



EAA 430 FLYER

APRIL 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

Although I write this in Delaware, I hope to join you for the April gathering on April 30th. As we get closer to our Young Eagles events, I thought I would offer some suggestions for conducting a successful Young Eagle flight. I know there are many of you who have given more YE rides than I have, and may have even more suggestions.

The excitement of the youth that are preparing to go for a ride comes in many different ways. They will probably remember this day for the rest of their lives. I remember a sullen young man in a hoodie and I was glad he had to take his hood down to put on the headset. He ended up having one of the best experiences of all the kids that day.

Before arriving at a Young Eagles rally, take a little time to prepare your aircraft. Weight and balance should not be a major factor, have enough fuel so you don't have to refuel before the end. Take some cushions that might be needed, and don't forget the airsickness bags. I have learned the bag needs to be opened and ready before it is needed. Although I've never had to use one, it made sense to me.

Once you've been paired with your Young Eagle, find out what experience, if any, they have had in a small airplane. As you are doing your walk around, show the control surfaces and explain how they work. Brief them on where to step and where to grab before they start to get in. I always tell them I will close the door, but brief them on how to open it. Don't forget FAR 91.519 passenger briefing which includes no smoking, use of belts and shoulder harnesses, exits, and survival equipment.

Once in the cockpit, narrate your actions as you start the airplane, taxi to the runway, and take off. Once airborne, be attentive to your passenger's comfort. Try to be as smooth on the controls as you can, and limit banks to 25 degrees or less. After you level off offer to let them fly. If they would like to take the controls, encourage them to look out the window instead of staring at the instruments. After they've flown a little bit ask them if they would prefer to continue flying or just look around. Have good situational awareness and listen for and make radio position reports. When returning to the airport explain the landing procedures such as the traffic pattern and warn them if you are equipped with a stall warning horn.

After shutdown, share in their excitement (or not). This may be a good time to get pictures. We don't take pictures of the kids but you can use their phone to take their picture. As you get back, give a quick briefing of the flight to the parents or guardians. Remember no job is finished until the paperwork is done!

Now celebrate what a great human being you are! And thanks for helping EAA430. If you have never flown Young Eagles, please consider doing it. It's a really good group of pilots – and you may find a new friend.

IN THIS ISSUE	Page
From the Left Seat (Ray Ballantyne)	1
Calendar of Events	2
EAA 430 Gold Status	2
VMC Club (Harry Cook)	3
Welcome New Member	4
Keeping History Alive	5
Aviation From My Rocking Chair	6
Getting To Know Richard Howell	7-9
March Flyout to Harvey Field	10
April Flyout to Skagit Valley	11
March Gathering Minutes	12
Board & Directors	13

APRIL & MAY 2022
<u>VMC/IMC Club Meeting</u> 2nd Wednesday of the Month April 13 & May 11 7 - 8 pm Mariner Cafe
<u>EAA 430 Chapter Board Meeting</u> April 22 & May 20 9:00 am Mariner Cafe
<u>YE Rally & Airport Appreciation Day</u> May 21 10-2 Fairchild Airport
<u>EAA Chapter Gathering</u> April 30 & May 28 9:30 - 12:00 Fairchild Airport Meeting Room
<u>Flying Start</u> May 28 1:00 Fairchild Airport



Congratulations to your chapter in successfully reaching the GOLD level status recognition level for the combined 2020 and 2021 years. This program is based on 10 criteria that are consistently found in active and highly engaged chapters. Due to 2020 and 2021 being challenging years for chapters to maintain a high level of engagement, these years have been combined into a single recognition period. An additional 11th criteria point was included this year to help offset the unique challenges associated with limited social engagement, and to observe unique chapter approved activities.

1. Attends a chapter leadership training session
2. Growing or steady membership
3. Offers IMC or VMC Club programs
4. Participates in Young Eagle or Flying Start programs
5. Has EAA-approved Flight Advisor or Technical Counselor
6. Participates in EAA's Annual Chapter Member survey
7. Participates in Young Eagles Build and Fly, Young Eagles Workshops, Ray Aviation Scholarship program, or sends a youth to EAA's Air Academy
8. Requests an EAA ChapterBlast email
9. Hosts at least two public events each year
10. Owns/leases a facility
11. Extra credit activity, such as a chapter build project, youth build project, chapter scholarship, a chapter tool crib, IAC competition, etc.

