



EAA 430 FLYER

AUGUST 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

Wow! July provided some great weather to aviate. Thanks, Barry, for putting on the poker run this year. People are still talking about their experiences. I know at least three members have stories about flying to AirVenture at Oshkosh. I met David Orr there with his Zenith 701. Now that trip would be a story! Rick Stoffel was also there in his RV-4. It was the 50th anniversary of Vans Aircraft so there were RV's everywhere. The Young Eagle season will be complete with the final rally at Port Townsend on August 20. Thanks to Mike Payne for hosting us at the Aero Museum and thanks to Bud Davies and Tracy Halsted for all their work, preparation, and execution for the three rallies. There's room for more volunteers and pilots! I'm confident the efforts will be rewarded in young people's lives.

Also, thanks to Harry Cook for facilitating the VMC/IMC club. It's always a great aviation party with ice cream and pie, if you choose.

I hope to see you at Air Affair on August 27th. I'll probably be marshalling aircraft, but the tent will be set up for social gatherings, so be sure to stop by.

Now that the Pilot Recognition Plaza is in place, find your spot on the airplane to honor an achievement, loved one, or even yourself! 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. Contact me to place your paver on the list for the upcoming new order.

Our chapter continues to grow, and the diversity of our new member's experiences is amazing. Mary "Skip" Brown does such a nice job of introducing each new member in the newsletter. Thanks Skip!

Keep the shiny side up! *Ray*

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AUGUST & SEPTEMBER 2022

VMC/IMC Club Meeting
 2nd Wednesday of the Month
 August 10 & September 14
 7 - 8 pm Mariner Cafe

EAA 430 Chapter Board Meeting
 August 19 & September 16
 9:00 am Mariner Cafe

EAA Chapter Gathering
 NO GATHERING IN AUGUST

YE Rally Port Townsend Airport
 August 20 10 - 2

Air Affaire
 August 27 9-3
 Sequim Valley Airport



SAVE THE DATE
 SATURDAY
AUG 27, 2022 9AM-3PM

\$10 PER CAR LOAD

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FLYOUT TO PORT TOWNSEND'S SPRUCE GOOSE



July 27th flyout to Port Townsend may have set a record. The Spruce Goose restaurant was able to provide room for one long table to get all 21 of us seated together! It was a warm, summer day and folks were ready to get out and enjoy some socializing. Those attending were Bill and Dot Shepard, Emily Westcott with Crystal Stout and David Like, Dave Boerigter, Dave and Joan Miller, Keith and Adine Kretschmer, John Ward, Dave and Karen Gardner, Ernie and Jean Hansen, Brendan and Liam Carmody, Gordon and Marquetta Tubesing, and Barry and Tracy Halsted. With the Port Townsend Aero Museum being next door to the restaurant, some members took a good look at the layout in preparation for the chapter's upcoming Port Townsend Young Eagle event August 20. All in all the flyout provided a good venue for our members to get together. *Barry*



WELCOME NEW MEMBERS



My name is Kevin Tracy, my wife's name is Charlene. We live in Solmar, right on the Lake. My interest in aviation has been life long. Right after High school, I enlisted in the USAF, winding up in Georgia Moody AFB, then Warner-Robbins AFB, where I flew with Air National Guard Air refueling Units. Upon leaving the Air Force, I went to Maryland, and managed the Airport Security at B.W.I Nation Airport. Then I returned to Sequim and started building Ultralights and 3 Light Sport Aircraft. I owned my own ultralight, a Quicksilver MX2, for 7 years. Since it was hangered in Sequim for most of the time, I got to know Jack, Winnie, Andy and Jane Sallee, as well as their immediate family. After selling my Quickie, I have wanted another aircraft, but have been so busy working for Olympic Medical Center as a Cat scan tech, the idea was on the back burner. As my career is coming to a close, I have returned my thoughts to getting another plane and have offered on one, with no response. I am going to North Bend to look at a 1946 Ercoupe 415-C, fresh annual done last weekend. Charlene and I are excited about the new possibilities presented by joining the EAA and getting to ya'll. Can I get a "Clear Prop" again?



