



Serving the Port Angeles & Sequim Area

EAA 430 FLYER

SEPTEMBER 2021



Dedicated to having fun with airplanes and promoting General Aviation

CHAPTER CHATTER

With President Ken Brown



AND JUST LIKE THAT IT'S LABOR DAY! The leaves on the trees are showing color and the beginning of the seasonal changeover has started. Days and nights are slightly cooler by a few degrees and the sun is shortening its time in our hemisphere.

So far this season we have hatched 152 Young Eagles and the young people got to experience the joy of flight. One more event is scheduled for KCLM but is being reconsidered at this time.

We hope and pray the county, state and country will follow the advice of the health agencies and continue to receive vaccine as well as the booster, so we can cap this virus and it's variant. Otherwise, our continued gathering indoors and meeting at restaurants will cease.

Looking forward to the Port Angeles Airport Appreciation day on the 18th. A fun time to support Fairchild airport and its economic impact, it has on the area. Have you noticed the number of business jets that have been arriving there? Over a 100 so far this year.

The nominating committee will be presenting a slate of officers in October to the chapter, so if you want to be part of the management team contact Rick Vaux, Barry Halsted or Tracy Halsted. Our chapter functions with the ideas you bring to the board and with your help. Please consider serving in one of the positions. November 2022 will be the chapters 50th year serving the Pacific Northwest aviation community.

September will be our last gathering and burger bash at Sequim Valley Airport for the year. Come out and join the festivities and fellowship. Starting with the October meeting until April, we will be meeting in the conference room at KCLM Fairchild airport in Port Angeles. Heating the Sequim hangar is not effective or comfortable.

November we will have the election of the new officers and celebrate the chapters 49th birthday. December we will have our annual Christmas Toy-for-Toys dinner party (December 11, 2021 1700-) at the Dungeness Golf Course. In the meantime be kind to each other and let us fly some airplanes. See you in the pattern.

ROGER

Ken

IN THIS ISSUE	Page
Chapter Chatter (Ken Brown)	1
Calendar of Events	2
VMC Club (Ray Ballantyne)	2
Concrete Fly-out (Barry Halsted)	3
Wm Fairchild Airport Appreciation Day	4
Aviation From My Rocking Chair	5-6
Getting To Know George Llewellyn	7-8
2021 Board and Directors	9

- SEPTEMBER & OCTOBER 2021**
- **VMC Club Meeting**
2nd Wednesday of the Month
Oct 13 7—8 pm Mariner’s Café
 - **EAA Chapter 430 Board Meeting**
September 17 & October 22
9:00 am Mariner’s Café
 - **Airport Appreciation Day Fairchild Airport**
September 18
 - **Young Eagle Rally TBD**
September 18 10-2 Fairchild Airport (PA)
 - **EAA Chapter 430 Chapter Gathering**
September 25 10:00 W28
October 30 10:00 TBD



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.

Concrete Fly-Out

by Barry Halsted

Our August fly-out was to Mears Field in Concrete. Attendees were Emily Westcott, Captain Crystal Stout (guest) and Andy Sallee in Andy and Emily's Cessna 172, Ken and Skip Brown in their RV-9A, Dave Gardner in his Stinson, Ray Ballantyne and guest Richard Humphries in Ray's Glastar, John Ward in his Pipistrel Sinus Motorglider, Brendan Carmody and his son Liam in Brendan's Cherokee 140, guest Tim Alentiev in his RV-10 and Barry and Tracy Halsted in the Rocket.

The trip up was a bit hazy but otherwise great. As planned, we walked the ten minutes to Cascade Burgers only to find out that this week they closed on Tuesday and Wednesday. So we started to what was to be a not-to-far-away pizza place but after another ten minutes we all gave up and backtracked to a Shell station that had hamburgers and other supplements. In all, we had a nice turnout and a good time.



