



Serving the Port Angeles & Sequim Area

EAA 430 FLYER

DECEMBER 2021



Dedicated to having fun with airplanes and promoting General Aviation



FINAL CHAPTER CHATTER

With President Ken Brown

It hardly seems possible this is my last “chatter” for EAA 430. Since joining the chapter in 2001, it has been my pleasure to serve in almost every chapter leadership position. There is no greater joy than serving our members.

As I look at the sunset of my third year as chapter president, I am pleased with all the accomplishments our chapter has made. During the last 1-1/2 years, we have faced difficult times concerning how we could meet. In spite of the obstacles, we managed to *ZOOM* are way through. While this alterative was a workable solution, it was the best we could do.

Our membership has grown over the last three years in spite of the obstacles. The scholarship program expanded to three students. Our paver recognition patio is established. We have increased our members to include R/C fliers, Ultralight and powered parachutes pilots.

We have an active and vibrant VMC meeting each month, and we will continue to hold these informative and educational meetings going forward. Our chapter achieved a GOLD rating in 2019, 2020 and hopefully in 2021. This is a tribute to all of you.

Stepping back from the active leadership positon in the chapter is not the end of my involvement. Rather, the beginning of a new chapter. I have several areas of service in which I am perusing. What is my future?

UFO: As most of you know, I am a certified U.F.O. (United Flying Octogenarians) since October 27, 2019. I am committed to helping this organization expand in both membership and recognition in the flying community, increasing its awareness to the younger pilots of the prestige and achievement of being a P.I.C. after 80, with knowledge of how to best prepare for it, while still in your seventies. The Basic-Med program is a great tool for older pilots who want to fly and will be able to do so with missions less demanding. I am currently on the Board of Directors of this international organization. I am writing the monthly newsletter which goes to 1800 members worldwide. I play an active role in board decisions and, as always, I continue to stretch and challenge their thinking.

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Some may say I am retiring from volunteering but this just is not so. I am seeking to contribute at a different level to inspire and help more people in the organizations I hold close to my heart. All of you in 430 hold a special place as my brothers and sisters in aviation. To you all I say FAIR WINDS AND CLEAR SKIES.

See you at the airport and at the next *FLY OUT*.

Ken



November Fly-out to Skagit Regional Airport



Photo by Bud Davies

“It was a good time with no lag in conversation.”

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| JANUARY 2022 |
|--|
| <ul style="list-style-type: none"> VMC Club Meeting 2nd Wednesday of the Month January 12 2022 7 - 8 pm Mariner's Café EAA Chapter 430 Board Meeting January 21 9:00 am Mariner's Café EAA Chapter 430 Gathering January 29 10:00 - 12:00 KSQM Meeting Room Sequim Village Shopping Center 609 West Washington Street |



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

Discussions involving flying airplanes led by Harry Cook

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.



From our incoming president to our outgoing president:

Ken has been a member of EAA430 since 2001, over 20 years. He has been a board member for the last 18 years. He was in charge of merchandise for 12 years, the web editor for 10 years, the treasurer for seven years, membership chair for two years, and president for the last three years.

During his tenure as president, he and the board were able to establish a build-n-fly program, the VMC club, fly out activities, tool crib, and the paver program. The paver program provided additional funds for a third scholarship.

Ken led the chapter through the COVID-19 pandemic and was instrumental in carrying on the chapter with Zoom and other means.

You can't ask for a better or more talented volunteer.

Ray



From the Editor: The following is a list of President Ken's contributions to the chapter since becoming a member in 2001. He has also enjoyed helping members with computer challenges such as mentoring the treasurer as she learned QuickBooks and helping the newsletter editor as she sent out the monthly newsletter. Thank you Ken.

| | |
|----------------|--------------------------------|
| President: | 2019 - 2021 |
| Secretary: | 2017 - 2018 |
| Treasurer: | 2003 - 2009 |
| Membership: | 2010 - 2011 |
| Merchandise: | 2003 - 2014 |
| Newsletter Ed: | 2005 |
| Programs: | 2021 |
| Web Editor: | 2004 - 2012, 2018-2020 |
| YE Pilot: | 2001 - 2009 (312 Young Eagles) |
| YE Volunteer: | 2001 - 2021 |
| Mail Chimp: | 2018 - 2021 |

Message from Jacob Kirschbaum

Hello members of Chapter 430,



For the past three and a half years I have been working on my aviation degree at the University of North Dakota. I have earned my Commercial, Multi, Instrument, CFI, and CFII certificates/ratings with help from your scholarship. I am now working at UND as a CFI while finishing up my degree. I will be graduating from UND on December 17th.