Herb & Shirley Leckman Bio pending

***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 JIM BETTCHER

Unlike some others, I didn't have more than a passing interest in flying when I was young. After I received an appointment to the US Air Force Academy in 1964 during my senior year at high school in Scottsdale, Arizona, flying was in my future. While at USAFA, I participated in a cooperative Master's Degree program in Aeronautics/Astronautics, so after graduation, I completed my MS at Purdue University before starting pilot training at Moody AFB, Georgia in March 1969. Bob Wallencyk, a civilian instructor in the first phase of AF pilot training, soloed me at Valdosta Municipal Airport on the 8th of April 1969.



As a young lieutenant, I was eager to do my part in Viet Nam and volunteered but was assigned to Instructor Pilot duties at Reese AFB, Lubbock, TX. After four years of training new pilots, new instructor pilots, and giving check rides at Reese and Randolph AFB, TX, the fuel crisis hit and my choices were either a non-flying job teaching AFROTC or separating. By that time, I was hooked on flying and took a three year AFROTC assignment to North Texas State University in Denton, Texas. In Denton, on my off time, I obtained my civilian instructor ratings and flew for the local Piper dealership, ending up with nearly 500 hours of light aircraft time.

T-38 while I was an instructor pilot in 1970 at Reese AFB, Lubbock, TX

The next assignment was 18 months flying the C-141 before being sent to the Air Force Test Pilots School at Edwards AFB, California. In nearly a year at TPS, I flew 28 different aircraft including the F-4,104,-106, the A-4,-6,-7,-37, the B-52,-57,-26 and the U-2.



F-104 with Bill Dana



Pressure suit fitting prior to flight above 50,000' in a U-2

(Continued on next page)



U-2 prior to my high altitude flight

Following graduation, I stayed at Edwards in Flight Test Operations and was eventually the Operations Officer. My next assignment was at Wright-Patterson AFB, Ohio where I was the 4952nd Test Squadron Commander.

Finally, after deciding to leave the Air Force, I moved to Travis AFB, California where I flew the C-5 and commanded Detachment 1 of the USAF Airlift Center while leading operational testing of the C-5B.

In the Air Force, I flew test flights on the C-141, C-5A & B, NKC-135 and the HU-25/Falcon-20. My Air Force flying time totaled 6056 hours in 46 different aircraft, including helicopters and gliders.



I was hired by Delta Airlines immediately after retiring from the Air Force in 1988 and flew the B-727,-737, -757, and -767 before retiring in 2005 as a Captain on the B-767. During nearly 17 years at Delta, I logged nearly 10,000 flying hours. I loved all of my commercial flying, but most enjoyed the three years I flew the 767 to Europe and India from JFK in New York.

Boeing 767 prior to my final flights with Delta

With my experience in flight test and two degrees in Aero/Astro Engineering, a year after starting at Delta, I joined the Air Line Pilots Association, Air Safety Committee, where I volunteered for the next 16 years. I was a member of the team that shared the 1995 Collier Trophy for the B-777 and represented all airline pilots on the FAA's Flight Test Working Group, which included Chief Test Pilots of all aircraft manufacturers. I served on several international committees and wrote standards for transport aircraft flight testing and satellite communications.

My ratings include Flight Engineer-Turbojet; Private Pilot-Glider; Commercial - ASEL; Airline Transport Pilot-AMEL B-707,-720,-737,-757,-767,DC-9; and Flight Instructor-ASEL.

When I was landing a Cessna 210 in Louisville, KY after a 4+ hour flight in constant rain and solid IFR, I lowered my gear and all of my instruments and radios failed. Since I was stabilized on the ILS centerline, just intercepting the glideslope, I flew heading and vertical velocity until the high intensity lead in lights started lighting up the clouds below me. Using them for heading guidance, I continued my standard descent until about 100' when I picked up the threshold and landed NORDO in front of several commercial aircraft holding to take off.

