



# EAA 430 FLYER

FEBRUARY 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**

As we move into 2022, I look forward to the chapter hosting a flying start event and having a light aircraft pancake breakfast. But as we plan these future events, I think it's worthwhile to look back at some of the things the chapter accomplished in 2021 with Ken Brown as president.

During this past year, we greatly increased our scholarship fund through direct donations, donation of a helicopter project by Wayne Simpson, sale of the chapter trailer, and the recognition Plaza paver project. Because of these funds we were able to add another scholarship recipient for a total of three.

Barry Halsted did a fantastic job of providing opportunities for fly-outs. In the past year or so we've had fly-outs to Thun Field in Puyallup, Forks, Whidbey Airpark, Packwood, Concrete, Hood River, Chehalis, Skagit Co, Friday Harbor, and Port Townsend. On top of all of that, we also had a poker run!

Before he encountered physical issues, Al Gross did a great job connecting with youth providing simulation and Radio Control training last year. The program has languished in his absence.

Under Rick Vaux's leadership, an Adirondack chair was donated to the Blue Barn at EAA Oshkosh. The chair was constructed, painted, and decorated, then driven to Oshkosh. Also presented was a directional sign showing we are the farthest Northwest chapter in EAA. Helping accomplish these things was Rick, Jim Bess, Madeline Patterson, and Collette Miller. Rick received the new chapter MVP award for his efforts.

We held three Young Eagles rallies which gave a glimpse of the world of aviation to over 150 young people. Because Bud Davies and Tracy Halsted prepare so well, the team of volunteers and pilots pull these events off extremely well. 2022 looks to be an even more productive year. Please help.

We celebrated with the community at Air Affaire, awarded Dave Woodcock and me the FAA Master Pilot Award, and married off the Halsteds and the Hansens.

Thanks to the following members who stepped forward to help the chapter: Tracy Halsted took on not only the Treasurer position but also Membership; Richard Howell is our Secretary; Harry Cook leads the VMC/IMC club; Scott Fitzgerald is the communications person; Rick Vaux continues as Vice President; Skip Brown continues to put out a top-notch newsletter every month; Bud Davies continues as our Young Eagle Coordinator; Dave Miller remains our Scholarship Chair; Andy Sallee is still our Web Editor; Mike Gawley is housing and managing the Tool Crib. Thanks everyone. You keep the chapter Gold!

This month the first Tech Counselor meeting has been scheduled for Rick Stoffel's RV-10 project. Let me know if you have a project that could benefit from a Tech Counselor party....I mean meeting.

**(continued on next page)**

What a great chapter we have, and it's our 50th anniversary! I hope you find someone to go to the Northwest Aviation Conference and Trade show in Puyallup on February 26-27. I hope we meet next at the KCLM conference room on March 26 at 0900. Until then, keep your airplane flying this winter, and invite someone to go fly with you!

*Ray Ballantyne*

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FEBRUARY & MARCH 2022
• VMC/IMC Club Meeting 2nd Wednesday of the Month March 9 7 - 8 pm Mariner Cafe
EAA 430 Chapter Board Meeting Feb 18 & March 18 9:00 am Mariner Cafe
• EAA Chapter 430 Gathering <u>NO EAA 430 FEBRUARY MEETING</u> March 29 9:30 - 12:00 TBD
2022 Northwest Aviation Conference & Trade Show February 26 - 27 Puyallup, WA

## 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.

## January 25 Fly-out / Drive-to



Weather prevented a safe VFR flyout to Tacoma Narrows. Plan "B" was a local lunch at Las Palomas in Sequim. A call there at 11:30 gave little notice that a bunch of frustrated fliers was about to descend on their restaurant but they graciously set us up in their banquet room.

The gathering was well attended and made the lunch fun, albeit without flying. Those attending were Johnny Johnson, Colette Miller, Rick and Donna Stoffel, Bud Davies, Dave Moffitt, Richard Howell, John Meyers, Emily Westcott, Dave Miller (and me, of course).

