



*Serving the Port Angeles & Sequim Area*

## **EAA 430 FLYER**

*MARCH 2021*



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



### **CHAPTER CHATTER**

*With President Ken Brown*

Daylight Savings has sprung us forward, at least on the clock.

Some are still stuck in “Ground Hog Day” mode. We have been on a gate hold since March 2020 with the uncertainty of the effects of the Covid-19 virus.

Well the good news is, thanks to the Jamestown Tribe, the county is vaccinating more people, providing an end of shut downs and total isolation. As of Friday 3/12/2021, 33% of the county have had their first dose of the vaccine. In addition, the county on 3/22/2021 will be in Phase III of the reopening plan.

It has not yet been decided when we will have in-person monthly gatherings. We will have to work out the logistics for our chapter. Social distance, masks and other requirements need to be enforced. As of now, there will be a ZOOM gathering on the last Saturday of the month, March 27, 2021 at 10 o'clock.

What is on the horizon? A survey was sent out about Air Adventure 2021. We want to determine if there is interest in making this a chapter event. I will report the results at the ZOOM gathering this month.

There are openings in several areas of the leadership:

Ted Smith (**Tool Crib Coordinator**) is moving, so we are looking for a new home for the tool crib.

If you would like to be the “tool person,” let one of the board members know. See page 6.

**Programs** is still lacking a “Lead” and this is a very important part of our total package. Again, each of us has a role to play so how about taking on this task. It is a very important part of the chapter.

**Pave the Way to the Future** – open. A very important position funding our scholarship program. See the article on our expanded scholarship program and the recipients.

See pages 7 - 11.

**Hospitality / Food & Beverage Wrangler** – when we meet again, we need a coordinator, because we like to eat.

We have a lot on the calendar to achieve this year, and with your help, we can accomplish it and make a difference in the lives of others. Ken

IN THIS ISSUE	Page
Chapter Chatter (Ken Brown)	1
Calendar of Events	2
Recognition Plaza	3
Aviation From My Rocking Chair	4-5
Tool Crib Inventory	6
Scholarship Recipients (Dave Miller)	7
Scholarship Recipients (Madeline & Daniel)	8-11
Minutes of Monthly Zoom Gathering	12-13
VMC Club (Ray Ballantyne)	14
Board & Directors	14

- MARCH 2021**
- **VMC Club Meeting March 10 7:00 pm**  

**2nd Wednesday of the Month**

ZOOM MEETING
  - **EAA Chapter 430 Board Meeting**  

**March 20 9:00 am**

ZOOM MEETING
  - **EAA Chapter 430 Chapter Gathering**  

**March 27 10:00 am**

ZOOM MEETING

EAA March and April webinars that you can enjoy from the comfort of your home. EAA webinars are free to all aviation enthusiasts. Preregistration is recommended, as space is limited. Register at [eaa.org](http://eaa.org)

**Rolling Fear Upside Down with Aerobatics**  
 TUESDAY, MARCH 16, AT 7 P.M. CDT

**Sling Aircraft Kits**  
 WEDNESDAY, MARCH 17, AT 7 P.M. CDT

**SNAGGED! Dealing with Defects Safely and Legally**  
 WEDNESDAY, MARCH 24, AT 7 P.M. CDT  
*Qualifies for FAA WINGS and AMT credit.*

**Engine Care Items Every Pilot Should Know**  
 WEDNESDAY, MARCH 31, AT 7 P.M. CDT  
*Qualifies for FAA WINGS and AMT credit.*