Flying the same Cessna 210, 4 days later, returning to Fort Worth, TX after climbing to VFR on-top conditions at 10,000', with 3 ROTC cadets asleep in the aircraft, a cylinder blew over the mountains of western Tennessee. Unable to maintain altitude, ATC vectored me over the nearest airport before I lost radio contact. There were no navigation aids, so I compensated for the winds I thought I had as I circled and descended into the clouds. Using my Sectional map, I knew the approximate ground elevation and the relationship of the airport to the town. The engine continued to run, but the best I could do was 3 or 400 fpm descent when at about 1500' above airport elevation, I started seeing houses below me. I turned to the northwest and within a minute or two, sighted the airport and landed "uneventfully."

I once decided that a flying club Cessna 150 I had flown to San Antonio a couple days before, didn't sound good on the runup and taxied back into an FBO. The engine was changed before the airplane flew again.

Fortunately I only had to jump out of an airplane 5 times -- at Army Airborne training one summer while a cadet at the Academy.

I have flown over 16,700 hours in approximately 60 aircraft types and as slow as -10 knots in a helicopter, as fast as Mach 1.5 in a F-4, and as high as 80,000 feet in a U-2. The B-52 and F-104 had among the most interesting flying characteristics. The C-5 and B-767-300 were the most stable. Mumbai, India was my most exotic destination, but Barbados in the winter was pretty sweet when I lived in Ohio.

Among my most memorable experiences are flying the U-2 above 80,000'; flying the F-104 at Mach .95 across the desert at a very low altitude with X-15 record holder, NASA Test Pilot Bill Dana; flying the T-38 with Chuck Yeager; and having dinner with General Jimmy Doolittle.

I have attended Oshkosh every other year for about 20 years.

In 2006, my wife, Mary, and I moved from Colleyville, TX to Sequim where we spent 3 years completely remodeling a 100-year home on Sequim Bay that we had purchased 6 years earlier. When time allowed, I again started flying and partnered for nearly 3 years on a Grumman Tiger. After that aircraft was sold, with the encouragement and assistance of Ray Ballantyne, I purchased the only aircraft I have owned, a beautifully amateur-built GlaStar which I flew for 5 years.

I was a runner and skier for most of my life. The mountains have always been my favorite place. Sequim was chosen for retirement because of the ocean for Mary and the mountains for me. I now ride road and mountain bicycles regularly. Mountain biking is a special passion.



Jim & Harley

EAA GATHERING JULY 30, 2022



Rick Vaux presents Gordon Tubesing with certificate for flying our 4,000th Young Eagle

Speaker Ned Floeter Survival & Preparedness



Tracy Halsted presenting winners of the Poker Run: Cecilia Aragon & Harry Cook





Aviation From My Rocking Chair

By Rick Vaux

Wood, you say?

Greetings again, Troopers.

As you may have noticed in last month's column, I completely avoided writing about Wood propellers. That was by design as I needed enough material for two of these exercises in correspondence (and for me, trepidation).

Let's talk first about advantages and disadvantages of Wooden propellers, then I'll list some of the practices that should add greatly to the service life of your prop, and finally we'll cover a little about prop performance.

Advantages:

- 1) Light weight and increase in payload.
- 2) Lower cost.
- 3) Will operate reliably at higher RPM (up to 6000 RPM)
- 4) Very low possibility of failure due to fatigue.
- 5) Can be constructed by amateur builders.
- 6) Damps engine vibration far better than metal props.
- 7) In case of a prop strike, the wooden prop itself will be destroyed, but in most cases, there will be no damage to the engine crankshaft.

Disadvantages:

- 1) Can warp if not properly maintained.
- 2) Can decay if not properly maintained.
- 3) Easily splits when FOD is encountered.
- 4) light weight can cause rough running with some four stroke engines due to less flywheel effect.
- 5) Performance not equal to metal props due to thicker sections required.