John Egan, Sr. Manager, EAA Chapters

Concerning flight physicals



Thanks, Ray Ballantyne, for sharing this medical information.

***Eligible for FAA Wings Credit

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.



WELCOME NEW MEMBERS



Mike Niewiarowicz

I first got interested in aircraft when I was about 4 years old when my father would take me to the airport. I currently am not flying, but I flew a Cessna 182 for the past 15 years, along with anything else I could get my hands on. I have a private single engine land ticket that I got back in 1976.

I was a member of the Boulder, Colorado EAA chapter and was one of their technical counselors. I retired from Northrup Grumman at the end of 2021 and worked on SBIRS (space based infrared systems).

My wife and I moved to Sequim at the end of 2021, moving from Golden Colorado. We are now both retired and enjoy meeting new people and making friends here in the PNW. I am an avid model builder, photographer and like doing things outdoors.

When asked what is an unusual experience I've had as an aviator, It is hard to pick one, but I have landed at Leadville, the highest airport in North America, as well as flown into many other high-altitude airports.



Bio Pending

Mark Long

Keeping History Alive

By Dave Woodcock

John Gussman (well known local photographer and videographer) took these photos on Saturday at Blue Ribbon. We are working on an article for EAA Warbirds magazine. I'm on the right in the garrison cap and my friend Dave Gaston is in the AAF crush cap on the left.

Dave owns the 1945 Jeep and lives in Little Rock, WA. The Jeep is a 1945 Willys MB that came off the assembly line March 6, 1945. It was restored in Pennsylvania to honor triple ace Bud Anderson and his 357th Tactical Fighter Wing in England. It's signed by Bud with his Old Crow logo. Also signed by Paul Tibbits (Enola Gay), Bob Hoover (fighter pilot, POW, test pilot) and Dick Cole (Jimmy Doolittle's Tokyo raid co-pilot). Dave is a member of Friends of Willie and Joe and will be at the May 21 Airport Day at Port Angeles along with other vehicles and members in uniform.





Aviation From My Rocking Chair

By Rick Vaux

Shut er' down

Hello, again troopers. Let me ask you a question. When you park your aircraft, do you pull the mixture to idle/cutoff, shut off the mags and master then head for home? If so, let's take a little time and explore this seemingly simple procedure and look at some tips which may prolong the life of that noisemaker up front.

Any engine will benefit from a short cooling cycle at idle before shutdown. Turn the airplane into the wind and idle for one or two minutes with the cowl flaps open. Turbocharged engines require a much more extensive cooling period. They are subject to a problem called, "Turbine Coking." After landing, the turbine rotor is still very hot (usually 1000 degrees F. or more), and the only cooling for the rotor, bearings, and shaft is circulating engine oil. If the engine is shut down at this point, mineral oil (which carbonizes at 600degf) will turn to coke in the center bearing area which can lead to turbine failure on the next startup. So, be sure to run the engine at idle 4 minutes at least before stopping. Good news, taxi time counts which means 4 minutes ain't bad. By the way, if you own a turbocharged car, this procedure will greatly extend the life of the turbo.

Now let's shut this baby down by the numbers:

- (1) Turn off the boost pumps
- (2) Pull mixture(s) to idle/cutoff
- (3) Shut off mags/ignition switches after prop comes to a complete stop.

These first three items accomplish several functions; they keep excess fuel from accumulating in the cylinders where it can mix with oil and foul the bottom sparkplugs. They reduce the chance of prop strike injuries if the aircraft is moved while touching the propeller, and they eliminate "Hot spot" run-on or Dieseling after shutdown.

- (4) Remove ignition key (Put it in your pocket now. It may prevent a prop strike accident sometime.)
- (5) Turn all electrical accessories off. This will help reduce electrical loads at startup.
- (6) Turn off master switch.
- (7) If a Bendix Pressure Carb (not many left) is installed, return mixture to halfway in position. This prevents internal rubber diaphragms from taking a set and effecting fuel flow on next operation.

