



*Serving the Port Angeles & Sequim Area*

## **EAA 430 FLYER**

*OCTOBER 2021*



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

### **CHAPTER CHATTER**

*With President Ken Brown*

#### **What is a chapter? In a word, it is MEMBERS.**



Our members are the most important ingredient of our chapter. They are the binding element in what happens each month. Members do all the things we need to have done. At a Young Eagle event, the members work as ground crew supporting our pilots. The ratio is about 2.5 to one. The importance is beyond measure.

This month will be the last chance for anyone who would like to serve on or with the board of directors, to make their intentions known. Contact Rick Vaux (email is [vicepresident@eaa430.org](mailto:vicepresident@eaa430.org)) and talk to him about your desire. I am sure we will have a place for you to serve.

Our theme for the October meeting, while not "TRICK or TREAT," will be our featured speaker, Kevin Widdowson. He is captain of the large ship berthed in the Port Angeles Harbor. Its mission is cable repair on the west coast from Alaska to Mexico. These cables are the undersea internet network cables providing our connections to distant places. A very important service. Kevin is a pilot and lives in the U.K. It will be a very interesting presentation. Be sure to come and enjoy the fellowship.

November will be election of officers. Ballots will go out in November.

December gathering will be The Christmas Toy-For-Tots celebration dinner. It is still being planned for December 11, 2021 at the Dungeness Golf and Country Club on Woodcock Road. We are looking forward to a fun evening of fellowship and good food.

As of this writing, we will be gathering at Sequim Valley Airport #15. Watch the emails on the location. The Port of Port Angeles closed the conference room last month due to Covid-19 concerns. We are hoping it reopens for the October gathering date. We had planned to use the facility from October to March for our gatherings. Watch for updates.

**Ken**

IN THIS ISSUE	Page
Chapter Chatter (Ken Brown)	1
Calendar of Events	2
VMC Club (Ray Ballantyne)	2
Welcome New Members	3-6
Project Report (Richard Howell)	6
Aviation From My Rocking Chair	7
September Fly-out to WAAAM	8
For Sale	9
September 25 Gathering Minutes	10-11
2021 Board and Directors	12

- OCTOBER & NOVEMBER 2021
- VMC Club Meeting  
2nd Wednesday of the Month  
Oct 13 & Nov 10  
7 - 8 pm Mariner's Café
  - EAA Chapter 430 Board Meeting  
Oct 22 & Nov 19  
9:00 am Mariner's Café
  - EAA Chapter 430 Gathering  
Oct 30 & Nov 27  
10:00 - 12:00 TBD
- Our Annual Christmas Party  
December 11  
Cedars of Dungeness Woodcock Road

**EAA Webinar - Flying With the iPad — Your Digital Co-Pilot**

EAA members can [watch a recording](#) of this webinar or watch any of past webinars online by visiting our [archives website](#).



**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.

## WELCOME NEW MEMBER

### Cecilia Aragon

**Editor's Note:** Ken and I met Cecilia for the first time when she flew "Annie" into Sequim Valley Airport. Accompanying her was Jamie, her son's girlfriend, who was having her first flight in a small plane. Cecilia is now a 430 member and I asked her to write a short paragraph to introduce herself to 430 members.



My husband of 37 years, Dave, and I just moved to Sequim from Seattle, where I'm a professor at the University of Washington. My airplane is a light sport amphibian, a Super Petrel named Annie, and she just moved into a hangar at Diamond Point. I'm also an aerobatic flight instructor and former competition and airshow pilot. We have two adult children, Diana and Ken, who are both interested in aviation. If any members have aircraft for sale or lease, I'm looking for a Cessna 150/152 to instruct primary students, and a Super Decathlon to do basic aerobatic instruction.

