



Serving the Port Angeles & Sequim Area

EAA 430 FLYER

January 2020



Dedicated to having fun with airplanes and promoting General Aviation

CHAPTER CHATTER

With Ken Brown



Can you believe we are already in a new decade? Yesterday we celebrated the millennium and just like that its 20 years later. Where does the time go?

Speaking of time, it is time to plan a new year for EAA 430. Time to set new goals and appoint leaders who will carry the water to accomplish the chapter dreams.

The great explorers who took on new frontiers planted flags as they conquered new lands. We too have planted a flag at Sequim Valley Airport with the help of Andy Sallee and his management team. They are in the process of finalizing a method to convey land to the chapter.

This month we are officially kicking off the Recognition Pavers Program, which is part of our long-term vision for EAA 430. These pavers are part of the patio around our large rock at the airport parking lot entrance. Ernie Hanson will be the lead on this project. Bricks will be offered in two sizes. 4"x8" bricks are \$250 and the 8"x8" bricks are \$500. All funds raised from this project will support the scholarship program. (EAA 430 is a 501c3 tax-deductible organization and your brick purchases qualify).

I hear from all of you, how much you like the way the chapter is going and what we are doing. The advancements we have made over the years happened because of our volunteers doing their share. In order to continue to do all of these things, we need you. As a member of 430, step up and take part so our chapter continues to flourish.

A volunteer has stepped up to be Treasurer and we are grateful. We also need a Food Coordinator, as the chapter likes to have coffee and snacks as well as lunch at our gatherings. Will you consider this position?

2020 is going to be a great year and with your participation, we can achieve great things together. Come on board and ride this glory train for the good of the chapter and the aviation community.



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- 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

- February 2020**
- **VMC Club Meeting Feb 12 7pm - 8pm**
 2nd Wednesday of the Month
 Mariner's Café JC Penny Plaza
 - **EAA Chapter 430 Board Meeting**
 February 21 9:00 am
 Mariner's Café JC Penny Plaza
 - **EAA Chapter 430 Chapter Gathering**
 February 29 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.

FEBRUARY PRESENTATION: PASS THE MIKE "What I've learned and am willing to share." The subject could be flying, building, maintenance, travel, flight planning or an experience that needs to be shared so others can learn from your experiences.

GETTING TO KNOW YOU

Bill Shepherd

Bill's exposure to the aviation world began very early in his life. During WW2, his dad trained pilots on the link trainer (an early simulator) in the Army Air Corps. After the war, the family moved from Mississippi, where Bill was born, to New Orleans where his dad worked for an airline, continuing to train pilots on the link trainer. When his dad worked the night shift, Bill went with him and at age 7, would fly the link trainer. When he was 13, he became a member of the Civil Air Patrol, and in 1953, at age 16, he was helping with maintenance of the planes in the Rebel Flying Club, saving his money so he could take flying lessons. His first lessons were in a J-3 Cub, including some aerobatics. After making his first four landings, his instructor told him he was ready to solo and got out of the plane. After his 5th landing, he was told to get his log book so the instructor could record his landings, which now included his solo flight.

Rather than be drafted after graduating from high school, he joined the Marine Corps so he could be part of the aviation program. He got his AP license and was a mechanic in the Helicopter Squadron on 3 different aircraft carriers. After three years in the Marines, he attended LSU for a year until he realized he couldn't afford to finish. He was in the Marine Reserves for 17 years. He went to work for Chevron, flying sea planes in the swamps of New Orleans, the copilot on an amphibious Grumman Goose and Mallard, flying back and forth in the ditches.

He left Chevron in 1966 and went to work for Delta Airlines for 31 years, 7 of those years flying in the Asia Pacific. He flew the DC-6, DC-7 and Convair transport planes before the airlines started flying jets. He retired as a Captain and he and his wife, Dot, bought land in Diamond Point in 1988 and moved there full-time in 1993.

The first airplane he owned was a Swift, which he still flies. In 1970 he became a charter member (#24) of the IAC (International Aerobatic Club) which became a division of EAA. He was president of the New Orleans EAA Chapter 261 in 1963 and subsequently served in many different positions in that organization.

