



EAA 430 FLYER

JANUARY 2022

Serving Port Angeles, Sequim & Diamond Point

Dedicated to having fun with airplanes and promoting General Aviation



FROM THE LEFT SEAT

With President Ray Ballantyne

We closed out 2021 in great fashion with the annual holiday party at The Cedars at Dungeness. Thanks goes out to all those who helped make that such a great party.

I am honored to be elected as president of this great chapter. My career involved 34 years in all three options of ATC. I'm an EAA lifetime member; I've been a 430 member since moving here in 2010. I served as secretary for four years and started facilitating the VMC club over three years ago.

I'm really excited about the coming year for our chapter. We've had some last minute changes to the Board of Directors as Jim Bess has resigned as treasurer, and Tracy Halsted has graciously offered to take over that position. I have asked Richard Howell to serve as our new secretary, and he has accepted the position. Thanks to Harry Cook for taking the lead for VMC club. We're lucky to have such an experienced airman leading the discussions. He may explore alternating the IMC club with the current VMC club. If you haven't been to a VMC meeting, you might want to give it a try. It can be a really fun hour.

Now that the holidays are behind us, it's time to think and plan our flying season for this year. Of course, Barry Halsted has been doing a fabulous job of offering places to fly every month. He may be thinking of another poker run, and even an overnight trip. Our first Young Eagles event will be on May 21st at Fairchild international Airport in Port Angeles. During the open house, we will also be soliciting participants for our first "You Can Fly" program which will be conducted the following weekend. Sometime in the spring, when warm breezes make you look up, we plan to have a para-motor fly-in breakfast and invite the community. Adding these events to our regular Young Eagle rallies and Air Affaire should make the coming year full and fun. Please consider becoming involved in one or more of these events that interest you.

As I write this column, my wife Lisa and I are still in Delaware providing care for my brother John. Being 2500 miles away means I have to rely on others to help keep the chapter moving. Thank you to those who are stepping up. I was planning to host a Ballantyne's Valentine Party at my hangar on February 14, but COVID concerns have overcome my best efforts. Maybe we'll do it next year.

Speaking of COVID, the Board has worked hard to find a warm comfortable venue for the January Gathering to no avail. We tried the conference room at KCLM, KONP radio station conference room, and private hangars. **Therefore, our January Gathering will be held on ZOOM starting at 0930 on Saturday January 29, 2022**, with the business meeting starting at 1000. I hope it is the only one of the year.

(continued on next page)

I will also report that there have been conversations with Sequim Valley Airport about construction of a new hangar that can serve as our meeting facility. More information to come as specifics come to light.

There will be the 2nd annual EAA Homebuilders Week for 5 days between January 24-28, 2022. There will be 6 webinars each day, and you can pick and choose what's interesting whether you're getting started or want to learn more. The webinars will be recorded and members will be able to replay them from EAA.org.

Keep your airplane flying this winter, and invite someone to go fly with you!

Mike Patey says:

For all you young aviators, get into aviation. It is so fun, and it's one giant, happy family. It's a wonderful place and I promise you the first time you get your aircraft two inches off the ground—it's going to be fun that time—and 10,000 hours later, too." "Flying is unreal. Go do it."

2022 Northwest Aviation Conference & Trade Show

February 26 - 27 Puyallup, WA

SATURDAY 9:00 AM - 5:30 PM | SUNDAY 10:00 AM - 4:00 PM

ADMISSION is \$5/day. Kids 17 and under FREE.

Event is hosted at the Showplex Exhibit Hall, Washington State Fairgrounds, Puyallup, WA.



IN THIS ISSUE	Page
From the Left Seat (Ray Ballantyne)	1-2
Calendar of Events	3
VMC Club (Harry Cook)	3
Fly-out to PTAM	4
Getting to Know Maria	5
Aviation From My Rocking Chair	6
Good Ice ALASKA HAS IT ALL	7
December Gathering Minutes	8-9
2022 Board and Directors	10

JANUARY & FEBRUARY 2022

- **VMC Club Meeting**
2nd Wednesday of the Month
Jan 12 & Feb 9
7 - 8 pm Mariner's Café
- **EAA Chapter 430 Board Meeting**
Jan 21 & Feb 18
9:00 am ZOOM
- **EAA Chapter 430 Gathering**
Jan 29 9:30 - 12:00
ZOOM

NO EAA 430 FEBRUARY MEETING

**2022 Northwest Aviation
Conference & Trade Show**

February 26 - 27 Puyallup, WA

Thank you from our new treasurer, Tracy Halsted, for all those who have paid their dues for 2022. A reminder if you have not sent in your \$20/\$25, you can do this via PayPal on the EAA 430 website, or send your check to EAA 430, PO 13, Carlsborg, WA 98324.



