



# EAA 430 FLYER

MARCH 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 the days grow longer, and the warm breezes of spring begin, it turns our thoughts to flying our personal aerocrafts wherever we want. What a freedom we have! Although Lisa and I are still in Lower Slower Delaware (LSD) (sometimes it feels like that), I have connected with local aviators and find the bond of aviation is strong all across this nation. Around the time you're reading this, I will be flying to an aviation gathering in the cockpit of "Buttercup," an Alon Aircoupe owned by a new friend I met here.

I was sorry to have missed the Northwest Aviation Conference and Tradeshow last month. I saw many of our members in the pictures from the conference. I hope a lot of you got an opportunity to attend.

As you will read in Barry Halsted's report, the tech counselors looked over Rick Stoffel's RV10 project with great success last month. We're looking for the next victim!

If you saw the email about the MiniMax project, you will be pleased to know that Dave Woodcock is following up with discussions about finishing the airplane at his KCLM hangar. That should be a fun build.

Deb Cox has donated several numbered prints of Alaskan airplanes, which will be put up for sale, with the proceeds going to our scholarship fund. Look for more information in the future, and hopefully you'll be able to view and purchase them at our Gathering on March 26. The program in March will be "How to do a condition inspection on a one-of-a-kind aircraft," and we will be meeting in the Fairchild Airport International Conference room.

Get ready for all the young-uns who would like to experience aviation at our first Young Eagles rally of the year on May 21, at the Port Angeles Airport Appreciation Day. Following the monthly gathering on May 28th, we will host our first Flying Start program for people who want to learn how to get into aviation. Start thinking and reaching out to invite people you know who might be interested in learning what it takes to get a pilot's license and fly your own plane. Following the presentation, we would like to offer Eagle flights (sometimes called Bald Eagle flights), and will need some aviators to fly them later in the day.

We continue to celebrate our 50<sup>th</sup> anniversary this year with a new banner shown in this newsletter. What a great history of service the chapter has provided aviation in the Sequim/Port Angeles area. It's an honor and privilege to be a part of this great chapter. *Ray*

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MARCH & APRIL 2022
<ul style="list-style-type: none"> <li>VMC/IMC Club Meeting 2nd Wednesday of the Month March 9 &amp; April 13 7 - 8 pm Mariner Cafe</li> <li>EAA 430 Chapter Board Meeting March 18 &amp; April 22 9:00 am Mariner Cafe</li> <li>EAA Chapter Gathering March 26 &amp; April 30 9:30 - 12:00 Fairchild Airport Meeting Room</li> </ul>



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### The creativity and community behind fanfiction

Chapter 430 member, Cecilia Aragon, gave a TED talk on March 9. To view her talk, go to [TED talk](#) . Not only does Cecilia do TED talks, she is a featured speaker at EAA chapters, universities and organizations all over the USA. She is a professor at UW and, in her spare time, she flies her airplane upside down and sideways. She gave a presentation to our chapter in October 2021, introducing herself and her book **Flying Free**.



## WELCOME NEW MEMBER

## GEORGE KUHRTS



I am a co-owner of a Cessna 172 with 4 other partners. We keep it hangared at Fairchild airport and mostly fly it locally, to the San Juan islands and Seattle area airports.

My spouse and I are snowbirds who spend part of the year (the colder months of course) down in San Diego, the other part up here in Sequim.

Prior to retirement a few years ago, I co-owned a 1978 Cessna P210 which I flew around the Southwestern US for both business and pleasure. I loved that plane and miss it a lot. I have also owned and managed a Cessna 182 which spent a number of years on a lease-back with the coun-

try's largest flying club, PlusOne Flyers in San Diego (2,100 member pilots). My interests also include foreign languages (French and Spanish which I used to teach) as well as international travel.



**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.



## Aviation From My Rocking Chair

By Rick Vaux

### When you need a good tool

Hello, troopers. This month I thought we'd talk about tools, and if there was ever a subject with more opinions as to which is good or bad, I'd like to hear it! Most all of you are aware that only my ideas seem to appear in this column, right? Not this time my skeptical friends! I've worked all my life with tool experts and never even asked what works best for them.