**Wittman Tailwind & Buttercup**  
 TUESDAY, APRIL 6, AT 7 P.M. CDT  
*Homebuilders Webinar Series*

**How Risky is Maintenance**  
 WEDNESDAY, APRIL 7, AT 7 P.M. CDT  
 Qualifies for FAA WINGS and AMT credit.

**The E-1 and the Pursuit of a Record**  
 TUESDAY, APRIL 13, AT 7 P.M. CDT  
 Museum Webinar Series

**Canadian Airspace 101**  
 WEDNESDAY, APRIL 14, AT 7 P.M. CDT  
 Qualifies for FAA WINGS credit.

**Flying Clubs – Getting Started**  
 TUESDAY, APRIL 27, AT 7 P.M. CDT

**Flying Safe with BasicMed**  
 WEDNESDAY, APRIL 28, AT 7 P.M. CDT  
 Qualifies for FAA WINGS credit.

## Recognition Plaza

By Ray Ballantyne

Wouldn't it be fun to watch teenagers learn how to accomplish something involving an airplane? And then be able to connect with them during the process and share some of the things you've learned along the way. I wondered if there was a way to promote aviation education for the young and, low and behold, there IS a way to provide scholarship money to selected recipients, which is also tax deductible. By purchasing a brick in the EAA Recognition Plaza, not only will you be providing scholarships, but you will also be able to commemorate that you were a member of EAA430, honor a fellow airman, or celebrate a personal milestone... in stone!

Back in June of 2019, Ken Brown came up with a Fund-Raising Activity for Scholarships. Ken reached out to Polar Engraving and provided a Paver sample. The Board of Directors called for the pavers to be offered in 2 sizes: 4x8 for \$250 and 8x8 for \$500 with 4 colors available. The orders will go through the chapter. The net funds will go to support the scholarship fund. The motion was seconded and unanimously approved. Since that time there have been 15 pavers purchased and placed in the Recognition Plaza. All these pavers have been in memory of someone. Although the "Pave the Way to the Future" was announced at multiple chapter gatherings, no one has stepped up to take the lead. As a result, the program has become a bit murky.

It is not exclusively a memorial garden, but a Recognition Plaza which will celebrate accomplishments of the members. Master Pilot and Master Mechanic awards can be honored, as well as being a United Flying Octogenarian. A first solo or new instrument rating could honor individual pilot advancements. EAA 430 plans on recognizing our founding members, as well as previous scholarship recipients.

Currently, you can order a paver through the EAA430 website, but there will also be a way to order and pay through the chapter. There's a chance the board may soon offer some reduced prices for a short period of time to get the plaza expanded, so figure out what you want on your brick and be ready to strike when the iron's hot!

I had the opportunity to buy a brick in the Anchorage Performing Arts Center courtyard back in the 1990's but decided against it. My wife frequently brings up that we should have done that. It is fun to return to someplace and see you made an impact for good. I hope you don't miss this opportunity to celebrate someone (even if it's you) and pave a path in aviation for someone new. Remember we need new aviators so we can sell our planes to them when we're done.

*Ray*



## Aviation From My Rocking Chair

By Rick Vaux

### Auto Fuel and Octanes. Is it smoke and mirrors? Part 3

Hello again troopers,

I'll try to finish the discussion about auto-fuel in airplanes this month. I would remind you this original article was written in 2002, so the numbers will not be the same. At the end of our exercise, I'll bring it up to date. I think a good news/bad news format might work so...first the bad news (everyone likes to end on a good note.)

- (1) Auto-fuels often contain oxygenators during winter months (So-Cal has them all year). These chemicals are often alcohol, although MTBE or ETBE (ethers) are also used. Alcohol has a great affinity for water and can hold amounts in solution sufficient to cause pre-ignition and detonation due to degraded octane ratings. Corrosion on internal engine parts can also be a problem. MTBE and ETBE do not have the same problems, but they cause pollution to ground water and may not be available in auto-fuel for the future.
- (2) Alcohol and Aromatics (Ether) tend to dry rubber O rings and Neoprene seals or components. This drying causes seals to swell and deteriorate faster with auto-fuel. O rings and rubber parts must be changed on a regular basis. No more "Wait until it fails."
- (3) With older engines (especially radials) lack of Tetraethyl Lead cushion causes increased wear to exhaust valves and valve seats.
- (4) Unless auto-fuel is available on the airport, you must transport it to your aircraft.
- (5) Fuel quality is the direct responsibility of the pilot/owner. This may require testing for Octane, Water in fuel, and Vapor Pressure. Note: If alcohol is present in fuel, water will be in solution and not show up in a sample as it would with Avgas.
- (6) Manufacturers warranties may be invalid if using auto-fuel.
- (7) On a certified aircraft an STC must be purchased in order to legally use auto-fuels. Not all aircraft are approved.
- (8) Range when using oxygenated fuels is reduced by 3-5 % due to BTU output levels lower than Avgas.

