



EAA 430 FLYER

JULY 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



Summer has finally arrived and the flying season is in full bloom. The clouds parted enough in June so that Lisa and I participated in the Stehekin Airport work day. The State Aviation Department hosted the event with the Recreational Aviation Foundation (RAF). We cleaned off some of the bigger rocks, trimmed brush, and installed new tie downs. Later in the month we attended the GlaStar fly-in at Smiley Creek, ID. From there we flew into 6 different airfields, staying 4 nights at Wilson Bar.

Speaking of airfields, several chapter members visited Big Andy (after Sam Davies' great presentation), and I was invited to fly into Olympic airfield by Discovery Bay, which is a great grass strip that may be supported by the RAF. THE Disaster Airlift

Response Team (DART) also flew this month with a major training exercise.

Members have also enjoyed Barry Halsted's fly-out destinations, and he is upping the game with a Poker Run this month that ends at the July Gathering. Check out the locations to get stamps to exchange for cards and see if you win! (and no bluffing). Also coming up this month is EAA Airventure which starts on the 25th. I'm planning on being at Oshkosh, as are several members of the chapter. I know David Orr plans to fly his Zenith 701 all the way to Wisconsin with some friends. Now that's a cross country! August will see the Arlington Skyfest on the 20th and Air Affaire at Sequim Valley Airport on the 27th.

By the time you read this, the Young Eagle rally at Sequim Valley will be in the books, leaving only the Port Townsend rally on August 20th. Please help if you can. Bud Davies and Tracy Halsted have been doing a fantastic job of introducing aviation to our local youth.

Several members got together recently to complete the Pilot Recognition Plaza at Sequim Valley Airport in front of the big rock at the entrance. Come pick your place on the airplane and see me for an engraved paver. The 4x8" pavers go for \$200 and an 8x8" for \$400. These funds go into our Scholarship Fund and support young people going to college for aviation careers.

I'll miss you at the July Gathering as I'll be at OSH, but Rick Vaux and the board will be there to make sure things go smoothly at Bud's hangar.

Let's get out there and turn some Avgas into noise!

Ray

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JULY & AUGUST 2022
<u>VMC/IMC Club Meeting</u>
2nd Wednesday of the Month
July 13 & August 10
7 - 8 pm Mariner Cafe
<u>EAA 430 Chapter Board Meeting</u>
July 22 & August 19
9:00 am Mariner Cafe
<u>EAA Chapter Gathering</u>
July 30 9:30 - 12:00
Sequim Valley Airport Hangar 15
No Gathering in August
<u>YE Rally Port Townsend Airport</u>
August 20 10 - 2
<u>Air Affaire</u>
August 27 9-3
Sequim Valley Airport

The July 30th Presenter will be Ned Floeter

My presentation will center around survival and preparedness. My expertise is training high risk personnel in survival for 33 years. I was in the Air Force for 20 years and a federal contractor 13 years. I am trained in high alpine, arctic, desert temperate and barren land survival skills. I am also trained in rescue and recovery systems. Ned

Hello pilots and friends!

Some of this month's best weather days are just ahead. What an opportunity to visit the airports on the poker run list (Orcas Island, Lopez, Mears Field, Darrington and Eisenburg)! Each of them has the Washington Pilots Association mailbox containing their passport stamp which is used to verify your visit and qualify you for our poker run entry. Poker hand cards will be drawn at our chapter meeting on July 30th. First and second place winners will be determined at the meeting and will receive their prizes. **Don't miss out on this chance to enjoy some fine flying and a fun poker competition.** Each of these winners will receive 20% of the pot, and the first place winner will also receive a \$75 certificate for use at Dupuis Restaurant in Port Angeles. Poker run rules have previously been sent out; however, if you need them again please send me a request (barryhalsted@aol.com).

Please grab your friends (also eligible in our poker run when presenting the required passport stamps) and hustle to the above airports while the getting is good! Barry



June 30th Gathering: Bruce Burris gave a very informative presentation on ultralights.