I want to thank all of you for your donations and support over the past few years. In my initial application letter to the EAA chapter I said:

"I plan to contribute to the future of aviation by volunteering as an instructor at the [Port Townsend Aero] museum and helping to pass on a love of aviation to another generation of pilots. I don't think anything else could be as fulfilling as helping kids in the same position as I was to realize that aviation is not out of reach, and to help them find their true passion."

I am happy to report back that I spent May through July of 2021 working full time at the museum as a CFI. I was able to fly with the kids giving dual instruction and also help Mike and Kevin in the shop. As you will likely see in the next newsletter from PTAM, one of the students I worked with successfully passed his private check ride in October a few months after I had returned to school. With your help I was able to begin what I hope will be many years of helping out at the museum working to mentor and teach the next generation of pilots.

That brings us to my plans for the future. As of right now, I am planning to stay at UND in the spring working as a CFI. While UND is a great school, and I have definitely received a great education here, I am hoping to find a job elsewhere to finish up building time for my ATP. I think the value of the extra experience I could gain flying in a new environment is too valuable to pass up. I do not have anywhere in particular picked out yet, but with the opportunities currently available in the industry, I have been keeping my eyes open.

I will certainly be keeping in touch with you all and updating you as I progress through my career. Thank you again for all of the help you have given me!

Jacob Kirschbaum



Getting to Know Andy Sallee

When Andy was three years old, Santa Claus brought him toy airplanes and from then on, he became fascinated with airplanes. His dad took him to an airport whenever he had an opportunity. After his dad purchased a Cessna 172, Andy took ten lessons at the Port Angeles airport and soloed. At the age of 18 he had his PPL.

His dad, Jack, was a fighter jet pilot in the military and the family lived in Texas and California. On a camping trip to Sequim, on one of the hottest days of the summer, they couldn't find a place to set up their tent until someone suggested they try the Voice of America campground, indicating they probably wouldn't like it because it was foggy and cool. That was exactly what they wanted to hear and ended up spending the week there. Upon returning to California, his parents said they would soon be moving to Sequim, which happened a year later in 1972.

His parents purchased 45 acres off Ward Road and started farming. With five sons, his dad had a lot of help with the farm chores. Andy remembers haying what is now Rakes Glen Air Park. He and his dad also gave airplane rides, along with charter flights, from the grass strip adjacent to their farm. Andy graduated from Sequim High School, Peninsula Community College and Big Bend Community College in Moses Lake. Due to some financial problems, the family ended up losing the farm.



Airport ground breaking ceremony

About the same time, his dad decided to look into the possibility of building an airport and asked Andy to join him to build a "real" airport. They had specific requirements and after spending time looking around the area, in 1983 they purchased 55 acres which is Sequim Valley Airport.

Now it was time to clear the land and using bulldozers, they put in a 2000 ft grass runway. Over the years they gradually added a 3500 ft parallel paved runway, a taxiway, lights, signs, hangars and an office. Sequim Valley Airport has been a family affair for 36 years.



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In 1989 their new venture, Coastal Airways, offered 5 daily flights to SeaTac that met connecting flights. There were also 32 daily flights to Port Angeles, Friday Harbor, East Sound, Bremerton and Skagit Regional Airport. The first Coastal Airways used twin-engine Cessna 402's and was quite successful with over 30 employees. In the 1990's, a second Coastal Airways was an air taxi operation with a Cessna 172 run by Chris Armstrong. In 2010, a webcam and 24-hour, self-service fuel were added. Since 2012 the airport has welcomed hundreds of visitors to the annual Olympic Peninsula Air Affaire/Fly-In. Future plans include a GPS approach, additional hangars, and an event center with a restaurant.

His father passed away at age 66 when a forklift accident took his life in 1997. Andy and his mother, Winnie, took over running the airport until she passed away in 2009. Andy is now the current manager and president. His father and uncle, two brothers, William and Joe, his son, Daniel and daughter-in-law, Rachel, are all pilots. Daniel is a commercial pilot and currently flies B-747s, while Rachel pilots C-17s in the U.S. Air Force. Andy and Jane's daughter Elisa also soloed in 2019.

Andy's first airplane was a C152. He currently flies a C172 and a Beechjet 400. He has the following ratings: ATP, SEL, MEL & BA 3100, B727, MD80, CE EXCEL, BE 400 TYPE RATINGS.

