



EAA 430 FLYER

JUNE 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



It's hard to believe it's already June and we're still waiting for Summer. But EAA430 is ripping through our year of events. We were wildly successful with the Young Eagle event in Port Angeles Airport Appreciation Day. Eight pilots flew 80 young eagles. We could have done more, but ran out of time and airplanes. We had 14 ground volunteers which made the process go smoothly, **thanks to Tracy Halsted's preparations.**

The following week we had a great presentation at our May gathering from Sam Davies about his local history and the history of Big Andy airstrip west of Port Angeles. After the pizza lunch, we hosted nine people exploring aviation at the Flying Start presentation by David Woodcock. Cecilia Aragon provided great assistance with her colorful history. Unfortunately, the weather did not allow **for their eagle rides on that day, so we're scheduling them for a sunny day.**

Thanks to Barry Halsted for another great fly out to Friday Harbor. It sounds like June may be in the islands also.

We received our gold level status recognition for 2020-2021. Thanks to everyone who lent a hand and that allows the chapter to accomplish so much.

Best wishes to Dan Gase on his retirement and his move to Idaho. Welcome to John Picker, the new Fairchild International Airport Manager.

We're making progress on the recognition Plaza construction project, and hope it will be completed by the end of the month.

Working with Young Eagles coordinator, Bud Davies, we have decided to move our last Young Eagle rally to Pt Townsend in August. We have not yet decided on the date. The Sequim Valley rally will be on July 16 between 10:00 a.m. and 2:00 p.m. More pilots and aircraft are always welcome.

(Continued on next page)

I plan to fly to the GlaStar fly-in at Smiley Creek, ID on the last weekend of June, which will mean I will be gone for the June Gathering. But I've left you in good hands with VP Rick Vaux, and a presentation by Bruce Burris about his history and ultralight flying.

I hope you hook up with a fellow aviator and do some hangar flying and maybe some real flying.

Ray



Sam Davies shares his local history and the history of Big Andy airstrip west of Port Angeles at the EAA 430 Gathering on May 28, 2022.

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JUNE & JULY 2022
<u>VMC/IMC Club Meeting</u>
2nd Wednesday of the Month
July 13
7 - 8 pm Mariner Cafe
<u>EAA 430 Chapter Board Meeting</u>
June 17 July 22
9:00 am Mariner Cafe
<u>YE Rally Sequim Valley Airport</u>
July 16 10 -2
<u>EAA Chapter Gathering</u>
June 25 9:30 - 12:00
July 30 9:30 - 12:00
Sequim Valley Airport Hangar 15



Bruce Burris, Presenter for June 25, 2022 Gathering

I grew up in an aviation household. My father was an air traffic controller and general aviation pilot and I saw a lot of the USA and Canada at an early age. We lived in Billings, Montana, and my father was very active in the aviation community. He did flight instruction, charter flying, and owned a Link Trainer (1940's era simulator) in which he provided instrument instruction. I've been told my first airplane ride was at the age of 6 weeks, but I don't remember it for some reason.



The solo-shirt tail photo was at Troutdale OR airport July 18, 1963. The instructor's name is Mike Forsyth and he still flies today at 85 years old. He's a former TWA Captain and currently is a Bonanza Pilot Proficiency Program Instructor.

At the age of 14 my parents and I moved to Oregon where my father became the first chief of the Troutdale tower east of Portland. It was at the Troutdale airport that I soloed a C-150 in July 1963 when I was 16. I flew about 30 hours that summer, but when school started up again, I was more excited about cars and girls.

I worked for the Boeing Company in 1966 and received my Private Pilot certificate in September of that year. The airlines were hiring a lot of pilots that year, but since I was only 19, I had to wait a couple of years. By the time I was 21, the airlines were not hiring as many, and since I didn't have a college degree, I was at the back of the line. I continued flying as many hours as I could afford, and in 1969, I became a flight instructor at the Hillsboro airport west of Portland. By this time I had my Commercial, Instrument, and Multi-engine ratings.