EAA Work Party Laying Bricks for Paving The Way To The Future Recognition Patio



Thanks to Harry, Richard, Ray, Barry, Ken, Dave for their labor of love. Good job guys!

WELCOME NEW MEMBER Jesse Nichol



I've been a student in the area for a while now and I'm still working on getting my license. As for the future, I've got some more interesting plans. For years I've had a dream of building my own plane, but it always seemed too big of a project to take on if I was starting from scratch, and I wasn't too keen on buying someone else's kit to finish. But I've just run into what I think is a perfect situation for me. I found a great looking Zenith 601 XL that was completed, but still needs its wings updated. With this I should be able to scratch my building itch getting it airworthy again, without quite as big of a time commitment.

When I found it, I knew it was about time I joined the group so I might be able to get some experience while helping others out, and so I can find some help when I end up needing it. By the time the newsletter is coming out, I should be just about to make the final deal.

Looking forward to coming to my first meeting.

Jesse Nichol

The following are also new members: (Bios and pictures are pending)

Charlene ("Charlie") and Kevin Tracy

Cameron Elliot

US Air Force Displays Its Newest Stealth Technology



GETTING TO KNOW KEITH KRETSCHMER

Keith has been a pilot since 1952 when he was a senior in high school. He grew up in Omaha Nebraska and graduated from Wentworth Military Academy and the University of Nebraska, where he flew a Piper Super-cruiser. In his first cross country, he was following a river until he lost sight of the river and ended up landing in a pasture, asking someone where he was. On another occasion, he took off during an Iowa winter, flying a Mooney, but neglected to sump the bottom tank before taking off. When the engine quit, he ended up landing in a field of snow and couldn't get the plane out until the snow melted. The cause of the engine quitting was water from the lower fuel tank.

He was in ROTC in high school and college and also attended jump school. In 1957 through 1958, he was an Army Airborne Ranger in Korea. After active duty, he joined the reserves and 25 years later was a Major. The best thing that happened while in Korea was the day he met his future wife, Adine, a recreational director in the Red Cross. They met at a ribbon cutting ceremony for the first flush toilet in the area. They have been married 62 years.

Keith has a long history owning and flying a variety of airplanes, starting with his '46 hand-propped Piper Cub. In 1967, when the RMS Queen Mary sailed her final voyage to Long Beach, California, Keith and Adine were there in their Piper Cub to greet it, along with hundreds of other planes flying overhead watching the historic ship arrive. Without an electrical system in the plane (radios), Keith had an interesting time avoiding all the air traffic. His next planes were a C182 retractable and a C206 ("Flying Dune Buggy"). He traded his 182 for a P210 which he converted to a Riley Rocket and displayed for 3 years at Oshkosh.



While the plane was being converted, he flew a VariEze, which his son also enjoyed flying.

VariEze

He next converted his Riley Rocket to a Rolls Royce Silver Eagle, which he also displayed for 3 years at Oshkosh. While this plane was being converted, he flew an Osprey. (picture on following page)



Osprey



The conversion of the Rocket to the Rolls-Royce Turbine was a major overhaul since both the engine and the interior of the plane had to match the Rolls Royce standard of quality. This plane was also displayed three years at Oshkosh in the Rolls Royce booth.

Silver Eagle Conversion of a P210 with a Rolls Royce turbine engine

Keith attended the UCLA Graduate School of Management. He has had a 30-year international career in financial services. He was a General Partner of Bear Stearns in Los Angeles and the Senior Managing Director in Boston. He served as the managing director of Oppenheimer & Co from 1993-94 and Oppenheimer Capital with offices in New York and Sydney Australia between 1994–2001. Prior to his investment career, he was CEO of a computer company and helped start a life insurance company. One of his business observations is “Be decisive, right or wrong. The road of life is paved with flat squirrels who could not make a decision.”