He also owns an Aero 45, a twin engine, 5-seat, low-wing tail dragger, built in the Czech Republic. He owned a Yak-11 which he flew for ten years, including 84 aerobatic air shows.. He presently owns a Yak-3, a Russian top fighter with a US-developed Allison V-12 engine. Built in Russia, it was shipped via New Zealand, Australia and South Africa, to Diamond Point. He is in the process of putting it all back together and moving it to a hangar at Fairchild in order to take his first flight from there.

Bill and his wife, Dot, have two daughters who both soloed at age 16. His youngest daughter took her lessons and soloed in a Swift. Their son was the victim of a fatal private airplane crash at age 31. He and Dot have two grandsons and one granddaughter.

With 32,000 hours of flight time, Bill has flown 126 different types of planes, test flown planes and rebuilt antique and classic planes. He has been to all but two Oshkosh EAA AirVentures, Sun N Fun Fly-in's, and the Tennessee and Fort Worth Swift Fly-in's. For five years he did formation flying in a Mustang P-51 with the Historic Flight Foundation, an aviation museum located in Mukilteo. He was the first instructor at the Aero Museum in Port Townsend.

Bill's words of wisdom: "If you don't have a passion for flying, try something else."



P-51 Mustang



Yak 11



Yak 3



Swift



Airplanes R Us

by John Meyers



THE ADS-B EQUIPMENT RULE IS UPON US

If you are a flyer or maintainer, you have been advised by many different channels of the ADS-B mandate. It became U.S. aeronautical law as the new year dawned. Some questions/answers about ADS-B operation are yet to be clarified but the reality is here-and-now.

In a previous newsletter column (May 2019), I wrote about "it" before-the-fact. I reread my column ... and I distill it (as follows) with list and sprinkles of new information:

- 1) ADS-B OUT. You must have it to fly in certain defined airspace. Installation takes some time and \$\$
 - a) If you already have it, you can operate same as before mandate. Operation is mostly transparent
- 2) ADS-B OUT Equipment. It must be hard-wire installed, and tested within the airspace system
- 3) ADS-B IN Equipment. Optional, often portable. Can provide flight info on tablet or iPad platforms.
- 4) GRANDFATHERED AIRPLANES. Those without electric systems, ADS-B not possible
- 5) ADS-B "bandito". Slang. Airplane not equipped. Pilot should operate clear of defined airspace
- 6) FLIGHT INFORMATION ENTRY form. Looks like and filed like a flight plan form. Use this to request entry or passage through defined airspace, for non-ADS-B aircraft *
- 7) LOCAL AIRSPACE which is DEFINED AIRSPACE (needing ADS-B).
 - a) Above us, 10,000' and greater
 - b) Whidbey (KNUW) Class C airspace, and above it
 - c) Towards Seattle, anything within 30-mile radius, and above it

* My item "6" above does provide a method to enter defined airspace without ADS-B. If you are not equipped or have INOP equipment, you can obtain permission. It could be complicated and requires a process similar to filing a flight plan. Popup radio clearances are not possible according to the publications. Refer to or Google FAA.gov.forms (subject ADS-B) for more info.

My lists are somewhat simplified. My brain is somewhat simplified also, due to my age.

John Meyers

WELCOME NEW EAA 430 MEMBER

**TOM ROORDA**

Born in Denver, Colorado in 1949, I've lived in Sequim since 1992. I'm a retired Licensed Land Surveyor, a Viet Nam combat veteran and I was an Engineering Aid in the Navy SeaBees.

I earned my Private pilot license in 1985 in Fort Collins, Colorado at the Downtown Fort Collins Airport which doesn't exist now. I soloed in a C152 in 1985 and got my private pilot license in the same plane 3 months later. I learned to fly a conventional Grob glider and also a Grob motor glider at the Fort Collins – Loveland Airport near Loveland, Colorado. During a business trip to Alaska in 1986, I got my Single Engine Sea Plane rating in a '46 Taylorcraft at Lake Hood in Anchorage.

