



Serving the Port Angeles & Sequim Area

EAA 430 FLYER

APRIL 2021



Dedicated to having fun with airplanes and promoting General Aviation

CHAPTER CHATTER

With President Ken Brown



HOPE SPRINGS ETERNAL as more and more of the Clallam County residents get the Covid-19 vaccine shots. We will be having in-person meetings soon. I hope all of our EAA Chapter members are getting their shots so we can *OPEN UP* again very soon. It looks like May 29 will be our first opportunity to once again gather and have burgers and an outdoor meeting. Masks will be mandatory as of now. All the other health recommendations will apply.

We have officially entered “SPRING” and the time of year to stretch our legs and get going again. Airplanes need cleaning after the long winter nap. What a year we have had.

Looking in the rearview mirror gives us a prospective of lots of Ground Hog Days and Fridays.

The RECOGNITION PLAZA has a new design with space for your special PAVER. There was a description of the expanded program in last month’s newsletter. The current pricing for an 4x8 paver is \$100 & an 8x8 paver is \$150. See the web site for details.

Coming up in June will be the first Young Eagle Event. If you plan to participate as a ground crew or pilot, make sure your Youth Protection certificate is current.

Build-n-Fly, headed by Al Gross, will be formulating a team and schedule to kick off a program to build a large Remote Control aircraft. See Al if you are interested in helping.

Fly-outs continue to be a great source of enjoyment for the group.

If you are interested in going to Oshkosh for Air Adventure 2021, see Rick Vaux about what 430 is doing and join the group.

Do you turn 80 this year and are a PIC? See Ken Brown about the UFOs.

Do you enjoy backcountry flying? See Ray Ballantyne about joining the RAF (Recreational Aircraft Foundation).

As I said, *HOPE SPRINGS ETERNAL.* Ken

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- APRIL 2021**
- VMC Club Meeting April 14 7:00 pm

2nd Wednesday of the Month

ZOOM MEETING
 - EAA Chapter 430 Board Meeting

April 16 9:00 am

ZOOM MEETING
 - EAA Chapter 430 Chapter Gathering

April 24 10:00 am

ZOOM MEETING

At our March 2021 gathering, Andy Sallee presented an informative program on *Unique Weather Hazards over the Northeast Olympic Peninsula & Engine Failures & Power Off Glide Options For Pilots.*

Downloads are on our web site EAA430.org



A partially built experimental helicopter was donated to the chapter by Wayne Simpson. George Llewellyn, Rick Vaux, Ken & Skip Brown loaded George’s trailer & moved it to Ken’s hangar at W28. Rick & Ken removed the two engines and Rick took them to Oregon where a friend checked them over and will put them on consignment. When they are sold, the money will be put in the Scholarship Account

MARCH FLY-OUT



The March fly-out to Forks was fun for the 19 people in 9 airplanes flying into S18 and walking to BBG Blakeslee Bar & Grill for lunch.

Photos credit Captain Crystal Stout



Bill and Dot Shepard (Super Aero)



Andy Sallee, Emily Westcott, Crystal Stout (C-172)



Barry & Tracy Halsted (Saffire)



Harry Cook (PA-22)

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March Fly-out to Forks (continued)



Dave Woodcock (Husky on floats)



Ernie Hansen and Jeanne Scribner (Smith Super Cub)



Ken and Skip Brown (RV-9)



Bud Davies (C-150)



Richard and Mary Ann Howell (Cherokee)

NOT PICTURED: Jay Pearlman (RV-6A) Brendon Carmody & Son (Cherokee)



Aviation From My Rocking Chair

By Rick Vaux



JN4 "Jenny" 1918

Hello again, Chapter 430. I have always been fascinated by history and Aviation history in particular. This month, in order to get away from technical topics, let's take a journey back to Hammondsport, NY where we find the Curtiss Airplane Co. building JN4 "Jennys." The year is 1918 and the U.S. is in it's second year of WW1.