He served on the White House Advance Staff during the Ford and Nixon administrations as a volunteer. He would be notified when the president had a trip either in the states or in another part of the world. It was his job to go to that place and plan the itinerary for the visit. He had a staff which included the Secret Service. When the president arrived, Keith would accompany him for the entire trip, advising him of the schedule.

He has served as an officer and director with a number of charities. He served as senior partner of a California farming partnership. He was on the Presidents Council of ACCION International whose affiliates lent money to micro entrepreneurs throughout the Americas as a solution to poverty and underemployment.

He has flown over 100 Young Eagles during the time he has been a member of EAA 430. He has the following ratings: Single engine & glider; instrument single & multi-engine; commercial; seaplane. If there were a rating for landing a plane in a Florida canal, he would also have that rating.

He and Adine have traveled and lived all over the world. Before moving to Sequim, he lived in the following cities: Omaha, Kansas City, Boston, Los Angeles, and Philadelphia. During his career, he commuted to Australia and many European countries.

They have 2 sons, a daughter and 8 grandkids. In 1983, they decided to give their family Christmas presents that didn't have to be wrapped. They now take the entire family on an annual trip to places all over the world. As a family, they have gone on many adventures: an Amazon River cruise in Peru, Australia, Sugarloaf Mountain in Maine, Machu Picchu in Peru, Belize, Bali, a week in the Guthrie Castle in Scotland, Disneyland, several trips to Mexico and to many US states and European countries. They discontinued the trips in 2019 when Covid was an issue; however, in 2020 they celebrated their 60th anniversary in a Zoom meeting with



the family.

At age 87 Keith, a UFO, flies his RV8 every day, practicing an aerobatic routine. If you see a red & white RV8 doing loops, rolls, spins, or hammer-heads over the Strait of Juan de Fuca in Sequim, that is probably Keith.

When I asked him what is something his friends don't know about him, he said, *"I cut my own hair."*



RV-8

Young Eagle Rally July 16, 2022

Paige Biss, 13-year-old Civil Air Patrol Cadet, was our 4,000th Young Eagle. Her EAA pilot was Gordon Tubesing (also a United Flying Octogenarian).



Paige & her mother, April, waiting for Paige's ride as EAA's 4,000th YE.



Getting ready to take off on the EAA 430 #4,000 YE flight.



Ken Brown & Paige with her new EAA cap and certificates.

Paige's mother sent me the following: Paige has wanted to fly since she was three years old. It started with butterfly wings that quickly advanced. You could always find her climbing up as high as she could in a tree just to get an idea of what it was like to be a bird. She built a 10 foot wide glider at the age of nine. When asked how she was going to test her glider, she matter-of-factly said, "I am going to jump off the roof!" Naturally, I put an end to that thought and found her a long hill to run and test her lift. When it failed, she didn't let go of her dreams to fly. She had a Wright Brother's flight for her birthday two years ago. She was in the passenger front seat and could not get enough of the experience. Even the turbulence didn't shake her. She listens for the stunt planes that fly around our home in Port Angeles and searches the sky until she spots them. Her future aim is to fly the helicopter for the Coast Guard. She loves Search and Rescue, and helping people while doing her job is her primary objective. While at school last March, a member of the Civil Air Patrol came to introduce the students to the squadron. She has been a member since April 2022. She has been promoted twice in the last three months. She is now preparing to go to Ground Search and Rescue Academy at Fort Lewis McChord AFB on Saturday July 23rd. She will spend eight days away from home learning repelling, search and rescue skills, etc. In order to be prepared for this academy, she had to read, learn, and test in two FEMA qualifications. She had to obtain her CPR and Basic First Aid certifications, read and test General Emergency Services. She also had to learn ICUT (communications system with radio usage). She is excited to be a part of an organization that has goals and aspirations that line up with her own. Flying runs deep in her desires and she is striving to keep learning all that she can. Thank you for a great and memorable opportunity! April Biss

Young Eagle Rally Sequim Valley Airport July 16, 2022 Total: 55 Kids - 22 Girls 33 Boys



Young boy brings his dad and the plane he made from Legos.