I moved to California where I bought my first plane, a Grumman Yankee TR2 with 115hp Lycoming O235C engine. This plane was based at Ramona California. I made friends with the owner of a '67 Mooney M20C. He had a partner in this plane and I was able to buy him out in 1990. This was the start of my "real training," flying with a guy in his 80's who had been flying all of his life. He and I did all of the maintenance and I really learned aircraft repair from him. We flew the Mooney every weekend all around the Southwest, the most memorable flight being a non-stop from Ramona to Albuquerque, New Mexico. We sold the Mooney and I decided to buy a tailwheel plane. I found a Maule M4 in Vashon, WA and my instructor and I flew it back to Ramona. This plane had the 220 Franklin and a constant speed prop. I flew the Maule for about 700 hours, the most memorable flight being to Courtney, BC and return from Ramona.

I moved to the Great Northwest, Port Angeles. On the ferry flight here, the engine spun a main bearing and I had to land at Anacortes due to low oil pressure light coming on. I had been monitoring a drop in oil pressure and was ready to land on the beach if necessary. Fortunately, I made it to the airport. While the engine was being rebuilt, I joined the local Civil Air Patrol and flew their C182 and C206 for 2 years where I met Bill Benedict. He and I have flown together off and on ever since.

I bought a house on the runway at Rake's Glenn and flew the Maule until 2001. I then sold the Maule and delivered it to the new owner in Nashville, TN. Needless to say, that was an adventure. On the way to Nashville, I was forced to land near Palm Dessert due to weather and that is where I found my next airplane which was a '68 Citabria 7ECA. I have flown that aircraft now for 18 years and over 1000 hours. I have had some success with Aerial Photos using a GoPro camera mounted on the tailwheel spring in this aircraft. I recently sold the Citabria which gave me the opportunity to get into a partnership with my friend Bill Benedict in his RV-6. The RV-6 has an IO-360 with a constant speed prop and cruises at around 160 mph. It's definitely the most exciting plane that I have flown so far.

My future plans are to get the Commercial and possibly the Instrument rating, as well. I have over 2,500 total hours at this time.

My wife Sharon and I got married 3 months ago and enjoy flying, bike riding, and travel.

WELCOME NEW EAA 430 MEMBER

**MADELINE PATTERSON**

I'm relatively new to the aviation scene, and relatively new to life itself compared to other members of EAA. I have always loved planes, flying was one of the best parts of a vacation, but I had always figured everyone had that same admiration for pilots. I really discover the industry through Civil Air Patrol, as I've been a cadet for six years now, but my grandfather was the jumping off platform for formal flight training a few years ago. I am still without a Private Pilot's License, but I have a goal of getting it before I leave for college in the summer. I train in a Cessna 175 Skylark (I've nicknamed it "Echo" for it's tail number) which is currently under maintenance. I am the new Membership Director for EAA 430, although I don't know for how long that will be since I leave for the University of North Dakota Aviation program in August. In a few years I will graduate with a Bachelor of Science in Commercial Aviation, but I am not sure exactly what I am going to do with that afterwards. Cargo? Airlines? Military? We'll see! I really appreciate any advice anyone has to offer about anything, and I look forward to new experiences in EAA and Aviation.



JOAN MILLER My flying career started in 1989 in Friday Harbor, San Juan Island. Being somewhat isolated, it seemed a desirable way to get off the island. I took lessons in a Cessna 150 and soloed at Orcas Island Airport with 9 hours of instruction. I received my private license in 1992. I became a co-owner of a Cessna 172 in Friday Harbor and flew mostly for pleasure as well as to the mainland for a company I worked for. As the old timers in the area weren't keen on using radios, I had numerous exciting encounters. I was a member of the Ninety Nines and am a recent member of EAA and enjoy working on the Young Eagles program.

I grew up in the Seattle area and worked in administration for colleges all my life until retirement in Port Angeles in 2006. I also took flying lessons in Hawaii, where I worked for the University of Hawaii for two years. While in Friday Harbor, I lived on my boat and worked at the University of Washington Labs. I met Dave Miller by answering his newspaper ad (before electronic dating). He mentioned flying and I was humbled, to say the least, when I learned of his many accomplishments in aviation compared to my recent achievements. But we share a love of flying and were avid motorcyclists over the past 25 years.

