



# EAA 430 FLYER

MAY 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**

Lisa and I are back in Sequim and we received such a great welcome back. Thank you.

Last month I talked about Young Eagle etiquette and best practices. We're looking forward to our first Young Eagle rally of the year on May 21. I hope you will come and volunteer to help. The week following the Young Eagle rally, we host our first FLYING START program on May 28. It will be a busy day on May 28 with our monthly Gathering starting around 0930 followed by the meeting and pizza. After we clean up, it will be time to start the FLYING START program at 1300.

David Woodcock will lead the briefing which includes the joy of flying all things in general aviation: manufactured aircraft, experimental Homebuilt, ultralights, gliders, acrobatics, and balloons. At the conclusion of the briefing and discussions, each participant will be offered an Eagle Flight provided by our generous chapter pilots. The program is intended to be an informal mentoring program that helps expose adults to aviation and guides them toward whatever engagement fits in their lifestyle.

Flying Eagles is similar to Flying Young Eagles, such as asking if they have flown in small aircraft before, and why they are interested in flying. Describe your walk around and the control surfaces. Help them in the aircraft and explain the instruments and controls in a simple and concise way. Narrate your actions of starting, taxiing, and takeoff. Allow your eagle to be an active participant, as you feel comfortable. Describe traffic patterns and communication procedures.

After the flight, congratulate your Eagle and talk about the next steps and how EAA430 can help them. Tell them they get a complementary six month membership both to the national and local chapter and they receive the monthly magazine.

Helping the chapter pull off a successful FLYING START could be a life-changing event for someone and an opportunity to mentor a new aviator into the magic world of flying! I hope you take advantage of this opportunity. Ray

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**MAY & JUNE 2022**

VMC/IMC Club Meeting  
 2nd Wednesday of the Month  
 May 11 June 8  
 7 - 8 pm Mariner Cafe

EAA 430 Chapter Board Meeting  
 May 20 June 17  
 9:00 am Mariner Cafe

YE Rally & Airport Appreciation Day  
 May 21 10 - 2 Fairchild Airport

EAA Chapter Gathering  
 May 28 Fairchild Airport Meeting Room  
 9:30 - 12:00

Flying Start  
 May 28 1:00 Fairchild Airport

EAA Chapter Gathering  
 June 25 Sequim Valley Airport Hangar 15  
 9:30 - 12:00



Chapter 430 April 30th Gathering with Presenter, Dan Gase.



**\*\*\*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.





SATURDAY,  
MAY 21, 2022

10 AM - 4 PM

**WILLIAM R. FAIRCHILD INTERNATIONAL  
ARMED FORCES & PUBLIC SAFETY  
AIRPORT APPRECIATION DAY AND FLY-IN  
PORT ANGELES, WASHINGTON**

**FREE ADMISSION FOR EVERYONE**

- “Young Eagle” flights from 10am to 2pm  
*(Free airplane rides for youth ages 8 thru 17)*
- “Friends of Willie & Joe” WWII Enactment
  - Cascade Warbirds on display
  - U.S. Army Helicopters
- Area Wide Public Safety Organizations
- Washington State Patrol Aviation aircraft
- Airplane and Helicopter rides *(for a fee)*
  - Life Flight Network Aircraft
- “Black Diamond Junction” Music
- Food and beverage vendors on site
- Private, Corporate, Military Aircraft



**Save the Date - Don't miss the Fun!**



## WELCOME NEW MEMBER, MARK LONG



I became interested in airplanes in high school. I lived in Maine for 20 years, where I built my Sea Ray, with the help of EAA Chapter 87. The plane was first flown in 2012 and is the plane I currently fly out of Blue Ribbon Farms, WN29, where I have lived for the past 3-4 years.

I've been a line pilot, flying a Global 6000 for NetJets, for 20 years. I have an ATP rating.

Skiing, camping and traveling are a few of my favorite past times.