For additional information on her extraordinary life as a pilot, go to her web site <https://ceciliaaragonauthor.com> or purchase her memoir from Amazon

***Flying Free: My Victory Over Fear to Become the First Latina Pilot on the US Aerobatic Team***

You can also attend an EAA Webinar she did March 17, 2021

**Webinar- Rolling Fear Upside Down with Aerobatics**

<https://www.eaa.org/videos/6241317938001>



**Cecilia, Jamie and "Annie"  
at Sequim Valley Airport**

**Cecilia was also our presenter at our September 25th EAA Gathering. The following is also published in the current September Minutes:**

*She mesmerized the audience with her life story where she broke free from low expectations and rose above her own limits by combining math and logic with her passion for flying in unexpected ways. In 1991 she became the first Latina pilot to secure a place on the United States Unlimited Aerobatic Team and earn the right to represent her country at the Olympics of Aviation, the World Aerobatic Championships. She is an author, air-show pilot and a full professor in the College of Engineering at the University of Washington. Her major awards for research and a stint at NASA designing software for Mars missions, led President Obama in 2009 to call her "one of the top scientists and engineers in the country." She recently moved to Sequim Bay, and hangars her Super Petrel LS amphibian at Diamond Point (with the help of George Lewellyn). She would love to have a local flight school. Her latest book "Flying Free" has recently been published.*

Published in Sport Aviation August 2021

# CECILIA ARAGON

RELUCTANT AEROBATIC AVIATRIX

**FLYING AIRPLANES SINCE THE 1990S,** Cecilia Aragon is the first Latina to earn a spot on the U.S. Unlimited Aerobatic Team, and she earned bronze medals at the U.S. National Championships and the World Aerobatic Championships. Flying did not come easily, however. As a young woman Aragon suffered from many phobias; she would avoid getting on elevators or even speaking to people for days at a time. She agreed to take a flight with a colleague in a Piper Archer, and from that day she saw how flying could break open her world. Aragon is a professor in the College of Engineering at the University of Washington in Seattle. She continues to flight instruct and teach aerobatics, and she particularly enjoys working with fearful students.

## How did you get started in aviation?

I was leading a really narrow life because I was allowing my fears to take over. [Conquering fear] is what flying is for me. That is what the first step of learning how to fly did for me.

**Favorite aircraft?** I mostly fly in a Super Decathlon, which I believe is the best aerobatic trainer around because it's a taildragger and that's important to teach you to connect and use your feet. You need to be able to use all four of your limbs to fly well.

**Your biggest challenges?** There's a sequence of maneuvers you have to fly [in aerobatic competition] and you have never seen it before. You have 18 hours to look at it and you're not allowed to practice it. It was set up so that my plane just could not do it. It didn't have the performance, so the laws of physics said it was impossible to fly it and succeed at it. I was sitting in my hotel room and I remembered my dad's

voice...he would say, 'You can do it, just keep trying.' I remembered what I was trying to do was maximize my score, so it was kind of a math problem. I could come up with an algorithm of flying the maneuvers that wouldn't be perfect, but I could maximize the score and I practiced in my head and I went out to the airport and I flew it just the way I imagined it. It was the best my plane could do; it was good enough to make the team.

## Favorite aviation-related activity?

I specialize in working with people who are afraid, people whose other instructors have given up on. One of my students called me up after 10 years and said he'd gotten the instrument and commercial and said, "I would never have gotten my ratings unless I had you as a first instructor because otherwise I would have been too scared." Or they call me up and say, "I got into an accidental spin today, I heard your voice in my head and I recovered." I want to be the voice of support that my dad was for me. It only takes one voice.

**Advice for students?** If I can be ranked among the top few pilots in the world, then anybody with fears can learn to fly. They don't have to do aerobatics, but they can get into a Cessna or a Piper or one of these new airplanes and they can learn to fly.



## WELCOME NEW MEMBER

### Peter Lagergren



Ok....let's see - I'm guessing that my early childhood won't be of interest to anyone, including me. So, shortly before I had to start shaving, I joined the US Army, which was a knee jerk reaction to being turned down for the Naval Aviation Cadet program which had been closed. Since I had always wanted to fly, I kept pestering the Army to send me to flight school, which they finally did in an effort to shut me up.