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.



Fly-out to Port Townsend Aero Museum



1946 Globe Swift GC-1A

Produced from 1946 to 1951, the Globe Swift is a sporty general aviation design whose beauty and superior flying characteristics have made it a favorite classic. The 'W' model was the only multi-seat, complex, nonexperimental aircraft of its time in the United States under 100 horsepower. With its sleek lines and retractable gear, it handles like a fighter and was a major advance over wood-and-fabric designs. It was surprisingly economical to fly.

Prior to purchase by its present owner, this 1946 Swift spent 20 years in the Swift Museum Foundation collection on display in Athens, TN. It retains most of its acid skin, early production magnesium engine cooling grill and fabric-covered rubber. The interior is vintage as well, with its art deco-style instrument panel and instruments, cream and blue color scheme, and original control wheel, yokes and seats.

Don of Ernest Hansen



1937 Beech C17B "Staggerwing"

One of the outstanding innovations of the 1930s era, the nickname "Staggerwing" was due to the unusual arrangement of the wings, which was traditionally with the top wing ahead of the bottom wing. Fast, high altitude, aerobically sound, and with a retractable gear, this 8-seat reliable gear airplane was named for the efficiency.

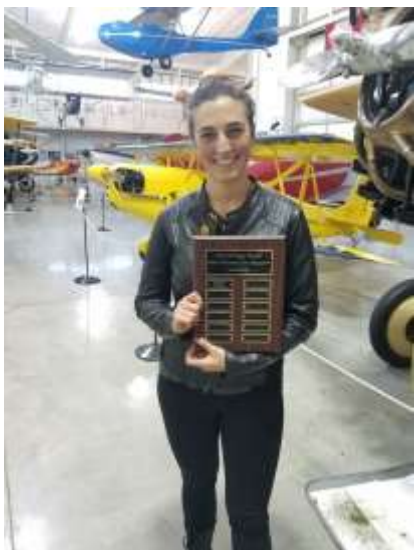
Engine: Lycoming 300 hp
Top speed at sea level: 165 mph
Cruise at 7,500 feet: 175 mph
Landing speed with flaps: 45 mph
Empty weight: 1850 lbs
Gross weight (maximum): 3165 lbs

Gift of William Hellett



Getting to Know Maria

By Mike Mason



Maria Morrison's first volunteering experience at the Port Townsend Aero Museum was many years ago on the day of our annual fundraising dinner auction event. She was ten years old! She worked the entire afternoon and evening helping with the event, keeping pace with the kids twice her age. In the weeks following, Maria joined our ranks as our newest youth volunteer, showing up at least once a week where she would spend a full day (7 hours) helping to restore aircraft, maintain aircraft, give tours, teach ground school, run the front desk of our display building and mentor the young volunteers following in her footsteps. Maria is now 22 years old, and in the time from her waiting tables at her first PTAM dinner auction event to present day, she has earned her private pilots certificate, multi-engine rating, float rating, ground school instructor certificate, and mastered the art of covering an aircraft with new fabric among many other aviation maintenance skills. In her life outside of aviation and the Port Townsend Aero Museum, Maria received a scholarship to Duke University where she is graduating this year with honors. In her time at Duke, Maria served as one of the youngest editors ever on the Duke Chronicle newspaper.

This last summer Maria was accepted in Harvard Law School, where she will begin her study of law. I'm hopeful her law degree from Harvard will have an aviation slant, because we sure could use some one like Maria on our side!

Maria is the eldest of two daughters, whose parents are Linda and Neil Morrison of Port Townsend. Linda is retired from the airline industry and currently works part time as a flight instructor at OS9. Neil is a 747 captain for UPS where he flies international freight when he isn't flying or working on the EAA B-17 or at home with his family.



Editor's Note: Maria was our tour guide at the PT Aero Museum when EAA 430 members spent the afternoon enjoying the many antique airplanes. We also got to see the area where the kids do the restoration of the planes and the paint shop where the finish work is done on the planes.