DART & CERT Training Exercise July 9th @ Sequim Valley Airport



***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.





Aviation From My Rocking Chair

By Rick Vaux

A healthy fan up front is a good thing

Howdy, troopers. Welcome to another installation of "Ricks Playground" (none of this airplane stuff qualifies as work!) This month let's discuss composite propellers; including their operating stresses, advantages, and disadvantages. I'll also cover some inspection items you can add to your preflight.

If you look at propellers at rest, it's hard to imagine what stresses they endure while in operation. There are five forces which act on a propeller...all at the same time, including Centrifugal force, Thrust Bending force, Torque Bending force, Aerodynamic Twisting moment, and Centrifugal Twisting moment. Of these, Centrifugal force (which tries to pull the blades from the hub) is the greatest. Centrifugal force is related to RPM in that as RPM increases, force is increased exponentially.

A typical metal propeller blade load is 25 tons of centrifugal force at the root with a minimum of 20 tons. If a propeller fails catastrophically, not only is there danger from the unrestrained blade, **but, according to Newton's law of Momentum Conservation, the force the blade is subjected to normally is transferred to the system when the blades depart the aircraft.** It is this amount of force (20-25 tons or more) that can rip engines from mounts and cause severe structural damage.

Now that I've scared everyone, I'll remind you that failures for any propeller are quite rare. Composites do, however, have certain advantages over metal, the first being their much reduced weight. This increases efficiency because less horsepower is needed for the same thrust. Secondly, composite propellers do not shrink dimensionally after rework. They always are the same size after repair. A metal propeller has material removed until it becomes under-dimension and unusable. The real danger of undersized metal props is their susceptibility to resonance. Tap a metal prop and hear it ring like a bell. Each time material is removed, it changes the natural pitch or frequency of **that ring. If a prop finds a sympathetic frequency to respond to, the tip can deflect up to 6" which very quickly causes failure** (this is also the reason some propellers have a red arc within the normal green RPM operating range) **A prop within dimensional limits can't do this.**

In order to keep the fan up front healthy, there are some things we need to check on a regular basis. Start with a good visual inspection looking for:

(1) Delaminated areas caused by impact damage or water/oil/grease contamination. Suspected de-lams will need to be Tap tested with a quarter. Good material will have a sharp, light sound. A delamination will sound like a dull thud.

(Continued on following page)

- (2) Loose nickel or stainless steel leading edge protection. Some manufacturers allow re-gluing, but most require returning the prop for overhaul.
- (3) Missing paint or coating due to erosion. Areas where coating is missing could allow fluid to enter and saturate the composite. Fiberglass deteriorates very quickly when exposed to oil and grease. Kevlar degrades slower but just as surely. If water contaminates the laminate and freezes, the expansion of ice will cause delaminated areas.
- (4) Propellers exposed to high heat (140-150 degrees f) can delaminate between plies. Check with the propeller manufacturer for inspection and repair criteria.
- (5) Composites are susceptible to lightning strikes...especially carbon fiber. Several methods are used to protect propellers from this type of damage including, metal spars, erosion sheaths, and special metal coatings. Make sure they are in serviceable condition.

Well, troopers, it's time for this ol' cowpoke to head for the bunk house, and as always I thank you for your support. Writing this column is the best education I could ever get.

Rick Vaux

TC4130



June Fly-out to Orcas Island

Today's picnic flyout to Orcas Island was attended by Jeff Smith and Richard Howell (in Jeff's RV8A), Dave Gardner (Stinson), Harry Cook (Piper Pacer), Colette Miller (Citabria), Ginny Wilken (C-172), and Barry/Tracy (PA-11). The weather was perfect and all had lunch on picnic tables at the airport. The temperature was fine and wind was light – perfect picnic weather. The idea behind the picnic was to allow those not wanting to walk into town a venue for an airport flyout lunch, and all had a good time socializing without background noise. The trip home was just as pretty as the trip out.