In December 1969, I was hired by the FAA as an air traffic controller at the Seattle Air Route Traffic Control Center (Sea ARTCC) located in Auburn, WA. In 1973, I transferred to the Portland Tower and TRACON and spent 2+ years there before returning to Seattle Center in 1975.

I was fired by President Reagan on August 5, 1981 during the PATCO air traffic controller strike. I then started a business building, selling, and servicing ultralight aircraft. Ultralights were becoming very popular, and in 1982 and 1983 there were more ultralight aircraft sold than Cessna, Piper and Beechcraft combined. But alas, the ultralight boom only lasted a couple of years.

I was hired by United Airlines in 1986, and my first position was as a Second Officer (Flight Engineer) on the DC-10. In 1989 I became a First Officer (co-pilot) on the B727 and in 1991 on the B757 and B767. In 1993, I went to the B747-400 as a co-pilot. In early 1995 I upgraded to Captain on the B737-300/500. In the summer of 1998, I transitioned to the Airbus A-320 and 319. Summer of 2001, I transitioned to Captain on the B757/767 and I retired while on the B757/767.

(CONTINUED ON NEXT PAGE)

September 11, 2001: we all remember this date. The airline industry took a blow and the draw-down in schedules was drastic for a couple of years afterward. At this time, we were living in Montana in a little mountain town called Seeley Lake. I was commuting to Los Angeles where I was based, and the commute consisted of a one-hour drive to the Missoula airport, followed by 2 legs via airline flights to LAX. With the reduction in schedules by all the airlines, it was taking me 24 hours to get to work, and 24 hours to get back home on most of my commutes. As a result, we closed up our house in Seeley Lake and rented a house on Sequim Bay in February 2002. Now my commute was a two-hour drive to Sea-Tac followed by only 1 flight to LAX. Surprisingly, it was much easier. Sequim was chosen because we have some good friends who moved here in 2000 and loved it here.

In December of 2002, United Airlines declared bankruptcy and I decided to retire. I was only 55 and mandatory retirement was 60, but I thought I might save my retirement. Nope.

I decided I was not ready to retire, so I went to work for SERCO Group, a British company that provides services world-wide in several service fields like transportation. They are one of the companies providing contract air traffic control services for the FAA. Since we had a house in Seeley Lake, MT, I called them and offered my services at the Missoula tower and was hired February 2003. In late 2003, I transferred to the Bellingham tower where I retired in May 2006. We then moved back to Sequim where we've been ever since.

My wife and I owned a 1960 "M" model Beechcraft Bonanza for several years. I sold it to a gentleman in Georgia and I delivered it to him in June 2006. I have owned several ultralight aircraft over the years with the latest being an SNS-8 Hiperlight. The Hiperlight was designed and kits were manufactured by the Sorrell family in Tenino, WA back in the early 1980's.



Aircraft I have flown: Paragliders, Hang gliders, Ultralights, Sailplanes, General aviation aircraft – both single engine and multi-engine, Multi-engine jet transport, Some helicopter

I have the following certificates and ratings:

Airline Transport Pilot with type ratings in A320, B737, B747-4, B757, and B767

Commercial Pilot – SEL, SES, Glider

Control Tower Operator – PDX tower and TRACON, MSO tower, BLI tower

Repairman Experimental Aircraft Builder



**My 13-year-old son and me with an ultralight on floats.
He was flying these regularly.**



Captain McFly

FLYING START PROGRAM



We had nine people attend our first Flying Start program on May 28, 2022 at CLM conference room. Dave Woodcock presented a very entertaining PowerPoint with comments from others in the room. Cecilia Aragon gave a great discussion concerning her personal experience, and flight instruction and aerobatic flight. Dave discussed multiple types of personal aviation, and the afternoon ended with a aircraft review on the ramp. The weather did not provide for an Eagle flight, which will be scheduled for the future.