*Barry Halsted, Fly-out Coordinator*



President, Ray Ballantyne presented Ex-President, Ken Brown, with a gold trophy at an EAA fire pit which reads:

***Ken Brown EAA 430  
Board member 2003 -2021  
President 2019 -2021  
You made our Chapter turn Gold***



## February 11, 2022 Fly-out to Tacoma Narrows



The weather finally cooperated and for those of us leaving from the Sequim area, our flight began under grey skies but good visibilities. Tracy and I flew our PA-11 next to Dave and Joan Miller in their Cub replica at an astounding 80 mph. John and Alliree Meyers circled around us on the trip at a much faster 105 mph in his tailwheel C-150. Lower scattered clouds at Tacoma Narrows were at 1600 ft and the flight was fine. Our group included Dave and Joan Miller, John and Alliree Meyers, Richard and Mary Ann Howell (Cherokee Warrior), Ernie and Jeanne Hansen (Super Cub Clone), Bud Davis (C-152), Jeff Smith (RV-8A), Barry and Tracy Halsted, and Tim Alentiev (RV-10). We all lunched at The Hub restaurant, and managed to sit at one table. Mike Payne texted me about a museum at the airport, saying we should check it out. So after lunch most of us walked over and met Bob Johnson. Bob works full time for the owner of the Point Fosdick Antique Airplane Hangar and he graciously gave us a very special tour. Just being completed is an early Mono-coupe and the work is first class. After we ran out of questions about it, we went through a hangar that had several antique cars, both restored and waiting. Some of these had been in Bob's family forever! Or nearly so! Then on to a larger hangar that contained a C-195, two Waco's, a pre-Boeing Stearman, a Taylor E-2, and several other airplanes. These are flying airplanes and they are beautiful! On our way home, skies were quite clear and the early morning bumps were gone. Today's was a worthy fly-out, and more will surely come in 2022. Barry



**WHAT:** VMC/IMC - Meteorological Conditions (flying VFR - IFR)

Discussions involving flying airplanes led by Harry Cook

**WHERE:** Mariner Café

**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 & IFR flying. We hope to create a community of aviators willing to share practical knowledge, nurture communication, improve safety and build proficiency.

## A piece of your soul

If you have ever danced with the clouds in the sky, chased your shadow across the plains and seen the blackness of the night from the air.... seen it streaked with flashes of light in the distance as the day refuses to die, then you know the glory of flight. Once you have been bounced about while skirting thunderstorms, flown through the middle of round rainbows and piloted an aircraft all alone on a sunset flight.... once you have done all that, flying becomes a piece of your soul.

When you are 20, life is eternal. When you reach 40, you begin to sober up. If you are a pilot at 60, you pray every time your medical comes due. At 70, you realize the day will come when you have to give up that little piece of your soul.

You cling to it, relish every flight. As you cinch the ropes tight after every flight, you wonder how many more times you will do that. Then someone tells you about a group of aviators who flew at age 80 and beyond.

You set a goal, a goal to stay in the air until you can join that unique band of brothers and sisters who proudly call themselves United Flying Octogenarians. The rocking chair can wait. You watch your health, keep your mind active and your flying current. Then with a little bit of God-given luck, you make it. What a joy! What an accomplishment! You are 80 and you flew.

Now and forevermore you have a seat at the table where old pilots go to reminisce and tell each other how good they used to be. Life is good. You are a UFO.

© Bob Barker

Bob Barker is a 90-year old UFO pilot from Stamford, Connecticut. He published a book *Fuzz, Feathers, and Flight*, and is a contributor to the magazine *Maine Seniors*. [featheredflights.com](http://featheredflights.com)

**What is a UFO?** Anyone who is still flying and is 80 or over can become a United Flying Octogenarian. This worldwide organization has over 1600 members. Ken Brown is the editor of the monthly newsletter (SQUAWK). Email him at [brownie.ufo@gmail.com](mailto:brownie.ufo@gmail.com) if you would like to be added to the subscription list (free).