O.K., let's press on with things that will extend the service life of your wooden propeller:

- 1) Check prop attaching bolt torque at least every 50 hrs per manufacturers data. More frequent inspection is necessary when climatic changes are extreme such as change of seasons.
- 2) Store propeller in a horizontal position and cover with a waterproof cover if exposed to weather.
- 3) Do not use the propeller as a tow bar to move your aircraft.
- 4) Protect your propeller from moisture and UV exposure by waxing with an automotive type of paste wax at least once a year. Be sure to keep blade tip drain holes clear.
- 5) Avoid run up areas containing loose stones and gravel.
- 6) Finish loss on the leading edge is a normal wear item, and is dependent on the amount operation in rain and grit.
- 7) Touch up worn finish and scratches with spar varnish. Check with manufacturer for wear and scratch limits.
- 8) Inspect often for bruises, scars, and other damage to wood and blade leading edge protection.
- 9) Assume your propeller is un-airworthy after any kind of impact until it has been inspected by qualified personnel.
- 10) If you have any concern about damage on your propeller, contact the manufacturer for limits.

Don't fret y'all. I'm just about done. It's time to select that prop for the performance you need.

The Denney Kitfox is a small side-by-side, two-seat, high-wing, single engine kit aircraft, designed and originally manufactured by Dan Denney and his company Denney Aircraft of Boise, Idaho.

Standard Pitch/ Normal Flying. For normal or cross country flying. A fixed pitch prop that turns between rated engine RPM and 50 RPM over rated at full throttle at sea level.

Cruise Pitch. A cruise propeller will turn 50 to 100 RPM under rated engine RPM at full throttle level flight. Note: While cruise pitches will provide 4-6 mph higher airspeeds at cruise power rpm, maximum level flight speeds are no better than Climb or Standard pitches and takeoff and climb performance will noticeably suffer.

Climb Pitch/ High Altitude Operation. Improved takeoff and climb performance requires a propeller that will turn 100 to 150 RPM over rated engine RPM at full throttle and level flight. Climb pitches will typically reduce flight speeds by 4-6 mph at cruise power RPM's. A climb pitch is also recommended for aircraft operating from high density altitude runways.

Well, my friends, that is it for another month, and since all this typing has erased my finger prints you won't even know who wrote it!

Rick Vaux
TC4130

Rick is restoring his Kitfox Life (single place) to a flying condition. Next is a landing gear change.

Senior Aircraft Wash Day by Rick Vaux & Jim Bess



Denney Kitfox Lite



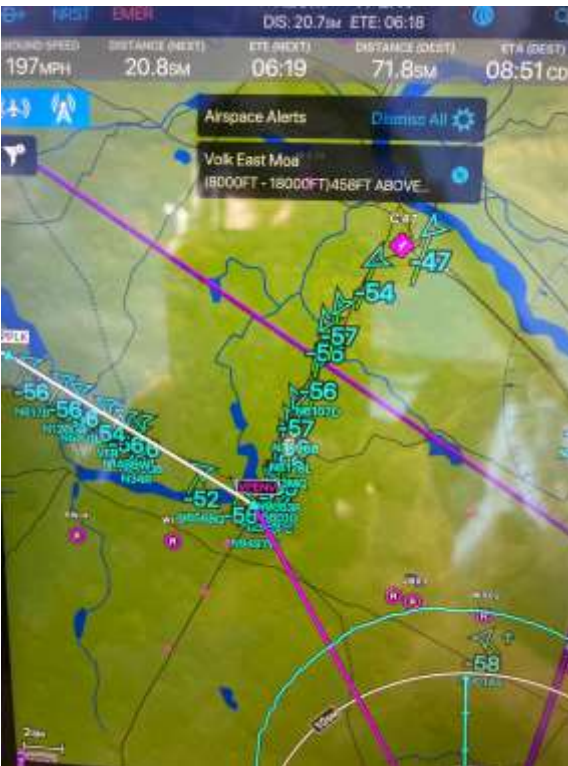
Photos courtesy of Richard Howell

Oshkosh 2022! By Rick Stoffel



I flew a quick trip to the show. I had not been in 12 years so it was about time. Got the RV-4 ready with the majority of my condition inspection complete a month early, then did a decent polish job in order to make the plane look respectable for the show.

