



Serving the Port Angeles & Sequim Area

EAA 430 FLYER

AUGUST 2021



Dedicated to having fun with airplanes and promoting General Aviation

CHAPTER CHATTER

With President Ken Brown



As the smoke is filling the skies and temperatures are above 85 while I write this letter, I am grateful for all of you.

We have a very diverse community of flying companions from the newest pilots to those of you who are Master Pilots with decades of experience.

The “GLUE” that binds us is aviation in its varied and wondrous forms. The strength of this ‘glue” transcends all the political noise around us. Plus it is your desire to help each other in times of difficulty, whether in life or on a project. You all are always available when you know there is a need. For that, I am so grateful.

The **FLY-OUT** program (Barry Halsted) is very active, It is fun and the fellowship is revealed by the number of members going. Good times await as we soon fly off into the blue yonder to Concrete.

The **PAVER PROGRAM** (Ray Ballantyne) is wrapping up the big push but bricks can still be purchased from Ray. The new design is going to be wonderful.

Still happening this month is a Young Eagles (21st) rally and Air Affaire (28th). Air Affaire needs volunteers for SETUP / TEARDOWN and working the booth. We can do this team.

Before heading out, be sure to check on the local health requirements as they keep changing daily. Keep a mask handy, wash your hands and social distance.

In the meantime, smile, be thankful, and remember we are pilots and we can get up and go.

See you at the airport.

Ken

IN THIS ISSUE	Page
Chapter Chatter (Ken Brown)	1
Calendar of Events	2
Items for Sale	2
August Aviation Letter (Madeline)	3-4
Aviation From My Rocking Chair	5
EAA AirVenture 2021	6
Bill Shepherd's Yak at AirVenture	6
Minutes of Monthly Zoom Gathering	7-8
VMC Club (Ray Ballantyne)	9
Board & Directors	9

- AUGUST & SEPTEMBER 2021**
- **VMC Club Meeting**
2nd Wednesday of the Month
September 8 7—8 pm Mariner's Café
 - **Young Eagle Rally**
August 21 10 - 2 Sequim Valley Airport
September 18 10-2 Fairchild Airport (PA)
 - **EAA Chapter 430 Board Meeting**
August 20 September 17
9:00 am Mariner's Café
 - **Air Affaire**
August 28 9-3 Sequim Valley Airport
 - **EAA Chapter 430 Chapter Gathering**
No Gathering in August
September 25 10:00

Don't forget to check our Tool Crib on eaa430.org. If there is something on the list you would like to borrow, contact Mike Gawley at c430@mgawley.com. The tools are located in his hangar at Sequim Valley airport.

Items for sale

- Corbin Jr. Ace fuselage frame
- Continental 75--everything except pistons and cylinders
- Wing Spars in the rough
- Plans for the original Baby Ace Model 'E'
- Plans for same airplane, Poberezni version
- Cable pulleys, bolts and fasteners etc.
- Some smaller parts fabricated.

Vern Sprague
171 Mountain View Drive, Sequim 360-683-7571 dollyvern@olypen.com

I have an unused cowl and wing tips for an RV6 if anyone wants them? They are good to have in the event that there is a minor incident with replacement parts needed. I will give them to a new home at no cost (except shipping if needed). I also have some other things like these.

Jay Pearlman
jay.pearlman@yahoo.com
360-452-8745

August Aviation Letter from Madeline Patterson

August 03, 2021

Greetings aviation friends,

As July winds to a close and we all enter August, my favorite month of the year, it seems crazy how quickly the year has passed. We are already in the 8th month of 2021!



The last month I have been out of Sequim every weekend. We started July by going to Ross Lake Resort on our annual trip, then spent the week after that in the New England area for a family reunion. It was my plan to go flying while I was in Maine, and I had set up a checkout flight with an FBO to go flying in a C172. I wanted to explore this new area by air, as well as impress my more distant relatives with the sheer awesomeness of having a pilot's license.

The weather had different plans.

Morning fog rolled in midday followed closely by fast-moving thunderstorms. On top of that, the FBO didn't have the flexibility to accommodate a change in schedule. It was definitely disappointing not to have that opportunity this time, but I hope that in two years, at our next family reunion, we can work something out.

I have been trying to convince my parents that the solution to all our problems would be to buy a plane... but that hasn't worked yet. I will keep you all updated.

I just recently was able to take my mother and her friend up to Bellingham to visit my sister, as she lives up there. It was a lovely flight, although the smoke from Blyn obstructed our views of any mountains. I was also able to get 1.9 hours of PIC/XC time so that was great! We also flew right over Whidbey NAS and got to share the sky with some F-18s. I currently rent out of Rite Brothers and rotate between their 172s.