Ray Ballantyne



***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.

GETTING TO KNOW John Meyers

Editor's Note: John wrote *Airplanes R Us* in the monthly EAA newsletter from December 2018—May 2020. We now get to read the story about his general and professional aviation life.

I grew up in Ohio, near the Cleveland-Hopkins Airport. I was 7 or 8 years old and was impressed by what I was constantly seeing overhead, a sky full of airplanes. Most thrilling was a low pass by a B-36 over our schoolyard when we were outside for recess. After visiting an aunt and uncle in Toledo, Ohio in 1958 when I was 13, I flew home solo from Toledo, Ohio to CLE on a United Airlines Convair 240. About the same time, I got a backseat ride in a Cessna 170, just for fun when I belonged to a neighborhood model airplane club.

We also lived in Columbus/Berea/Elyria/Newark OH. In August 1961, at age 16, I soloed at Newark, Ohio in a J-3 Cub. My parents were neutral to slightly positive about my flying enthusiasm. Mom was near apoplectic the evening I came home and announced that I had soloed a Piper Cub ... but she came around by bedtime.

Two years later, in June 1963, at age 18, I got my PPL in a Piper Tri-Pacer. I was a regular High School grad, thence 3 years of drift thru Arts & Sciences at Ohio State U, trying to find a major. At the end of 1964, I completed my commercial & CFI ratings and was thoroughly career-oriented. I instructed like crazy in '65 and part of '66, working my way through college for a major flight school in Columbus, OH. I applied to Ohio Air National Guard and tested for the Army CWO flight program. This was during the ramp up of Viet Nam. Lucky for me, there was an airline-hiring frenzy which led me to quit Ohio State University and accept United Airline's employment offer, as of June 1966, changing my direction, thus preempting by last year of college.



**In training, Denver 1966,
as B-727 flight engineer**



**UAL Pilot School Graduate
October 1966**



**Mom knit me a sweater
to match my 1972 Decathlon.**

In the summer of 1968, I bought a PA-18-150 Super Cub which I spotted in Trade-a-Plane. I was a young United Airlines pilot at the time, based in Seattle. I flew the Cub from Ann Arbor MI to SEA ... my first really long X/C flight in a small airplane.

- Continued on next page -



My DC-6 for the day at Detroit-
prepping for departure, ship 6975
May 28, 1968

UAL employment led me to live in Chicago area, Seattle (Kent, Crest Airport), Wadsworth Ohio near Cleveland, & later, Denver. I built both my house and hangar at Crest Airport and in Wadsworth. An interesting & privileged assignment with UAL was as "project pilot" for the introduction of the "new" B-777 aircraft. This kept me busy during 1994 and beyond. The airplane was certified and began line trips at United in June 1995. I retired in 2003 from UAL as having served as pilot, check airman, and sim instructor. I worked as a contract sim instructor/ check airman for Korean Airlines from 2003-2009. That employment venue led us to move from Denver to Sequim (joke... so I could be close to work).

My portfolio is appropriate for a retired airline pilot. Ratings are: ASMEI-IFR typed in B727, B757/767, B747, B777 ... also CFI-I and ASES. On the lighter side, I have owned a Super Cub, several Citabrias, Decathlon, C180, Monocoupe, Piper Pacer, Harmon Rocket, and RV-6. I now own and fly a C-150 tailwheel conversion.

I am an EAA member since 1972 but was not affiliated with any chapter until Sequim EAA 430 from around 2009. With Chapter 430, I served as Y/E pilot and Y/E Coordinator for a couple years. I can claim some unique EAA "seniority" because of attending the precursor to OSHKOSH. That was ROCKFORD 1964 which I wrote about for the Chapter 430 newsletter. Later I attended OSH about 5 times, most recent being 2011. I got to fly in and out with Barry Halsted. He won a repeat LINDY for Saffire. I got to witness some pretty exciting events associated with his recognition.