My plan was to start bright and early Sunday morning, and depending on winds, weather and my bladder, my hope was to make it all the way to Oshkosh before field closure at 8:00PM that night. But morning brought fog and low ceilings, so back to bed I went. Woke up about two hours later to clearing skies, so I kissed Donna goodbye and off I went. I usually plan about two to two and a half hour legs, and this trip was no different. Made quick stops in Kellogg, ID, Big Horn, MT, Aberdeen, SD, then finally Menomonie, WI for the night. I took a second mortgage out to pay for the fuel stops, but prices steadily went down slightly as I went east. I made good time, with ground speeds around 215mph most of the way due to a 30 mph tailwind. But by the time I got to Menomonie, I was more than ready to call it a night. No autopilot, cruising a good portion of the way at 11,500 for turbulence, and not having anyone to talk to other than an occasional air traffic controller, made me ready to be on terra firma. Plus, we used to live in Menomonie so it was somewhat of a homecoming.



Up bright and early the next morning, and off I went to get in the conga line for the Fisk arrival. I was thinking I'd beat the traffic jam, but I was way off the mark. Coming in from the West, I was expecting to start at one of the intermediate arrival fixes, only to see a huge line coming up from the town of Portage (see picture). Portage? Didn't even know that was a planned arrival fix! Anyway, I sequenced myself into line, then they announced they were closing the airfield for "just a few minutes" for an inbound heavy arrival. Get ready to hold. Plenty of fuel? Check. Bladder? Not bad . . . ADSB? Thank God, as it was starting to look like a fight scene from the Battle of Britain. Head on a swivel, watch for the occasional pilot unfamiliar with the arrival procedure, clear like a bandit, and start the hold. I'm guessing we had about 200-250 aircraft holding at five different spots, all with new airplanes joining the line from Portage and other random spots. A "few" minutes turned into more than ten, and the controllers started to hear it from the peanut gallery. Finally worked my way in and landed on the yellow dot on 27. Arrival complete!

Even though I arrived on opening day, the parking crew informed me I was lucky to get one of the last Home-built Camping spots, and turns out it was a pretty good spot! Fairly close to the main attractions and not far from the showers. Register, set up the tent, grab a brat. Life is good!

(Continued on next page)



I looked up an old friend (Tim Olsen), and met up with him and his family. We spent quite a bit of time catching up, and they were nice enough to drag me along to dinner a couple of nights out on the town. As Tim is somewhat of an RV-10 “guru”, he and several other RV-10 families gather at Camp Scholler each year. I was fortunate to get to know a lot of wonderful people through this, which is what Oshkosh and EAA is all about!

I did spend each morning perusing items for sale that I need for the RV-10 project, and also enjoyed looking at aircraft I might be interested in some day in the future. Air Cam? Powered Parachute? Electric powered ultralight? Ahh, the choices are endless.



After two and a half days of “everything airplane”, I packed up the tent and my other items, then worked my way back. The departure went fairly quick, as I only had about six airplanes in front of me. I decided I was going to head west and stop when I had had enough. The same winds that helped me on the way were still there, slowing me down to about 160-165 mph groundspeed. And the turbulence was not kind either. At one point I dropped down to 1,000 AGL over Montana, as it was the smoothest ride and offered the best groundspeed. I flew along a road just in case the fan up front stopped working. Mostly the same stops in reverse, with the exception of stops in Baker, MT and Lewiston, MT. Funny thing is, I spent a lot of time studying my plan for getting through mountain passes, but I was most nervous over SE Montana, as at one point I looked down from 8,500 feet and did not see a single sign of civilization. Not a road, ranch, house. Nothing. The thought occurred to me, it will be a long walk to nowhere if I have an engine failure. Hope the phone works if I need it.