How many Jennys flew away from the factory in 1918? If you answered anything other than NONE, you were wrong! Not a single aircraft ever flew from the factory. They were sent to customers by rail. The following could be the precursor to the modern 51% rule.

"The component parts are packed for shipment in two cases. The case is designated by the name of it's major contents, as: 1. Fuselage 2. Panels"

(1) The fuselage contains the motor set in place. The instrument board and instruments all connected up. The carburetor control and adjustment, throttle control, spark advance control, and magneto cutout switch, all connected up and ready for operation, and the tail skid in place. The control bridge is in place, the leads attached to drum and wheel of bridge for operating the ailerons will be found wrapped around the seat rails. The leads for controlling the elevators will be found attached to the sides of the U-Bridge, with ends passed through fairleads and coiled up in the fuselage, back of the pilot's seat. The rudder control wires are attached to the foot control bar, and leading to the rear end of the fuselage cover, are coiled up ready for leading through the fuselage for attachment to the rudder. The landing gear, completely assembled without wheels and with cross-stay wires connected up but slack, also packed in the case. The wheels for the landing gear, the propeller, and the exhaust equipment will also be found in this box.

(2) The Panel box contains all the panels with sockets and hinges attached. The transverse and longitudinal wires will be found attached to the underside of the upper wing, coiled up and ready for attaching to the lower wing. The aileron control pulleys are all in place on the underside of the upper wing; the aileron control cables are passed through these pulleys and coiled up-- shackles and pin at one end for attaching to the control pylons of the aileron, and turnbuckles at the other end for attaching to the "lead" coming from the control bridge and through the side of fuselage. This case also contains the elevators and rudder, with control or operating pylons removed. All the control or operating pylon for the ailerons, elevators, and rudder are packed in this case. Also, all the panel struts and engine section struts are packed in this case".

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Have any trouble with the nomenclature? Me too! I haven't been able to determine how large these boxes were, but, consider the JN4 fuselage from prop hub to tail post is approximately 22'3" long x 48" deep x 27" wide. The upper wing spans 47' 7 5/16" with a 4' 11 1/2" chord and the lower wing spans 34' 8 5/16". When that UPS truck arrives we are going to need a really big garage.

Well troopers, again I have resorted to plagiarizing other authors' work (this one came from the "Aircraft Mechanics Handbook" dated Mar. 1918) when I have run out of ideas and airspeed at the same time. I wish all blue skies, and I think I'll put my #2 pencil down for another month.

Rick Vaux TC 4130



The 1918 Curtiss Jenny Air Mail Stamps were a set of three Airmail postage stamps issued by the United States in 1918.



The Inverted Jenny is a 24 cent United States postage stamp first issued on May 10, 1918, in which the image of the Curtiss JN-4 airplane in the center of the design is printed upside-down. A single Inverted Jenny was sold at a Robert A. Siegel auction in November 2007 for \$977,500.

The Recreational Aviation Foundation

Montana Volunteers raise the Ryan Barn



The Barn at Ryan Airfield, (2MT1) near Glacier Park is now a reality. A determined group of RAF volunteers made it happen this past autumn. Support for the project came in great part from generous financial contributions. RAF volunteers from all over

the country offered to come and work on the barn, outhouse and two rustic camping cabins. By the end of October, more than 50 volunteers had swung hammers, climbed ladders and driven screws, providing an estimated 2,000 hours of labor.

Each day began with breakfast cooked on a wood stove and a safety briefing. Lunch and dinner together were a good time to catch up on what the day had produced. The crew worked past dark to finish before Montana's assured snowfall.

Because not everyone could participate in person, there is a video that gives a sense of the spirit behind the project, and the dedication of RAF volunteers and supporters: <https://theraf.org/ryan-barn-video/> (The RAF Winter/Spring 2021)

EAA 430 member, Ray Ballantyne, is a RAF Washington State Ambassador. Watch for his article in next month's newsletter about his participation in this unique organization.