After graduating as an Army Aviator, I was posted to the Republic of Vietnam as an "advisor" to the South Vietnamese Army. This posting consisted of flying close air support air strikes as a gunship pilot for everyone who needed it, even occasionally the ARVN. After a particularly regrettable mission, I spent a year tucked into a Navy hospital, which I thought was a bit of revenge in a way, before returning to flight duty as an Advanced Phase Instructor Pilot which was fractionally safer than flying combat missions.

Done with that, I went back to college to get a couple of degrees and then became a serial entrepreneur. Long hours, hard work, but at least I got to have my own corporate airplanes which I flew with enthusiasm, building up lots of hours. During this period I had the good fortune to become one of the pilots for a T-28 formation airshow team, which was the high point of my flying career. It was just a thrill being 5 feet apart at 240 KIAS inverted and pulling g's. For me the real thrill was being taught the airshow trade by Neil Anderson, who was the chief test pilot of General Dynamics who had flown the F-16 in at least 1500 airshows.

RIP Neil...

Duty called and I moved to Canada for 15 years where I got reacquainted with flying at the Victoria Flying Club and eventually moved back to the US to Sequim (Skwim I was told). After getting incredibly bored with retirement, I thought I would give flying a go and had a gig as a freight pilot in Dallas, which is like hitting yourself in the head with a hammer because it feels so good when you stop. My next iteration was flying King Air as a medevac pilot, which has been the most satisfying job I have had. However, no one does very much interesting flying with patients aboard, so I bought a Van's RV-8 that I keep at KCLM while my son, Winston, and I are trying to restore it to flying condition. Pretty much the kind of fun a barrel of monkeys have with an old tire, but it has been a blast for both of us and certainly interesting to meet all the kind and helpful folks we have met through EAA.

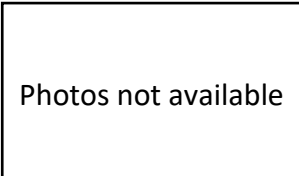
Editor's Note: Peter has the following ratings: USA Commercial, ASMEL, Instrument, Helicopter, Helicopter Instrument, CFI, Type rated T-28B; Canada Commercial ASMEL, Instrument, Helicopter, Helicopter instrument, numerous type ratings.

### Welcome New Members



**Terry Myers** is a retired Army pilot of Gulfstream Executive Jets & Chinook helicopters. He has the following ratings: ATP, airplane multi engine land. BE-200, CE500, G1159 & GV Commercial Single engine land, Rotorcraft Helicopter, Instrument Helicopter BV-234. He is a member of the Sequim RC Aeronauts.

Additional new members include Barney Hall , Alan & Brenda Millet



\*\*\*\*\*

### Project Report Richard Howell's Sling 2 Experimental Aircraft

Richard & Barry mounting the engine





## Aviation From My Rocking Chair

By Rick Vaux

### Is the battery bad, again?

Wow, you look outside and see a beautiful, Chapter 430-type Saturday. What a great time to put a couple hours on the old flying machine. Though arrival at the airport is slowed somewhat by Sequim traffic ( a two minute wait for the light at River Road and 101), you're still in a nice mood as the aircraft is untied and preflighted. That is until you snap on the Master switch, the mags, and hit the starter. Instead of that healthy roar as the engine comes to life, all that is heard is a weak solenoid click. Through superior temper control, you manage to slow the red color rising in your cheeks long enough to do a battery check. Master switch On, Landing Light switch On. Battery voltage drops like a stone! Now you are really ticked. That's the second battery in the last two months. They sure don't make them like they used to.

The preceding scenario may not have happened to you, but if it should, don't automatically blame the battery. Here is a simple troubleshooting procedure for the aircraft battery charging system. (You will need a multimeter, either digital or analog.)