Are there enough advantages to outweigh these problems? You must be the judge. Some advantages are:

- (1) Cost! On 9/6/01 fillupflyer.com reported auto-fuel sold on airports for \$1.88 per gal And the average cost of 100LL was \$ 2.53 per. Gal. A difference of \$0.65 per gal. The FAA finds the average single engine piston aircraft consumes 10.8 gal/hr of fuel. They also report the average yearly hours flown is 70. The EAA, using a more conservative 50 hours a year, has determined the average amount of money saved per aircraft/per year is \$325.00 (50 hrs x10gal = 500gal x .65 = \$325.00).

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(2) Fuel is available everywhere, even at “No Service” airports.

(3) Once modified for no lead fuels, both the aircraft and the engine will be ready when 100LL goes away.

Let me update the above information as of 3/1/21.

Avgas (100LL) at Sequim Valley was \$5.09 per gal. The Sequim CO-OP was selling 93 octane no alcohol for \$3.80 per gal. A difference of \$1.29 per gal. 100LL cost ( $\$5.09 \times 10 \times 50 = \$2545$ ). 93 octane auto-gas cost ( $\$3.80 \times 10 \times 50 = \$1900$ ). The difference is \$645 per year. Also note that unlike #2 above, fuel is not available everywhere. There are only two places that sell no alcohol premium in Sequim.

Personally, I did not believe in 2002, nor do I believe in 2021, that the cost difference between 100LL and auto-fuel is sufficient to outweigh the increased maintenance and fuel quality problems. That said, I think the EAA deserves a round of applause for giving us the choice.

Now, before I check out for another month, please read Ben Vissor’s column in the February 18, 2021, issue of General Aviation News titled “Still no answer on unleaded avgas.”

Regards to all and remember brown side down and blue side up.  
Rick Vaux. TC4130

EAA Chapter 430 has a very extensive Tool Crib which is available for all members to borrow. Unfortunately our current Tool Manager, Ted Smith, is unable to continue in this role. We need someone to step up and volunteer to take this over. The tools in Ted's hangar will need a new home. If you are interested in helping out the chapter in this position, please notify one of our Board members.

## EAA 430 CHAPTER TOOL & MATERIAL INVENTORY

### TOOLS

Rivet set tool ATS deep set  
 Volt meters (2) old style  
 Brake rivet tool  
 Digital optical tach  
 Magnetic tool Multi-mite  
 Aircraft fabric iron (new) Black Barron  
 Piston ring compressor set KD tools # 850  
 Heat gun Coleman cold heat  
 DC power supply 7 Amp Trippe Mfg Co. precision  
 Drop light with extension cord  
 Metal stretcher  
 AC spark plug tester and gapper  
 Gas generator AC & DC 400W Northern Light SG500  
 Drill motor old cord type  
 Metal brake Pro Former 36"  
 Tool box Store House with 2 upper chests  
 Digital Aircraft Scales (three points)  
 Miti-Mite magnetic tool

### AIRCRAFT COMPONENTS

Vertical Speed Indicator, old type  
 Magnetic compass, Airpath (2)  
 Turn & Bank D.C. Electric, Electro Gyro Corp.  
 Accelerometer Falcon Gauge CO.  
 Oil Pressure Sender plus harness  
 Narco Nav-12  
 Narco Escort 110 Nav/Com  
 Narco Comm 111B TSO (base unit setup)  
 Attitude Indicator Narco 101  
 Attitude gyro electric Falco Gauge  
 Oil Temp Sender new K35 Westach

Carb Temp Sender new K30 Westach  
 VSI Navy Lackner Company, 68 Bellanca  
 Tachometer Mitchell  
 Auto Pilot Type 3A Jahco  
 Continental Cylinder used  
 Alternators (2)  
 Vacuum Pump used Airborne Model 211CC  
 Magnetos used Bendix (4)  
 Oxygen Bottles (3) and (1) new  
 ADF, Omnigator MK III  
 KB Electronics KBHN-13BV

