



Serving the Port Angeles & Sequim Area

EAA 430 FLYER

JULY 2021



Dedicated to having fun with airplanes and promoting General Aviation

CHAPTER CHATTER

With President Ken Brown



Can you believe it is the middle of July already? Summer started with Solstice, plus July 4th in the rearview mirror and Oshkosh starting in a few days.

Longer days bring more opportunity to fly the wild blue yonder and, with more airport diners open, we have an opportunity to buy \$100 burgers. Oh what a great joy!

Our county and state are open for business and the long sleep is all but a memory. The vaccinated ones are safe, while others are still playing a deadly game of chance with the new variant of Covid-19. Be safe and get the VAX if you have been holding out. It is not worth the risk.

July also brings us to the beginning of the administrative time for the chapter. We are seeking individuals to staff the chapter positions. I am very grateful for the current individuals who have been holding down these positions; however, it is only fair to allow others to enjoy the opportunity to fill these offices. We will have a need for you to consider how you want to serve.

As you know, I have been the president for three terms and, for the good of the chapter, we need a different lead. Other positions which will be open are Treasurer and Secretary. The executive board (President, Vice President, Treasurer and Secretary) are the leadership positions you will vote on at the November annual meeting. The Class II directors are appointed by the executive board.

We are still looking for a volunteer to run the Young Eagle Build-n-Fly program. This is a great opportunity to encourage young people to be aviation interested. Who knows, one of these kids might want to buy your airplane.

The last Saturday of the month will be our Chapter Gathering and Burger Bash. I am working to find a speaker so standby. If you have a suggestion, please speak up. The last Saturday in August will be the Sequim Valley Air Affaire and we need you to sign up to spend a couple of hours at the 430 tent.

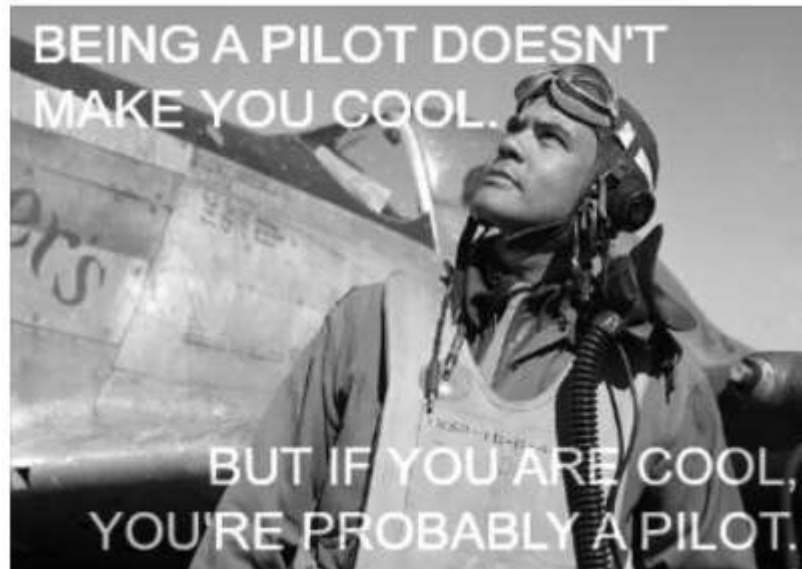
It is not too late to buy your paver. There are still good locations available on the airplane for your brick. Honor yourself or someone else. The proceeds are funding our scholarship program and our current 3 young recipients. I know they appreciate the help.

-continued on next page-

I hope you are participating in the POKER RUN for this month's extended fly-out. It is fun to visit other airports and see what is happening. In the meantime, please visit the weather link <https://weather.wsu.edu/?p=109750> to see the current weather at W28. This wx station is sponsored by WSU AgWeatherNet program. It is the first step to W28 having reportable weather.

A big shout out to Rick Vaux & Jim Bess for completing the chapter chair which will be delivered to the Blue Barn at Oshkosh by Rick Vaux. It is beautiful and will represent us well for years to come. We are the furthest west chapter of EAA. Also a special thanks to Madeline Patterson for the sign post mileage marker which will also be located at OSK. At the "intersection" on the grounds, a pole will be erected and chapter markers will be installed. Like the sign post in M.A.S.H., it will point to our home 1456 nm W true 297.