Finally figured out I could easily make it back by sundown if I pressed on, so I filled up in Kellogg again and started the last leg. To keep myself entertained, I told Donna I’d be right over the house at 8:40PM right on the dot. I used my old Air Force TOT skills (see picture with timer on right) and figured out 172 to 173 mph would do the trick, so kept that going until over the house, and the timing worked well! Landed at Sequim Valley, taxied to the house, and called it a night. Successful trip and not a single problem with the plane. Life is good.

Another Slow and Low Trip to Oshkosh 2022 by David Orr

Well it all started when my friend in Idaho (another Zenith701 builder) calls and says, “Hey you want to fly to Oshkosh with me.” Of course I said yes. My trip to Oshkosh in 2018 was a solo run and this one would be with three other planes and I was looking forward to it. Then I thought, “Oh that is a long slow trip”, but what the heck let’s do it.

Day 1

So the long journey begins. I wait out the low ceilings on Friday the 22nd and take off late in the day heading to Coure D’Alene, KCOE. I flew the HWY2 route over to Lake Chelan KS10 for a fuel top off and then on to KCOE. Wow, it was really hot over on the east side of the mountains this time of year, and after an eye opening take off from KS10, I told myself to be sure and keep density altitude awareness on this trip. We are spoiled by the cool thick air on the west side of the Cascades.



Day 2

We left early Saturday morning at 5 AM, with nice cool air headed to Deer Lodge, MT K38S. I soon fell behind the other planes, a Kitfox 7 Turbo 912 Rotax, Pacer Racer tail dragger, and an extended wing no slat Zenith 701 100 hp 912 Rotax. My little C85 was chugging along at 90 mph, doing just fine. Our trip legs were limited to around 2.5-3.0 hours max. Thank goodness my bladder time was about to its limit.



Temps were already getting warm by the time we arrived in Deer Lodge. We fueled up and headed on to Big Horn, Mt K00U. I had a little trouble climbing and going directly over the mountains, so I diverted around the high ridges eventually climbing to 9500’. Our speed difference worked out well, each of us arrived a few minutes behind the other and we weren’t all piled up at the gas pumps at once. They let me take off first and they would pass me on the way to the next stop. I will have to say going with a group was really nice from both a safety aspect and added fun.

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We eventually made our way to Hot Springs SD KSHR to spend the night, sleeping bags rolled out in the pilot FBO lounge with air conditioning and a courtesy car, yes! We did pass by Devils Tower and Crazy Horse along the way.



Day 3

Early wake up alarm and off to see the presidents on Mt Rushmore and head east. We hit several fuel stops, climbed above the thermals and had a nice push from the tail winds. In the back of my head I was thinking, this nice push will be a steady headwind on the return trip! We finally landed at Black River Falls KBCK with a hell of a cross wind (310 at 14 with gusts of 26), landing on runway 24, but we all got on the ground safely. I think I landed three times, no kidding. We grabbed a bite and decided to try and make it on into KOSH before sundown.



The ADSB was full of traffic as we approached the “get in line” point south of Portage KC47; we then heard about a 310 gear collapse crash on the main runway in use. Finally they announced if you were not at the Endeavor Bridge VPENV check point to turn away and spend the night somewhere else. The fastest two of our group made it in, we, the two 701s, turned back and stayed at Adams Cnty K63C. I stayed there on my first trip to KOSH in 2018. We were met by the same two brothers I had met before and they pulled in an ice chest with plenty of refreshments. We had a good time shooting the breeze and solving world problems. I reviewed the 37-page NOTAM book again, and we planned to get an early start. Slow, “less than 90 knot” aircraft could arrive early at 7AM instead of 8AM. We thought that means us.



Day 4

Here we go!