**WELCOME NEW MEMBERS**  
**ERIK, ELISA & AVA PETERSON**



**When did you move to Sequim and from where?**

Lifelong Washingtonian from east of the mountains, transplanted to the wet side in 1977. We moved to Sequim in November from Everett, smack dab in between Paine and Harvey.

**How long have you been a pilot and what kind of flying do you do?**

ASEL Private in 2016 (Harvey), been flying since I was a teenager. Started with gliders out of the Issaquah Skyport before it was closed down in the late 80's. Life happened and flying fell off the radar until we moved in between Paine and Harvey in 2010. More life happened until my father passed in 2015 when I decided it was time. I picked Harvey to train from as I enjoy a good challenge, short, narrow and bumpy (I guess no longer since resurface). I'm currently studying for IFR, ready to re-engage. Most of our flying is local within the Pacific Northwest. In addition, I formerly held a Section 333 exemption and a day zero 107 holder.

**What airplane(s) do you fly?**

Currently I am a partner in a 172, (N172BE). I also have access to another 172 and Cardinal through Puget Sound Flyers where I am Vice President of the club.

Prior to moving to Sequim, I was a partner in a T206H where we used N456DP in DART exercises.

I have a hangar at Fairchild where I will be moving the Wheeler Express Series 90 Auriga that I am building, 90% done, 90% to go.

I have time in 172's of various models, 170, 177, 182, T206, Cherokee 160, Drones of many types, quad, octo, manufactured, self built.

**Have you been an EAA member in another chapter?**

I have been a member of chapter 84 since 2015, still am a dual member between 430 and 84. Life-time EAA member.

**Any hobbies you have besides flying?**

Electronics, robotics, and systems tinkering; Ham operator (KG7NOC); 3D printing; Chess; Lego; Skating; Bowling; Learning Guitar; Golf; Woodworking/Metal work; Bicycle riding; Volunteering (FIRST Robotics, Young Eagles); tracking Electric Aviation where I run one of the oldest discussion groups for electric aviation (<https://facebook.com/groups/electricaviation>); and Hanging out with my lovely wife and daughter.

Elisa enjoys reading, networking, volunteering where she is deeply involved with organizations helping those less fortunate.

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**Your previous career (if retired) or present occupation**

I am a software engineer for a little software company in Redmond, WA, focused on disaster recovery clustering. Elisa is a Vice President of Operations for a hearing aid/system company that will bring hearing to millions having no other resources for hearing loss. Ava is an elementary student, homeschooled.



Wheeler Express Series 90 Auriga



172 (N172BE)



Cessna T206H



Co-piloting T206H on rescue mission



Ava's Young Eagle Flight



## Aviation From My Rocking Chair

By Rick Vaux

### Aircraft Oxygen Systems (Breath in, Breath out)

Howdy again, everyone. Being basically a low and slow type guy, you may have noticed a lack of articles from me about systems related to fast, and/or high altitude aircraft. So, from time to time I will try to cover subjects that relate more to these high performance birds. This month, let's discuss Oxygen systems and safety.

As you may remember from High School science class, oxygen constitutes about 21% of the gases in our atmosphere. This percentage remains constant with altitude. Unfortunately, as altitude increases, air density decreases. In order to survive, we humans need supplemental oxygen. The first thing required to provide this life support is a container to put the gases in. This is provided by a pressure cylinder of which there are 3 types, each with different Hydrostatic Test and Service Life requirements.

The types are:

- (1) DOT 3AA 1800 (3AA)- Standard industrial steel cylinder, usually installed in older aircraft. Hydrostatic tests must be done every 5 years, and service life is indefinite as long as service life and inspection criteria are met. Weight is the prime disadvantage of these cylinders.
- (2) 3HT- High-Tensile, thin wall, steel cylinders. These are lighter than 3AA. Hydrostatic test every 3 years, and service life of 24 years after which the bottle must be destroyed.
- (3) Composite- Typically aluminum lined cylinders with a Kevlar™ over-wrap. Hydro test each 3 yrs and must be destroyed after 15 yr. Service life.