As a young man, Andy had three goals: 1) Become an airline pilot before 30. He was hired by Braniff Airlines at age 29. 2) He would be a Captain of a 727 before age 40. He became a Captain at age 39. 3) He would work for the same company until he retired. This one didn't work out as he anticipated. He worked for Braniff for one year and then worked for DHL for 21 years. He was a line pilot on the 727 for 20 years at DHL. He was a flight engineer for five years, a co-pilot for five years and the Captain for 10 years. He has also worked for United Express and Allegiant. His union work included being the pilot rep which provided input on a new 200 million dollar air cargo hub in Cincinnati while the facility was being built, as well as the International Relations Committee rep. He later went from serving as a projector operator to being Chairman of a pilots alliance which mission was to bring the pilot groups of 5 airlines that served DHL together. He currently works as a corporate pilot on a Beechjet 400 at BFI (Boeing Field International Airport).

When Andy became involved with a charity organization, Global Family Alliance, he made a trip to Belarus and visited a Minsk orphanage. The purpose of his visit was to take photos of the conditions of the orphanage



and the surrounding area where people were living after the catastrophe of the Chernobyl disaster. He was instrumental in securing permission from the Belarus government to bring kids over to the United States where they would spend six weeks receiving medical and dental care while living with host families for this period of time. He also made it possible for three children from the orphanage to be adopted by American families.

In the three years he worked for this organization, he oversaw the arrival of 85 kids per year. He and his wife, Jane, ended up inviting a young boy to live with them for 3 years. In addition, his sister also was able to come to Sequim. Andy would invite the Belarus kids to the Sequim Valley Airport where they would receive airplane rides, an opportunity they would never otherwise have in Belarus. This was an active program until the president of Belarus, Alexander Lukashenko, shut down the program and no children were allowed to come to the United States.

His father-in-law started the Boys & Girls Club in Sequim in 1987 and Andy would bring the kids to the airport, spending time showing them how an airplane flies and then take them for a plane ride. He would occasionally go the club in his pilot's uniform and answer their questions about becoming a pilot. He also did this for the Cub Scouts. He invited pre-school kids to come to the airport to make and shoot off Estes model rockets, something he did with his son, Daniel, when he was young. He was asked by a mother of a six-year-old if she could have his birthday party at the airport and, of course, Andy said yes.

He has attended Oshkosh Air Venture, Reno air Races and numerous EAA 430 Young Eagle events. He is the current webmaster of EAA 430. Besides airplanes and flying, some of his favorite pastimes are hiking, snow skiing, boating, kayaking and spending time with family. The three things on his bucket list are: 1. Floatplane trip to Alaska 2. Six-month adventure to Italy and the Mediterranean with his wife, Jane 3. Helping make Sequim Valley Airport become one of the best small airports in the state.

When asked if he had any harrowing or exciting experiences to share, he mentions flying aerobatics with his son and daughter-in-law and experiencing an engine fire while flying a B727.

His message for EAA members: Continue to educate and share your love of airplanes and building airplanes often with friends and the community.





Aviation From My Rocking Chair

By Rick Vaux

You light up my life or Keeping the spark alive

Hello again, my friends. This month I decided to write about changing spark plugs. Now before your eyes glass over, I think you will find this information interesting and the kicker (at the end of course!) may save you up to 50% in spark plug cost for a flat-opposed engine with dual ignition.

First, the reminders:

- (1) Use only spark plugs recommended by the manufacturer. Incorrect plugs can effect plug life and engine performance.
- (2) After loosening plug leads, pull them straight out of the plug barrels. A side load can damage the barrel insulator or the ceramic lead terminal. If the lead is stuck in the plug, turn it slightly left or right. That should pop it loose.
- (3) Remove plug by holding your socket in alignment with one hand and applying steady pressure to the ratchet handle with your other hand. If the plug will not come out, **DO NOT USE A CHEATER BAR!!** You must put all the plugs back in and run the engine until cylinder head temperatures come up to normal range. The plug should now come out. From experience, it is much easier to do this before you start the plug change, but **BEWARE**; those plugs are going to be very **HOT**. Wear gloves.
- (4) As they are removed, put the plugs in a tray (Champion makes one or you can drill a wooden block to fit) arranged by cylinder number, and position either top or bottom, with the electrodes up.
- (5) Now, you get to be the inspector. Here's what a spark plug can tell you:
 - a) Normal plug- Will be brownish/gray with some slight electrode wear.
 - b) Carbon fouled - Dry/fluffy black deposits caused by rich fuel/air mix at idle or cruise, excessive ground idle, poor carb adjustment, or plugs with too cold a heat range.
 - c) Oil fouled - Black, wet deposits on bottom plugs. If oily deposit is found on top plugs, suspect damaged piston, broken or worn piston rings, sticking valves, worn valve guides, or faulty ignition. On new engines, the rings may not yet be seated.
 - d) Lead fouled - Light tan or brown on firing end of plug. Severe fouling shows as a dark glaze, discolored plug tip, or fused globules.
- (6) Clean the plugs with an approved solvent and then blow dry with oil-free shop air. A spark plug sand-blaster can then be used to remove minor deposits. Be sure to keep plugs in the rack by same cylinder and position as removed from the engine.
- (7) After cleaning, check electrode wear. If within serviceable limits, set the plug gap to the minimum recommended number. For instance, if the range is .016-.021, set the electrode gap to .016 which will allow the gap to wear to .021 and still be in tolerance.
- (8) Rotate the plugs. I have always swapped plugs from top to bottom in the same cylinder and this still works. There is however, a new way (to me) to rotate which may increase plug life by 50%.