John M with Barry Halsted & Saffire

Oshkosh 2011

I met my wife, Alliree, in 1972 when she was a United passenger. Sitting in the cockpit, the captain pointed her out to me as she walked up the stairs into the plane wearing a rabbit coat and hot pants. At our next stop, I asked her to join me in getting a cup of coffee. A year later we were married. When we lived in Denver, we bought some property so she could have horses. At the same time she was a piano teacher.

Currently I manage our 5 acres of grass and fruit trees ... and a big house. When asked about my bucket list, my answer is, "I'm just hoping to keep control of the bucket, not kicking it !"



John preflighting Piper Colt December 1964



Now mission-ready in PA-22-108 Colt



In 1964, I painted this mural on an office wall at the Sundin Aviation Company at Newark Ohio Airport.



The rubber glove trick:

For amusement, we pilots liked to demonstrate the "rubber glove autopilot" as pictured here.

Co-pilot on DC-6 based in Detroit May 29, 1968

Welcome New Member, Stanley Hall

Hi EAA Members,

I have been a pilot since 1981. I grew up flying with my father, Barney Hall. He is a pilot and member of EAA430. He took our family on many trips in his Tri Pacer and then in his C-182. I was not too excited about flying at the young age of about 10. I got motion sickness almost every time. I would go to sleep as soon as possible and wake up in fun places. As I got older, I got to sit in front and take part in the flying. That made all the difference. I still would have rather been in a car or riding anything on two wheels. Motorcycles have been my passion forever.

After high school I moved to Alaska and discovered I liked watching the float planes. When I returned home to Los Angeles, my dad took me flying in an Aeronca he had restored. In that 1940 Defender with its 65hp Continental, I learned to love flying. I took lessons, bought the Aeronca and earned my license. I now have 500 plus hours PIC and have a SEL rating and tailwheel endorsement. I owned and flew the Aeronca for a few years. In that plane I learned many lessons: mountain flying, small strips, crosswinds, emergency landing, repairs, Stits fabric repairs and painting. I sold the Aeronca when my first son was born and went on to raise my family, always remaining current by renting Cessna's and Citabria's.

I currently fly my 1943 Interstate S1B1 (L-6). It was given to me many years ago by a family friend's widow when my friend passed away. It had been sitting in a barn for 20 something years, in pieces. I had planned to restore it myself and seemed to never have the time. I had it restored by Al Bird. He is one of those lovely people who says what he'll do and does what he says. Al made restoring my plane his occupation until it was complete. He did all the customizations I requested and did a fine job. Al lives on the Chewelah Municipal airport in Washington.



My wife Lesley and I flew the plane home to L.A., going over the Grand Coulee Dam and Mt. St. Helen. We've done some other great trips, Air shows, and we flew to Oshkosh in 2014.

Lesley and I moved to Sequim 6 years ago after I retired from the power company that kept me employed for 37 years. I worked as a Lineman/Cable Splicer and then climbed the corporate ladder. I truly loved my career, and now love my retirement phase.

I got involved with EAA 430 flying Young Eagles and have met some wonderful people. I hope to do some of the fly outs and more. Thanks to all of you for your support.

Oshkosh in 2014



Aviation From My Rocking Chair

By Rick Vaux

Hello again, my friends. I have a confession to make. Most (not all) of the columns I've produced for this newsletter were originally written 20-25 years ago and updated as needed. It seems my old material is about exhausted, so...buckle in and cinch up tight as these new flights of fancy may be bumpy.

Last week I was looking in my toolbox intending on writing about the most important tool I have. Is it the wrenches? How about screwdrivers, drills, hammers, ratchets? Talk about an impossible chore and a dumb idea for a column. As I was idly holding a pair of safety wire pliers, it **struck me that it wasn't the tools, but the hands that use them!**

I love anything mechanical and hands are the ultimate mechanical wonder. However, if you are **anything like me, the only time you think of your hands is when they are hot, cold, or hurt.** Let's take a little closer look at these ultimate tools.