All cylinder types have identification marks stamped around the neck. The first letters Must be DOT, which indicates Dept. of Transportation approval. Without this, you may not be able to have the cylinder filled commercially. The 4 numbers after DOT indicate rated bottle pressure (typically 2015 or 2216 psi). After the rated pressure will be 2 numbers followed by an inverted capital A and then 2 more numbers. These indicate the date of manufacture. The first numbers are the month and the last 2 are the year. Hydrostatic test dates will also be stamped on the cylinder, and it is illegal to charge a bottle which is past its due date. Note: Hydrostatic dates for new cylinders are based on date of manufacture, not on date of purchase or installation.

There are four types of commercially available oxygen, Aviators Breathing Oxygen (ABO), Medical, Welding, and Research. Be certain to only use ABO. While Medical and ABO are both pure oxygen, only ABO has a control on moisture content and is tested for it. ABO is very dry with a dew point of about -85deg(f). Moisture must be kept out of aircraft O2 systems because of possible damage to valves and regulators. Depending where they are mounted, O2 cylinders may be exposed to sub-zero temperatures in flight. Then as system pressure is dropped from 1800psi to 70psi across a pressure reducer, the expanding gas will further reduce the temperature to -80 or -100deg(f). Any moisture in the system is instantly ice, and this ice can badly damage regulator and valves as well as plug lines. In order to keep moisture out of aircraft systems, always be certain to cap lines and ports during maintenance, and leave components in their sealed containers until use. Also be certain to leave some pressure in the O2 cylinder to exclude moisture entry and rust.

As y'all know by now, I can't finish this article without going over some cautions and safety tips to keep in mind when working with oxygen. In itself, oxygen is NOT flammable. However, it is such a powerful oxidizer that virtually anything can act as a fuel for a fire, including metal shavings, wood chips, sawdust, or dirt. That said, the most dangerous mix of all is Oxygen and Hydrocarbons of Any kind. This is known as a Hypergolic mix and violent fire can erupt without any other ignition source. **(continued on next page)**



To prevent injuries, all tools, rags, work areas, and your hands must be cleaned completely before beginning maintenance on an oxygen system. Use only cleaners specifically intended for oxygen components. When a lubricant is required for 'O' rings or fittings, the only one approved for use by Scott is Dupont Krytox™, which must still be used sparingly.

As a pilot, you will probably not be servicing your own aircraft O2 system, but, don't allow anyone to do the job without the following:

- (1) Using a clean service cart, free from contaminants--- especially oil or grease.
- (2) Making sure all service hoses, fittings, and protective covers are being used to guard against dirt and dust.
- (3) Being sure the service person purges delivery lines before hooking up to the aircraft.
- (4) Monitoring the fill process to be sure the O2 bottle is filled S-L-O-W-L-Y. Excess heat buildup due to fast compression can elevate the gas temperature hundreds of degrees nearly instantly, possibly causing extreme damage to the aircraft and people around it. Besides, if you are lucky enough to avoid disaster, it will be under-filled when it cools.

In closing, I have been around long enough to have made nearly every bonehead mistake that can be made around aircraft. So far, the Lord has seen fit to frighten me just enough to stay alive. I cannot recommend this technique!!

Please work safe  
Rick Vaux TC4130

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**This month's Sport Aviation had an article on applicability of AD's to experimental aircraft. It referenced AC 39-71. The relevant paragraphs are Para 9 on pg 3 and para 9(b) on page 4. The example given in Para 9(b)(2) makes it clear when an AD applies to an experimental aircraft (seldom). Dave Miller**

9. APPLICABILITY OF ADs. Each AD contains an applicability statement specifying the product (aircraft, aircraft engine, propeller, or appliance) to which it applies. Unless stated otherwise (see subparagraph 9b of this AC), ADs only apply to type-certificated (TC) aircraft, including ADs issued for an engine, propeller, and appliance.