Everything should now be quiet except for the gyros spooling down, and the metal tinkling coming from up front. Before I take my leave once again, here are a few more tips:

- a) If you pull the mixture to idle/cutoff and the engine fails to shutdown quickly or "Diesels" suspect internal carburetor or fuel injector leakage (or maybe you forgot item #1 on the shutdown list?)
- b) Once in a while shut down the engine with the magnetos. If the engine continues to run, P leads are either disconnected or broken.
- c) Consider not shutting off the fuel selector between flights. It is far to easy to forget to turn it back on.
- d) If sparkplug fouling has been a problem, try running the engine at 1800rpm for 30 seconds prior to momentary return to idle and then shutdown. Sparkplug cores scavenge well only at temperatures in excess of 800 degrees F.

GETTING TO KNOW

Richard Howell

As a young boy, 3 or 4, my dad's love of airplanes rubbed off on me. My first airplane ride, which I'll never forget, was in a Piper Tri-Pacer. It was at a little airport open house event - I think maybe in Williamson, NY. I was probably about 5 or 6. In the late 60's and early 70's, my dad and I did control-line and R/C models together. I think I expected to grow up to be an airline pilot. As I got more into my middle teens, I realized I wasn't military material. I also (ignorantly) thought that was really the only path to an airline career - so I pretty much gave up on that idea.

I got my private pilot's license in 2001, after 9 months of Part 141 training at Class C, John Wayne Airport in SoCal. Since August of 2002, I've had a Piper Warrior II, 1984, PA-28-161, which roosts in its wonderful hangar at KCLM.

At the present time, I'm building a Sling 2 with an anticipated first flight in late spring or early summer 2022. I'm hoping to use my new plane to add instrument and maybe commercial ratings in the next year or so. Sadly, gotta sell my trusty Warrior :-). For me, the Sling 2 was love at first sight. I took a trip to The Airplane Factory USA in Torrance, CA. The goal was to test fly a Sling 2 with the Rotax 912iS engine. My kit was ordered as a quick-build and I received the empennage and started building in November 2019. When I received word the rest of the kit was on its way in December 1, 2019, I tracked the progress of the shipping container after it left the factory at Tedderfield Airpark, near Johannesburg, South Africa. The container found its way aboard the Xin Ri Zhao and sailed from Durban on December 24, bound for Singapore where the container was transferred to the YM Upsurgence. The Upsurgence made several port calls in Thailand, Vietnam, and China. Finally, on January 26, 2020, YM Upsurgence departed Yantian, China. Next stop - Tacoma, Washington USA! It looked like it would enter the Strait of Juan de Fuca during daylight hours on February 10. My wife, Mary Ann, and I drove to nearby Ediz Hook in Port Angeles, WA and had a perfect view of the strait. There she was!



After nearly two months from the day she left the factory, my Sling 2 quick-build kit found its way **to my shop.** “Never underestimate the amount of procrastination required to get something done.”

For anyone interested in the progress of building this airplane, check the Weblog:

<https://sling2.slantalpha.com>

I was a member of EAA Chapter 92, Orange County, SoCal and pretty much a wallflower. I've been a member of Chapter 430 since November 2018, and just this year, chapter President Ray Ballantyne somehow talked me into being chapter Secretary.

I'm still permanently embossed by early trips to the Glenn Curtiss Museum and Old Rhinebeck Aerodrome (back in the Cole Palen days). In SoCal, I had Planes of Fame to help keep the fire burning. I'd go to airshows whenever they were around, often with my Dad.

I was sprouted in PA (Philly area) and then a seedling in upstate New York (Rochester area) where my dad was an engineer with Xerox. We moved to Texas (Dallas area) when I was in middle school. We moved to Southern California for my senior year in high school - all really poor timing as far as I was concerned! I spent two years at electronics tech school in Phoenix, AZ and then began my career back in SoCal, (South Orange County), working for MicroData Corporation as an electronic technician. For several years, I was partner in a computer store, and then off on my own as a custom programmer and independent computer consultant. I eventually hired on as software engineer and worked for several companies, eventually with Panasonic Avionics Corporation. Altogether I spent 40 years, living and working in Southern California. I met my eventual wife, Mary Ann, at work. We celebrated our 20th anniversary this past January.

We acquired our PNW nest early in 2015 and finally moved here late in 2018 when Mary Ann and I both retired. I wrapped up my dabbling in electronics, computers and software engineering. Mary Ann capped off her successful career as an electrical engineer, technical communications writer and manager, having also earned her degrees -- AS Electronics, BA Journalism, BA Asian Studies and MS Information Science.



