



*Serving the Port Angeles & Sequim Area*

## **EAA 430 FLYER**

*December 2019*



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

### **CHAPTER CHATTER**

*With Ken Brown*



A brighter future is on the horizon. The days are getting longer and more light brings more smiles. People are in the final days for preparations for the many holidays that occur at this time of year.

As the Board of Directors start a new year and take on the process of creating a better EAA 430, we look forward to you joining this hard working group. I am sure there is a position where you would be exceptional and enjoy. There are opportunities which need to be filled.

Welcome Andy Sallee (Airport Manager of Sequim Valley Airport) as the new web editor who has already made significant changes to our web presence as well as our social-media imprint. Thank you Andy.

2020 will bring a renewed effort to get our PAVE THE WAY TO THE FUTURE brick program in full swing. While we are still looking for a marketing manager, we will start with the help of Polaris Engraving by utilizing their online ordering and payment system. If you have a desire to facilitate this position, please let us know.

The Annual Business meeting was a success, along with the pizza and birthday cake. As a 46-year-old chapter, we are looking fabulous.

As a side goal, I would like to expand the membership to reach out to other aviation groups in the area to join us. RC modelers, Hot Air Balloons, Ultralights and Powered Parachute enthusiasts. After all, if it flies we have a common bond. Freely invite your friends to come to our gatherings and let us talk aviation.

My wish for you and your family is for health, happiness and joy. Enjoy the days we have and look for the silver linings in everything. Additionally, I wish you tailwinds, low fuel costs and a blessed holiday and Happy New Year.

*Ken*





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Airplanes R Us with John Meyers will return in January



- December 2019**
- **VMC Club Meeting** December 11 7 - 8 pm  
Mariner's Café JC Penny Plaza
  - **EAA Chapter 430 Board Transition Meeting**  
December 20 9:00 am  
Mariner's Café JC Penny Plaza
  - **EAA Chapter 430 Holiday Party**  
December 28 5:00 - 9:00  
The Cedars at Dungeness  
1965 Woodcock Road Sequim, WA

- January 2020**
- **VMC Club Meeting** Jan 8 7pm - 8pm  
2nd Wednesday of the Month  
Mariner's Café JC Penny Plaza
  - **EAA Chapter 430 Board Meeting**  
January 17 9:00 am  
Mariner's Café JC Penny Plaza
  - **EAA Chapter 430 Chapter Gathering**  
January 25 10:00 - 12:00  
Sequim Valley Airport Hangar #15

**JANUARY PRESENTATION: Owner-assisted Annual and Condition Inspection**

Our presenter in January is Chapter 430 Tech Advisor Harry Cook. He has been a pilot over 50 years, including 20 years in the Air Force with flying time in the T-37, T-38, T-33, F-4E, OV-10A and A-10A. He has been an A&P with Inspection Authority for over 25 years. His first plane was a 1952 Cessna C-170B; he has owned and refurbished a 1966 Cherokee 6, a 1976 Cessna C-172M and, most recently, restored a 1956 Piper PA-22/20. Harry's bio is in the April 2019 EAA newsletter.

## WELCOME NEW EAA 430 MEMBER

**JOHN WARD**

I started flying in 1991, training at West Houston Airport for my single-engine rating. In 1996 I joined the Soaring Club of Houston and never went back to airplanes. Well, so far. In 2000 I moved to Minnesota and joined the Minnesota Soaring Club, where I enjoyed good company and many wonderful flights, even when I had to drive three hours to get to the airport. Since moving to Port Townsend in July, I ferried my Pipistrel Sinus out in September and have been getting used to the area's aviation activities.

I've flown many models of glider, owned two Schweizer 1-35s (not simultaneously), and for four years have been the happy owner of motorglider N81028, a factory-built experimental-registered Pipistrel Sinus. Next time you visit the Spruce Goose at OS9, just look for the long, white wings. Or, better yet, let me know of a home with a roof for it.

I heard about EAA 430 as I was getting acquainted with the flying community around Port Townsend. Someone at the Aviation Museum recommended y'all as friendly, active, and knowledgeable. This is my first connection with the EAA, though I've long been a member of the Soaring Society of America (SSA) which has begun building closer ties with the EAA.

**DAVE BOERIGTER (EAA 325862)**

I first joined EAA 430 23 or 24 years ago then dropped that membership to join Chapter 1026 in Port Townsend. I remained an EAA member but did not rejoin 430 until this year. In the meantime I did fly many Young Eagle flights with 430. President Ken Brown leaned on me through our membership in another aviation-related group to rejoin which I did this year.

