at Mariners Café in the Penny Plaza at 7:00 p.m. will discuss water emergencies and owner maintenance.

Project Reports: **Rick Vaux** has pulled the wheels and brakes off his ultralights. He plans to pull the engine off the Kitfox light for inspection.

Norm Coots has powered up the avionics in his project.

Wade Kincaid is working on his straight-tailed Sonex (sometimes)

Bud Davies was helping Scott Brooksby install a new Avionix tail beacon on his C310.

Dave Miller described his experience getting the builder maintenance authorization from the FAA for their new RV14.

EAA tool crib was discussed and what the chapter already owns. Harry Cook (not present) is interested in revitalizing the EAA430 tool crib pending his replacement as Treasurer. Rick Vaux also mentioned he has a large single axle trailer he would lend. The chapter also has a trailer.

The 50/50 scholarship raffle was won by **Adine Kretschmer**.

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EAA Chapter 430 Monthly Gathering Minutes (continued)

Program- Danna Terrill did not arrive to discuss CNC (computer numerical control). Ken led the group in a lively discussion of various electronic flight book applications (EFB APPS). Discussions led to the recent B17 accident in New England, the Bob' Collins foundation, Bill Harrah's Ford Trimotor, flying the Goodyear Blimp and being one of the last members of a blimp squadron in the Navy. This deteriorated into full scale aviation story-telling, which included Hollywood starlets, flying a B747 at night inverted, voiding in a F6 while formation flying, and dynamic soaring at 450 mph. The conversation ended about noon and Ken closed the gathering.

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

Respectfully,

Ray Ballantyne, Secretary

EAA 430 VOTING PROXY FORM

Member Name: _____

I give *Ray Ballantyne (Secretary)* or _____ (*choose one*) authorization to vote on my behalf on all issues put to a vote at the EAA 430 Annual Business Meeting on November 30, 2019.

EAA Members Signature: _____

Date: _____

Form must be present at the meeting. It can be hand delivered to the meeting by a friend or mailed to:

Chapter EAA430
P. O. Box 13
Carlsborg WA 98324

Print out and complete.