One of our most memorable adventures was the 2005 trip we made in our Warrior to Baja California, Mexico, organized by Baja Bush Pilots International. The purpose of the trip was for whale watching in the San Ignacio Lagoon, a nursery for gray whales. The Pacific gray whale migration from Alaska's Bering Sea to the warm waters of Baja's lagoons is the longest mammal migration on earth. Every spring, hundreds of whales return to traditional birthing and breeding grounds in sheltered San Ignacio Lagoon on Mexico's Baja Peninsula. Our trip took us, along with 35 other airplanes, 600 miles south of **the border, landing on the 50' wide dirt strip at the Hotel**

Serenidad, where we stayed for 3 nights. The town of Mulege was shut down for the first evening so we, along with the local residents, could celebrate with a street party.



The next day, we flew from the hotel, across to the Pacific coast of the peninsula. Our whale watching was done in small aluminum boats, each boat holding 10 people. When we arrived at the "nursery," a huge mother whale swam up and very proudly pushed her baby right to the side of our tiny boat. They took turns putting their giant heads into our boat for pets. We were in awe, totally captivated by their friendly demeanor and behavior towards us humans. At one point *mom* settled down below the boat and for 20 minutes went upside down to scratch her belly on the prop while we babysat the youngster. That was a trip we'll never forget.

Besides flying and our airplane, Mary Ann and I love the PNW outdoors - walking and e-bikes are steady pastimes. Day trips and having nibbles at various venues are always fun. We're looking forward to doing a grand tour of the US in our Sling 2. Then, Lord willing and the creek don't rise - I've long wanted to travel in Europe. Maybe a helicopter rating or building a Kitfox and doing some back-country flying? I've promised to get Mary Ann (and me) a dog [again].

EAA is for me, a way to venture out of my comfortable, insular world to plug in a bit with people - finally put down some roots. I think involvement with airplanes offers a magical opportunity and potential for parents and their kids to bond. Having something interesting and wholesome to be engaged with and be inspired by - and aspire to - can make a huge contribution to growing up - no matter how old we are. Those who know me would say I'm pretty much an open book. I can't seem to surprise anyone. Richard Howell, EAA 1055918



Around the World in 40 days



In 2009, James Pitman and Mike Blyth, the founders of Airplane Factory in Johannesburg South Africa, started a project designing and building an airplane, a Sling two-seater. In 40 days and 45,000 nm, they went around the world, their destination being Oshkosh. To view this incredible flight, go to

<https://www.youtube.com/watch?v=1Fu8PJ4QSYE>

March Flyout to Harvey Field

By Barry Halsted

Despite some low clouds at departure time, we had a nice flyout to Harvey Field for March. The clouds in Port Angeles prevented Richard and Mary Ann Howell and Dave Woodcock (with Charlie King) from getting off, but Bud Davies (C-152), Rick Stoffel and his wife (RV-4), Ernie and Jeanne Hansen (Swift), Bill and Dot Shepherd (Swift), and Tim Alentiev (guest from Norman Grier Airport in his RV-10) all made it. Richard Humphreys and I came in my PA-11. Guess who was the



slowest!

We landed on runway 33R and found a string of small pendants (or something similar) across the runway, just short of the threshold. Turns out, there is a fence there that is not easily seen and the pendants did a good job of assuring we didn't hit the fence.



The restaurant (Buzz Inn) has been recently renovated and we all thought it looked very nice. We were all seated at one table and conversation was constant and lively! Some thought the menu was new; in any case there was plenty to choose from and the meals were excellent. While we were there, our local Olympic Peninsula weather improved and the flights home were under high (20,000 ft) skies with excellent visibility. All in all, I'd say this was a good, spring flyout! Barry

April Fly-out to Skagit Valley

By Barry Halsted



Hello April Flyout group

April's flyout was a flight to Skagit Regional Airport with lunch at the Skagit Landing restaurant. The trip there included a look at the tulip fields in the Skagit Valley near Mt. Vernon. Each year the area holds a Tulip Festival and this year several fields had tulips in bloom.

