



*Serving the Port Angeles & Sequim Area*

## **EAA 430 FLYER**

*JUNE 2021*



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

### **CHAPTER CHATTER**

*With President Ken Brown*



Greetings to all EAA 430 members and guests. Can you believe we have had our first IN-PERSON meeting since March 2020? In the last fourteen months we have managed to see one another via the marvels of modern technology AKA Zoom. While I personally love technology, it is not a replacement or substitute for the good old in-person greetings and smiles. It was so good to meet on the grass and talk about what we are working on. Then we ate pizza together. More of the same to come.

June's meeting will have a presentation by Alan Millet on LLC and aviation. It should be very interesting. Come out for this and burgers on the Barbie.

Young Eagles Day (June 12, 2021) at Sequim Valley got our program back on track and we had a great turnout. See pictures on page 2. Our next Young Eagles rally will be in July at Port Angeles. Come out and support the pilots and ground crew and talk to the kids. They are the future.

The long-standing Paver sales program is in full swing at the steady hand of Ray Ballantyne The new design is very attractive so get your spot. ([ray.ballantyne@gmail.com](mailto:ray.ballantyne@gmail.com))

The youth Build-n-Fly program needs a lead to head up this great program. We need you to take on this project and teach the young aspiring youths about airplanes. If you have or are building a plane or own/fly one, you are qualified to help with this program. It will be very rewarding for all who participate.

Fly-outs are in full swing and Barry Halsted has a great destination planned for us in June. Packwood WA. Contact Barry. ([barryhalsted@aol.com](mailto:barryhalsted@aol.com)) for more information if you are not on his mailing list.

I encourage everyone to come to the June gathering and invite a friend to join you. After all, we are a friendly bunch who eat, breath and think about airplanes. We always look up when we hear one coming.

Until next time, be well and let us go flying.

**Ken**

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- JUNE 2021**
- **VMC Club Meeting**  
2nd Wednesday of the Month  
Mariner's Café
  - **Young Eagle Rally**  
June 12 10 - 2 Sequim Valley Airport
  - **EAA Chapter 430 Board Meeting**  
June 18 9:00 am Mariner's Café
  - **EAA Chapter 430 Chapter Gathering**  
June 26 10:00 Sequim Valley Airport

EAA Chapter 430 Gathering May 29, 2021



Young Eagle Rally June 12, 2021





## Aviation From My Rocking Chair

By Rick Vaux

### Instrument Markings can make or break you.

Howdy again, Chapter 430

I am constantly amazed at all the things homebuilders must accomplish to finish their projects. Welding, gluing, fabric sewing, sanding, painting, riveting, instrument range marking. Oh...O.K., maybe range marking isn't one of the major projects, but it is very important. Here is a review. I must warn you, There Will Be A Test!

#### (1) Airspeed Indicator.

- a) White Arc- Flap operating range. Low end=Flaps down stall speed. Upper end= Max airspeed flaps down.
- b) Green Arc- Normal operating range. Low end=Flaps up stall speed. Upper end=Max airspeed in rough air.
- c) Yellow Arc- Structural warning area. Low end joins green arc and extends to Never Exceed Red Line. Permissible speed range in smooth air, but gusts could cause exceeded structural loads.

#### (2) Tachometer

- a) Red radial line- Maximum permissible RPM.
- b) Green Arc- Max. permissible RPM for continuous operation down to minimum recommended RPM for continuous operation except for restricted ranges.
- c) Yellow Arc- Max. RPM for continuous operation up to Maximum RPM.
- d) Red Arc- Range or ranges where operational speed is restricted, except to pass through.

#### (3) Oil Temperature Indicator

- a) Red Radial Line- Max. or Min. permissible operating temperature.
- b) Green Arc- Normal operating range.
- c) Yellow Arc- Cautionary ranges indicating potential hazard due to overheating, etc.

#### (4) Oil Pressure Indicator

- a) Red Radial Line- Max, or Min. permissible pressures as established by Engine Manufacturer.
- b) Green Arc- Normal Operation Range.
- c) Yellow Arc- Cautionary Ranges indicating potential hazard due to low pressure at idle, over pressure during cold start, etc.

#### (5) Manifold Pressure Gauge

- a) Red Radial Line- Max. permissible Absolute Manifold Pressure for wet or dry operation (whichever is greater)
- b) Green Arc- From Max. permissible pressure for continuous operation down to Min. pressure selected by Aircraft Manufacturer for cruise power.
- c) Yellow Arc- From Max. pressure for continuous operation to Maximum permissible pressure.