### MATERIALS

Aluminum Stock, flat, tubing, extruded  
 Wall clock Young Eagles  
 Life Vests (2)  
 Refrigerator compact, Ward  
 Prop Guard Aerospace  
 Box of Fiberglass  
 Ammo Can

### HARDWARE

Hardware Bins and Boxes with misc. A/C hardware  
 Small DC motors  
 Small Bearings  
 A/C Switches and other components  
 Strobe Beacon 14V light bulbs (2)  
 Aircraft Actuators & Servos electric and hydraulic

## Chapter 430 Scholarship Program

By Dave Miller

The future of general aviation, especially private flying just for the love of flying, is dependent upon attracting young people. For this reason, our Chapter supports young men and women with an aviation scholarship. As Scholarship Chair, I've been successful in identifying candidates from the Port Townsend Aero Museum where high school age students dedicate one full day a week to supporting the museum's work. By working, they learn valuable work ethics, in addition to learning aircraft maintenance and restoration. In return for their work, they learn to fly in the aircraft they've maintained and restored. Our current scholarship recipient from the museum is Jacob Kirschbaum who has one and a half years to go in the University of North Dakota's aviation program.

Recently two additional young adults, not associated with the museum, have come to the Board's attention. The first is Madeline Patterson who is familiar to anyone who attended past EAA 430 Chapter meetings because she is our Membership Chair. She is continuing to fill that position even while attending the University of North Dakota in her freshman year. The second is Daniel Weaver who came to my attention while learning to fly at Rite Brothers during his senior year of high school. Daniel earned his private certificate and is now a full-time student at the University of Washington studying aeronautical engineering. But what convinced me of his commitment to flying is that, while attending the UW (virtually at the moment), he also works as a line person at Rite Brothers to pay for more flying lessons. To top it off, as a young man of thirteen, he included the numbers 747 in his email address and yes, those numbers refer to a Boeing model. He likes to think big.

Bottom line is the Board would like to extend scholarships to both Madeline and Daniel for the last three years of their college education. Our scholarships are \$1,500 per year and are sent to the registrar's office for tuition and fees. This in turn frees up funds for flying lessons and advanced certificates.

The ongoing bill comes to \$3,000 per year for both. One member has made a contribution of \$1,500 and a challenge to the remaining membership of Chapter 430 to match or exceed that \$1,500. With 100 members I think we can meet that challenge.

David Miller, Scholarship Chair

### EAA Scholarship Recipient Madeline Patterson

Greetings EAA Chapter 430 Scholarship Board,

I appreciate the consideration for this chapter’s aviation training scholarship. While I first caught the aviation bug through the love I have for flying and the freedom it provides, I have found that the true value to being in aviation is that of the community. The aviation world builds and supports itself by mentoring students and sharing resources and experiences, and I have always been grateful for the people who have helped me along my path to where I am today, learning at a top aviation university and getting to spend every day immersed in the aerospace world.

After my graduation from the University of North Dakota with a Bachelors of Aeronautical Sciences with a Major in Commercial Aviation in Spring 2024, I intend to apply to Officer Candidate School for the United States Coast Guard. If I were to receive a guaranteed flight billet, I would attend OCS in New London, Connecticut and become a Coast Guard aviator and fly whatever mission I am assigned, be it Search and Rescue in a HH-65 Dolphin or Support the International Ice Patrol in the Arctic Circle in a C-130J Super Hercules. This career path would be my primary choice, because I grew up in the Emergency Services environment, my ideal day-to-day life would include a variety of operations and missions, and it is part of my fundamental ideals to live life in service of others.

Other careers that I am considering while I am still in school includes commercial aviation for a Part 121 carrier or flying for an air ambulance service. At the University of North Dakota, the Aviation College hosts career fairs multiple times a year and offers career counseling and assistance. This is why I do not have a concrete 10-year plan: I believe it is important to remain open to different opportunities that I may find and mentors I may meet over the next three years while I am a student at UND.

No matter the country, the career, the operation, or the employer, I am a pilot, and I will be flying for a living.