O.K. y'all have waited long enough. Here is the procedure (if I can explain it well enough!)

A spark plugs firing polarity causes wear either to the ground electrode or the center electrode. A magneto uses a rotating magnet to generate electricity, the north or south poles of which send Positive voltage down one lead, and Negative voltage down the next lead. To equalize wear, let's move the plugs to opposite polarities. But, that's not all; plugs can wear unevenly from lead salt deposits in Avgas. Moving plugs from top to bottom will tend to equalize this wear. And finally, the longer the lead-the greater the capacitance-the greater the electrode wear. Swapping long and short leads tends to equalize this wear.

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So, Rick, What does all this mean? It means, dear friends, that there is a way to ensure that center and ground plug electrodes wear at approximately the same rate and should result in much increased plug life. If I can have your attention, here's how:

4 cylinder (T=Top and B= Bottom). Looking down at your tray with #1 cylinder on your left, swap #1T with #4B, #2B with #3T, #1B with 4T, and 2T with 3B.

6 cylinder. Swap #1T with #6B, #2B with #5T, #3T with #4B, #1B with #6T, #2T with #5B, and #3B with #4T. Rotate your plugs like this every time and it should more than pay for your EAA membership.

(9) Time to reinstall these hummers. Apply a thin coat of anti-seize compound to the plug threads being sure to keep it away from the bottom 2 threads. Put on a New gasket washer. These are cheap blow out insurance and should always be new. Check the plugs one more time and install them. Torque the plugs to manufacturer specs. Clean the plug lead terminal sleeve and plug shielding barrel with a lint free cloth and solvent and then install the plug lead. Finally, torque the coupling nut while holding the lead elbow to prevent twisting.

O.K, Troopers, thanks for hanging around the old rocking chair and from my family to yours...
Have a Happy Christmas and a Wonderful New Year.

Rick Vaux
TC 4130



Girl Power (Movers and Shakers)

Today (& every day) we acknowledge the contributions of female pilots to our aviation community. Not all of the women pictured here are pilots, but the majority are. The non-pilot women are also the reason many of the male pilots/builders are successful. We are all an important part of EAA 430, lending our expertise, our talent, and our awesomeness. Kudos to all those who love airplanes and contribute so much to our chapter. My apologies to anyone I might have missed.



Madeline, Tracy, Skip, Lisa



Deb



Adine



Joan



Emily



Cecelia

Continued on next page

Movers & Shakers



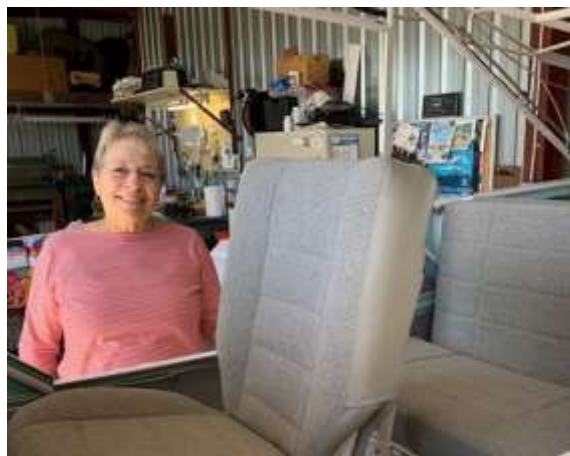
Mary Ann



Colette



Leslie



Jeanne



Ginny



Jane



Dava

November 27, 2021 ZOOM Gathering Minutes

The annual general meeting of Chapter EAA 430 officially called to order at 1002 on Zoom by President Ken Brown.

Ken led the Pledge to the Flag of the United States for the 13 members attending.

There were no additions or corrections to last month's gathering minutes as published in the newsletter, and they stand approved as published.

