



Serving the Port Angeles & Sequim Area

EAA 430 FLYER

MAY 2020



Dedicated to having fun with airplanes and promoting General Aviation

CHAPTER CHATTER

With President Ken Brown

The question this month is all about our EAA chapter. Do we want to be

A PERSON OF INCLUSION

Versus

***One who supports separation, disconnection, isolation, remoteness,
indifference and exclusion?***



After answering the question then we need to decide, what must I do to make this happen?

Tough question considering all that is happening right now. More polarization within the society, more people talking and very few listening. In typical conversations, I believe we are considering our response rather than hearing or listening to the words being spoken. Conclusions are predetermined before the question or situations are presented.

As trying as the first half of this year has been, we need each of you to pick up a piece of the task of running our chapter. We need more than just a couple of members carrying the burden for all we wish to accomplish.

Ask yourself, WHAT AM I REALLY PASSIONATE ABOUT OR INTERESTED IN DOING within our EAA family? You can start a new “whatever” and bring excitement, new experiences, joy and energy to the group. We would love to hear all about it. Present your idea to any board member or, better yet, ask to present your idea to the board at our next BOD meeting.

This month we will have a “ZOOM” gathering and we will see how it goes. Each of you can cook your burgers the way you like and have your favorite beverage on your patio. Just remember to social distance and be safe.

Until we can meet at the airport --- Tailwinds and Clear Skies. *Ken Brown*

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Since we did not have our monthly gathering in March, there are no Minutes.

The following EAA meetings and Gathering for May will be held via ZOOM. You will be notified regarding how to sign onto ZOOM if you are an attendee of the Board Meeting, VMC or the EAA Gathering (last Saturday of the month). We hope you will join us.

VMC May 13, 7:00 PM

BOD May 22, 10:00 AM

Gathering May 30, 10:00 AM

From the Editor: The EAA member bio for May has been postponed until an in-person interview is possible. Meanwhile, if you have not had an opportunity to read our member bio's, check out the ones which have appeared in the past newsletters. All newsletters are online at EAA430.org.

2019

2020

January *Ken Brown*

July *No bio*

January *Bill Shepherd*

February *Ernie Hansen*

August *Barry Halstead*

February *Rick Vaux*

March *Ray Ballantyne*

September *Deb Cox*

March *No bio*

April *Harry Cook*

October *Jerry Tonini*

April *Rachel Sallee &*

May *Dave McNutt*

November *Gerry Mahoney*

Renee Brillhante

June *Bob Hicks*

December *Colette Miller*

May *No bio*



Airplanes R Us

by John Meyers

AIRPLANES I HAVE KNOWN (TRANSPORT CATEGORY)

In 1983, my employer, United Airlines, was on the cusp of becoming an international air carrier. This came with new routes awarded to UAL which included SEA to Tokyo and Hong Kong. In particular, the SEA-HKG route was a long-range deal which required a long-range plane. Nothing like this was in United's inventory so a leasing plan was cooked-up to acquire three CP-Air (Canadian Pacific) Douglas DC-10-30's to cover that route.



I was lucky enough to help staff the flight crew as an International Relief Pilot (IRP) for this mission. The IRP was really a flight engineer position with pilot seat privileges during cruise flight. This enabled crew relief intervals which would comply with regulations and contracts which existed in the era. Total flight deck compliment was four.

The DC-10-30 was heavier and more range-capable than the stock dash-10 version but still needed a belly tank addition to make the SEA-HKG route workable as non-stop westbound. The Dash-30 version was easy to spot on the ground because it had an extra landing gear. This was a centerline unit which helped spread the extra weight of the version.



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The CP airplanes were repainted in UAL livery. Cabin décor was United-sized to some extent. For the flight crew, a crew-rest area was fabricated in the door 2 RT entry bay. This rig was a folding cot which allowed one to get horizontal. Privacy was granted by a pull-curtain.

This was a new type of flying for most of us as staff. It all seemed new and exciting, especially the destination. Personally I had little knowledge of Asia and the Pacific so my learning curve was big.