I guess everyone got up early to get in the line to Endeavor VPENV, Puckaway Lake VPPLK, Green Lake VPGRN and then Ripon VPRIP. We were passed by a ton of planes and I turned off my "ASDB In" so I could see my map and keep my head on a swivel. At FISK I heard, "Rock your wings big tire high wing and follow the RR tracks." I was in for arrival. My buddy was right behind me and we were cleared to the base leg of 36L and then final to the Green Dot. Wow, I could not have been happier to have made this trip again in something I built in a garage at my home. We walked about eight miles the first day trying to see a few friends and, of course, the Zenith booth.



Day 5,6

I think we walked a million miles and saw a million aircraft and vendor booths etc. etc...oh and the new Van's RV-15. I was also finally able to see the night fireworks display, which was canceled in 2018 due to weather. It was amazing. We slowly faced the fact we needed to leave on Thursday for the long trip back. It was just us in the 701's traveling back together, so our pace back would be close to the same speed.



Day 7

We left KOSH at 7:30 AM, wind straight out of the west of course, with a ground speed of 67 mph. This was going to be a long day! We spent the night in Hettinger, ND KHEI. They had a nice pilot lounge with a car. Good place to eat in town was the Pastime Bar & Steakhouse. Everyone there asked if we were in the two strange looking planes that just landed. I guess there was not much to see in this town for the folks living there. It was great food and we even got a couple of free beers bought for us. Driving a car with "H SOLO" has its perks!



Day 8

At first light we continued west, stopping a Ekalaka K97M due to the fact I accidentally picked up my buddy's phone. He tore his plane apart looking for it, so I dialed his number in flight and my flight bag rang. We made a quick stop and proceeded to Woltermann K6S3 to fuel up before the pass. It was getting HOT! when we left K6S3. After skirting Bozeman and Butte, we turned north to Deer Lodge K38S. We grabbed a bite in town and decided to continue on to KCOE. Well the density altitude was 9000' and it was in the afternoon, and I was leery of taking off. My climb rate was about 150' to 200' leaned out and turned in the wind, but little by little I was able to get to 8000'. I pointed her west along the highway to Missoula. The other 701 had very little problem with the heat, and the extra horsepower was in his favor. I called him on the radio and said my reserve time was getting close, so I diverted and stopped at Thompson Falls KTHM to top off prior to arriving at KCOE for the night. My little continental oil temp was right at redlining the whole way through the pass. I was glad when the sun started going down.



Day 9

Headed home to KCLM, the temperature was still 89 degrees at 3500' and hotter at 4500', so I stayed 500' AGL all the way to Wenatchee KEAT. It was cooler down low. As soon as I was past Leavenworth, the temps started coming down and my plane was back to normal. What a relief it was to see the Puget Sound and the smoke off the paper mills in Port Townsend and Port Angeles.



Epilogue

I arrived safe and sound with a few oil leaks and a lot of bugs on everything. A total of 58 hours roundtrip and more money spent on fuel than I care to share, but it was a great trip. Maybe in another couple of years I'll do it again.



Update on DART & CERT Training Exercise July 9th

Editor's Note: I received these photos after the publication of the July newsletter featuring the DART & CERT Training.



The training took place at local airports: Fairchild, Sequim Valley, Blue Ribbon, Diamond Point & Port Townsend. Ten pilots and eight ground crew participated in a Clallam County Disaster Airlift Response Team (DART) training exercise packing, weighing, loading and delivering more than 4,000 pounds of donated food and water to five airports on the Peninsula from which it would be distributed to local food banks.