Each of our hands contain 27 bones, 20 forearm muscles (15 of which actually move the hand), 11 muscles in the hand to move the fingers, 33 tendons attaching muscles to bone, over 100 ligaments holding bones together, 3 main nerves along with hundreds of branch nerves which actuate the muscles and provide our sense of touch.

Unlike most animals, we have 4 fingers, and an opposable thumb on each hand. And what is an opposable thumb? Try this; Turn your hand palm up and with your thumb, touch your little finger and then your ring finger. Notice how the fingers oppose the thumb. The ability to do that is called **opposable and makes our hands "prehensile," or able to grip objects. Objects such as; scalpels, babies, jackhammers, control sticks, throttles, or the love of your life's hand.**

Forgive me a philosophical moment as my brain struggles with this column and my hand forms the letters and sentences exactly as it is told, right or wrong.

Let me conclude with asking you to be very careful with your hands. Keep them warm, wear gloves to protect them from injury and harmful chemicals. Read all tool instructions, and be alert to **where your hands are at all times. As a proud , blue collar mechanic I have always bragged, "I work with my hands."** Yes, I do, but, the truth is, so do we all.

That will do it for another month, Troopers. If you have questions I might help answer, please feel free to contact me, and remember; blue side up/brown side down.

Rick Vaux TC4130

P.S. Check out YouTube Institute of Human Anatomy.

MAY FLY-OUT TO FRIDAY HARBOR



Well done, All!

The May flyout was great, especially given the short notice. With weather here in the greater Sequim area finally cooperating, fifteen of us (in ten airplanes) had an enjoyable flight to Friday Harbor and lunch at two different restaurants. Bill and Dot Shepherd, Dave Gardner and Tim Alentiev (from the Norman Grier airport) **lunched at Ernie's Café on the airport.** Ray Ballantyne, Leslie Mark with Ken Gross, John Ward, Jay Pearlman, Bud Davies with Harry Cook, Rick and Donna Stoffel, and Barry and Tracy Halsted walked into town and ate at the Dockside restaurant in the Marina. John and Alliree Meyers flew the trip but didn't dine on the island.

Andy Sallee had attended a chapter board meeting before the flyout began and insisted that we take pictures of people having FUN, so Ray stepped up to the bar and did his best. His photo is proof. The rest of us HAD fun but failed to provide a photo. Oh well. One highlight of the Dockside lunch was watching a seagull chase a golden eagle clear out of the marina. He was relentless!

With lunch over, the fastest aircraft zipped home directly while the slowest aircraft took a more circuitous route across Lopez Island and past Whidbey NAS and Diamond Point Airport. The fast airplanes, of course, **didn't have time to enjoy the scenery, but then there wasn't much scenery for them to see anyway on their route...**

These flyouts are fun! More are coming – please join in!

Barry

Diamond Point Airport Association



Reminder

"Diamond Point Airport Appreciation Day"

Mark Your Calendar !!!

When: Saturday, August 13 2022
10 am -3 pm ish

What: Food W/Drink \$5.00 11am - 2pm ish

Food ticket includes drawings for door prizes

Aircraft and Car Displays

Helicopter Rides \$60 \$/Visa/MC/AmEx

Flight demos: Swifts, Blackjacks & gyroplane

Logowear For Sale

Where: Diamond Point Airport 2WA1

Contact: Gordon Tubesing 360 683-0108/386 569-6524

gordotube@earthlink.net

EAA Chapter 430 Membership Gathering Minutes May 28, 2022

Meeting social and sign-in 0930

Chapter President Ray Ballantyne called the Membership Gathering to order at 1017.