- (1) Charge the battery to full capacity.
- (2) Turn on the Master switch and then the Alternator switch.
- (3) Set the multimeter to DCV and the "Scale" above normal system voltage.
- (4) Place meter Red lead on the Alternator 'Hot' stud (or BAT terminal) and the Black lead on the Alternator case (ground). Voltage should read 12.5v (12 volt system) or 24.5v (24 volt system). If there is no bus voltage, suspect a burned fuse, popped circuit breaker, or a bad connection on the battery lead to the Alternator.
- (5) If the above is o.k., move the multimeter Red lead to the Alternator Field stud and reset the DCV "Scale" to a more sensitive range (such as 5v). This will check the loop from Alternator output to Field input, and includes Alternator feeder, Circuit Breaker and Switch, Voltage Regulator, Connectors, Contacts, Splices, Terminals, etc. If the result is more than 1.5v, there is abnormal drop in the current path from Alternator through the Voltage Regulator and back to the Alternator. Note: 1.25v is normal for the Voltage Regulator.
- (6) If the drop above is more than 1.5v, check the Field circuit breaker, Alternator switch, Over voltage relay, voltage Regulator, and all the connections for failure. Check each of the components by working through the system backwards, starting with the Alternator.
- (7) If the voltage is a lot less than 1.5v (e.g. less than 1.25v), it normally indicates a failed voltage regulator which is usually seen as an Over voltage when the engine is operating.

That's it folks. I realize the beautiful day is shot, but maybe the next one won't be.

Rick Vaux  
TC 4130

### September Fly-out to WAAAM

The Western Antique Aeroplane & Automobile Museum (WAAAM) in Hood River, Oregon, was the destination for our September fly-out this year. Although the weather there was excellent, the same could not be said for NW Washington. As a result, not all of our EAA chapter members who had planned to go made the trip. Ray Ballantyne left in his Glasair about 9:00 am and texted broken low clouds in Sequim with an overcast layer not far above, but visibility between layers was good and he could easily see better conditions ahead. The broken layer dissipated around Shelton, and soon thereafter the clouds broke up altogether. Ernie Hansen and Jeanne Scribner (in Ernie's Swift) and Tracy and I (in our Harmon Rocket) left about 11:30. We had mostly scattered low clouds with the higher overcast also, but plenty of room between layers and lots of ground visible. John Cuny arrived with his guest Richard Humphries in John's Seabee later in the afternoon.

WAAAM holds their annual fly-in the weekend following Labor Day, hence our choice for this flyout. There were lots of aircraft attending and plenty of volunteers to assist with parking and to answer questions about the airplanes and cars in the museum. This is a place (and event) everyone in the NW interested in vintage airplanes and cars should visit – where else can you find over 80 such aircraft and 100 cars/motorcycles in one location?

The sun was brilliant and the breeze kept temperatures comfortable. We had a good lunch and time exploring, and later just enjoying talking to each other and to the people stopping by to admire John's Seabee. About 5:00, those of us in the Glasair, Swift and Rocket departed for Sequim, leaving John and Richard to camp overnight and enjoy another day in Hood River. The trip home was good, with just a bit of rain north of Bremerton. Clouds and visibility posed no problems although the broken clouds south of Port Townsend to Diamond Point had bases around 1200 ft. Ernie and Ray flew beneath these for a few moments; I flew over them at 3000 ft. These were scattered in Sequim; the scene was very pretty as we arrived at our Rakes Glen airstrip.

This was a great fly-out, and will be on our list again next year.

Barry



EAA Members attending fly-out to WAAAM



John Cuny's Seabee



John Cuny's trophy for Best Classic





Ken sent our EAA 430 patch to Charlie Becker at EAA National. Below are the pictures Charlie sent him of the patch.



*“Mission accomplished. Your patch is now up in the Founders Wing of the museum.” Charlie Becker*

**Reprinted from Port Townsend Aero Museum Sumer/Fall Newsletter 2021**

This year’s intern was Jacob Kirschbuam, an exceptional young man who left the Aero Museum two years ago to start college. This fall Jake will be a senior at the University of North Dakota where he is enrolled in their aviation program and well along his way to becoming an Airline Transport Pilot. Jake returned to the Aero Museum this summer with his FAA Commercial and Certified Flight Instructor ratings! Not only was he able to help us in the restoration shop on complicated restoration and repair work, using the skills he learned in the years spent volunteering while still in high school, he was also able to do flight instruction with the kids in our youth flight program. To think, only a few short years ago it was Jake in the student pilot seat, with museum flight instructor, Carl Nepute instructing, and now it’s Jake doing the instruction!