9 b. Non-TC'd Aircraft and Products Installed Thereon. Non-TC'd aircraft

(e.g., amateur-built aircraft, experimental exhibition) are aircraft for which the FAA has not issued a TC under part 21. The AD applicability statement will identify if the AD applies to non-TC'd aircraft or engines, propellers, and appliances installed thereon. The following are examples of applicability statements for ADs related to non-TC'd aircraft:

(1) "This AD applies to Honeywell International Inc. Auxiliary Power Unit (APU) models GTCP36-150(R) and GTCP36-150 (RR). These APUs are installed on, but not limited to, Fokker Services B.V. Model F.28 Mark 0100 and F.28 Mark 0070 airplanes, and Mustang Aeronautics, Inc. Model Mustang II experimental airplanes. This AD applies to any aircraft with the listed APU models installed." This statement makes the AD applicable to the listed auxiliary power unit (APU) models installed on TC'd aircraft, as well as non-TC'd aircraft.

(2) "This AD applies to Lycoming Engines Models AEIO-360-A1A and IO-360-A1A. This AD applies to any aircraft with the listed engine models installed." This statement makes the AD applicable to the listed engine models installed on TC'd and non-TC'd aircraft.

## Update from Scholarship Recipient Madeline Patterson



### Fall 2021 Recap

Hello EAA 430!

I am sorry it has taken me so long to send an update! I was waiting until I had some good news. I finished my Instrument Rating and in what could be anywhere from 2 weeks to 2 months, UND will process my records and I will get my Instrument Rated License. Unfortunately, I don't have any pictures from the check ride because the real feel was around -35 F so we didn't want to spend any extra time outside. I will be honest; it didn't go as well as I had hoped but I passed and that's what matters. It's just hard knowing I could have done better.

I have loved instrument flying in the Piper Archers with the G1000. We also use Foreflight to hold all of our approach plates, and it is such a smooth system. If any of you haven't used this combination before, you can plan and calculate performance through Foreflight, then sync your iPad through Bluetooth to the G1000 panel and send your flight plan directly to it so the actual aircraft has the flight plan you created.

I think since I have had over 100 hours in steam gauges without GPS, I can now revel in the technology that the glass cockpit provides.

Mid-October, on a sadder note, we had an aviation student flying solo intentionally fly his aircraft into the ground to commit suicide. There was a scary period of time where an email had gone out to the college, informing us that there was a fatality accident, but we didn't know that it was intentional. We all checked in with each other, trying to figure out if it was one of our friends. After his name and the cause of the incident was released, we all had to deal with our emotions surrounding the incident. Flight Operations was halted for two days and solo flight was suspended for a week while we sorted through our sadness, anger, and confusion. The details of everything that followed the incident can be found online, but UND responded well to the incident, and launched an initiative to figure out how we can best approach mental health in aviation, nationally as well as within our school.

This semester I happily declared by second major- I will be getting a BA in Spanish, as well as my BS in Commercial Aviation. I already had some credits from high school and I love language learning so I am excited for the next couple years. I hope to do a study abroad this upcoming summer, but it all depends on whether or not I need to do some flying this summer.

I really appreciate all of the support from the chapter and I wish I could attend more meetings but I keep myself pretty busy! I wish you all the best and hopefully I will be able to fly with you all soon.

Blue skies, tailwinds, and positive temperatures, Madeline

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## EAA Virtual Ultralight Days Coming February 22-24

Experts from throughout the ultralight community will share their knowledge to those engaged in the lighter side of recreational aviation on February 22-24, as the inaugural EAA Virtual Ultralight Days hosts webinars open to all at no charge.

The 15 total webinars — five on each of the three days — are based on the highly successful format used during EAA Homebuilders Week and EAA's popular webinar series. The live sessions will be hosted by well-known subject matter experts in

the ultralight community, with question-and-answer periods to address specific questions.

"As we celebrate the 40th anniversary of the FAA Part 103 regulations that created the modern ultralight movement, EAA Virtual Ultralight Days is a way to make our community stronger, safer, and more fun," said EAA Ultralight and Light Plane Community Manager Timm Bogenhagen. "This three-day event connects well with EAA's mission to grow participation in aviation by sharing The Spirit of Aviation, inviting everyone to learn and develop their own skills and knowledge." Topics covered will include how to get started in ultralights; how-to instructions on a variety of ultralight aircraft like gyroplanes, powered parachutes, and trikes; and overall informative topics on maintenance, airport operations, safety inspections, and more.