Dave and I are fortunate to travel a great deal and are checking off the bucket list items. We recently spent a month in France, including a canal trip, piloting a boat through locks and lovely little French towns. This Fall, we were on a European river trip through Germany and Austria. We hope to see some of the U.S. in the RV14 he and his partner, Bill Benedict, just finished building. Other travel hopes are New Zealand, Scotland, Italy and Southeast Asia and more

Other interests are quilting and knitting. My quilting takes me to Sisters, Oregon with friends every summer to the Outdoor Quilt Show and classes. Dave and I volunteer for the DART program, a volunteer airlift resource available to help communities and emergency responders cope with a local disaster. I am also a member of the Sequim Soroptimist program, helping women achieve their goals and dreams.

WELCOME NEW EAA 430 MEMBER

TRACY BOULTON

My intro to general aviation came when I met Barry Halsted in 2011. I never thought I'd end up living on an air strip with a hangar home in Washington State, but here we are! We've been here five years now and I absolutely love it. I took some flying lessons from John M but quickly decided Barry would be the pilot in our family. I love to take pictures from the airplane. My favorite plane is the Cub because we go low and slow and get to enjoy the beautiful scenery.

I'm a lifelong card player and especially enjoy Bridge. I had to give up my Bridge groups when we moved to Sequim, but I have found some players here. Always looking for more though! I also like to cook and bake and have a beautiful big kitchen for it. We inherited a 14 tree orchard with our 5 acres and I enjoy jam making and learning how many ways I can use apples.

Young Eagle Volunteering has been especially rewarding to me. I love seeing the kid's excitement when they go on their first flight, or any flight for that matter.



EAA 430 Holiday Party



Receiving EAA National Certificates
Ken, Skip, Tracy, Barry, Deb, Harry, Ray, Ernie



Ken presented a Most Valuable Person certificate to Bob Hicks for his many years of serving in EAA 430.

Bob served 16 years on the chapter board and is retiring this year as Membership Chairman.

Bob's many accomplishments:

- ◆ Builder of an RV-6 (scratch build)
- ◆ President of 430 for 6 years
- ◆ Secretary for 4 years
- ◆ Membership chair for 6 years
- ◆ Flew 56 Young Eagles and currently he is an active volunteer at the Young Eagles events as part of the ground crew.



Those who have "Gone West" in 2019

Martha (Jeff) Rimov

Donna Wilson-Sommer

Dan Donovan

Bob Cummings

Jack Piggott

"Oh, I have slipped the surly bonds of earth,
 And danced the skies on laughter-silvered wings;
 Sunward I've climbed and joined the tumbling mirth of sun-split clouds -
 and done a hundred things You have not dreamed of -
 wheeled and soared and swung high in the sunlit silence.
 Hovering there I've chased the shouting wind along
 and flung my eager craft through footless halls of air.

"Up, up the long delirious burning blue
 I've topped the wind-swept heights with easy grace,
 where never lark, or even eagle, flew;
 and, while with silent, lifting mind I've trod
 the high untrespassed sanctity of space,
 put out my hand and touched the face of God."

Composed by Pilot Officer John Gillespie Magee, Jr.

9 June 1922 – 11 December 1941



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 | Open | 4 | treasurer@eaa430.org |

Class II Directors

| | | | |
|--------------|---------------------|---|------------------------|
| Programs | Deb Cox | 5 | programs@eaa430.org |
| Membership | Madelaine Patterson | 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 | Andy Sallee | | webeditor@eaa430.org |
| Tech Advisor | Harry Cook | | techhc@eaa430.org |
| Tech Advisor | Barry Halstead | | techbh@eaa430.org |
| Tech Advisor | Ernie Hansen | | techh@eaa430.org |
| Tech Advisor | Rick Vaux | | techrv@eaa430.org |



"It's settled. We put out a press release saying we can't remember what we decided."