\*\*\*\*\*



**For Sale: Icom A6**

In as-new condition, stored in its box and never used, with a brand new battery  
\$130.00 Kevin Widdowson [kpwiddowson@gmail.com](mailto:kpwiddowson@gmail.com)

## EAA Chapter 430 Monthly Gathering Minutes September 25, 2021



Date: September 25, 2021. Gathering in-person meeting at W28 Hangar 15 with 31 members and 9 guests attending.

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

Ken welcomed our guests: Françoise Pearlman, Mary Kuntz and Caroline Graham, Captain Crystal Stout, Dave and Diana Aragon, Kevin Widdowson, Karen Gardner, and Mark Hays. Mark talked about his history with hang gliders and balloons. He has just purchased a Glasair Sportsman.

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

Reports & Status update

Treasurer Report: The August balances.

Checking account: \$2,163;

Savings Account \$1,196;

Scholarship \$13,046.

Paver Program: Ray Ballantyne anticipates delivery before the end of the year. Once delivered, there will be a work party to lay out the plaza and install the bricks. Bricks can be ordered for \$200 for a 4x8 brick and \$400 for an 8x8 brick on the EAA430 website.

Fly-out: The September fly-out to Hood River WA Air & Auto Museum was a success. Flying weather around Puget Sound was problematic, but 4 aircraft made the trip. John Cuny's SeaBee won the best classic award.

The October fly-out will be to Chehalis early in the month of October.

Hospitality: we were grateful for our host today: Barry & Tracy Halsted, Dave & Joan Miller & Linda Runion. The grill was quickly relit to deliver great burgers!

Other Business: VP Rick Vaux provided the nominating committee Report:

President: Ray Ballantyne,

VP: Rick Vaux,

Secretary: Tracy Halsted,

Treasurer: Jim Bess.

(continued on next page)

**Class II directors:** Membership & Newsletter: Skip Brown, Scholarship: Dave Miller, YE: Bud Davies, Web wrangler: Andy Sallee, Flyout: Barry Halsted, VMC: Harry Cook, Tool Crib: Mike Gawley, Facebook: Tracy Halsted.

The Boat Trailer currently stored at the Browns will be sold. Ken has listed it for over a month with no interest. He continues to try and sell it.

Ken announced that **George (Buck) Knepper**, a former member, had passed away.

Emily Westcott reported on **Air Affaire** from last month. She said it was the best and biggest event in the 8 years it has been held. Helicopter and Biplane rides did well, the Aero Museum brought 4 or 5 vintage aircraft, Captain Chrystal's Balloon also did a good business. She expressed appreciation for all the EAA430 support, and especially to Barry Halsted and Ray Ballantyne for running the aircraft parking. She said next year will also be 1 day.

Emily also asked if anyone knew where she could get a hangar.

Jay Pearlman said he had a nice wing cradle for sale.

Our **Speaker** and new chapter member was **Cecilia Aragon**. She mesmerized the audience with her life story where she broke free from low expectations and rose above her own limits by combining math and logic with her passion for flying in unexpected ways. In 1991 she became the first Latina pilot to secure a place on the United States Unlimited Aerobatic Team and earn the right to represent her country at the Olympics of Aviation, the World Aerobatic Championships. She is an author, air-show pilot and a full professor in the College of Engineering at the University of Washington. Her major awards for research and a stint at NASA designing software for Mars missions, led President Obama in 2009 to call her "one of the top scientists and engineers in the country." She recently moved to Sequim Bay, and hangs her Super Petrel LS amphibian at Diamond Point (with the help of George Lewellyn). She would love to have a local flight school. Her latest book "Flying Free" has recently been published.

Following the presentation, a fine burger bash was provided which everyone enjoyed.

The next VMC meeting is October 13, 2021 7 pm at the Mariners Cafe

The next BOD meeting is October 15, 2021 9 am at the Mariners Cafe

The next Gathering is October 30, 2021, 10 am at Fairchild Int'l Conference Room.

Ken ended the meeting around 12:00 p.m.

Respectfully submitted,

*Ray Ballantyne*, EAA430 Secretary

## 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	Madeline 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