MT BAKER





*SATURDAY,
SEPT. 18, 2021*

10 AM - 4 PM

*WILLIAM R. FAIRCHILD INTERNATIONAL
AIRPORT APPRECIATION DAY AND FLY-IN
PORT ANGELES, WASHINGTON*

FREE ADMISSION FOR EVERYONE

- See military, corporate, medical airlift, seaplanes and general aviation aircraft up close
 - “Young Eagle” flights from 10 am to 2 pm (Free airplane rides for youth ages 8 thru 17)
 - Helicopter rides by *Seattle Air Taxi* (for a fee)
 - *Kokopelli Food Truck* confirmed
 - *Black Diamond Junction* band confirmed
 - *Fogtown Coffee Bar* confirmed
 - *Olympus Hot Dogs* confirmed
 - US Coast Guard helicopter/crew invited
 - Numerous Cascade Warbirds
 - Friends of Willie & Joe WWII enactment
- Hangar 19/Barhop Brewery nearby off 18th Street open 2pm - 8pm for food, beverages and live music!



You won't want to miss it!





Aviation From My Rocking Chair

By Rick Vaux

The V.O.M. (Not Vroom, Vroom)

This month let's talk briefly about a piece of electrical test equipment everyone should have. It can be used at home, on your car, boat, or Aircraft! Let's talk about V.O.Ms.

Before we start, let me see a show of hands. Who thinks of electricity as some kind of voodoo, and electricians as practitioners of a very dark art? Hmmm, that many eh? O.K. then, how many of you are baffled by hydraulics? I see a lot of hands went down. Actually, the hydraulics to electricity analogy is a good one. A hydraulic pump does not make pressure. It provides flow, just as a battery or generator does in the electrical circuit. Hydraulic pressure increases as flow is restricted.

Electrical pressure (or Voltage) is produced when the electron flow encounters resistance. Electron flow is called Amperage, and electrical Resistance is measured in Ohms. Think of the V.O.M. as an electrical pressure gauge or flow sensor. V.O.M. stands for Volt/Ohm Meter or since it can measure Amps, it is also known as a Multimeter.

There are two types of V.O.Ms- Digital and Analog, each having advantages and disadvantages. The Analog V.O.M is more prone to impact damage due to its mechanical meter movement and an exotic switching system needed to drive the meter from Volts to Amps scales. As the internal batteries discharge, frequent compensation must be made for voltage drop on the meter. Digital V.O.Ms are harder to break due to integrated circuits and the lack of mechanical parts. The need to watch numbers instead of needle deflections can be a problem, especially when checking continuity on many components in a short period of time. You must also be very careful when using auto-ranging features on digital meters as it is easy to misinterpret the scales.

Which one do I use, personally? The easy answer is both. Most of my working life, Analog meters were the only ones available, and I still prefer them. Because most troubleshooting involves simple voltage or continuity checks, I find it much easier to watch a needle swing than to watch numbers flash on the screen. Be aware, however, an Analog V.O.M applies enough current (from internal batteries) when continuity testing to destroy integrated circuit components.

Now, let's do a couple simple troubleshooting problems. On preflight, you switch on the landing light and get...nothing. You next make sure power is on and either cycle the circuit breakers or check for a blown fuse. Still no help. Turn off all power, get your tools, and bring along that multimeter. Remove the lamp from its holder and select the highest DC voltage scale on the meter. Touch one lamp power wire with the black test lead, and one power wire to the red test lead. There should be no voltage. Swap the test leads just to make sure. Now it is safe to select an Ohms scale. A mid-range is usually O.K. Touch the test leads to both lamp contacts. If the needle moves, the lamp is good. Reinstall the lamp. Next step is gain access to the landing light switch. Connect the red test lead to the positive(+) side of the switch and the black lead to the wire going to the light. Select a Volt scale above battery voltage range. Voltage should read the same with the switch on or off. This tests the integrity of the circuit between the switch and the light. Finally, if you still have a problem, disconnect the battery, set your multimeter to an Ohms scale, attach one test lead to one side of the switch, and the other lead to the opposite side of the switch. Actuate the switch. If there is no needle swing as the switch goes on, the switch is bad. Notice the troubleshooting process follows a logical pattern with the most likely problem first.