Flyout participants included Jay Pearlman (RV-6A), Bill / Dot Shepherd (Super Aero), Ken Gross / Leslie Marks (RV-14), Dave / Joan Miller (J-3 clone), Colette Miller (Citabria), and Barry /Tracy Halsted (PA-11). Those

flying from Port Angeles and Rakes Glen left with good visibility and over-cast skies. Clouds lowered with an indefinite ceiling approaching Diamond Point which made it appear visibility was poor, but at 900 – 1000 ft the area to the north showed distant sun and mountains. Those leaving Diamond

Point soon made it to higher ceilings and good visibility. By the time we reached the tulip fields, high ceilings and excellent visibility prevailed and 8-10 tulip fields were in full bloom. What a pretty view we had! Meals at the restaurant were good. Had we known there would be ten of us coming it would have been good to give them notice, but even so they were able to place the ten of us at one table.

Coming home, clouds were high and visibilities were good. There was wind, however, and the air was somewhat bumpy the closer we got to home. Barry watched the Diamond Point group land without difficulty, but he aborted an approach to Rakes Glen's short and narrow runway and landed instead at Sequim Valley Airport. The wind there was strong enough that he called Harry Cook for assistance in getting off the runway. Harry and a local instructor held the wings until the PA-11 was off the runway and tied down in the grass.

All together luncheon socialization was excellent and everyone had an enjoyable flyout.



EAA CHAPTER MARCH 26, 2022 GATHERING MINUTES

Meeting social and sign-in 0930

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

Ray led The Pledge of Allegiance to the Flag with 30 (+ 2 new) members attending.

Guest/New Member Intro's: Mark Long, Mike Niewiarowicz

Approve Minutes: There was no February gathering, therefore no minutes - approved nonetheless.

Correspondence: None.

Old Business:

Finances and membership: Checking and savings \$4148, Scholarship \$11,500, 91 (+ 2 new) Members.

Still 1 helicopter blade available for \$75.

Fly-out Coordinator Barry Halsted reported the March fly-out to Harvey had 5 planes and 10 people. Scholarship Coordinator Dave Miller reported we continue to have 2 active recipients and are looking for airworthiness candidates. Rick Vaux has identified contacts with 5 A&P schools.

Ray expects to get the Recognition Plaza activities restarted, perhaps with an April party.

The 50th Anniversary banner is done, but wasn't present at the gathering.

Flying Start will have a banner and sign-up booth at the May 21 KCLM airport day and Young Eagles event. There is a call for pilots. The actual Young Eagles event will be after the May 28 gathering @ 1300, all at KCLM. Early sign-ups should be referred to Ray.

New Business:

Deb Cox generously donated 10 limited-edition Alaska aviation prints to benefit the scholarship program. Dave Miller has researched the print's values and will get photos to chapter communications director Scott Fitzgerald to post/distribute and help spur the interest of prospective buyers.

BOD approved at the March meeting that Young Eagles credits will be used to acquire a printer and 2 iPads for paperless registrations and sign-up at Young Eagles events.

EAA Chapter 406 (Bremerton) reached out for help with their first time usage of the EAA registration and sign-up system for their Young Eagles events. Rick V. led appreciation for Tracy as she has volunteered to provide them a how-to process documentation she's developed.

Membership Roster announcement to members, to check existing info and pictures, take new pictures, sign up for and pick up available badges at sign-in desk.

Ray proposed and the attending members approved starting a building fund for our 501(c)(3) chapter. Rick Vaux announced that he will donate the proceeds from the sale of 2 ultralight projects - Airdrome Dream Classic and Kitfox Lite - to the chapter building fund. He asked for volunteers interested in helping him get the Kitfox put back together.

Dave Boerighter announced that he's going to be putting his M20C up for sale. His Mooney has an extensively upgraded panel. He still has the older equipment and will make items available at the next gathering to benefit the building fund.

Project Reports - Dave Moffett's RV-12 is ready to transport his KCLM hangar, volunteers and ideas welcomed. Richard Howell is working on fuel and oil lines for his Sling 2.

Ray adjourned the gathering at 1034.

Barry and Tracy Halsted presented their video about the condition inspection process for Saffire.

Pizza! (Thanks to Bud Davies for his effort.)

Respectfully submitted,

Richard Howell, EAA 430 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
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