All sessions are free of charge to everyone, with the archived presentations available to EAA members afterward. Pre-registration is encouraged, with registration links and additional schedule information available at [EAA.org/UltralightDays](http://EAA.org/UltralightDays).

## Update from Scholarship Recipient Daniel Weaver

I have been fully enjoying the return to in-person classes at UW. The junior year curriculum for Aeronautics and Astronautics is heavily lab based, and it has been really nice to be able to carry out the experiments in person rather than trying to write reports off of data collected by other people. One of the highlights of this quarter has been getting to perform wind tunnel tests on various bodies.



The picture is from a recent lab where we measured the pressure distribution on an airfoil (NACA 0016) in the wind tunnel. The wind tunnel we have been using has some historical significance because it is located in a building which was constructed in 1918 to house a wind tunnel for the then brand new Boeing Airplane Company.

Another benefit of being back in person is that I have been able to be much more involved in clubs this year. One of the clubs that I am a member of is Design, Build, Fly, which, as its name suggests, is an engineering club where the team competes with other schools to design, build and fly a remote control aircraft to meet a certain set of mission requirements laid out by the parent organization AIAA. This year the mission is to carry a simulated vaccine shipment. Teams score higher by completing more laps and carrying more syringes at the competition. The competition will take place in Wichita in April. This will be the first year that the competition is held on site since I became a student at UW and I am lucky enough to have been selected as one of the team members who will get to attend the competition in person.



My R/C aviation roots have come in handy this year. The current “chief pilot” for the club is a senior this year and so I have been serving as the “backup pilot” with the intent of becoming the “chief pilot” next year after he graduates. The picture I included shows me and two of my teammates at a recent test flight of our aerodynamic prototype. The aerodynamic prototype is a foam and tape version of our competition plane that allows us to evaluate our aerodynamic performance without risking the expensive components that go into our competition aircraft.

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To round up this update here are some specifications for our airplane:

Cockpit Crew: 0

Wingspan: 8ft

Wing area: 7ft<sup>2</sup>

Length: 6ft

Takeoff distance: 25ft

Empty weight: 10lb

Powerplant: 2 x T-Motor AT4130 2500W (3.35hp)

Thanks for reading, Daniel

**Editor's Note:** Our Scholarship Director, Dave Miller, wrote the following regarding Daniel in January:

*"Received a note and transcript from Dan and he is doing great, fantastic grades. Other than lab work, his course work is still virtual but he's enjoying wind tunnel experiments. He thanks the Chapter for our support."*

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### Welcome to the Virga Community!

Email us at [contact@flyvirga.com](mailto:contact@flyvirga.com)

Fly Virga 4+

Aviation Apps, LLC

Find us on Facebook, Instagram, and flying high amongst the clouds!

Let's change the future of aviation real-time weather together...and remember....#AlwaysBePIREPing

**\*\*We are now fully integrated with the Aviation Weather Center! All PIREPs shared on Virga will be synced to AviationWeather.gov\*\***

**Follow Your Friends!** Virga automatically suggests other pilots that you may want to follow...OR find friends by heading into your profile page, click on "Following", tap the "+" button, and search for your friends!

### Receive instant push notifications

Get notified when your friends share a PIREP! See where they are flying and what the view is out their cockpit window!

Draw geographical areas on the map page to create Geo-Alerts (you can set altitude and time limits)! Get notified any time a PIREP is shared within your Geo-Alert.

To create a Geo-Alert, tap the upper left button on the Map Page and get started!

**Make sure you don't miss a thing your friends are experiencing in the air**

If you can't view a friend's PIREP immediately, no worry! You have a Notifications tab that you can reference later.

## EAA CHAPTER 430 GATHERING MINUTES

January 29, 2022



Zoom meeting social sign-on available 0930

President Ray Ballantyne called the Membership Gathering (Zoom) to order at 1000.