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

Guest/New Member Intro's: Kevin Widdowson, Sam Davies

Approve Minutes: April minutes were approved as submitted.

Correspondence:

Ray gave a trip report for National Recreational Aviation Foundation (RAF) - Biennial Leadership Conference in Pewaukee, WI, including a flyout to Pioneer Field in a Cessna C-185. Ray congregated with luminaries of the general aviation world, including John McKenna, (RAF Chairman), Mark Baker (AOPA President) and Jack Pelton (EAA CEO, COB).

Ray offered some final words of enthusiasm about the Flying Start event that will kick off after the gathering today and reported that an *EAA Chapter Blast* email had been sent to promote the event.

Thanks to Young Eagle volunteers for their tremendous effort and success with the May 21 event!

There was a member question about Young Eagles events vs. compliance with FAR 91.146 - passenger-carrying flights for the benefit of a charitable, nonprofit, or community event. There was discussion and Ray pointed out guidance from EAA HQ and other sources that EAA 430 volunteers and pilots are all completely within the regulations and the member discussion generally affirmed that view.

Chapter member Erik Petterson brought attention to the availability of corporate matching funds programs to benefit 501(c)(3) non-profit organizations (such as EAA Chapter 430) for employee time and expenses towards activities like Young Eagles. Erik pointed out that Microsoft is one company with such a program.

It was noted that some Young Eagles participants may not be getting a full post-flight experience with their generous pilots as some of the kids are rushed away for other activities that are available and ongoing at the same time and place as the Young Eagles event.

There was some discussion about possibly coordinating a Young Eagles event at Port Townsend, Jefferson County Airport.

Old Business:

One more helicopter blade available for \$75 - don't be left out!

Several members were present to finally receive their Young Eagles appreciation certificates and pins for past service. More thanks!

Barry Halsted reported briefly about the May flyout to Friday Harbor. He teased a June flyout destination - Orcas Island - and another fun Poker Run for July.

Dave Miller quickly reported that our 3 scholarship recipients are doing well and that 1 had graduated!

(Continued on next page)

There are still several of the beautiful signed, limited-edition Alaska aviation prints available - please consider purchasing one for a suggested \$20 or perhaps collect some or all of the set for a suitable donation to the Scholarship Fund. Don't miss out!

Ray will be contacting his volunteers in June to complete the Recognition Plaza at Sequim Valley Airport and speculated about the possibility of soliciting a donation (from a local business) of blank bricks to fill out as yet unclaimed positions in the plaza.

New Business:

Gordon Tubesing enthusiastically invited everyone to *Diamond Point Airport Appreciation Day*, Saturday, August 13, 2022 from 10am - 3pm. Lots of fun activities, displays, food and flying. See you there!

Jeff Smith asked for help with FlyQ and Dynon Avionics integration. Volunteers made themselves known.

EAA Chapter 430 Merchandise is available - Mugs, hats, keychains, etc. Don't be shy. Chapter Vice President Rick Vaux has more info. (You're welcome Rick!)

Rick Vaux has a collection of model airplane items that he will be auctioning through a club and donating proceeds to the building fund.

Do we have a volunteer to resume our Build and Fly program? We have the materials, but need someone to take the lead.

Ray provided a brief update about anticipated upgrades coming to Sequim Valley Airport, including new box hangers, runway rehabilitation, tree trimming, and water supply.

We got a look at the new banner to celebrate EAA 430 - Gold Chapter status for 2022!

Our June 25th chapter membership gathering will return to Sequim Valley Airport (W28), hangar 15.

VP Rick Vaux will fill in for President Ray Ballantyne who will be at a backcountry fly-in in Idaho. (Oohs and aahs...)

Project Reports

Dave Moffitt - via scuttlebutt, RV-12 into the weight and balance stage.

Richard Howell - Sling 2, FAA registration N842RH in-hand, completing LH flap and aileron closures and fitting of fiberglass wingtip. His 1984 PA-28-161 Warrior II is for sale. :-)

Harry Cook - Sonex Waix B empennage kit received!