On the UND front, Aerospace students got a major update just a few days ago. I will try and keep this brief and clear, but the FAA is involved so no promises. The FAA informed UND that our Instrument/Commercial/Multi-Engine TCO (Training Course Outline, essentially the curriculum) was not up to standards and they were going to revoke our self-examining authority. That would mean that UND could no longer do our own checkrides, and they would have to be done by DPEs. Grand Forks ND has only one DPE. UND Aerospace has about 1,000 flight students.

Obviously this poses a serious issue for UND, so they applied for a one-year term to get their TCOs in compliance with the FAA standards in order to retain that self-examination authority. Under the new training curriculums, Instrument students will be able to get their instrument ratings once they complete their training, which was previously disallowed, but UND estimates that it will cost Commercial Aviation students about \$4,000 more.

-continued on next page-

I am lucky enough that I am in a flight course where my training shouldn't be too upended by this change, but I feel for students who are in their multi-engine training and now face the time constraints of the FAA's mandates.

To round out this letter, I have some statistics straight from UND. This last year, UND broke their record for "hours flown safely" and they published some statistics to go along with that:

1,364,326 gallons of fuel pumped by UND Aero Flight Line

25,289 maintenance man hours

400+ airport staff

1,400 flight students

245 flight instructors

126,772 hours flown safely

Clear **skies** and tailwinds to you all.



Aviation From My Rocking Chair

By Rick Vaux

Aerobatics: Special Maintenance and Housekeeping

We all have attended airshows and marveled at the aerobatic performers flying Extras, Pitts, Cap's, and even some Stearmans. Some of these aircraft are stressed to +/- 10g and often near that limit during a routine. As you can imagine, there is some specialized maintenance that must be done in order to keep these machines airborne. Let's go over some of these requirements, bearing in mind that most of these checks could be applicable to any aircraft.

(1) Keep it clean inside (especially) and out. If you drill inside, clean the chips. If you drop hardware, retrieve it. If your feet are dirty, vacuum the floorboards and anything else that may hold dirt. Be sure to count your tools before and after the job...the number must match! I once did an annual on a clipped-wing Cub which belonged to an airline pilot. The airline wouldn't let him roll his DC-9 so he rolled the Cub every chance he got.

As I was removing a belly inspection plate to check the aft stick linkage, a 6 inch screwdriver fell out and hit me in the forehead (probably the safest place to hit me)! The Captain's comment? "Oh, that's where that thing went. I lost it months ago." I still shudder to think what would have happened if that screwdriver had fallen into the control stick assembly while the Cub was blue side down. Keeping everything clean allows you to see fluid leaks early, inspect structure more easily, and helps your engine operate better due to more efficient cooling (clean cylinder fins.)

(2) An aerobatic aircraft may go from +10g to -10g in 2 seconds. Airspeed can vary from +200 kts to -50kts. In flat spins and snap rolls, the pitch and/or yaw change can exceed 360 degrees a second. This type of performance puts a tremendous load on the pilot, engine airframe, and especially the propeller. To make matters worse, a hollow engine crankshaft is required for a constant-speed prop, making it much weaker than a solid crank. Any suspicious oil leak in the prop hub area must be investigated immediately. Most propeller manufacturers recommend overhaul twice as often if the prop is used for aerobatics. Most engine manufacturers also suggest the engine TBO be halved for an aerobatic engine.

(3) Engine mounts take a lot of abuse. Check them often for wear and damage. It might be something to add to the preflight.

(4) The oil in an aerobatic engine does not sit in the sump, and neither does the junk that gets in it. Oil changes are at 25hrs, and an Oil analysis program is a must.

(5) Check for security of components and wiring. It is not unusual to find wiring bundles chaffing something several inches away during high G maneuvers.

(6) Flight control attach points, control rod ends and bellcranks. All are subject to increased wear and must be checked often. Figure ... if it moves, it must continue to move, and if it is supposed to be rigid, just make sure it stays that way.

On a personal note, if I don't get on the stick, my grand kids will need to finish my projects. With your kind permission, I'd like to ask for help from time to time. Thank you and I appreciate you.

As always, thank you for your support. Writing this column has been the best education I could ever get and I don't plan to stop anytime soon. Rick Vaux TC4130

EAA AirVenture 2021: A look at the numbers

The first EAA AirVenture convention since the COVID-19 pandemic began is in the books, and officials have released statistics and figures for this year's event.

AirVenture 2021 saw 608,000 attendees, the third time attendance has surpassed 600,000, according to officials.

The following is a list of additional statistics and figures from the event:

Total aircraft: More than 10,000 aircraft arrived at Wittman Regional Airport in Oshkosh and other airports in east-central Wisconsin. At Wittman alone, there were 16,378 aircraft operations in the 10-day period from July 22-31, which is an average of approximately 116 takeoffs/landings per hour when the airport is open.

Total showplanes: 3,176 included: A record 1,420 vintage aircraft registered, plus 1,089 homebuilt aircraft, 354 warbirds, 148 aerobatic aircraft, 112 seaplanes, 33 ultralights, and 27 rotorcraft.