Ken



IN THIS ISSUE	Page
Chapter Chatter (Ken Brown)	1-2
Calendar of Events	3
Adirondack Chair Goes to Oshkosh	3
CAP Open House; Diamond Point Day	4
Norm Coote's Q2 Project	5
Aviation From My Rocking Chair	6-7
Master Pilot Dave Woodcock	8
Minutes of Monthly Zoom Gathering	9-10
VMC Club (Ray Ballantyne)	11
Board & Directors	11

- JULY & AUGUST 2021**
- **VMC Club Meeting**
2nd Wednesday of the Month
August 11 7—8 pm Mariner's Café
 - **Young Eagle Rally**
August 21 10 - 2 Sequim Valley Airport
 - **EAA Chapter 430 Board Meeting**
July 23 9:00 am Mariner's Café
August 20 9:00 am
 - **EAA Chapter 430 Chapter Gathering**
July 31 10:00 Sequim Valley Airport
No Gathering in August
 - **Air Affaire**
August 28 9 - 3 Sequim Valley Airport



Rick Vaux and Jim Bess have been building the Adirondack chair for EAA AirVenture 2001 in Oshkosh. It will be permanently displayed in the Blue Barn. Rick will be taking it to Oshkosh the end of July. Our thanks to them for all the hours spent building, painting and attaching our Chapter 430 logo to the chair. Great job!



Civil Air Patrol Open House



On the 6th of July, Dungeness Civil Air Patrol hosted its first Open House since its founding in 2014. With 38 people in attendance, including 10 prospective cadets, it was an overwhelming success.

The goal of the Open House was to teach members of the public more about Civil Air Patrol and also recruit new members to fill the ranks of the unit. The main presentation by TFO Madeline Patterson, the Commander, covered Civil Air Patrol history and missions, Dungeness Flight and its plans for the future, the different membership options and the next steps for those interested. C/CMSgt Koda Robinson, the Cadet Recruiting NCO, talked about the Cadet Program and the amazing opportunities that cadets have within CAP.

Diamond Point Airport Day

August 14th from 11AM to 3PM+

There will be aircraft on display (some from the museum), flybys, helicopter rides for purchase, food, paraphernalia for sale and other events.

FLIGHT RULES:

1. Requested arrival before 9:00 a.m. weather permitting.
2. Arriving aircraft should announce their position and intentions on 122.9 MHz while on a 45 degree leg to downwind when using either runway.
3. A right hand traffic pattern flown 1000 ft. AGL (1260' MSL) will be used for runway 29.
4. A standard left hand traffic pattern flown 1000 ft. AGL (1260' MSL) will be used for runway 11.
5. Aircraft departing the runway will announce their departure on 122.9 before taking the runway.
6. Caution! In windy conditions severe downdrafts occur on the approach ends of both runways 29 and 11. High, steep approaches are recommended.

Richard J. Morey

Norm Coote's Q2 Project

This Q2 project was acquired 6 years ago and had been started around 1985 by a builder in Belfair who then gave it to another some time later and then I bought it from him. The "airframe" was constructed but not finished nor was any rigging complete. Nearly 1900 hours later with another year to go prior to any taxi testing or engine starting to take place. The engine is a Corvair with William Wynne's modifications installed. The engine is a "zero" time major rebuild. The prop is a Warp Drive model at least to start with. The wheels tires brakes and brake lines are all new. Panel has Dynon panel and D2 pocket panel, VAL avionics radio. I have built the engine mount, exhaust system, many other parts, and the aux 10 gal fuel tank which brings total fuel to 30 gallons. Should go 5 to 6 hours range.

Major items remain to build are the engine cowling, canopy sealing, top side painting.





Aviation From My Rocking Chair

By Rick Vaux

Comfort and Fit

Hello, Chapter 430, Rick here again. I need to start with a disclaimer; I originally wrote this article 21 years ago and things have changed a little. As most of you know, I'm not an especially small person, and for those whom I haven't met, I'm 6' 2" tall and about 215 lbs. Not only that, I have rather short legs and a long trunk. Not only THAT, I have had 3 back operations in 6 years. My flexibility stinks.

So what does this have to do with anything? Well, I am hereby nominating myself as a rather large lab rat for a series of articles (I hope) to be called; "*Yeah, but does the Jarhead fit?*" (With apologies to all Marines, as I proudly am one.)

I often find myself frustrated by the lack of information available on the physical size of cockpits or cabins for ease of entry and exit, the location and comfort of controls, and many other ergonomic questions. So, here is my deal for you. I promise to squeeze, push, pull, climb, duck, and risk all sorts of bodily injury in the quest to try on any aircraft whose owners are kind enough to let me in. There will be no performance evaluations involved. This will be strictly as the title suggests. I'm told my size puts me above the 90 percentile group, which means if I fit, most everyone will.

I'd like to kick this off with a few gliders and then a couple power planes.

Schweizer 2-33: Two place/ high wing/training glider. The front seat is not too bad. Had to use a real thin cushion on the plywood seat. Not very good on the back. Rudder pedals adjusted full forward. Two locations for elevator trim. One on the left cockpit sidewall nice and easy to use. Other mounted on left floorboard impossible to use with harness and belts on. Spoilers very nice @ Lt. Hand. (approx. throttle position for power plane.) Control stick fore/aft very good. Lt./Rt. Marginal when full throw needed due to interference with thighs. Back seat, suffice to say I can get in only when no one is in the front seat! Left leg in, pull self over front seat back, pull right leg in with right hand while holding for dear life onto diagonal support with left hand. Slide both feet forward (not far) to rudder pedals. At least, there are no instruments to worry about.