I started flying as an Air Force navigator in the old Strategic Air Command in 1957. I first soloed as a pilot as a member of the Bunker Hill AFB Aero club in 1958 or 59 in a J3 Cub. I passed my private in 1966 and my commercial, multi engine and instrument rating in 1973. I have owned my 1967 Mooney M20C since 1994 and have used it to attend Oshkosh four times through participation in the Mooney Caravan to OSH including the very first caravan.

**DAN GASE**

My flight experience began in 1970 at William R. Fairchild Int'l Airport flying a C-150 and Piper J-3 Cub (\$8.00/hr. wet) through the Explorer Scouts sponsored by a couple Coast Guard pilots out at the base. Later used the GI Bill to help finance commercial, instrument and multi-engine ratings in Olympia. I've logged time in about 25 different aircraft types, a master of none. "Mid-life crisis" brought on the need to hover so I obtained a helicopter add-on rating and could finally land on my own front yard helipad. Aviation took on a new dimension in early 2018 as I took on the role of airport manager at CLM. Love the job, the people, the aviation world!

## WELCOME NEW EAA 430 MEMBER



**JEFF SMITH**

This is my first EAA chapter membership. My father was an Army missile officer, so I spent my younger years living around Air Force bases. The Army missiles were there to protect the planes. Grew up with a ceiling of model airplanes and all I ever wanted to be was a pilot. Got a four year AFROTC scholarship to college and was a Distinguished graduate in 1974. The Vietnam war was over and the Air Force didn't need any pilots, so I went in as a Procurement Officer for two years and was ultimately able to do pilot training at Columbus AFB, MS. From there I went to Guam and flew B52's for two years. After that I went to Scott AFB, IL and flew the C140 Jetstar and did flight inspection of NAIADS all over the world, including Area 51 and Tonapah, NV, where the secret F117 was based.

After ten years in the Air Force, I separated and was hired as a pilot for American Airlines. I was an engineer on the B727 and then a first officer on the B727 and DC10. The airlines hire in spurts, and I was lucky enough to get hired in 1984 as 113th pilot hired, and then they hired 8000 after me. After five years I was able to become a captain and flew the DC9, B757, B767, B777 and finished up flying as an international captain on the B787, flying between DFW and China. I retired in Oct 2018 after a thirty-five year career. The early airline years were financially difficult because we were paid half pay for the first five years, so I joined the Navy reserve and flew DC9's and retired from the Navy in 1994 after a stint in Desert Storm.

My father was based at Ft. Lawton, which is now a closed Army post just west of Seattle. I always wanted to retire to this area, so I moved to Port Angeles in 2016. I am currently flying for Rite Bros. Aviation, just doing short hops around the area.

This has given me an appreciation and love for general aviation. I also have a new respect for the demands of flying VFR with all the airspace restrictions and going from grass strips to Boeing Field. Flying single engine Cessna's has reacquainted me with small aircraft, but it isn't very stimulating. I think I would like to purchase an IFR RV8A, due to my size of 6'3" for fun and travel. At my age of 66, I don't have the patience to build my own. I would like to help other members on their build projects to learn all I can about this area of aviation, since I don't have a background in it.



**BILL BERSON** (Port Townsend)

My first airplane fascination memory was around age 6 watching the 727's on final landing at Fort Lauderdale, Florida where I was born. At age 12, My dad moved the family 6000 miles to Chugiak, Alaska. I helped my dad build our new house, just one mile from Birchwood airport. After a few years they started a glider club at Birchwood and I joined and got my glider rating. Also got my airplane instruction free while working at the maintenance hangar. My friend worked there also and later we started an aircraft paint shop at Willow, Alaska. My brother and I restored an Aeronca Chief and I flew that to work sometimes. Later I bought a Piper Cherokee and used that to tow gliders mostly.

By 1980, Birchwood airport had hundreds of airplanes parked at tiedowns and I was able to build a maintenance hangar. After a number of years doing rebuilds and annual inspections as an A&P-IA, I decided to sell. Moved to Port Townsend, WA in 2002.

I own a Grob G109 motorglider that I bought and restored to give commercial rides. I also bought a partially finished Avid Amphibian kit to assemble in the future.

My major priority, however, has always been engineering and experimenting with low powered engine and airframe designs. In 1980 I designed and built a single seat, aluminum twin engine motorglider. I am back to experimenting with a new and improved version now.

## WELCOME NEW EAA 430 MEMBER

## DOUG BRUNDAGE

I'm currently a trike Paramotor pilot in my first year of that experience. I grew up in Anchorage, Alaska. While in Anchorage, beginning at age 7, I enjoyed flying to fishing and hunting spots with my father and brother out of Merrill Field or Lake Hood. I moved out of Anchorage after my father was killed at the Palmer airport.