Camping: More than 12,000 sites in aircraft and drive-in camping accounted for an estimated 40,000 visitors.

Volunteers: More than 5,000 contributing in excess of 250,000 hours.

Commercial exhibitors: 747.

Forums, Workshops, and Presentations: A total of 1,055 sessions hosted throughout the week.

Social Media, Internet and Mobile: More than 18.95 million people were reached by EAA's social media channels during AirVenture, with engagement of 1.08 million; EAA video clips during the event were viewed 3.48 million times.

International guests: Despite travel restrictions that greatly limited the number of attendees from other nations, EAA still welcomed visitors from 66 countries during the week.

The Gathering shines: The EAA Aviation Foundation's annual event to support its aviation education programs attracted more than 500 people and raised more than \$1.7 million dollars that will be focused on EAA's mission of growing participation in aviation.

Media: 567 media representatives on-site, from four continents.

Economic impact: \$170 million for the five counties in the Oshkosh region (Winnebago, Outagamie, Fond du Lac, Calumet, and Brown). * - based on 2017 University of Wisconsin Oshkosh economic impact study

Officials say that planning for EAA AirVenture 2022 is underway. Next year's convention is scheduled for July 25-31 in Oshkosh.

Bill Shepherd's Yak displayed at AirVenture 2021



EAA Chapter 430 Monthly Zoom Gathering Minutes

July 2021



Date: July 30, 2021 Gathering in-person meeting with 32 members and 4 guests attending.

Ken opened the gathering at 10:10 a.m. with the Pledge of Allegiance to the United States

Approved Minutes: The minutes for June 2021 meeting were approved. The minutes are posted in the monthly newsletter.

Financial Status: Checking \$1,939.00 Savings \$2433.00 Scholarship \$11,336.00.

Correspondence: Covid-19 Update. Masking is encouraged

Guests: **Alan Millet** just returned from OSH in one day and became a 430 member. George's son **Jonathan Llewellyn** joined us. **Winston Lagergren** just moved to the area, and **Daniel Weaver** spoke briefly about being a scholarship recipient. He got his first airplane ride from John Meyers as a Young Eagle, flew RC planes with Al Gross, accomplished his Private Pilot License with help from a scholarship from WPA, and is working at Rite Bros until fall semester at UW.

Ken also introduced new members **Todd and Sheila Taylor** from Sequim who also live in Victoria, BC and fly a Tecnam Echo.

Board of Directors Reports:

Paver Program: Ray Ballantyne reported that the Paver Program order will be going in soon and encouraged those that have bought pavers need to email Ray with what they want on them. He showed the current layout of the recognition plaza "airplane" and said there will be a work party soon to prepare for paver delivery.

Blue Barn Adirondack Chair- Rick Vaux drove single handedly to OSH to hand deliver the EAA430 Adirondack chair to the EAA Blue Barn. He also presented our signpost from the farthest NW chapter in the lower 48. Well done, Rick!

Fly outs: The fly-out to Arlington was a success and was included in the Poker Run. The August flyout will be to Concrete.

Young Eagles – Bud Davies reported that the July 12th event at Port Angeles had 52 YE's. The next YE rally will be August 21st at W28 to not conflict with the Diamond Point event. The last rally will be 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.

-continued on next page-

EAA Chapter 430 Monthly Zoom Gathering Minutes (continued)

Announcements:

Sequim Valley Air Affaire – Emily Westcott reported that the Air Affaire will be Saturday only this year, August 28th, from 9-4. It will be like previous years. She provided handout announcements and will provide those who help with free parking passes. There was a signup sheet for working the EAA430 booth for 2 hours.

Diamond Point Airport Appreciation Day – Gordon Tubesing reported that the DP event will be held on August 14th from 10am-3pm. There will be static displays from Airlift NW, Sea Air Taxi rides for \$60, a CERT booth, and some fly overs. Please fly in before 9 am with food being served at 11 am.

Poker Run – Barry Halsted said 7 pilots participated in the first annual poker run. Barry won with a flush but deferred the prize to the straight owned by Dave Gardner. Dave received \$54 and a \$50 card for Tedesco's. \$96 went to the scholarship fund, and all participants had a free lunch.

Nominations are open for officers of the chapter for 2022. We need members to step up to leadership and be an officer.

Presentation: Lisa Ballantyne gave a great presentation on her trip to Oshkosh Airventure with Ray. She described the 3000-mile flight to and from OSH and had pictures of the arrival and departure. She also described what it was like being on the grounds and many of the things to see and do.

Hospitality – Bud Davies provided coffee, and Barry and Tracy Halsted were in charge of the lunch. Dave and Joan Miller took care of the hamburger cooking. Who would like to help in September?

The next VMC meeting is August 11, 2021, at the Mariner's Cafe
BOD meeting August 20, 2021, at the Mariner's Cafe
No Gathering in August due to Air Affaire

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

Ken ended the meeting at 11:40 a.m.

Respectfully submitted,

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