(continued on following page)

Let's try one more and then I'll let you go. High resistance connections or grounds can cause really strange problems. I chased a taillight problem on my wife's VW van for days and finally found a loose ground on the right light assembly. O.K., set the V.O.M to a Voltage scale (DC in this case) and attach the red test lead to the component end of the ground wire, and the black lead to a known, good ground. Turn on the system being tested. Any voltage indication on the meter is proportional to the resistance in the ground wire or it's attachment. More observed voltage = More resistance in the ground.

After watering your eyes with my ramblings, I'll let you go. Remember if you see someone wandering in your aviation neighborhood, it's only me trying to come up with next month's column!

Rick Vaux TC 4130



The Adirondack chair and EAA 430 sign arrived at Oshkosh AirVenture via Rick Vaux and was safely installed in the Blue Barn by Rick and Ray. Thank you Rick for co-building the chair with Jim Best and thank you Madeline Patterson for designing and painting the sign.

GETTING TO KNOW GEORGE LLEWELLYN



George runs circles around men half his age. He has traveled the world while maintaining his interests, hobbies and work schedule.

George started life in Philadelphia and as a pre-teen became fascinated with rotorcraft planes as Pitcairn autogyros frequently flew over his home on their way to the Philadelphia airport on mail runs.

After high school, he started Engineering studies at Drexel Institute in Philadelphia and concurrently became a Toolmaker apprentice at Baldwin-Lima-Hamilton Corp (previously Baldwin Locomotive Works) in nearby Eddystone, PA.

He enlisted in the Army during the Korean conflict and after returning from Korea in 1954, he started taking flying lessons at the Westchester Airport in a J-3 Cub. He soloed in three months, getting his PPL early in 1955. He also flew a J-3 Cub on floats at the Philadelphia Seaplane Base in Essington, PA.

In mid-1955 he moved to Los Angeles attending Northrop Aeronautical Institute to get an Airframe and Power Plant Mechanics license (then called an A&E license), but soon learned there was a similar program at the Los Angeles Trade Technical Jr College for a lower cost. During this time, he worked nights for Western Airlines as a baggage handler at the LA International airport. After earning the power plant license he was able to get a job with Pan American World Airways as a mechanics helper. He continued on to get the Airframe license. In 1958 he moved to San Luis Obispo, CA to take Aeronautical Engineering at Cal Poly. One year later he moved to San Jose, CA to attend San Jose State College in their Aeronautics program and worked for Bob Wright (Wright Bros Aviation) at the San Jose Airport as both mechanic and parts manager.

Since Wright Bros did the Lockheed Missiles and Space Corp aircraft maintenance, several of their pilots became friends and enticed him to move to work at Lockheed for a better future. One of the positions was in the Environmental Test Lab where orbital space vehicles and all their equipment went through testing in the high altitude chamber and other environmental testing such as vibration and temperature variations. Some of the equipment was made at a subsidiary location near Hiller Helicopter Co where more rotorcraft were observed to enhance that interest.

In 1963 he became a partner with a friend from Wright Bros Aviation in a 1959 Cessna 172, N4189F. While on a visit to his parents in Philadelphia in 1988, he went back to the seaplane base to get his seaplane rating. On this trip back to CA, a stop at Oshkosh also provided a chance to get a couple more seaplane flights. He has his Combined Seaplane Ratings (ASES and ASEL).

He met his first wife at San Jose State College and they had four sons, three of which are still alive, one passing from suffering serious injuries in a downhill bike accident at the age of 16. George has now seven grandchildren and six great-grandkids.