Ray led The Pledge of Allegiance to the Flag with 11 members attending.

Approve Minutes: December 2021 Membership Gathering (Christmas party) Minutes were approved as published.

Correspondence: None.

### Old Business:

Service pins have or are being distributed to those who earned them last year.

Treasurer Tracy Halsted reported that a few more have paid dues since the January BOD meeting and that she plans to send a reminder note to those who haven't yet paid.

Ray made a VMC/IMC plug for the club on behalf of the absent club lead, Harry Cook.

Ray offered several creative ideas to encourage member purchases of the remaining 2 helicopter blades.

Fly-out Coordinator Barry Halsted reported that the January Tacoma Narrows trip had to be canceled due to weather, but that a local lunch venue was quickly organized and attended by 11 people.

Scholarship Coordinator Dave Miller shared news that recipients Dan Weaver and Madeline Patterson were doing well with their studies.

Rick Vaux offered to "dust off" a past presentation of his for a future gathering.

### New Business:

Ray Ballantyne suggested an event rebranding, "Sport Aviation Breakfast" tentatively scheduled for late April or early May at Sequim Valley Airport (W28) and was hoping for ideas about logistics.

Young Eagles - first event is scheduled for May 21 at W. R. Fairchild Airport (KCLM)

Ray asked about possibly following up with past Young Eagles, perhaps 5, to see if and how their participation had affected their aviation trajectories?

In preparation for 2022 YE events, Tracy Halsted will follow up with YE pilots to make sure that their Youth Protection renewals are up to date.

Flying Start will reportedly be hosted by Dave Woodcock soon after the YE event - possibly on June 4 at KCLM meeting room. There were questions about logistics - volunteers, flights, planes, pilots, etc. It was pointed out that scheduling of flights for adults could likely be made individually, after the event.

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Membership Roster - Tracy Halsted shared plans about how to maintain and distribute the updated chapter membership roster as a pdf attachment to an email to members, quarterly.

EAA Chapter 430 50th Anniversary

There was a request for party ideas and suggestions?

There was enthusiastic reception of Dr. Scott Brooksby's suggestion that perhaps a banner could be made and then displayed at chapter gatherings and events throughout the year.

☑ Ray Ballantyne quickly volunteered to get a banner made.

### Project Reports

Rick Stoffel - Ray mentioned Rick's RV project in his absence.

Richard Howell - mentioned current tasks for his Sling 2 project.

Dave Moffitt - Richard mentioned Dave's RV project in his absence.

**Award Acknowledgement** - Ken Brown shared a look at his trophy - "You Made Our Chapter Gold", awarded to him for his years of dedicated service to EAA Chapter 430, from 2003 through today!

Ray adjourned the meeting at 1032.

### Presentation

Ray Ballantyne shared his video about the 2021 EAA AirVenture event that he and Lisa attended in Oshkosh.

Ray Ballantyne also shared a presentation about his brother John's numerous and impressive flying accomplishments including founding and leadership of United States Ultralight Association (USUA).

Respectfully submitted, Richard Howell, EAA 430 Secretary



On January 26, 1953, EAA Founder Paul Poberezny called the first official meeting of the Experimental Aircraft Association at Curtiss-Wright Field (now Timmerman Airport) in Milwaukee, Wisconsin. The group originally gathered together to share ideas and encouragement as amateur aircraft builders. But EAA quickly grew to support all kinds of recreational flying, building, and restoring, and the promotion of aviation safety.

Today, 69 years later, EAA is still focused on making a positive impact on the aviation community. Through programs and initiatives such as AeroEducate, Young Eagles, our new training facility opening this spring, and working with the FAA on government advocacy efforts, EAA helps pilots, enthusiasts and the next generation to live out their aviation dreams, all while maintaining grassroots access to the sky.

## 2022 BOARD AND DIRECTORS

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

<b>Position</b>	<b>Name</b>	<b>Phone Ext</b>	<b>Email Address</b>
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
<b>Class II Directors</b>			
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
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