I come from a flying family; each one of my brothers and sisters, mother and father have taken some kind of flight training during their lives.

My flight training begin at age 16 in Olympia, Washington. I earned my certificate at age 17. Since that time, I have flown light aircraft: Cherokee 140, c-150, c-172, and accumulated approximately 150 hours. To cut my cost of flying, I recently took up the sport of Paramotor and received training this past fall. I fly out of Sequim Valley Airport to enjoy the beautiful views and calm skies the valley has to offer. My Paramotor flies at a consistent 25 to 30 mph at low altitudes at less than a gallon per hour. I'm looking forward to warmer weather, exploring the valley, beautiful sunrises, and sunsets!

*(Note from Editor: Our January newsletter will feature the rest of our 2019 new members)*



## Getting To Know You

Colette Miller

*From the Editor: Before interviewing a chapter member for the newsletter, I send them a questionnaire, with questions about their life in aviation. The following are the questions and answers from Colette:*

**How old were you when you became interested in airplanes?**

*Very Young. As a child, I used to dream I would escape the T-Rex or other monster by flapping my arms and flying above them. My father was a pilot and I always felt safe in the sky.*

**When did you get your private pilot's license?** *Late 60's*

**What was your first airplane? What airplane (s) are you currently flying?** *I learned to fly in a 7ECA, Citabria. I presently have a 7K CAB Citabria and a Sonex. I am also building a Sonex with the Jabiru engine and the aerobatic wing.*

*Airplane partnerships I have had include a Luscombe 8A and a 7AC Champ, which 5 of us rebuilt.*

**What ratings do you have?** *Instrument, commercial*

**Your experience in EAA 430 or other chapters where you were a member:** *Starting my build in Torrance with help from the Compton chapter, rebuilding the Sonex project I have in Michigan with incredible help from the chapter at Sawyer in Marquette, fun and great learning experiences in IAC chapters in southern California, including being part of reinstating a practice aerobatic box at Redlands, and getting to help a little in establishing a practice box at Fairchild in Port Angeles.*

**EAA events you have attended or participated in:** *Oshkosh, Sun 'n Fun, YE or others. I have been to Sun 'n Fun once. I have attended Oshkosh every year since 1993, except for the year my husband, Dick, died and the year after that, when I was still building my house in Diamond Point. I have flown Young Eagles out of Compton, California, where our EAA chapter was located.*

**Your background: Where did you grow up? Different places you have lived, education/training:**

*I grew up in the Los Angeles basin, in Downey, California. I attended Downey High School, got my bachelors (History, with minors in Economics, Music, and Anthropology) and masters (applied socio-linguistics) degrees from Long Beach State. I studied opera at the International Opera Studio in Zurich, Switzerland. To pay for college, I worked as a portrait artist at Disneyland, thus getting invaluable training in portraiture.*



*Obviously, I lived and studied in Switzerland. My husband and I built a house in the north woods of the upper peninsula of Michigan in 1993 and spent our summers there for 22 years. We lived at the most northern point of Lake Michigan, which put us 250 miles from Oshkosh, thus the visits to the big fly-in.*

*Since we were both teachers, we could spend our summers traveling with the kids and working at drawing portraits at art shows or in tourist communities. That gave us opportunity to spend summers in Jackson Hole, Wyoming, Breckenridge, Colorado, and Saugatuck, Michigan, as well as traveling through most of the United States.*

**How long have you lived in this area?** *We bought property in Diamond Point in 2016. My husband died as we were packing to move to a condo we had rented in Port Angeles. That was in June. We had sold our home in Anaheim, so I had no choice but to continue the move to Washington. My son, who had found us the condo, helped me move my stuff, and I moved my plane north to a hangar at Fairchild in July of 2016. My house was completed and signed off on March 3 of 2018.*

**What is or was your occupation?** *I taught high school and community college for 43 years. The schools I have taught in are Garden Grove High School, Millikan and Cabrillo High Schools in the Long Beach School District, and Santa Ana Community College, and Colorado Mountain College. Like my husband, I held a General Secondary Credential, which is no longer issued by the state of California. Under this credential, one can teach anything taught in the public schools from grade 7 through 14. Yes, that includes community college. I usually taught English, History, or Art. For the last 14 years I taught English as a *Second Language*. **The scariest thing I ever taught was Driver's Ed., but I also have taught** French, German, Music, Drama, Home Economics, Knitting and Crocheting, Calligraphy, Pastel Portraiture, and Choir. I am still a working artist, doing portraits and wildlife paintings in pastel or oils. I also do quick sketch portraits and have taught workshops on how to draw them. I would like to teach such classes again.*

