



*Serving the Port Angeles & Sequim Area*

## **EAA 430 FLYER**

**OCTOBER 2020**



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



Here we are already in October. Next month we will have our annual business meeting (virtual) with the election of the board (mail-in ballots). We have two positions where we do not have anyone who has stepped up to be Vice President or Program Coordinator. Both of these positions need willing volunteers. As you know, the Program Coordinator is a vital link to the success of the chapter. The Vice President is a major supportive role to the overall management of the chapter.

This month I want to address the status of our chapter. Where we are, where we want to be, how do we get there and what we are working on during this time of being “socially distanced.”

It has been very difficult for the chapter to maintain it’s normal “head of steam” during this summer. Without the normal fun of monthly gatherings and good social time plus food, we have lost the momentum that normally keeps things humming.

Barry Halstead has done a wonderful job finding and organizing a fly-out program for the pilots. We have visited airports not normally on the everyday agenda.

The VMC meetings had normally 17 attendees but we have seen that number slide as the zoom meetings have had to take the place of actual in-person togetherness. I hope that as Fall descends, the interest and attendance in the VMC program will increase.

For years our chapter has made a valiant effort to provide the local youth with a taste of aviation with Young Eagle rallies. So far, Chapter 430 members have given 3618 Young Eagles flights. We have participated in the Air Affaire and KCLM airport days to encourage the youth to become interested in aviation. I believe we have been successful in our efforts.

We have assisted those attending aviation-related colleges with scholarship funds to individuals who have sought after a career in aviation. I would like to expand this program to provide scholarship funds for A&P training.

This year and next, we will be starting two new programs geared toward the more interested youths in our community: a Young Eagle Workshop as a prerequisite for joining the Build-n-Fly program. Both programs focus on those individuals who have a sincere interest in aviation, not just a free airplane ride at the Young Eagle rallies.

I believe these programs will have a lasting impact on the individuals who attend. Our job is to make sure we find the right candidates for the programs.

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We are going to need your help with various parts of the programs. We will need presenters for workshop segments. I know you have experiences that can be incorporated in the program to interest the youth. Learning about aviation, the forces that make it work, along with the technology, will need to be introduced in small bites but also be interesting. There is nothing worse than sitting in a ground school (workshop) where all you get are data-filled hours of “stuff” without any practical application.

I hope as you read this message, you will find an interest to be part of the moving parts that make this chapter so special. We have opportunities to serve and be a part of growing/teaching the next generation of fliers and mechanics. We need your expertise to make this all happen.

Ken

**From the Editor:**

Since December 2018 we have been privileged to have John Meyers’ monthly feature *Airplanes R Us*. He wrote the following in his first article: “I have been asked to contribute some deft writing which would pertain to our Chapter 430. This would presumably mean anything related to aviation, the region, our people, our professions, our hobbies. That’s a pretty big spectrum.” John has informed, enlightened and entertained us in all of those areas. We have been very fortunate to have his expertise and he has now earned a respite. Thank you John!

Taking over for John will be our own Rick Vaux, tech counselor for our chapter. Rick has an abundance of knowledge, adventures and interests so we can look forward to hearing from him each month. Thank you, Rick, for taking on this “job.” You can read his first article on pages 3-4

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| <ul style="list-style-type: none"> <li>VMC Club Meeting October 14<br/>2nd Wednesday of the Month<br/><u>ZOOM MEETING</u></li> <li>EAA Chapter 430 Board Meeting<br/>October 23 9:00 am<br/><u>ZOOM MEETING</u></li> <li>EAA Chapter 430 Chapter Gathering<br/>October 31 10:00<br/><u>ZOOM MEETING</u></li> </ul> |

**Hangar #4 is for sale.**

This is Bill and Ester Littlejohn’s hangar. This hangar is in the middle of the row and faces south. Asking price is \$60K.

Contact David Nuelle 360-461-7150 [dnuelle@olympicambulance.com](mailto:dnuelle@olympicambulance.com) for details.