Schweizer 1-26: Single place/ shoulder wing/ sport glider. Good cockpit room. Again need thin cushions on plywood seat. Not real comfortable. Rudder pedals adjusted full forward. Seat back in next to last aft notch. Good clearance for control stick, except for extreme Lt./Rt. Aileron when thighs again touch. Spoiler fits well in Lt. Hand. Must set altimeter and radio before belts are fastened as panel is far forward.

Schreder HP-16: Homebuilt/ all metal/ high-performance sailplane. It looks like a large cockpit, and I really wanted to fit, but didn't find it comfortable. Rudder pedals not adjustable and were too short, putting my knees into the back of the instrument panel. Reclined pilot position put head and neck at an uncomfortable angle. Control Lt./Rt. Quite good, Forward stick nice, but, Aft stick contacted, ahem...the "Family Jewels" before the mechanical stops! Flap crank position good. Panel controls hard to reach. Quite claustrophobic in the cockpit with the canopy down.

(continued on next page)

Standard Austria: High performance/ wooden sailplane. Don't try this! A beautiful Vee tailed aircraft, but, my knees got locked behind the instrument panel, the canopy wouldn't come within 6" of closing over my head. My shoulders felt like they were rubbing the paint off of the cockpit sides. The panel was nice and close thorough. It took 2 big men to get me out!

Glasflugel Libelle 201b: High performance/ fiberglass/ mid-wing sailplane. At first glance, I was sure this was another Austria. I dutifully put on a parachute and watched the owners expression as I got into his "Baby". I couldn't believe it. Feet found the rudder pedals way up front, but very comfortable, even though your feet must turn sideways due to narrow tunnels. Control stick fairly high with excellent travel in all directions. Gear lever on right and spoiler handle on left very easy to reach. All panel controls, instruments, and tow release easy to reach. Shoulders rubbed cockpit sides until seat back was moved aft to last notch. This dropped shoulders enough to clear cockpit rim. Plenty of room under canopy. I really want one of these.

Whitman W-10 Tailwind (modified with all-metal, wet wing): High wing/ high performance / 2- place sportplane. Thanks to Earl Trimble, I had quite few chances to try on the beautiful aircraft. With good sized doors and no fuel tank under the instrument panel, I fit very well with one exception; the large spar carry-through tube ended up directly and closely behind my head. Control stick fore/aft movement very good but slightly restricted left/right due to thigh contact. Rudder pedal comfort and travel very good. Throttle, Mixture, and Carb. Heat a bit of a stretch with belts on, but definitely doable. Flap lever and trims well positioned. The seats are great.

Stearman N2-S: 2-place/ open biplane. (As if you didn't know!) Thanks to Mike Hanson for allowing me to fly this beauty for a couple hours. A rather long step over the front cockpit coaming and down to the seat. Grab the assist handles in the top wing cutout and slide into the seat. Once inside, adjust the rudder pedals for comfort, and you'll find the cockpit layout and size nearly ideal. Control stick is tall with plenty of clearance. Throttle, Mixture, and Carb. Heat fall right under your left hand where they should. The seat is very comfortable, just don't drop anything because the floorboard is not large, and it will take some real contortions to retrieve lost articles. Be careful when exiting the cockpit. The wing walk is somewhat narrow, and that radial engine uses oil on the outside to keep corrosion down!

I can no longer do this, but, I had a lot of fun at the time.

Well Troopers, this has been a little bit of a sentimental journey for me. Thanks for coming along.

Rick Vaux
TC 4130



MASTER PILOT DAVE WOODCOCK

Dave Woodcock EAA 48244 received his Master Pilot Award from the FAA in June. He has Commercial, SEL, SES, MEL, and instrument ratings and over 3500 hours of time logged. He has built three airplanes - a Bowers FlyBaby, 1971, Coot Amphibian, 1979, and Seafire Amphibian, 1997. The Seafire won Grand Champion Homebuilt at the 1998 Arlington Fly-In and Reserve Grand Champion Seaplane at Oshkosh that same year.

He currently owns an Aviat Husky A1B that he purchased in 2001, putting it on Wipline amphibian floats 3 years ago and a 1944 Piper L-4H combat veteran from WWII. (See EAA June 2021 Flyer newsletter)

Dave and his wife have a son, a daughter and 3 grandsons. They are celebrating their 50th wedding anniversary August 7. They live on the Blue Ribbon Farms airport.



Dave & his grandson,
Grayson



Husky



Super Coot



Seafire



FlyBaby

EAA Chapter 430 Monthly Zoom Gathering Minutes

June 2021



Date: June 26, 2021 Gathering in-person meeting with 36 members and 1 guest attending.