**Besides airplanes & flying, what are your favorite things to do?** *I enjoy hiking, bird watching, carpentry, music, art, reading, building aircraft, singing, playing the piano, and trying new things like building a non-mortared stone retaining wall. (my latest project)*

**Do you have any unusual, humorous, harrowing or exciting experiences you can share?** *When one is in one's 70's, there are many tales to tell. It's hard to know where to start or when to stop. I guess I'll tell you a story from my student pilot days.*

*On my first solo cross-country, I was flying an old Citabria out of Orange County Airport (now John Wayne). Like many planes in flight schools, it had seen better days. When I landed at my destination at Palomar, I may have landed hard. In any case, my tailwheel was acting funny and the local mechanic said a spring had come loose on the tailwheel steering assembly, and baled it on with safety wire. He told me to land straight and then make wide turns when taxiing.*

*I took off toward Orange County Airport, only to discover my radio wasn't working. As I approached home base, I noticed the winds were buffeting me, but I saw a small Cessna in the pattern, so I assumed it was safe for small planes to land. As I approached the airport, I rocked my wings and got a green light from the tower, so I proceeded to enter the pattern, but had trouble turning downwind. I assumed it was because my tail had baling wire on it, but by the time I turned the plane onto final, I had figured out the wind was extremely strong and blustery. For the first time, I thought I might actually crash the plane.*

*I remembered what my father had told me about landing in bad winds: "Keep some power on, keep her straight, and don't put the tail down until you have her under control." I followed those steps and got on the ground, but didn't feel I had control, so I just kept her straight down the runway. It was probably 2 miles long and I was more than half way down it when I realized I had to put the tail down eventually, so I did.*

*When I got the plane stopped, the wind was shifting to a right crosswind and I couldn't turn my tail into the wind and get off the runway, possibly because of the tailwheel, or the wind strength or both. Fortunately, when I took so long to stop, they had sent out the rescue trucks. Those guys helped me turn the airplane and get it tied down along the runway. I didn't even know there were tie-downs way down there. Then they said the tower wanted to talk to me.*

*Oops, I figured I was in some kind of trouble for taking up the whole runway. Instead, they congratulated me for making the landing and told me that I was the first person in a light plane who had the guts to land there in the last two hours. "But I saw a small plane practicing in the pattern." I said. They answered that he wasn't practicing, he was trying to land and had given up and gone to Fullerton. The wind was in the high 30s and reached 40 knots while we were talking. They said that if it got much stronger, they would close the airport to all traffic. When I told them that it was my first cross country and told of my misadventures with the tailwheel and the radio, they congratulated me again. I didn't tell them that I, too, would have given up if I had checked the windsock and known how to read it properly. It was stupidity rather than bravery, and I almost committed a fatal error. It was one of those God helps fools and children moments, but I learned to have a healthy respect for winds on landing.*



**What is in your bucket list?** *I don't really think in terms of bucket lists. I find that I like pursuing interesting hobbies which I discover as I go through life. I once had a goal of seeing every great lake in the world. I have seen Lakes Michigan, Huron, Erie, Ontario, Superior and Victoria. I would like to see Great Slave, Great Bear, Lake Nicaragua, and perhaps Lake Baikal. But other things seem to grab my attention, so I may never finish that quest. I guess the only item I really have on my bucket list is to finish the Sonex project I am presently engaged in and do first flight.*

**Any philosophical thoughts, goals, objectives or instruction for EAA members?**

*Be a good listener and a good observer. Take advice, you can never learn too much. There is always something you don't know and probably need to. Knowledge is a treasure that can't be stolen or destroyed by fire or flood. It is also a free gift you can pass on to others.*

**What is something most of your friends/family don't know about you?** *I talk way too much. Family and friends probably know more about me than they want to.*

### **And now the rest of the story:**

**Colette is a member of IAC (International Aerobatic Club). "My father encouraged me to do aerobatics. The first time I did them with Mac, my instructor, I was hooked. He taught me how to spin and I think I made him sick because I kept saying, let's do that again."**

**"I refused to teach Driver's Ed for a second year after I got a third ticket. When a student had an infraction while driving, the instructor got the ticket! It was not one of my prouder moments!"**

**"I was considered a protégé when I was two years old and started drawing. I had my first "job" as an artist when I was 12."**

**"My mother was a concert pianist and my father was an aeronautical engineer, so my short-lived career as an opera singer and my life-long career as an aviator came naturally."**