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And for all the Helicopter people out there (Me included),

- (1) Dual Tachometer
  - a) Red Radial Line (engine)- Max. permissible RPM
  - b) Red Radial Line (rotor)- Max. and Min. rotor RPM for power Off operations.
  - c) Green Arc (engine)- From Max. RPM for continuous operation to Min. recommended RPM for continuous operation.
  - d) Green Arc (rotor)- Min. to Max normal operating range.
  - e) Yellow Arc- Engine precautionary ranges.
  
- (2) Torque Indicator
  - a) Red Radial Line- Max. permissible torque pressure for wet or dry operation (whichever is greater).
  - b) Green Arc- From Max. torque pressure for continuous operation to Min. torque pressure recommended.
  - c) Yellow Arc- From Max. torque pressure for continuous operation to Max. permissible torque pressure.

Awww, forget the test. Just review your instrument markings, and be safe out there.

Until next month,

Rick Vaux  
TC 4130

**Daniel Weaver, our scholarship recipient, fueling V22 Osprey at KCLM**





## A Tale of Two L-Bird Chicks Hatched on the Same Day

By Dave Woodcock

Grasshopper was the nickname given to the J-3 Cub military liaison aircraft. L-4H 43-30426 S/N 11717 and L-4H 43-30430 S/N 11721 were built during the first week of April 1944 at Lockhaven, PA. They were completed on April 6, test flown, accepted by the USAAF, crated and likely shipped to England on the same vessel. 43-30426 ultimately became famous as “Rosie the Rocketeer.” As part of the D-Day build-up, “Rosie” was assembled in either England or France and was assigned to the 4th Armored Division as part of General Patton’s Third Army. 43-30430, my “Bear Essentials” was assembled in England and assigned to the Ninth Air Force. She was flown to France and then transferred to the 30th Infantry Division, Ninth Army on November 30, 1944. She flew during one of the worst winters of the century and in one of the bloodiest battles of WWII, the Battle of the Bulge, where the 30th ID was pitted against the German 1st SS Panzer Division north of Bastogne near Malmedy, Belgium. She was doing reconnaissance and artillery spotting as weather and conditions allowed. 44 is the identifier for the 30th ID and J is for the Battalion (one of twelve) this bird below was assigned to. B was picked by the former owner as the Battalion for “Bear Essentials.” Each of the 12 battalions was assigned two L-4s. Unfortunately, in all the research done on 43-30430, we have yet to find a photo, but key elements are seen on the L-4 in this one.



The aluminum wing root fairings (eyebrows) on many L-4s were replaced with Plexiglas (evident in this photo) for better pilot visibility, especially when spotting and evading German fighters in mid-1944.

L-4 operational losses were well over 50% just due to the conditions that winter. 43-30430 was active throughout December 1944 and January 1945. During the month of February, she was turned into the 50th Mobile Reclamation and Repair Squadron for repairs. She was returned to the 30th ID March 2 and in combat for the push into Germany until wars end.



After the war she was purchased by a former L-4 pilot but remained active in France in a liaison and training role until shipped to the States in 1947 and re-registered as J-3C-65 N9217H. The vast majority of these aircraft were surplus to European countries, as they weren’t worth shipping home. Not many have survived 76 years.

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43-30426 was moved to France sometime after D-Day and assigned to Major Charles Carpenter for reconnaissance and artillery spotting in September and October 1944. Being a true warrior, he got approval to mount 3 bazookas on the wing struts of each wing which were controlled by a simple electrical panel in the wing root. He managed to kill two German Tiger tanks, four other tanks and several armored vehicles. He earned the nickname "Bazooka Charlie."



Visible in this photo are the Plexiglas eyebrows as well as the standard L-4 air box - different from the air boxes generally seen on J-3 Cubs. Carpenter even added a P-38 mirror above the windshield to watch his 6.

The invasion stripes painted on for the D-Day Invasion were mostly painted out within a couple months after D-Day for better camouflage from German fighters. "Rosie's" were completely removed in this later photo, but the museum elected to match the stripes based on the previous black and white photo that had them partly painted over. The 4th Armored Division moved into the Ardennes later in December 1944 with General Patton and the Third Army to support the Battle of the Bulge, but there is no documentation after November 1, 1944 about "Rosie."



In 2017 it was discovered that she went to Switzerland after the war and in 1956 was re-registered in Austria where she towed gliders. She was acquired by the Osterreichisches Luftfahrtmuseum at the Graz Airport and was found there by the Collings Foundation where she was being restored as a static display.