Aviation From My Rocking Chair

By Rick Vaux

All That Sucks Is Not Bad

Hello again to all in Chapter 430, and I hope you and your families are healthy and warm. The subject for this month's column is...(drum roll please) Pneumatic Instrument Systems: Attitude Gyros, Directional Gyros, and Rate of Turn Gyros such as Ball/Bank and Turn Coordinators.

If we wanted to check the FAA requirements for gyro instruments, where would we look? I know I heard everyone say, "FAR 91.205(b)", and you are all correct. Reading down the list of required gyro instruments for VMC flight either day or night, the total is 0, none, zip, zed, nil. Wow, that should save a lot of money, eh? Well, yes it could, but, for the sake of yourself, family, and friends, please consider at least a venturi-driven Ball/Bank. From personal experience, the horizon really does disappear on a moonless night in the Texas panhandle, or that under-cast may have grown after your 180 degree turn.

Now, let's complicate things a bit. FAR 91.205(d) covers gyros required for IMC flight. These are: (1) Rate of Turn. (2) Artificial Horizon (3) Directional Gyro. They can be either pneumatically or electrically driven. All aircraft which operate IMC, also require a back-up power source for air-driven gyros, or a back-up electric Rate of Turn indicator. Normally, the Gyro Horizon and the Directional Gyro are vacuum pump driven, and the Ball/Bank or Turn Coordinator are electric. In this way, a failure of either system leaves at least partial panel for emergency navigation.

Also installed in the panel is a Vacuum Gage (or Suction Gage). When the system is operating correctly, the normal range is 4.5 to 5.5 Hg. As you have probably noticed, the Vacuum Gage is usually very small. This becomes a problem, in that pneumatic system failures may happen very suddenly or very slowly, and slow failure is much more dangerous unless you constantly cross-check ALL instruments, including the Vacuum Gage.

If gage pressure is low, suspect a dirty air filter, dirty screen, sticking regulator, worn air pump or a system leak. Zero vacuum pressure points to a pump failure, collapsed line or an inoperative gage (I should be so lucky!)

O.K., Rick. Why do I even need to worry about vacuum pump problems? I just bought a new 0-320 with a 2400hr TBO. My answer, dear friends, will possibly shock you. Of the two types of pumps (wet and dry), the "wet" type is longer lasting due to being lubricated by engine oil. Unfortunately, it is also much heavier, and more expensive. Note: not all engines can be equipped with these pumps. The "dry" type pump has a much simpler mounting, and is considerably lighter and cheaper. The problem being that they must be kept free from oil or they will fail very quickly.

The following is the recommended AIRBORNE pump replacement schedule:

- (1) Any Model# beginning with 200-212. 1100 hrs.
- (2) E211cc or E212cw. 1200 hrs
- (3) Any Model# Beginning with 215-216. 1200 hrs.
- (4) Any Model# Beginning with 220-242. 600 hrs.
- (5) Any Model# Beginning with 420-442. 450 hrs.
- (6) 832cw or 842. 300 hrs.

If you are surprised by this information, that is a good thing. Occasionally include the Vacuum gage in your scan, cross-check the other instruments, fix any problem as soon as you land, and fear not that "dark and stormy night." Well, troopers, if you see a shuffling guy hanging around this aviation neighborhood, wave and say "Hi." It's probably me. Rick Vaux TC 4130

GOOD ICE ALASKA HAS IT ALL

Reprinted with permission AOPA Pilot January, 2022

By Peter Fraser

There are only a few places in the world where you can learn to fly on skis and even fewer where you can learn to land on glaciers, high in remote mountains. One such place is Alaska Floats and Skis, offering ski flying instruction in the winter, and float and bush flying courses in the summer.



Late February through early April is the time for ski flying in Talkeetna, Alaska. Your base will be the five-bedroom lodge on Christiansen Lake, just a stone's throw from the charming little town of Talkeetna, which in the summer is bustling with tourists, but in the winter is almost left to the locals.

The area is beautiful. To the east Denali and the Alaska Range burst out of the flat surroundings, shouldering away the sky, and peaking at just above 20,000 feet. It is a mesmerizing sight on a clear, crisp day. Snow covers everything here, foot upon foot of it. This is dry snow, it creaks under your tread, it glistens in the sun. Gliding around silently on skis, trudging along on snowshoes, or noisily careening along in a snow machine, it is a pleasure experiencing this untamed, wild land.