Correspondence: Young Eagle Award pins have arrived, but the service pins will be delayed.

Old Business:

Reports & Status update

Treasurer Report: The November balance sheet reported the following. Checking account:

\$2411.62, Savings \$1,196.36, Scholarship \$13,040.61. Our total assets are \$16,645.59.

Paver Program: Order Delivered. A work party to lay out the plaza and install the bricks is on the horizon. Stay tuned.

Fly-out: The Skagit flyout saw 4 aircraft and 5 people who enjoyed the meal from Skagit Landing.

Barry is planning a long cross country to Port Townsend for December.

Scholarship: Dave Miller reported that Jacob is graduating the University of North Dakota early which will save us \$750 in scholarship monies. Dave said he is working with Rick Vaux to identify someone from the peninsula needing help to attend an aviation mechanic school.

Helicopter Blades are for sale – The 2 remaining blades are offered for sale to the membership at \$75 each OBO as a piece as aviation art.

New Business:

Annual Election – Ballots were emailed in November, and 55 ballots were received which more than met our quorum. (30% of the membership.) The tally sheet is attached.

Call for additional nominations from the floor received none.

There was a motion and second to close the nomination process which was approved unanimously.

Call the Vote for the slate:

The Slate has been approved by the membership

Ray Ballantyne President

Rick Vaux Vice President

Tracy Halsted Secretary

Jim Bess Treasurer

Congratulations to the new EAA 430 Officers.

Ray took a minute to thank Ken Brown for his over 20 years of being an EAA430 member. Ken has been a board member for the last 18 years. He was in charge of merchandise for 12 years, the web editor for 12 years, the treasurer for seven years, membership chair for two years, and president for the last 3 years. During his tenure as president, Ken and the board were able to establish a build-n-fly program, the VMC club, fly out activities, tool crib, and the paver program. The paver program provided additional funds for a third scholarship. Ken led the chapter through the COVID-19 pandemic and was instrumental in carrying on the chapter business with Zoom and other means. Everyone at the meeting shared their appreciation. (continued on next page)

November Gathering Minutes (continued)

Christmas Dinner - December 11, 1700- 2000 at the Cedars at Dungeness Santa will be there with Toys-for-Tots. 35 people have signed up so far. Be prepared for a sing-along led by Bud and Rick!

The Board has approved the sale of Chapter Lifetime Memberships:

Family membership \$500

Individual membership \$400

There being no additional business, Ken closed the business meeting at 1021.

Project reports:

Richard Howell reported on the progress of his Sling 2. His website sling2.a.com documents his progress. The engine and instrument panel are close, and now it's time to install the windshield and adjust the canopy lock. He talked of painting options and received great feedback from other members. He also mentioned that when it's done, he will be selling his Piper Warrior.

Dave Moffitt said the upholstery is in his RV12 and he discussed painting the fiberglass parts and using vinyl graphics. Again the members provided great suggestions. He expressed appreciation to Richard Howell for help with his avionics.

Jim Bettcher described his recent experience selling his GlaStar to a guy in Texas and flying it to Phoenix to meet him and complete the deal.

Rick Vaux said he has had his ultralight for 2 years, and wants to take it apart for a thorough inspection.

The activation of the DART to provide water and medicine to Seiku was discussed and Dave Miller described the activation process.

The meeting ended at 1115.

Respectfully submitted,

Ray Ballantyne, EAA430 Secretary

2022 BOARD AND DIRECTORS

Chapter Phone Toll free 877-EAA-0430 (877-322-0430)

| Position | Name | Phone Ext | Email Address |
|---------------------------|---------------------|-----------|---------------------------|
| President | Ray Ballantyne | 1 | president@eaa430.org |
| Vice-President | Rick Vaux | 2 | vicepresident@eaa430.org |
| Secretary | Tracy Halsted | 3 | secretary@eaa430.org |
| Treasurer | Jim Bess | 4 | treasurer@eaa430.org |
| Class II Directors | | | |
| Programs | No Candidate | 5 | programs@eaa430.org |
| Membership | No Candidate | 6 | membership@eaa430.org |
| Newsletter | Skip Brown | 7 | newsletter@eaa430.org |
| Scholarship | David Miller | 8 | scholarship@eaa430.org |
| Young Eagles | Bud Davies | 9 | youngeagles@eaa430.org |
| VMC | Harry Cook | | vmc@eaa430.org |
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| Web Editor | Andy Sallee | | webeditor@eaa430.org |
| Build-n-Fly | Need Project leader | | build-n-fly@eaa430.org |
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