## Aviation From My Rocking Chair

By Rick Vaux

### What, Another Instrument Column?

For all the wonderful new digital panels available now, there are still a lot of “Steam Gauges” around, and these need handling and testing from time to time. This month, with the help of Mr. Ron Rucker and “Aircraft Maintenance Technology,” I’d like to cover some handling and testing precautions for aircraft instruments.

Remember the first time you looked at an aircraft instrument panel and wondered what all those gauges were used for? And after you knew how they worked, were you amazed at how reliable they could be? I was too. Starting with gyros, let’s see if we can keep them in operation, even if the TV sets go dim.

#### Gyros:

- (1) A large percentage of problems are caused by shipping/handling accidents or contaminates in the component. A very small drop of only 1/4” onto a hard surface approximates 2G. 6G will damage most modern gyros. The term “Handle like eggs” comes to mind.
- (2) For vacuum gyros, keep all system and gyro filters clean.
- (3) Don’t plumb vacuum gyros in series. This reduces pressure to all units in the system.
- (4) Don’t automatically lubricate fittings on vacuum gyros. The reduced friction may lead to over torquing, with damage to fittings or backplate ports.
- (5) Plug all ports when shipping. This will reduce the possibility of damage or contamination within the instrument.
- (6) Always allow gyros to ‘spin down’ and stop before handling. This will prevent damage to bearings and gimbals due to tumbling. Note: Modern gyros have a bank limit of approx. 100-110 degrees and a pitch limit of approx. 60-70 degrees before they will tumble (Non-aerobatic).
- (7) When gyros have not been used for a couple of months, or have been in storage, power them up for 30 minutes to allow bearings to be exercised and lubricated.

#### Pressure instruments:

- (1) Manifold Pressure Indicator - Check the accuracy by comparing it with Altimeter baro settings.
- (2) Altimeters- Some have vibrators installed to help reduce inherent friction in the instrument. Make certain they are working.
- (3) Airspeed Indicator- The biggest problem is the capillary tube inside. If it is cracked, bent, or broken, the instrument should be considered beyond repair.

O.k., let’s go over some things to watch while handling, removing, or replacing instruments.

- (1) When sending components in for repair, be very specific about malfunctions:
  - (a) You can’t give TOO much detail about the failure.
  - (b) Tag the instrument.
  - (c) Write discrepancies on the packing sheet.
  - (d) Don’t write on the glass face. Many glasses are coated and replacement costs can be high.
- (2) Simple checks for troubleshooting components still installed in the aircraft.
  - (a) Static instruments (Altimeter, Rate of Climb, etc.) which are undergoing pitot/static tests, often show leaks. This could be caused by improperly sealed test fittings. Make sure this is not the problem before rejecting a part.
  - (b) Resist the urge to tap on the instrument face. I know this looks cool, but needles won’t swing through crushed glass! If you feel a need to tap on something, use the panel.
  - (c) If dual instruments are installed, swap connections and see if the problem follows.

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(d) Water finds it's way into static systems from time to time. Send any instrument to the repair shop immediately if the possibility of or actual water is found in it.

(e) On instruments with plastic cases, such as; Airspeeds, Altimeters, or Rate of Climb, don't over tighten the fittings. If the seal between the threaded inserts and the case is broken, the case will require replacement.

(f) Blown diaphragms in the Altimeters and Airspeed can occur while testing pitot/static systems. Be aware that dumping pressure testers too fast, without venting the instruments first can cause this. And finally, **DON'T EVER BLOW INTO THE PITOT TUBES!** It is extremely easy to damage your instruments, and it just looks **WRONG**.

Well, Troopers, I've used up my limited gray matter once again, so be safe out there and since I write this on Mothers Day, bless all the Mothers, Mothers in Law, Grandmothers, and Great Grandmothers out there. Thanks for giving us life and flight.

Rick Vaux  
TC4130

EAA Chapter 430 Membership Gathering Minutes  
April 30, 2022

Meeting social and sign-in 0930

Chapter President Ray Ballantyne called the Membership Gathering to order at 1003.

Ray led The Pledge of Allegiance to the Flag with 23 members and 2 guests attending.