Let me introduce our panel beginning with:

Nelson Carbonell- QA Inspector and sheet metal man.

Paul Tarr- QA Inspector, avionics tech, and former FBO owner in Chino.

Steve Eddy- Line maintenance, and avionics tech.

Ray Baba- Line maintenance and avionics tech.

Me- QA Inspector and line maintenance tech.

We all worked for American Airlines (Los Angeles), and we all began our careers as A&P mechanics.

Now, three cautions before we start:

- (1) Most of the tools on this list are expensive, but they resist wear, will hold their value, and will always get the job done. Your grand children will probably be using them.
- (2) Make certain the tools you select fit your hands. Nothing is more frustrating than spending good money and finding out the dumb things hurt to use.
- (3) I am going to use Brand Names. If your favorite is not here, don't despair. Just share the information with the rest of us.

So, here (at last) is our preferred tool list, and believe me, the consensus was amazing!

#### Metal working:

- Air ((drill) Motor---Aro (1/4-3/8" cap.) small and light. Cleco (3/8"cap.) lots of torque. Sioux (1/4"cap.) small and light.
- Rivet Gun--- Chicago Pneumatic X series (3 or 4x). Note: 4x seems to be preferred. It will drive a 1/4" rivet.
- Angle Motor--- Chicago Pneumatic, Pan American Tool. Uses threaded drill bits.
- High Speed Cutter/Grinder---Chicago Pneumatic, Sioux.
- Rivet Squeeze--- Chicago Pneumatic #214 style (2"), Tatco or Avery (hand).
- Bucking Bars--- Best to buy a kit from U.S. Tool, Brown Tool, Aircraft Spruce, etc.
- Rivet Sets---A kit is probably best again. Note: Short shanks= more control. Rubber guards around flush sets reduce slippage.
- Metal Snips--- Wiss Aviation Snips (Lt. And Rt.), Diamond straight tin snips.
- Countersinks--- Microstop. Usually available surplus. Check swap meets.
- Deburring tools.--- Any kind, but recommend the fastest possible as you will be doing a lot of it!
- Clecos--- Use wing nut type for job setup (they hold tighter). Should have at least (100) 3/32"), (125) 1/8", (50) 5/32", and (25) 3/16" spring type clecos + 2 or 3 pair of cleco pliers.
- Misc. Tools--- Drill gauges (decimal, number, and letter), Dial Caliper ( Starrett, Mitotoyo), 6" steel ruler (.10 & .010" markings), Dividers, Compass, Files (vixen for aluminum, and bastard for steel and aluminum), and Fluting Pliers.

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**Electrical:**

- Soldering Guns or Irons--- Weller Pistol 100/140w (best for open areas), Master Appliance UT 100SI or 200SI (really neat, butane soldering irons). Very fast heating and can be used to install heat shrink tube in tight areas.
- Solder--- Kester 40/60 Rosin Core. Note: Use small diameter for light gauge wire.
- Wire Stripper--- Kline #6 Multisize.
- Terminal Crimper--- Ratcheting type. Various manufacturers.
- Volt/Ohm Meters (Multi Meters)---Simpson analog, Fluke digital. For continuity checks, any VOM can be used, even the cheapest ones.
- Tie Wrap Guns--- Not normally used because of tight spaces. Use nylon tywraps instead of plastic. Consider using waxed or unwaxed tie cord instead. Lighter, faster, and can be tied in continuous strings.
- Nutdrivers--- Not often used. Consider 12 point 1/4" drive deep sockets instead. Snap-on is preferred.
- Diagonal Cutters (Dykes)--- Small Snap-on, Kling, Proto, Channelock.
- Ratcheting Screwdriver--- Snap-on works best, just don't look at the price.