The Adirondack chair has been built by Ray Ballantyne, Jim Bess & Rick Vaux. Colette Miller has offered to help decorate it with the Chapter logo. The finished chair will be taken to the Blue Barn at Oshkosh Air Venture by Rick and Jim.

EAA Chapter 430 Monthly Zoom Gathering Minutes

March 27, 2021



14 members attended.

Ken opened the gathering at 10:05 a.m.

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

Financial Status: Checking \$2,516.00 Savings \$2432.00 Scholarship \$6,786.00

Five people have yet to renew their dues.

Correspondence: One-third of Clallam County are vaccinated. Majority of new cases are teens and young adults. We are hoping to be able to meet in-person by May, which will probably be an outdoor meeting.

Board of Directors Report:

Scholarship: Daniel Weaver and Madeline Patterson have both been awarded an EAA430 scholarship and both have 3 years left of school. Rick Vaux and Dave Miller will meet to discuss a possible scholarship/honorarium for someone who is in a program to become an A&P mechanic.

Paver Program: Ray Ballantyne has taken the lead to organize our recognition/honor plaza with a layout resembling the outline of an aircraft. Bricks are available for founding members, scholarship recipients and major aviation accomplishments. New costs for the bricks are 4x8 pavers at \$100 and 8x8 pavers \$150.

Build-n-Fly: Sim-n-Fly – Al Gross asked for a few people to help in the Build-n-Fly program once it starts up @ Fairchild Conference Room. A date for the start-up was not been announced. Al will put together his plan of activities and present it at the next BOD meeting.

Mark your calendar for the Christmas dinner at Dungeness 7 Cedars scheduled for 12/11/2021.

Fly outs: The fly-out to Forks was successful with good weather, 10 airplanes & 19 people attending. The April fly-out will be to view the tulips at Skagit Valley. Barry will let everyone know when the tulips are blooming.

Tool Crib has a new manager, Mike Gawley, @ W28 #18. A list of available tools to borrow was in the March newsletter.

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Monthly Minutes (continued)**Project Reports:**

A partially built experimental helicopter was donated to the chapter by Wayne Simpson. George Llewellyn, Rick Vaux, Ken & Skip Brown loaded George's trailer & moved it to Ken's hangar at W28. Rick & Ken will remove the two engines and Rick will take them to Oregon where they will be checked over and put on consignment. He estimates they will be worth approximately \$5000.

Richard Howell reported his instrument panel is coming next week. He is waiting until his avionics is mounted and then he will be putting on his engine and landing gear.

Rick Vaux said the materials for the chapter-built Adirondack chairs have been purchased. Ray Ballantyne and Jim Bess will work with Rick to build the chair & Colette Miller will help decorate it with the Chapter logo. The finished chair will be taken to the Blue Barn at Oshkosh Air Venture.

Presentation: Andy Sallee presented an informative program on Local Flying Hazards & the Northeast Side of the Olympic Mountains. The PDF he used will be on the chapter's web site. He talked about the unique weather hazards, combined with the topography of the area, that create severe turbulence, roll clouds, convergence zone, convective activity, small hail, wind shear & low ceilings. There have been six crashes since 1983 with a total of five fatalities. The areas over Sequim Bay, Discovery Bay, Port Townsend and Hood Canal are especially critical. He also talked about prevention of future accidents, over-water engine failures and how to plan for unscheduled landings in case of engine failure. The number one priority for pilots has to be safety for passengers and themselves.

There were additional suggestions regarding the local physicians who do Basic medicals. Andy will update the web site with the physicians who are presently do this.

The next VMC meeting is April 14, BOD meeting, April 16 & Gathering April 24. All meetings will be Zoom.

Ken ended the meeting at 11:00 a.m.

Respectfully submitted,

Mary Brown (for) *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
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Newsletter	Skip Brown	7	newsletter@eaa430.org
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