Tread carefully  
or  
The proper care of tires

by Rick Vaux

Hello, Chapter 430. My name is Rick Vaux, and the newsletter editor asked me to be our newsletter technical person. To get started, I would like to rerun some articles I wrote for Chapter 7 in Long Beach, CA **many years ago. I will pick ones that are still valid until y'all come up with more questions for me!**

**This month I'd like to discuss Aircraft Tires including construction, inspection and a little about care.**

There are two basic types of aircraft tires: Bias-ply, which are popular for durability and ease of retreading and Radial-ply, which feature decreased rolling resistance and increased landings due to rigid belts used in their construction. Both of these types have some features in common:

- (1) Tread - Commonly ribbed to provide good traction under varying runway conditions.
- (2) Sidewall - Rubber covering outer casing ply. Extends from tread edge to bead area.
- (3) Bead - High strength steel wire that secures casing plies and provides a wheel mounting surface.
- (4) Tread Reinforcing Ply - One or more fabric layers that strengthen and stabilize tread for high speed operation. This component is part of tread and therefore is replaced when the tire is recapped.
- (5) Buff line cushion - A rubber compound layer which improves the adhesion between tread reinforcing plies and breakers or casing plies. This is thick enough to allow tread removal when retreading.
- (6) Breakers (Bias-ply) - Rubber coated fabric under the buff line cushion which protects casing plies, strengthens and stabilizes tread area. Breakers are part the tire casing and can not be repaired by recapping.
- (7) Overlay (Radial-ply) - Rubber coated fabric placed on top of belts to aid high speed operation.

**There are many other components to tire construction, but, for our purposes, these are enough. Let's press on to inspection.**

**I'll start with a couple cautions. Never probe cracks, cuts, or embedded objects while the tire is inflated, and all defects should be marked with a crayon before deflation.**

**OK....Let's check:**

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- (1) Tread wear - Tires should be changed when the tread is worn to the base of any groove (at any spot) or to the minimum depth specified in the aircraft maintenance manual.
- (2) Tread cuts - if no specific information is available in the maintenance manual, use the following rejection criteria:
  - a) Any cut which extends into casing plies on bias ply tires.
  - b) Any cut into the belt of radial ply tires.
  - c) Any cut that extends across one or more tread ribs to the fabric. (Tread reinforcing ply)
  - d) Rib undercutting at the base of any cut or tread splice or tread cap.
- (3) Sidewall damage - Replace tire if cracking, weather check, cuts, or snags extend to casing ply sidewall or bead areas.
- (4) Bulges - Remove from service with bulge in any area.
- (5) Groove cracking - Remove tire from service if groove cracking exposes any fabric or undercuts tread ribs.
- (6) Flat spots - Unless fabric is exposed, flat spots are not cause for rejection. However, they can cause imbalance problems or wheel shimmy and may need to be replaced for that reason.
- (7) Sidewall indentation (Radial ply) Reject any tire with 3mm or greater sidewall indentation.
- (8) Bead - Inspect for heat damage next to the wheel flange, especially if subject to brake drag or heavy braking.

Now a few last items to cover:

- (1) Tire inflation - Ideally tire inflation should be checked before each flight. Over inflation can damage tires by causing reduced traction, uneven tread wear, increased susceptibility to cuts and increased wheel stress. As bad as over inflation is, under inflation is much worse. It produces uneven wear and shortens tire life due to flex heating. The bead area of an under inflated tire can be 50% hotter than a properly serviced one. Nothing can destroy a tire faster than heat.
- (2) Contamination - Keep all oils, greases, and cleaning compounds off of tires.
- (3) Sun - Cover tires when left in the sun. This is probably not as important as it was in SoCal, where a combination of sun and ozone is tough on tires. Still, it makes sense to protect your investment and quite possibly your continued health.

**Remember to take care of your tires, Troopers. Axles don't roll worth a hoot without them.**

*Rick*  
TC 4130

Jerry Tonini was a member of EAA 430 for many years. His bio was in a previous newsletter. The following is one of the many short stories he wrote about his time in the USAF. He also wrote a book titled Trash Haulers about his year in the Vietnam war. He passed away May 12, 2020.

## **COLD WAR**

### **THE CUBAN CRISIS 1962**

*By Gervasio Tonini, Lt. Col (Ret) USAF*

I happened to be flying my B-47E Stratojet for the Strategic Air Command (SAC) the day the Cuban Crisis began to boil. After landing, as I pulled into my assigned parking spot, I saw my squadron commander pull up in his staff car. I thought: "Goodness! What did I do now?" Instead of a chewing out, however, he briefed us on the latest goings on. My crew and I were taken aback when he said we were in DEFCON 2 (Defense Condition 2). We had never been at a DEFCON that high before and have never been since. This was truly a serious situation.