**"My husband, Dick, and I bought property in Diamond Point so I could continue flying and be his caregiver at the same time."**

**Colette has a son who lives in Kirkland and a daughter in California. She has a grandson, a granddaughter and a great-granddaughter.**

<http://www.pastelsbycolette.com>

GETTING TO KNOW YOU

Colette Miller





**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.

**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



## EAA Chapter 430 Monthly Gathering Minutes

Date: Nov 30, 2019

Call to Order 1010

Location: W28 #15



The monthly gathering was called to order @ 1010 by President Ken Brown with the Pledge of Allegiance to the flag

**Introduction of Guests.** The following guests were introduced: Al Gross and Leland Cox, members of Olympic R/C Modelers in Port Angeles, guests of Ken Brown; Vince, friend of Alden Johnson; Grant Mills, guest of John Meyers, grew up Sequim/PA, soloed in 2017 & got his PPL soon after. He decided to switch careers and become a pro pilot and is now at CWU finishing the flight program; Alliree Meyers, wife and guest of John Meyers.

**New member:** Jeff Smith joined Chapter 430 this morning. Jeff is a retired airline captain, who is presently working as a pilot for Rite Bros.

**Announcement:** Madeline Patterson has been accepted into the University of North Dakota Aviation Studies and will be starting school in August.

**Presentation: Jim Reeves** shared his interesting personal flying background and his involvement with drones and Precision Drone Solutions, his current Sequim business. There are presently over a million drone owners and 60,000 commercial drone operators in the U.S. There has been a 300% growth in drone utilization and drones have replaced \$127.3 billion in labor and services. Jim described a few of the current uses of drones: real estate, event and product photography, construction monitoring, inspections, mapping, surveying, ecology, environmental, public safety, fire, search & rescue, law enforcement, mapping crime scenes. He described the various types of drones and the FAA requirements for drone operators. In 2020 ADSB will be required on all drones.

At the end of the presentation, the pizza arrived so a short break was taken, along with the 50/50 scholarship raffle which was won by Harry Cook.

### **Board of Directors November Meeting:**

We have the following in our bank account: Checking \$1650, Savings \$2688 & Scholarship \$1723. We currently have 101 members.

### **Nomination Committee Report:**

The chapter still needs the following positions filled: Treasurer, program director, fund raising paver chairman, facility manager to heat the hangar and set up for meetings, web editor

**VMC Club** will meet on Wednesday, December 11th at Mariners Café. Topic will be Owner Maintenance and will be addressed by Chapter 430 tech counselors.

### **The Annual Business Meeting was called to order with a quorum present:**

The slate of officers was voted on by voice vote of 27 members present plus 10 proxies: President – Ken Brown; Vice-President – Ernie Hansen; Ray Ballantyne – Secretary. At this time, we do not have a candidate for Treasurer for 2020.

The following Bylaw changes were presented with discussion, a motion made, seconded and passed by voice vote:

Continued on next page

EAA Chapter 430 Monthly Gathering Minutes (continued)

Article VIII: Chapter Board of Directors

1. The business and property of the Chapter shall be conducted and controlled by the Chapter Board of Directors.
2. The Chapter Board of Directors shall consist of the following:
  - a. Class I Directors shall be the Chapter President, Chapter Vice President, Chapter Secretary and Chapter Treasurer.
  - b. Class II Directors shall be three (3) to nine (9) additional members elected to the position of Class II Director: The previous year's Chapter officers shall automatically be Class II Director. Additional Directors may be elected at the option of the Class I Directors.
  - c. The term of office for the Chapter Board of Directors shall be for two (2) years.

There was a question regarding the Procedure Manual and it was explained the manual will be an expansion of job descriptions.

**Tool Crib:** Harry Cook gave a description of what he would like to see in a chapter tool crib: He suggested a “clearing house” arrangement with a single point of contact and a list of chapter owned tools, and tools members would be willing to share, posted on our web site. Specifically, Harry is suggesting tools that would be too expensive or large to be acquired for one time use by one individual builder. Contact Harry if you have these type tools you would be willing to donate to the chapter or are willing to share with other members. Tax write-offs are available for donations.

John Cuny mentioned members who have “Gone West” and their various talents and what they contributed to our chapter. He would like to see a “Resource Roster” so current members will know who to call who have particular skills to share.

**Annual Holiday Party:** December 28<sup>th</sup>, 2019 Cedars at Dungeness. A menu will be sent, along with prices, and will require an RSVP by those attending.

The Annual Business meeting concluded at 11:40. Birthday cake was served after singing Happy Birthday to Chapter 430.

Respectfully,

Mary Brown (for Ray Ballantyne, Secretary)