Thank you again for your consideration,

Madeline Patterson



Madeline, our EAA 430 membership chairperson, was chosen as a scholarship recipient based on her letter (see above) and her accomplishments to become a private pilot prior to her enrollment in the North Dakota University School of Aerospace Sciences. She is presently in her first year of school, having completed a year at Peninsula College in Port Angeles. On the following page is a letter we received from her thanking the chapter for the scholarship. She will receive \$1500 per year for her tuition through her graduation.



## Thank you letter from Madeline

EAA 430,

I hope you all are well, and I wanted to take the opportunity to thank the chapter for the scholarship you have awarded me. I especially want to thank Daine Miller, the Scholarship Chairman, for reaching out to me about this opportunity. I also want to thank Ken and Skip, for making me feel so welcome in the Chapter, and for convincing me to join the Board of Directors. And last but not least, I want to extend my heartfelt thanks to the membership body of the chapter. Every 50/50 raffle and auction that has supported the fund has come through your hard work. Receiving this scholarship means that much more to me because I know all of you amazing aviators are behind me. I will keep all of you updated with my aviation adventures and hopefully I will be able to see all of you during the summers and winters when I flee desperately back to the ocean and mountains of the Peninsula.

Best Regards and Fly Safe,

Madeline Patterson



***Daniel Weaver was chosen as a scholarship recipient based on his letter below and his motivation and hard work to achieve his goals. He will receive \$1500 per year for his tuition at UW where he is finishing his first year in Aeronautical Engineering.***



I am honored to have been invited to apply for this scholarship. I caught the flying bug at a very young age thanks to a family friend who introduced me to the world of RC aviation. At age ten, with the help of our friend, I built my first RC airplane out of foam-board. I spent weeks gluing together the wings, installing the servos and making sure it had the perfect paint job. Sadly, my piloting skills were not quite yet up to the task and the plane crashed on its maiden flight. Some may have been discouraged, but I was elated. The plane could be fixed, and I had tasted flight for the first time. A few years later as a present for my 13<sup>th</sup> birthday, my aunt drove me to a Young Eagles rally hosted by EAA 430 at W28. I had flown on the airlines many

times before, but nothing can compare to the pure joy of taking to the skies in the cockpit of a small airplane for the first time. As soon as I took the controls in that little red and white RV, I knew that one day I was going to be a pilot. One of the perks of the Young Eagles flight was a free subscription to Sporty's Private Pilot Ground School, which I started vigorously watching as soon as I got home. Six years of watching Sporty's really came in handy when I took the written test for my PPL. As a 14 year old, the only economically viable way to stay in contact with the aviation community was flying RC model airplanes. I was able to get a reduced price youth membership with Olympic R/C Modelers and started going to the flying field almost every Saturday. At ORCM I met a lot of great mentors, such as 430's very own Al Gross, who gave me the support I needed to continue to grow as an aviator and as a person. I flew regularly at the flying field until my Junior year of high school rolled around and my schedule got too busy for me to indulge in flying. My Senior year of high school I was able to get back into aviation by joining the Aviation Explorer Scouts where I got the opportunity to take my very first flying lesson and meet speakers from different sectors of the aviation industry. Through the Aviation Scouts I was referred to a scholarship offered by the West Sound Pilot's Association which offered to pay half of the cost of my PPL. I was very fortunate to receive the scholarship and I started flight training at Rite Bros. Aviation the summer of my Senior year. Through the connections I made through flight training I was generously offered a summer job as a lineman at Rite Bros. which helped me to pay for my half of the flight training expenses. I got my PPL in the fall of 2019 in the midst of transitioning to attending classes at the University of Washington where I am currently studying Aeronautical Engineering. When COVID-19 hit last spring and I got sent home from college, I was happy to find my old job at the airport job still waiting for me. For the last few months I have been juggling taking online classes, working at the airport, and flying when my pocketbook and schedule allow in order to build time and keep my skills sharp. My ultimate goal is to one day become a pilot for one of the major U.S. airlines. I still don't know how I'm going to build the flight time required for the airlines but I trust that when the time comes I will find a job that suits me. I do know however, that the next step in my aviation journey is for me to get my instrument rating. I was already debating going for the rating sooner rather than later, but thanks to COVID, I am at home with some free time so I have decided that I am going to knock my instrument rating out before I go back to school in September. If I am lucky enough to receive the scholarship from EAA 430, the money will go towards helping me pay for my instrument training this summer.