**"Rosie" in storage awaiting restoration.**

Collings Foundation photo / American Heritage Museum

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**“Rosie” restoration to flying status completed in 2020**

American Heritage Museum

Working with the Port Townsend Aero Museum, my good friend Dave Miller and I completed the restoration of 43-30430 following structural problems discovered in the right wing last August, poor fabric work and areas of corrosion found in stabilizers and elevators. My goal was to complete the restoration started in 2013 where just the fuselage and rudder were done and everything else just repainted. Both wings, ailerons and horizontal control surfaces and landing gear were rebuilt, repaired and recovered. A L-4 air box was purchased from a Cub owner in the Czech Republic and WWII air filters were purchased from Fresno Air Parts. The exhaust system was redone to L-4 standards in seam welded stainless steel by Dawley Aviation in Wisconsin and the aluminum “eyebrows” were replaced with Plexiglas formed by a shop on the East coast. Mike Payne and Kevin Vogel supervised the project, doing a beautiful job on the fabric and Mike doing the color matching and painting. Mike did the initial test flight on December 4, 2020 to give her his blessing to fly home here in Sequim.



**All the paint, markings and stencils on 43-30430 have been researched and are authentic to the year and unit.**

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My thanks to Joe Scheil who spent a lot of time with me discussing the history of both our aircraft in Europe for this article but, in particular, the history of the 4th Armored Division, its commander, Major General John S. Wood, and Major Carpenter's contributions to the unit. The 4th Armored Division spearheaded General Patton's Third Army drive across France and General Wood realized the benefit of the L-4 aircraft early in the campaign. They used the L-4s to find the Germans during the armored advance, not so much for artillery spotting. The dug-in anti-tank weapons in place at junctions designed to stop tank columns were critical to find. The Army did not want static battle lines to develop into a WWI trench warfare which could favor a defender. The armored columns were the spearhead through France which continued from July into November.

Joe is a warbird researcher and historian, as well as a J-3 Cub owner. He assisted in the restoration of "Rosie" and flies other warbirds, including the B-17 and B-24 as a pilot working with the Collins Foundation. He initially searched records, intrigued by stories of 43-30426 and "Bazooka Charlie." He eventually tracked her down, linking her with the Piper serial number to an aircraft stored in Austria. The Collins Foundation was looking for a combat aircraft to restore that could capture the fight through France and into Germany. What could be better! He emphasized the extreme rarity of these two L-4H aircraft with combat records and how fortunate I am to have our documentation and own this piece of history. Of all the members of the Cascade Warbirds Chapter and their many listed aircraft, there is only one World War II combat veteran - "Bear Essentials."

Dave Woodcock EAA 48244, Warbirds of America 611262

### The Final Restoration





## EAA Chapter 430 Monthly Zoom Gathering Minutes

May 2021



Date: May 29, 2021 Gathering in-person meeting with 27 members and 1 guest attending.

Ken opened the gathering at 10:15 a.m. Ken reported that Dave Miller had a heart attack yesterday and was helicoptered to Bremerton Hospital. A stent was inserted and Dave is doing well and is expected to be home tomorrow.

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

Financial Status: Checking \$2,200.00 Savings \$2400.00 Scholarship \$9,600.00.

Correspondence: Covid-19 Update. As of 5/25 Cases are reducing ~ 83,755 doses of Vaccine given.

Guest: Guest Kevin Jensen from Port Townsend introduced himself. He wants to get a pilot license and build his own plane someday. He has extensive experience in RC models.

New members were also introduced. John Wallace is looking for a partner in a light sport airplane. Rick Stoffel lives at Discovery Farms and works for the airlines.

### **Board of Directors Report:**

Scholarship: We have three scholarship recipients and funding is secure for at least two years.

Paver Program: Barry Halsted reported on the Paver Program, for Ray Ballantyne. Spots on the "airplane" layout are being reserved, and orders taken for pavers. Through June 30<sup>th</sup>, costs for the bricks are 4x8 pavers at \$100 and 8x8 pavers \$150. Four orders were taken at the meeting today. Ray is accepting orders for the pavers with location selection as first come, first served. Contact Ray at [ray.ballantyne@gmail.com](mailto:ray.ballantyne@gmail.com). Don't delay, order today!

Build-n-Fly: Sim-n-Fly – Al Gross has resigned as RC Coordinator, due to health issues. We need a new lead in order to re-start the program.

Blue Barn Adirondack Chair- Rick Vaux reported on the chair status. He and Jim Bess have completed the build, and Collette is working on a logo for the back. The chair, along with several design suggestions, were on display today. Rick will be driving the chair to Oshkosh. Per the EAA, our EAA430 chair will be the "furthest west chair at the Blue Barn". Rick suggested incorporating that into our logo on the chair.