Guest/New Member Intro's: Jon Picker, Dan Gase. (Dan is soon to be the outgoing and Jon the incoming Port of Port Angeles, Airport Manager.)

Approve Minutes: March minutes were approved as submitted.

Correspondence:

Ray Ballantyne delivered a Flying Start program pep-talk, explanations about available EAA-provided promotional and informational materials and the key processes and effort being put in to ensure that all goes smoothly. Thanks to all involved from Ray!!

There has been ongoing contact with EAA Chapter 406, Bremerton "Rainbirds", to help them with EAA online signups and registrations for their Young Eagles events and potential fly-out coordination with our informal fly-out activities

Old Business:

Bud Davies presented acknowledgment certificates and pins to our numerous and hard working Young Eagles participants

Ray described more details about the Flying Start processes for the May 28 event, starting in the W.R. Fairchild Airport (KCLM) conference room at 1:00pm, after the regular monthly Membership Gathering

call for getting the word out to possibly interested would-be pilots that we may know  
call for event pilots

Still 1 helicopter blade available for \$75.

Fly-out Coordinator Barry Halsted talked about the April fly-out to Skagit to see the tulips.

May's destination might well be Friday Harbor. Stay tuned...

A five airport "Poker Run" could be a possibility for July?

Scholarship Coordinator Dave Miller brought two of the Alaska aviation prints, donated by Deb Cox, and kicked off a silent auction with opening bids

Work on the Recognition Plaza is expected to resume imminently, with Ray to be coordinating a work party at W28 Memorial Rock (within the next week or so)

Building Fund - Ken and Mary Brown have made an inaugural donation of \$100.

Ray shared a brief update about [Andy Sallee's] new hangers and other projects at Sequim Valley Airport (W28), including hope and potential ideas for more permanent facilities for the chapter.

New Business:

Armed Forces Airport Appreciation Day and Fly-In, May 21 (KCLM)

Ray talked briefly about our Young Eagles event and Flying Start promotion activities.

W.R. Fairchild Airport manager Dan Gase highlighted the day's events and facilities

Both Ray and Dan called for volunteers

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Tracy Halsted discussed the May 21 Young Eagles event (KCLM) - the number of ground volunteers seems adequate. There are currently 5 pilots, but a few more would be appreciated.

Flying Start Event (KCLM), May 28 - Ray called for volunteers and pilots

Ray distributed some nifty "Dynon" ball caps - 2 navy blue ones related to a couple of members' Dynon Avionics-related activities, and a pink one to Joan Miller for being so helpful and involved with so many things

#### Project Reports

Dave Moffitt - RV-12 in the process of moving to his hangar at KCLM

Richard Howell - Sling 2, ballistic parachute mounting and elevator control linkages

Rick Vaux - ultralights

Dave Woodcock - sold his Husky. He and Dave Miller have gone in on a build-position for a brand new Legend Super Cub

Ray shared that Dave Boerigter was able to get his insurance concerns resolved and will be keeping his Mooney!

Ray adjourned the gathering at 1109.

Pizza and other refreshments (Thanks especially to Bud Davies and Joan Miller!)

Dan Gase presented an overview of W.R. Fairchild and Seiku airports, during his time as Airport Manager. Just about any small airport and their airport manager would be thrilled to have just one major improvement project accomplished. The number of significant things Dan has done is nothing short of magnificent!

New facilities and appointments in the main terminal building

Bringing Life Flight Network air medical service to Port Angeles and Clallam County

Initial and ongoing effort to establish Dash Air Shuttle and service between Port Angeles and SeaTac

New box hanger construction - well underway

City sewer extension to new and existing hangers

Negotiations and agreements for runway and taxiway resurfacing and realignment projects in 2022 and 2023

Finding such a capable and enthusiastic airport management successor in Mr. Jon Picker.  
Welcome Jon!

That's just a short list from a huge number of wonderful things Dan has been able to do.

Farewell Dan! Thank you for everything!

Respectfully submitted,

Richard Howell, EAA 430 Secretary

## 2022 BOARD AND DIRECTORS

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

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