Rick Vaux - ultralights restoration (after model airplane items inventory completed).

Rick Stoffle - via scuttlebutt, RV-10 work ongoing.

Ray adjourned the gathering at 1125.

Pizza and other refreshments

Local aviation enthusiast Sam Davies delivered a fabulous presentation about his flying family and especially his remarkable grandfather and the numerous airplanes he built and flew over the years, with many photos and lots of background about Sam's airstrip property - *Big Andy*. Thank you Sam!!

Respectfully submitted,

Richard Howell, EAA 430 Secretary

RAFFLE OF RANS S-19

My name is Jim Steward and I am the President of EAA Bruce McCombs Chapter 72 in Falcon, Colorado. We were gifted a nearly complete and professionally built RANS S-19 with a factory new Rotax engine and propeller still in the box. Chapter 72 members completed the project and it is scheduled to be painted in June. We have elected to raffle this incredible airplane off. The proceeds of the raffle will be used to offer scholarships to future pilots and mechanics. In addition, we hope to acquire a new simulator in which to help these future pilots with additional training and at the same time provide a resource for other local pilots. Our goal is to sell 2500 tickets at \$100.00 each by the drawing date of December 17th 2022.

Would you please consider forwarding the attached flyer to your chapter membership and inserting it in your newsletter? The website for the raffle is www.eaa72raffle.org where you can find more information, official rules and purchase tickets. This would be a huge favor to me and the chapter. Hopefully, we may be able to repay this favor in the future.

Jim Steward
President, EAA Bruce McCombs Chapter 72
719-352-1608



In 2018, a nearly completed RANS S-19 was offered to EAA Chapter 72 as a gift. After we got over the shock and pleasure of this gift, we determined the best use of this extremely well built aircraft would be to raffle the aircraft off. The proceeds of this raffle will be dedicated to scholarships for pilot and mechanic training. In addition, our Chapter will acquire a flight simulator for the region's pilots to use to maintain currency and advanced training.

In the interim, we have completed the aircraft with only final paint to be applied in June 2022.

EAA Chapter 72 will raffle off a brand new 2022 RANS S-19. There will **ONLY** be 2500 tickets sold at \$100 apiece and sales will begin January 1, 2022 and end on December 16, 2022, or sooner if the tickets are sold out prior. The raffle drawing will occur on December 17, 2022 or sooner if all tickets are sold.

Tickets and details available at
www.eaa72raffle.org

Over \$100,000 invested in the totally new 2022 RANS S-19 E-AB.



Equipped with a factory new Rotax 912-ULS, with a Sensenich composite ground adjustable propeller.



Avionics include: Two Dynon D700 displays, Dynon EMS-220 engine monitoring module, Dynon ADHRS primary and secondary, Dynon roll and pitch servos, Dynon AOA/pitot probe, Dynon backup battery, Dynon Mode-S transponder, Dynon GPS-2020 ADS-B OUT and a Garmin SL40 Comm.



General Characteristics:

Capacity: Two
Length: 19 ft 10.75 in
Wingspan: 28 ft 0 in
Height: 7 ft 11.5 in
Wing area: 126.9 sq ft
Aspect ratio: 6.18:1
Empty weight: 820 lb
Gross weight: 1,320 lb
Fuel capacity: 24 US gallons

Performance:

(based on manufacturer data)
Cruise speed: 128 mph (206 km/h, 111 kts)
Stall speed: 45 mph (39 kts) flaps down
Never exceed speed: 150 mph (130 kts)
Range: 580 mi (500 nmi)
Endurance: 5.1 hrs
Service ceiling: 14,500 ft
g limits: +4.4/-2 at max gross weight
Rate of climb: 900 ft/min
Wing loading: 10.4 lb/sq ft

2022 BOARD AND DIRECTORS

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

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