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Fly outs: The fly-out to Friday Harbor was led by Ray Ballantyne, in Barry Halsted's absence. Collette Miller and Ray Ballantyne were the only participants. Barry reported that he hopes the June fly out will be better attended. June fly out will be to Packwood, which was our most popular fly out last year. He will be sending out information later in the month, taking into account the weather.

Young Eagles – Bud Davies reported that for the June 12<sup>th</sup> event at Sequim Valley there are enough ground volunteers, but more are always welcome. We are short on pilots, and he will start calling people requesting their help. The August date was changed to August 21<sup>st</sup> so as to not conflict with the Diamond Point event. 2021 Young Eagle Event dates are: June 12 at W28, July 10 at KCLM, August 21 at W28, and September 18 at KCLM (Airport Appreciation Day). The local RC group will have some airplanes out at the RC field, and kids will be directed over to look at them while waiting for their YE flights.

### **Announcements:**

Membership: Ken reported that our membership chair, Madeline, has completed the work to allow online access to EAA Roster for current members of 430. The link is <https://www.eaachapters.org/main.aspx> Username is your EAA# and the initial password is "mustang". You will be prompted for a unique password at your first sign in.

Sequim Valley Air Affaire – Emily reported that the Air Affaire will be Saturday only this year, August 28<sup>th</sup> from 9-4. It will be similar to previous years.

Diamond Point Airport Appreciation Day – Gordon Tubesing reported that the DP event will be held on August 14th from 9-4. It too will be similar to previous years.

Next month's Gathering speaker will be Alan Millet, Sequim lawyer, speaking on LLC's and aviation.

### **Project Reports:**

Richard Howell reported on his Sling II project. He is thinking of doing the painting himself, possibly with water-based paint. Jay Pearlman offered a spray system he could borrow. There were multiple comments about water-based paint, and a recommendation that he talk to Mike Payne before making a decision.

Ernie Hansen has finished his Super Cob clone, and it had its first flight December 22<sup>nd</sup>. He flew it over today for members to look at. He has also purchased a new project, an 85% complete RV8 build. It needs an instrument panel, and he is thinking of Dynon because it is well integrated. He plans to sell the RV8 after completion, as he has enough airplanes already.

Rick Stoffel – Has an RV4 with polished aluminum that he built. He is working on an RV10 slow build now. He has the empennage done, and the fuselage is in progress. He anticipates another 4-5 years to complete.

Dave Moffitt is in year 9 of his slow build RC12. He is planning polished aluminum with vinyl accent. It is being built at home, but he is looking for a hangar.

Dave Boerigter– is putting new panels in his Mooney, for IFR. He noted that insurance on complex airplanes increases tremendously when you are over 80.

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Ken mentioned the Sequim Valley airport is for sale.

Bill Shepherd— reported on his YAK3, which he flew over today. His is the second of a small group specially built in 1994. The Yak went to the US, New Zealand, Australia, and eventually South Africa where Bill purchased it and had it freighted here. Test flights were at Port Angeles, but it now resides at Diamond Point. It has an Allison 1710 engine and is very expensive to fly.

Rick Vaux – Held up two books to display and recommend regarding aircraft maintenance, a field he is very knowledgeable in. The first book was AC43.13-1A & B and can be bought at Aircraft Spruce or downloaded as a PDF for free from the FAA. The second was CAM 18, no longer in print.

Bud Davies has a new Young Eagle banner which he needs mounted at the airport entrance next week. Looking for volunteers.

Jim Bettcher – Was asked to report on his new red Tesla model Y. He loves it. It is easy in and out, very economical, and high tech.

Ray Ballantyne was not present to report on his GlaStar engine overhaul status because it is complete and he is off on a back country trip with it.

**Hospitality** – Bud Davies provided coffee, donuts, and pizza from Dominos for today's refreshments. Need a volunteer for June refreshments.

The next VMC meeting is June 9, Mariners

BOD meeting June 18, Mariners

Gathering June 26, Hangar 15 SV airport.

Looking for presenters for the remainder of the year. Contact Ken if you know anyone.

Ken ended the meeting at 12:00 a.m.

Respectfully submitted,

Tracy Halsted for

Ray Ballantyne, EAA430 Secretary





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

Discussions involving flying airplanes led by Ray Ballantyne



**WHERE:** Mariner's Cafe

**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.

**2021 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	Need Project leader		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
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