Ken opened the gathering at 10:15 a.m.

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

Financial Status: Checking \$2,146.00, savings \$2433.00, scholarship \$10,042.00.

Correspondence: Covid-19 Update. Encourage anyone you know to get the vaccine. It protects us all.

Guest: Guest Barney Hall from EAA #1441 in Idaho. Barney has recently purchased a home in Sequim and will be relocating here. His main interest is Piper aircraft.

Board of Directors Reports:

Scholarship: Will fund by the paver program.

Paver Program: Dave Miller reported on the Paver Program, for Ray Ballantyne. Spots on the “airplane” layout are being reserved, and orders taken for pavers. Through June 30th, costs for the bricks are 4x8 pavers at \$100 and 8x8 pavers \$150. The current layout is available today if you want to reserve your spot. Dave explained that two sizes of clipart are available. Contact Ray at ray.ballantyne@gmail.com for details or to order.

Build-n-Fly: Sim-n-Fly – Need a new lead in order to re-start the program.

Blue Barn Adirondack Chair- Rick Vaux brought the chair to the meeting. It is on display and looks great.

EAA Sign for Oshkosh – Madeline Patterson displayed the sign she made for the EAA Signpost at Oshkosh. It depicts the Olympic Mountains, and shows our chapter is indeed the “furthest Northwest in the lower 48”. Madeline also gave an update on her year at University of North Dakota School of Aviation, and answered some questions. Madeline is one of our scholarship recipients.

Fly outs: Barry Halsted reported that the fly out to Packwood was successful. Nine individuals and about 7 planes attended. We had a nice time and a great burger at the local restaurant. For July the fly out will be different. It will be a poker run, comprised of flying to five different airports during the month of July, and will end at the monthly meeting on July 31st. Since some of you will be at Oshkosh and miss the meeting, Barry has made a provision for that as well. See the mails from Barry for details.

Young Eagles – Bud Davies reported that the June 12th event at Sequim Valley was successful, with 50 kids flown. The next event is July 10th at Port Angeles. Need pilots for the event. Tracy Halsted has sent an email to pilots and ground volunteers, requesting they respond if they can help. The other two events are August 21st at Sequim Valley and September 18th at Port Angeles.

(Continued on next page)

Membership – Madeline has completed entering all the information into the EAA online roster. The 430 roster can be accessed at <https://www.eaachapters.org/main.aspx> username is your EAA number. Initial password is “mustang”.

Announcements:

Ken asked for a show of hands who will be out of town for the July 31st meeting. 5 raised their hands. There will be no August meeting because that is the Air Affaire day of August 28th. There is a sign-up sheet for shifts of monitoring our chapter tent at the event. Please sign up.

Project Reports:

Norm Coote – Continues work on his Q2. He has 1900 hours into it, over the past 6 years.

Scott Brooksby – is working on a Comanche rebuild.

Dave Moffit – is working on his RV12 project. He is working on the avionics and Richard and Barry helped him a lot this month.

Ernie Hansen – Is adding ADSB to his recently completed Super Cub. Just attended the Super Cub fly in in Idaho. Lots of great planes were there.

Barry Halsted – Currently has a wing tip ADSB inside the Cub fuselage. The metal paint in the covering is making it get unreliable reads so he is replacing it with a tail unit. The wingtip unit will be for sale and can be used on both certified and experimental airplanes.

Program:

Alan Millet, Sequim Attorney, spoke on LLC’s and reasons to have or not have one. Basically, if you are a sole owner of your aircraft there is no advantage, but if you are in a partnership with others, the LLC makes sense as it limits your liability in case of an accident. In a business situation, an LLC can provide tax advantages as well. Alan also stressed that adequate insurance is critical in any case. He recommends what is known as “million dollar smooth” which is not per seat. Most insurance policies are 100k per seat, which is not nearly enough. Speak to your own insurance broker for more information.

Hospitality – Bud made coffee, Tracy Halsted got the burger bash supplies, and Dave and Joan Miller cooked the burgers. There were a lot of supplies left over, so Tracy, Dave and Joan, will repeat the process for July burger bash. August is dark, but for September a new volunteer will definitely be required or there will be no burger bash.

The next VMC meeting is July14, Mariners
BOD meeting July 18, Mariners
Gathering July 31, 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
Tool Crib	Mike Gawley		toolcrib@eaa430.org
Young Eagles	Bud Davies	9	youngeagles@eaa430.org
Web Editor	Andy Sallee		webeditor@eaa430.org
Tech Advisor	Harry Cook		techhc@eaa430.org
Tech Advisor	Barry Halstead		techbh@eaa430.org
Tech Advisor	Ernie Hansen		techeh@eaa430.org
Tech Advisor	Rick Vaux		techrv@eaa430.org