**Mechanical:**

- End Wrenches--- Snap-on, S-K Wayne, Proto, Mac, Craftsman(new). Old Craftsman are strong but may be too thick in confined spaces.
- Sockets and Ratchets--- Snap-on (especially 1/4 " drive), Craftsman, Proto, S-K Wayne, Mac.  
Buy 12 point for tight places and restricted ratchet clearance. 6 point sockets work best for open
- Adjustable Wrenches--- Channelock, Crescent, Proto.
- Screwdrivers--- Snap-on reversible and ratchet, Kline, Craftsman, Mac.
- Pliers and Diagonal Cutters--- Channelock, Proto, Snap-on, Mac, Cornwell.
- Safety Wire Pliers--- Malibar
- Hammers--- Dead Blow (1 and 2#), Ball Peen (8 oz and 16 oz), Magnetic Tack Hammer. Various Manufacturers. Check Harbor Freight for good deals.
- Torque Wrenches--- Craftsman, Snap-on, Mac, Cornwell. Click type torque indicating, Dial type. Deflecting Beam type. Of the three, Deflecting Beam and Dial type are faster if they can be viewed directly.
- Measuring Tools--- Starrett (1 and 2" micrometers), Starrett, Mitotoyo (dial calipers).
- Allen/Spline Wrenches--- Various Manufacturers. T-Handle type are especially useful.
- Strap/Chain Wrench--- Ridgid, Craftsman.

As y'all probably noticed, the original article was written more than twenty years ago, and I was concerned the information was no longer valid. Using due diligence, I found all the tools and manufacturers listed are still in business and available. I would also add that Harbor Freight 18v Cordless Drills were well liked then, and 2 out of 2 1/2" drive Torque Wrenches were found to be within American Airlines limits for torque calibration.

Well, Troopers, as I said earlier, if you have tools, products, or procedures that work, let the rest of us know!

Rick Vaux  
TC 4130

## GETTING TO KNOW

DAVE BOERIGTER

During my first year in college in 1955/56, I became interested in the Air Forces Aviation Cadet Program. I took the entrance exam in the summer of 56 and passed, although my eyes tested at 20-25, so I could not apply for pilot training. I opted for navigator training which I started in October of 56. I graduated in December of 57 and was assigned to the 68th Air Refueling Squadron in SAC, what was then known as Bunker Hill AFB. I joined the Aero Club and made my first solo in a J3 Piper Cub in 1958. I was then transferred to Harmon AFB in Newfoundland where I was assigned to a C 54 squadron doing Arctic resupply. I did not fly as a pilot again until I was attending the Air Command And Staff College at Maxwell AFB in Alabama, where I joined the Aero Club and got my private license in 1966.

I later used the GI Bill to obtain my Commercial, Instrument, and Multi-engine ratings in 1973/74.

I belonged to Chapter 430 early on, then switched to Chapter 1026 in Port Townsend until they disbanded, and rejoined 430. I'm a UFO and a QB and have been an EAA and AOPA member for over 30 years.

I have been to numerous NW Fly-ins at Arlington and have been to Oshkosh four times, participating in the Mooney Caravan to OSH.

I grew up in Holland, Michigan. With the Air Force and later the US Department of State, where I was a Foreign Service Officer (FSOs hold Presidential Commissions, the same as regular military officers), I have lived all over the world, as well as in several different states. My wife, Barbara, (who flew as a flight attendant for American Airlines back in the early 60s) and I moved to Sequim in 1994.

My flying experience includes having flown in Canada, Trinidad, Australia (a lot) and even Morocco. My only other claim to fame was carrying out a successful forced landing after suffering a catastrophic engine failure while in training for my commercial license.



**My 1967 Mooney M20C N9668M**

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The fun thing most people don't know about Barb and me is that we met on a beach in Bermuda in 1963, went our separate ways, and when we got to see each other in person again in March of 1965, I proposed to her in the parking lot of O'Hare in Chicago. Barb didn't say yes in that parking lot, but then she didn't say no either. She got on the plane and flew to Seattle where she enrolled at the UW. She was living with her grandmother in Everett. I talked my pilot into a mission to Paine (we were flying RB 57s with the Michigan Air National Guard which had a two man crew, a pilot and a navigator/camera/photo operator) in April, when she said yes. We got married in Everett in June and have been married 56 years. Barb is the founding and only original member remaining of the Blue Whole Cooperative Art Gallery in Sequim. She has a degree in Fine Art from Concordia University in Montreal, Quebec. Although she started out as sculptor she now does what is called found object art.