Thank you for all you do to foster the next generation of aviators, Daniel Weaver

### Thank you letter from Daniel

Hey Dave,

Thank you again for making this application process so easy. I'm humbled by all the praise. I'd love to sit down and talk about aviation careers with you sometime. I'm sure you have lots of fascinating stories. If I'm lucky, maybe I could even talk you into taking me up in one of those yellow birds of yours! I would love to get to know some of the other EAA 430 club members as well. The knowledge that can only be gained from the experiences that all of you club members have had is almost certainly more valuable than any scholarship I could hope to receive.

On a different note, I found a picture of 13-year-old me and John Meyers after my first Young Eagles flight in Sequim. I'm not sure if he is still an active club member, but if he is I'd love to thank him for being part of that first flight experience. (Of course I'd like to thank all the people on the ground who make it possible as well, but I don't have pictures of them).



**Daniel's first Young Eagle flight with John Meyers**

## EAA Chapter 430 Monthly Zoom Gathering Minutes

February 27, 2021



Date: February 27, 2021 ZOOM meeting. 19 Zoomers attended.

Ken opened the gathering at 10:07 a.m.

Approved Minutes: The minutes for January 2021 meeting were approved. The minutes are posted on the EAA430 website.

Financial Status: We have received the Young Eagle (YE) credits from EAA for \$831 Total funds \$10,687.00.

Checking	\$2,516.00
Scholarship:	\$6,786.00

16 people have yet to renew their dues. Please renew on the website or mail a check. Let's keep our Chapter going strong.

Correspondence:

WA Covid-19 has moved to Phase II. All meetings will continue to be via Zoom. Ken canvassed the attendees concerning COVID-19 shots and found many have received their first or second shots.

Board of Directors Report:

Scholarship: Daniel Weaver and Madeline Patterson have both been awarded an EAA430 scholarship that will provide \$1500 annually. Congratulations to Madeline and Daniel!

Build-n-Fly: Sim-n-Fly – Al said there are two young people waiting for good conditions to fly.

And he has resolved the water line issue to his house by replacing the 160 foot run.

The Christmas dinner at Cedars has been scheduled for December 11, 2021.

Fly outs – It was a small one to PLU Thun Field in February. March flyout is planning to be to Forks.

Oshkosh 2021 was discussed, and many people expressed interest in going. Rick mentioned that chapter campsites at Camp Scholler are available, and he would investigate reservations. Ken said he would put out a survey to see how many are interested in going.

(Continued on next page)

## EAA Chapter 430 Monthly Zoom Gathering Minutes (continued)

## Chapter Projects:

Dave Boerigter reported he is getting his instrument competency check with Jeff Well using and learning his new avionics panel.

Ernie Hansen announced he has a new project. He bought an RV-8 project from the estate of an aviator at Diamond Point. It has a brand-new IO-360 engine, the airframe is 85-90% done, but it has no panel. He is planning on going with a full Dynon suite.

Dave Moffitt reported that Richard Howell helped him wire the ELT and get back on track with his avionics and reengaged in completing the RV-12 build.

Richard Howell reported that he has received his brand-new factory Rotax 912is via South Africa, and he is very happy. His panel has been put together and will be sent in the next 3 weeks. He is now trying to find a place to paint his new plane. Several suggestions were offered.

Rick Vaux said that EAA has a program to display and use chapter-built Adirondack chairs at the Blue Barn. He has the plans for the chair and asked if anyone wanted to help. Ray and Jim Bess agreed to get together to plan the build. He also talked about the EAA pancake making machine. He has the plans if anyone wants to build it.

**Presentation:** Ken provided a short video of flying into Oshkosh in a Mooney in 2019. It also gave an overview of all the activities and excitement at OSH. He also showed a video concerning the recent uncontained engine failure of UA328.

Ken ended the meeting at 11:12 a.m.

Respectfully submitted,

*Ray Ballantyne,*

EAA430 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	Rick Vaux	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	No Candidate	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
Tool Crib	Ted Smith		toolcrib@eaa430.org
Young Eagles	Bud Davies	9	youngeagles@eaa430.org
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