For some reason, the CP airplanes retained their Canadian registry and “numbers” (letters actually, like C-GFPL). This required some extra paperwork for us... US pilots flying a foreign-registered plane. So, I possess a Canadian crew “license” pertaining to these specific planes. That won't buy much in the current era.



The airport at Hong Kong was very interesting from a piloting standpoint. Old Kai Tak airport was built on landfill... started in 1925 according to history books. By the time I flew there (1983-84), its one runway and limited terminal area were somewhat overburdened. (Eventually HKG built a new airport at a different location which opened in Summer 1998).

The runway was “13-31.” The “31-direction” was ILS straight in, over water ... easy enough. As for the “13-direction,” that was more complicated. Owing to the prickly mountain terrain that defined Hong Kong, the ILS approach was offset by 40 degrees or so. Simply put, the ILS ended at about 600' over a high rise neighborhood and required an aggressive right turn to align for the runway. Every plane would present its belly to the neighborhood as seen in this photo.

Later in my career, I would get to re-visit HKG (both airports, old & new) as Captain on B-747-400 trips from SFO or LAX.

Sling 2 Project Update

By Richard Howell

My Sling 2 E/A-B quick-build project has been progressing in slow, but deliberate steps. The end of the structural metalwork is almost in sight.

There are several fiberglass components for tail and wings, that need finishing and fitting. Each of the factory-assembled 20 US gallon fuel tanks must pass final leak testing. Once I'm satisfied with their integrity, they'll get permanently bolted and riveted to the wing panels. Soon, work will shift to the center fuselage for controls, wiring and fuel plumbing.

The exciting step of choosing the suite of avionics and placing an initial deposit for a slot in the production schedule of the custom panel provider, was done in April. There's quite a lead-time from my vendor -- [Midwest Panel Builders](#), in Lapeer, MI. The upholstery and firewall-forward kits, with engine and propeller have big lead-times too.

Here's a question. How do you know if a builder has opted for an advanced IFR integration of dual Garmin 10.6 inch G3X Touch panels with GTN 650Xi GPS/NAV/COM navigator, G500 2-axis autopilot, backup G5 flight instrument, remote COMS, audio, ADS-B transponder, VP-X electronic circuit breakers, dual IBBS and Rotax 912iS engine monitoring? Just ask him!

As much as I would like to open my workshop and to share the build firsthand, the COVID-19 risk is too great - at least for Mary Ann and myself. We miss our chapter gatherings and VMC Club.

Web log: <https://sling2.slantalpha.com>

Richard's Sling 2 Build Log | Building a Sling 2 Experimental Aircraft

The current version of the Sling 2 Empennage Construction Manual leaves much to the imagination of the builder. Build sequence details are very important. The written steps are basically in the proper order, but the labels (numbered bubble call-outs) are not to be relied upon.

sling2.slantalpha.com

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Richard's Sling 2 Project



DAVE WOODCOCK'S Piper 1944 L-4H



I am very proud to be the owner of Piper L-4H, N9217H (43-30430), a veteran of WWII in Europe. She could easily be part of a museum. I purchased her from Kris Nastro, a Navy F-18 pilot who has a passion for Cubs and military history. All the paint, markings, and stencils are authentic to the year and unit. "44" is the designator for the 30th Infantry Division, Ninth Army, and B is the second of the 12 units in that division.

The following is some of her war record: 6 APR 1944: 43-30430 is "Factory Complete" @ Lockhaven. PA 10 - 19 APR 1944. Accepted by USAAF, crated and put on a train to Newark, NJ. 21 APR 1944. Departs as ships cargo 16 MAY 1944. Arrives @ US Forces Receiving Attlebridge, England 23 MAY 1944. Receives AGF (Field Artillery) Conditional Inspection 31 JUL 1944. Assigned to Ninth AAF in England 30 NOV 1944. Transferred to 30th Infantry Division 16 DEC 1944 - 25 JAN 1945. Battle of the Bulge Artillery spotting and recon during the great Ardennes - Alsace Offensive, near Malmedy, Belgium against the German 1st SS Division. 31 JAN 1945 L-4H was turned into Mobile Reclamation and Repair by 30th ID 01 MAR 1945. Returned back to 30th ID 24 MAR 1945. 30th ID assault at the Rhine River 07 APR 1945. 30th ID takes Hamlin then Braunschweig.