We have two kids, Dean and Honor. Barb and I love to travel.



Barb & I eating scones on a visit to Cornwall in the UK

My partner for 56 years



Formation picture of a Michigan ANG RB 57A  
taken by Dave out the navigator's window

### Tech counselors check out Rick Stoffel's RV-10

Rick Stoffel asked the EAA 430 chapter group of Tech Counselors to visit and look at the work he has done on his RV-10 project. Harry Cook, Ernie Hansen and Rick Vaux and I descended on his Discovery Trail home by the Sequim Valley Airport on Sunday, February 20 and had the chance to also see his beautiful RV-4.

After a social period, we all walked the twenty or so steps to Rick's hangar. Inside was the horizontal tail and fuselage tailcone for the RV-10, components that are part of the empennage kit Vans Aircraft provides for RV-10 builders. At this point Rick has completed the assembly and riveting of the horizontal tail, and his workmanship is excellent. The tailcone is assembled and partially riveted. The remaining panels are clecoed in place, allowing access for controls and wiring to be added later. Vaux busied himself examining rivets before all of us walked over to see the RV-4.



This airplane was finished about ten years ago and again, workmanship is excellent. The polished aluminum finish doesn't allow for mistakes to be covered up.

Another short walk back to the house took us to the garage where Rick has the vertical tail and is working on the fuselage structure ahead of the tailcone. The two halves of the fuselage will later be combined using bolts and rivets. At this point a majority of the structure has been assembled, but most skins have not been riveted in place. Again, this allows access for additional fuselage work to be performed. As with the earlier pieces we looked at, all have been primed and workmanship is first rate. Rick is currently working on the rudder pedal assembly and aircraft entry steps. Vaux had a suggestion regarding the master cylinder attachment, and we were all impressed with the attention to detail of Rick's work. Rick asked us a question about the washers used in part of the fuselage assembly, managing to stump us all. Looks like a call to Van's is coming up!

While in the garage, we all took notice of the Lycoming IO-540 sitting there. Rick has a small pump that circulates air throughout the engine from a desiccant filled chamber to reduce rust and corrosion by keeping humidity low.

All in all, we had an enjoyable afternoon and Rick got a Tech Counselor report for his builder's log. Rick said the next day that he had slept well that night! Barry Halsted





## Northwest Aviation Conference and Trade Show



AOPA President Mark Baker briefed Northwest Aviation Conference and Trade Show attendees on AOPA. He shared successes within the association like the AOPA Pilot magazine redesign, the AOPA Air Safety Institute's influence on the low accident rate, the successes of the You Can Fly program, as well as the potential of the new AOPA Flight Training Advantage app. Baker highlighted advocacy wins in the region at airports like Boeing Field/King County International Airport, Renton Municipal Airport, and Glenwood Springs Municipal Airport, where

AOPA helped save hangars, protect the only public-use seaplane dock within 1,000 nautical miles, and maintain the length of the runway.

Baker also teased future AOPA fly-ins, noting that while the exact location is still a mystery, one of this year's fly-ins will likely be in the Pacific Northwest.

In the Q&A session, several questions focused on the rising concerns around 100LL, and the real and threatened ban at some local airports. When asked what this transition looks like, and what obstacles the industry faces, Baker said, "We have to recognize that general aviation, unfortunately, is the largest polluter of airborne lead." An amount, he noted, that "is very, very small, but one we need to get rid of."

"I don't want us to run out of 100LL and stop distributing that until we have a replacement that's economical, and that's why we all signed up for 'no later than eight years,' " continued Baker, referencing the recent initiative for a non-leaded alternative fuel by 2030 led by AOPA and the General Aviation Manufacturers Association. "We believe that it's going to happen faster than that."

He went on to state that pilots "are going to have a safe fuel first, and a safe transition, that keeps low lead available until we have a solution."



**The new Himalayan salt livery for the sixth generation of the popular Cirrus SR22 series**

Article & Pictures by Alicia Herron, Publications Content Producer, for AOPA Aviation eBrief.

Editor's Note: The conference was well attended by several Chapter 430 members

**FOR SALE**

## 2022 BOARD AND DIRECTORS

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