(continued on following page)

He and a coworker at Lockheed started building two 35-ft Piver-designed sailing Trimarans in 1962 as fun projects. This hobby turned into a business call LASCO Marine, building many partial (kit) tri's and many complete tri's in sizes from 22 to 45 feet in length. One of their 40-foot Victress models became the first to circumnavigate the world. He bought a trimaran while in Guam and spent a few years rebuilding it, while flying back and forth from San Francisco. He sailed it to the Philippines with the man whom he bought it from and who was helping him rebuild it. He then sailed it by himself to Japan where he lived for several months. His plan was to sail it around the world.

These boat building years ended in bankruptcy in 1968 due to a lack of business experience and the economic downturn. After several years selling marine engines, he returned to his other work, the love of aviation. He went to work at TWA, then World Airways, and finally United Airlines where he worked until retirement in 1996, working the final 10 years in maintenance line engineering.

During a 1993 sailing cruise with friends in the Greek islands, a stop was made at Hydra in an isolated cove where they landed to go snorkeling. There he met a German lady, Birgit, who had been visiting a convent on top of a mountain. She had hiked down the steep mountain with a Greek lady, her daughter and a Greek nun with 2 donkeys. Since Birgit was the only one who spoke English, this chance improbable meeting resulted in a lasting friendship and what has just become a 25-year marriage anniversary in August 2021.

In 1996, George and his soon-to-be wife Birgit bought a 1968 Cessna Cardinal in Kentucky which needed work. They found a hangar in Indianapolis where Birgit was then working and living. Working on it to make it airworthy took some time, but in June 1998, George flew it to PA and then to Half Moon Bay CA where he had obtained a hangar for it. Since then, he has owned several Cardinals, one a 1968 model purchased as a "fixer" and restored to good condition and flown. Three other "project" category Cardinals went to new owners to restore.



**George's Cessna Cardinal displayed at Half Moon Bay Airport
Pacific Coast Dream Machines 2003**

(continued on following page)

Another interest has been skydiving with only two unusual events, one with a brand new harness with a misplaced chest strap. The jumps, while exciting to George, would be terrifying to most people. The first jump produced a brief breath-taking moment as he opened head down and proceeded to have the rig come off his shoulders but stopped at his bent elbows, Whew! Had to get that fixed quickly! The other event was years later with a newer model canopy, when he inadvertently installed the capewells which were twisted, resulting in a good opening, but flying backwards. He made the choice to continue backwards rather than cut away his chute. Looking over his shoulder, he managed to land safely, only after going through some tree branches before hitting the ground. He has accomplished over 200 jumps.

Besides flying an airplane, George enjoys sailing and construction work (building, repairing & creating). He is an active member of four Masonic Lodges of Sequim, Port Angeles and Port Townsend. He became a Master Mason in 2019, having served in all of the ranks.

He served as Vice President of EAA Chapter 430. He has been to Oshkosh five times.



SLEEP MEDICATIONS

Obtaining good, restful sleep is a problem for some people in our age range. The FAA will allow the occasional use of sleep medications, but continual use is not allowed. The primary concern should be the diagnosis, treatment, and resolution of the underlying condition. Untreated medical conditions that interfere with sleep are disqualifying.

All sleep aids can cause impairment of mental processes and reaction times. If medication is used, there is a required wait time from the last dose before resuming pilot duties. The number of required hours is: Ambien 24, Edluar 36, Intermezzo 36, Lunesta 30, Restoril 72, Rozerem 24, Sonata 12, and Zolpidem oral spray 48.

Benadryl is an antihistamine that is so sedating it is often used to induce sleep. It is the most common drug found in drug screens in fatal accident investigations. If taken, the required wait time is 60 hours.

Marijuana containing mixtures should never be used by pilots. It will show up on a drug screen for a long time. Although it is legal in some states, Marijuana is federally illegal. The FAA is very much against its use. There would be serious problems if there were a positive test after an accident.

Harry J. Wander, MD

Senior AME

2021 BOARD AND DIRECTORS

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