As we had just landed, we were sent home for twelve hours crew rest before being recalled. Almost to the minute, the phone rang and we were recalled to the base. We reported as directed to the vault for a briefing and targeting information. Upon arrival, we found the whole ball game had changed. The Lt. Col briefer stated because we were latecomers, there were no tankers available to refuel us along our assigned tracks. We would have to wait until the tankers could re-cycle (fuel up) and meet us along our assigned routes to our targets. The briefer indicated what we all knew, that the fly time of a Russian missile to the U.S. was approximately 15 minutes - and unfortunately it would take much longer than 15 minutes for the tankers to recycle. Therefore, they had decided to deploy us to a non-SAC location as all SAC bases were primary targets. This was all news to us. We had studied our targets for months and months and had never discussed this deployment option.

There were a total of six crews, including us, who were latecomers and would deploy. I was selected to be the flight leader for the six B-47E bombers. The Colonel left the room and came back with what appeared to be two Samsonite suitcases? He opened the suitcases, and lo and behold, they were HF (high frequency) radio sets. Upon arrival at our deployment base, we were to set up the HF radios and antennas and report back to the Command Post at our home base of Shilling AFB, Kansas for further orders. Now we were all well-disciplined crews, knew our airplanes, bombs, targets, routes, enemy defenses, etc., but none of us had ever heard of anything quite like what we were being told. It was never mentioned, even as a contingency.

The Lt. Col pulled out a chart to show us our route to the deployment base. I almost fell off my chair! We were deploying to Detroit Wayne International Airport, Michigan. Wahoo is me! Six bombers, each loaded with four Mark-28 1.1 megatons nuclear weapons, landing at a Detroit Wayne International Airport amongst civilian airline traffic. All the planning and training over the years to develop one of the most disciplined and trained organizations, the Strategic Air Command (SAC), just went to hell. For us it was a whole new ball game and we did not have the time to study, question, or plan for contingencies.

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The flight to the deployment base was not very long and all went well. We flew a one-mile in-trail formation with one-thousand-foot vertical separation. A tight-wing formation definitely would have been inappropriate with the aircraft carrying a total of 26.4 megatons of weapons. The bombs, however, are extremely safe, but the publicity of even a non-nuclear event would have generated great embarrassment for the USAF.

The B-47 normally carries a crew of three: aircraft commander, co-pilot and navigator. There is a step below and to the left of the copilot's position with a seatbelt for a fourth person to be carried if necessary. Each of the bombers on our mission carried an air policeman to establish a security perimeter upon arrival at our destination.

All six aircraft landed at our destination one by one, with the previous aircraft clearing the runway before the trailing aircraft touched down. Minimum time was spent on the runway. As the aircraft cleared the active runway, they were directed by ground control to the Michigan Air National Guard ramp on the field. The Michigan National Guard was the only organization pre-notified of our arrival and mission. Air Route Traffic Control and the Control Tower received only standard flight plan data concerning our route and arrival time. Though some might have guessed what we were doing at Detroit Wayne - not one questioned our presence.

As soon as we were parked, the security policemen set up a perimeter cable with guards spaced appropriately around the aircraft. A code word for the day was distributed to the flight crews who would require it for subsequent access to the aircraft. My crew took the two suitcases to the National Guard offices, set up the radios, and established communication with the Shilling AFB Command Post.

Our home-base staff had, prior to our arrival, made arrangements at a nearby motel for the flight crews, and the National Guard provided each crew with a station wagon. With our initial mission completed, we departed the airport for the motel and bedded down for the night.

Prior to departure from our home base, we were instructed that our location was classified and we were not to tell anyone, including our families. Each day of our stay we had breakfast and watched TV to get the latest news on Soviet missiles headed for Cuba. We would then drive to the airport and preflight our respective aircraft and weapons. On occasion we would have to start a couple engines and move the aircraft forward just a little to alleviate flat spots on the tires and pressure on the asphalt ramp. This routine continued for over a week.

The civilians we encountered at the motel seemed completely oblivious of how close we were to having a nuclear exchange with the Russians. They followed their daily routine: a coffee and donut in hand as they hustled to their vehicles, totally oblivious of the importance of the exchange occurring between President Kennedy and Mr. Khrushchev over Soviet missiles in Cuba. When we were asked why we were staying at the motel (our greenish flight suits a giveaway that we were Air Force), we merely stated we were conducting military exercises with the Michigan National Guard. No one ever questioned us any further.