After the war she was purchased by a former USAAF L-4H pilot for \$300 and eventually returned to the U.S. in 1947 where she was converted into a J-3C - 65. Kris found the plane 10 years ago and was committed to restore the aircraft to make her as authentic as possible but yet flyable. The A-65 was replaced with a C-90-8, no electrical system. Hand propping is part of the charm. Nearing the end of the restoration Kris met a 96-year-old young man who was a retired USAAF L-4 aviator. He told stories of sitting on his flak jacket and returning fire with his 1911 Colt 45. He told him, "We were just young men with nothing but the bare essentials." That conversation led to the name above the nose art.

The C-90 engine was majored by Don's Dream Machines - only about 175 hrs since the major and the restoration. Lots of power for this light airframe. Flies hands off beautifully - just takes some getting used to the rear seat solo, very light rudder feel and heel brakes. The plane was based at Meadow Lake, Colorado. My ferry pilot was Brooks Mershon. He lives in Boulder and specializes in ferrying tail draggers. It took him 22.7 hrs of flight time over 4 days. He really lucked out with the weather through Colorado, Wyoming and Idaho. He arrived here Monday evening after 11.5 hrs from Idaho Falls! Oh to be young again!

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This an actual photo of an aircraft assigned to the Ninth Army, Battle of the Bulge, but different Infantry Division. These were the conditions they were flying in that December.

EAA Chapter Member Survey Summary

A few months ago, a survey was sent to all EAA chapters. The following is a brief summary of the questions asked and the answers given for Chapter 430. 52 of our members took the survey.

Question: On a scale of 1 to 10, how likely are you to recommend your chapter to a colleague or friend?

34 people answered 10. Here are a few of those answers: We have an active chapter with a wealth of experience and knowledge in our membership; I think every pilot or aspiring pilot should belong to EAA; Good people, knowledge, entertainment and friendship; It is a great way to connect with fellow aviators, and to ask questions and get answers; It is an active chapter with a wealth of talent; Like minded people involved in aviation; Monthly guest presentations; Tech advisors and the aviation tools available; Good meeting location on airport; Good programs.; Good human resources; It is the premiere aviation organization in our area.

Question: On a scale of 1-5, how satisfied are you with your chapter's monthly gathering?

28 members rated this a 5; 13 members rated it a 4; 6 members rated it a 3

Question: Why did you decide to join your chapter?

Educational programming, Aircraft building resources, Connect with other Aviation Enthusiasts

Question: How did you hear about your chapter?

Word of Mouth; Local Chapter Event; EAA Website

Question: On a scale of 1 to 5, how interested are you in aircraft homebuilding?

16 members said they are interested; 11 members are not interested; 12 members gave this a 3 out of 5 rating.

Question: What is one thing you would recommend to improve your chapter? Here are a few of the 32 responses to this question.

We need more volunteers stepping up to help run/maintain the chapter; Maybe hosting a fly in? More educational, safety related subjects about real flying; More hands-on building activities/skill development; A poker run would be fun; Encourage additional members to become EAA tech counselors and flight advisors; Encourage more sport pilot aviation activity; Greater selection of tools in the tool crib; List members with specialized tools they will loan; Hands-on building experience; I think Ultralight chapters should be merged into local chapters. No Ultralight chapters exist in this state and other states; Encourage youth to build RC aircraft. It is a good intro to aviation; Increase fly-outs or other flying activities; More focus on and visibility of active build projects; More suitable location other than a hangar.



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. **This will be a ZOOM meeting**

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

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