<https://www.aopa.org/news-and-media/all-news/2021/december/pilot/postcards-good-ice>

On a rocky outcrop beside the glacier is an emergency shelter hut. A single room about 15 square feet. Large glass windows warm it on a sunny day. It has a log fireplace and is fully stocked for any emergency, including huge sleeping bags, folding camp beds, and a mattress. If you get the chance to overnight, take at least three days of supplies just in case the weather changes and you are stuck. A night here on the glacier with the clearest star-filled sky and perhaps the aurora borealis is unique and awe inspiring.

EAA CHAPTER 430 GATHERING MINUTES

DECEMBER 11, 2021



Date: December 11, 2021 Christmas Party Gathering at Cedars of Dungeness. 41 attendees.

Ken opened the gathering at 6:12 pm with the Pledge of Allegiance, followed by Jim Bess offering Grace.
Dinner was then served.

Chapter Awards: Ken presented the following annual awards:

Barry Halsted - Fly out coordinator/ Tech Counselor

Bud Davies - Young Eagle Coordinator

Dave Miller - Scholarship Coordinator

Ernie Hansen - Tech Counselor

Harry Cook - Tech Counselor

Jim Bess – Chair Builder

Ray Ballantyne - Secretary & VMC lead

Mary Brown - Treasurer & Newsletter Editor

Tracy Halsted - Facebook / Young Eagle Coordinator

Rick Vaux - Tech Counselor Vice President and Chair Builder

Rick Vaux was also awarded the Presidential Award for driving to Oregon to deliver a donation, and for driving to Oshkosh to deliver the chapter chair that he and Jim Bess built.

Ken introduced Ray Ballantyne as the incoming president and turned the meeting over to him.

Ray thanked Ken for his three years of dedication as president. Then he gave a short speech on how happy he is to serve as our new president, and talked about the fun things he has planned for 2022:

Valentines Party at Ballantynes – Mandatory Karaoke.

Flyout poker run

Spring breakfast with Para motors, powered parachutes.

May 21st W. Fairchild Airport Appreciation Day. In addition to Young Eagles, Ray is planning to have a Flying Start booth at the event.

Pancake breakfast

Complete the Paver Pilot recognition plaza in the spring.

Tech counselor parties in the hangars of those requesting help.

(Continued on next page)

Board of Directors: Transition meeting for new board members has been completed. New Class I Directors:

President – Ray Ballantyne
 Vice President – Rick Vaux
 Secretary – Tracy Halsted
 Treasurer – Jim Bess

Changes in Class II directors:

VMC/IMC – Harry Cook

Communication - This new position will be filled by Scott Fitzgerald. He will also maintain the online membership roster.

Membership and Build-N-Fly remain vacant.

Volunteers needed for Gathering meals. For 2022, members can volunteer for one time, not the whole year.

The Scholarship program has been increased from 2 to 3 recipients.

Chapter dues are \$25 family or \$500 for a Lifetime Family membership; \$20 for an individual or \$400 for a Lifetime Individual membership.

Ray discussed some other worthy aviation programs in the area:

WPA - Dave Miller is the President of the Clallam County Chapter. Talk to Dave for more information.

RAF – Talk to Ray if interested.

Andy Sallee is planning to build new hangars at Sequim Valley Airport, and there is a possibility EAA430 could use one for meetings. More on this later; it's just in the planning stage.

The January Gathering will be held January 29, 2022 at KSQM radio station, in the JC Penny Plaza at 10 am.

Ray adjourned the meeting at 7:30 pm.

Program: Bud Davies and Rick Vaux led the group in a 15 minute sing-along of Christmas music.

Financial Status 2021: Total funds	\$ 15,740
Checking	\$ 2,778
Scholarship:	\$ 11,790
General Funds:	\$ 1,196
Previous year Financial Status 2020: Total funds	\$ 9,189
Checking	\$ 519
Scholarship:	\$ 6,238 (plus Pavers \$1238)
General Funds:	\$ 1,194
Increase in overall funds 2020 – 2021:	\$ 6,551

Respectfully submitted,

Tracy Halsted, 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	Richard Howell	3	secretary@eaa430.org
Treasurer	Tracy Halsted	4	treasurer@eaa430.org
Class II Directors			
Programs	No Candidate	5	programs@eaa430.org
Membership	Tracy Halsted	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
Tool Crib	Mike Gawley		toolcrib@eaa430.org
Web Editor	Andy Sallee		webeditor@eaa430.org
Build-n-Fly	Need Project leader		build-n-fly@eaa430.org
Communications	Scott Fitzgerald		communications@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