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

Date: June 25, 2022

Meeting social and sign-in 0930

Chapter Secretary Richard Howell, standing in for President Ray Ballantyne, called the Membership Gathering to order at 1000 in Bud Davies' Sequim Valley hanger #15. Summer is here! Thank you Bud!

Richard led The Pledge of Allegiance to the Flag with 29 members and 2 guests attending.

Guest/New Member Intro's: Bruce Burris, L. Carmody and new members Kevin and Charlene Tracy. Welcome!

Approve Minutes: May minutes were approved as submitted.

Correspondence:

There had been some correspondence with EAA HQ related to Flying Start.

Old Business:

Still one more helicopter blade available for \$75.

Barry Halsted reported about the June flyout (and picnic) to Orcas Island. Barry revealed the 5 airports for the July Poker Run - Orcas Island was one of them and flyout participants were able to record the Washington Pilots Association (WPA) stamp on their Poker Run Form: 2022, handed out at the event. Barry described the basics of the Poker Run, pointed out several bonus features of this year's event and distributed entry forms.

Richard mentioned that we have 2 scholarship recipients who are continuing on with their senior year of studies and that there are still several Alaska aviation prints available with proceeds to benefit the Chapter's Scholarship Fund. Please contact Dave Miller.

The Recognition Plaza is done! A couple of work sessions went well - thanks to the hard-working crew! Check it out (where the road forks near W28 parking area). Pavers (and positions) are still available. Please contact Ray Ballantyne.

The Chapter board of directors has been working to explore options for our own clubhouse. Nothing has been decided, but a few possibilities are exciting to think about. Please stay tuned.

Once again, 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!

New Business:

EAA Chapter 430 welcomes 2 new directors! Thank you both!

Rick Stoffel has taken over management of the Tool Crib.

Erik Petersen will be our new Membership chair.

We still have an opening for our Programs director position.

There are 2 upcoming Young Eagles rallies being organized by Tracy Halsted and Bud Davies.

July 16, 2022 - Sequim Valley Airport (W28)

August 20, 2022 - Jefferson County Airport (0S9)

Please volunteer yourself and your airplane to be part of the effort. More pilots are needed. Please contact Bud Davies.

(continued on following page)

Project Reports

Dave Moffitt - RV-12, somewhat paused for busy times around the farm, but still poised for upcoming weight and balance activities.

Richard Howell - Sling 2, paint preparation - lots of fiberglass work. Sold his 1984 PA-28-161 Warrior II this week and watched it fly away.

Harry Cook - Sonex Waix B, showed off his first completed sub-assembly!

James Russell told us about his acquisition of the major sections of a Cozy Mk IV project.

John Ward recounted his recent adventures, flying his Sinus Motorglider all the way to Santa Barbara, CA and back! John emphasized the importance of FAR 91.103 - Preflight Planning and especially learning everything about a prospective flight, including availability of fuel at your intended destination - at the time you expect to arrive. Things worked out well.

Other announcements

Upcoming event notices will be distributed in chapter emails.

Sequim Valley Airport - Air Affaire will be the last Saturday of August (8/30).

Scott Fitzgerald has an 18' trailer available for sale, proven suitable for airplane transport.

Richard adjourned the gathering at 1059.

Bruce Burris made a terrific presentation detailing the history of his immersion with ultralights, especially during the formative years of the early 1980s, with cool pictures and fascinating stories.

Burger Bash and other refreshments - Hosted by Barry and Tracy Halsted and cooking duties adeptly handled by Mike Niewiarowicz and Scott Brooksby. Thank you!!

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
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Newsletter	Skip Brown	7	newsletter@eaa430.org
Scholarship	David Miller	8	scholarship@eaa430.org
Young Eagles	Bud Davies	9	youngeagles@eaa430.org
VMC/IMC	Harry Cook		vmc@eaa430.org
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