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It was roughly two weeks before the Russians turned their missile-laden cargo ships and war ships back and promised to remove all missiles already installed from Cuba. The U.S. Naval blockade worked. It worked in great part however, because of Navy, Air Force, and Army readiness. All were prepared to force the Russians to retreat from Cuba should Mr. Khrushchev decided to not go willingly.

Once the all clear was sounded, we were ordered to return to our home base. The flight home was un-incident. We landed, parked, and were happy to turn the aircraft and weapons over to the ground crews. The Schilling staff had already alerted our wives of our expected arrival time and they were there to meet us. My wife and my baby daughter Susan Marie were there to give me big kisses and a lot of hugs. Our wives were also oblivious as to what had just happened. They, like the populace, did not realize how serious the standoff this was and the potential consequences of the Kennedy /Khrushchev exchange.

We didn't talk much about the Cuban Crisis after that. We just continued our lives, like the civilians in our community. The Cuban Missile Crisis of 1962 was the closest threat ever of a nuclear war. Let's hope it never comes any closer. It was the highest state of readiness (DEFCON 2) that the United States has ever experienced up till then, and to the present day. Thinking of the consequences is scary. However, we were ready to go. That was what we were trained and paid to do.

The End

## EAA Chapter 430 Monthly Zoom Gathering Minutes

September 26, 2020



Date: Sept 26, 2020 ZOOM meeting. At 1005 President Ken Brown called the meeting of 15 zoomers to order.

Approved Minutes: - Minutes of August 2020.

Gone West: Ken reported the sad news that Paul Kuntz passed away on September 10, 2020.

Financial Status: Total funds \$9085.51

Scholarship: 5,200.00 (Denny Donovan donated \$1000 this month)

General Funds: \$3885.51

Correspondence:

WA Covid-19 Phase II extended

Chapter Projects:

Build-n-Fly: Al Gross reported he is still trying to identify the best way to start the project, even with doing just one on one. He plans to setup a Zoom meeting next week for those interested in participating.

Ken discussed planning a special board of director meeting to discuss a Young Eagle virtual workshop.

Projects:

Ernie Hansen and friends have put the wings on the experimental Super Cub. The end is in sight!

Dave Boerigter (the Dutchman) reports his IFR GPS GX-60 died and he is replacing it with a GNC-355 WAAS GPS. Jeff Wells of Rite Brothers is doing the work. He is also installing an EDM730 engine monitor, and an Aspen display in his Mooney M20C. He is also removing his vacuum system.

Fly-out: Ray for Barry Halsted reported on the proposed fly out to Westport, WA on September 30, 2020.

Informal get together at 1230.

Ken called on Adam Jordan who said he has been a member of EAA430 and is hoping to build a Cozy MK IV.

Announcements:

October annual meeting appears to be on Zoom, and the election of officers will take place via Email.

Presentation: Ron Wanttaja from EAA Chapter 26 presented "60 Years of the Fly Baby".

Ron gave the history of this iconic aircraft and discussed how this 'modern day antique' might fit into future homebuilding. He discussed what a Fly Baby is: the history, construction, flying attributes, and the future of the design. Designer Pete Bowers won the 1962 EAA design contest with the Fly Baby. The entire plans for the aircraft were published in a series of articles in EAA Sport Aviation magazine. Ron showed amazing pictures of a Fly Baby as a Biplane and a Seaplane. He also said it did not make a very good aerobatic aircraft.

The meeting concluded at 11:22 a.m.

Respectfully Submitted,

*Ray Ballantyne, Secretary*





**WHAT:** VMC - Visual Meteorological Conditions (flying VFR - visual flight rules)

Discussions involving flying airplanes visually led by Ray Ballantyne



**WHERE:** ZOOM Meeting

**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.

**2020 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	Skip Brown	4	treasurer@eaa430.org



**Class II Directors**

Build-n-Fly	Al Gross		build-n-fly@eaa430.org
Programs	Deb Cox	5	programs@eaa430.org
Membership	Madelaine Patterson	6	membership@eaa430.org
Newsletter	Skip Brown	7	newsletter@eaa430.org
Scholarship	David Miller	8	scholarship@eaa430.org
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Tech Advisor	Harry Cook		techhc@eaa430.org
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Tech Advisor	Rick Vaux		techrv@eaa430.org