Bob Woodcock checks over the food supplies to be delivered to local airports



Michael Sanford, left, assists pilot Ray Ballantyne of Sequim as he loads a cargo of bottled water and food into Ballantyne's aircraft



DART volunteer pilot Ray Ballantyne of Sequim prepares his airplane for a training airlift to Diamond Point Airport from Fairchild Airport

EAA Chapter 430 Membership Gathering Minutes

Date: July 30, 2022

- Meeting social and sign-in 0930
- Chapter Vice President Rick Vaux, standing in for President Ray Ballantyne, called the Membership Gathering to order at 1001 in Bud Davies' Sequim Valley hanger #15.
- Rick led The Pledge of Allegiance to the Flag with 44 members and 4 guests attending.
- Approve Minutes: June minutes were approved as submitted.
- New Member/Guest Intro's: Herb and Shirly Lockman, Kevin and Charlene (Charlie) Tracy, Jesse Nichol, Ken Aragon, Seth McNutt, Richard Pearlman, David Fradkin
- Correspondence:
 - VP Rick Vaux has been in contact with Peter Becker, who conducts a *Makers Program* through Sequim Library. The program engages kids with hands-on projects such as each building their own electric free-flight glider and using a shop and facilities that are part of the program. Peter's efforts seem to have obvious potential to mesh with our chapter's (currently sidelined) *Flying Start* aspirations. Rick is looking into possibilities.
- Reports:
 - Treasurer - Tracy Halsted reported that all Young Eagles credits have been spent.
 - Membership - Erik Petersen reported 101 members, 1 expired and 17 new! Erik will be exploring avenues for social media outreach and announced his intention to donate a 3D printer to the chapter tool crib. (Thank you Erik!)
 - Young Eagles - Bud Davies reminded us that our 3rd Young Eagles event will be at Port Townsend, Jefferson County Intl. Airport (0S9), August 20. There are 20 sign ups so far. Our last Young Eagles event in July flew 54 kids. More pilots would be very welcome. Bud described the pilot sign up process using the YE-day.org website.
 - VMC/IMC Club - Harry Cook invited everyone to the next meeting on August 10th. An invitation and reminder with details will be emailed beforehand.
 - Fly Outs - Barry Halsted reported that the July fly out, originally to Whidbey Airpark (W10), was changed to Port Townsend (0S9). 21 people attended. The next destination is expected to be Chehalis (KCLS) - stay tuned. There was applause for the poker run!
 - Scholarship - Dave Miller briefly mentioned that we have 2 "A" students doing very well and continuing their studies. Dave purchased the remaining Alaska aviation prints and proceeds went to benefit the chapter's Scholarship Fund.
- Other Business:
 - Mr. Ken Brown briefly mentioned some Sequim Valley Airport improvements that are coming. Contact Ken if you're interested in acquiring a Fuel Card.
 - Gordon Tubesing was presented with a special EAA 430 Chapter - Young Eagle Recognition certificate for piloting our 4000th Young Eagle flight - Paige Biss.

- o Emily Wescott gave a quick briefing for this year's Air Affaire - August 27th. ▪ Activities will likely include - Travel Air open-cockpit biplane rides, helicopter rides, classic cars display, food and music. Sponsor a sani-can for \$250. Plane parking helpers needed.
- o Mr. Jim Betcher offered some photos and materials once used for pilot training - including interesting Boeing 737 instrument panel photos.
- o Mr. Jay Pearlman reported selling his RV-6 and expects to make his hangar available for rental at Port Angeles, Fairchild Airport (KCLM).
- o Mr. Ernie Hansen reported that he has a hangar for rent at Diamond Point Airport (2WA1)
- o Ideas for finishing the borders of the Recognition Plaza are welcomed.
- o A pair of Air Venture 2022 full-week wristbands, awarded to Chapter EAA 430, were purchased at their face value by Ray Ballantyne and proceeds donated to the chapter Building Fund.
- o Ideas for Chapter EAA 430 merchandise items would be welcomed.
- Mr. Ned Floeter presented, "Preparedness - Survival of the Mind" - a very interesting talk about key takeaways from his service with the U.S. Air Force Survival School.
- Results of the Poker Run were announced and prizes presented. 1st Place went to Cecilia Aragon; 2nd Place Harry Cook. Details about the 2022 Poker Run, airports, participants, winning hands, prizes and proceeds will be posted to the Chapter EAA 430 website.
- Members and guests enjoyed coffee, donuts and pastries, homemade cake, and another successful summer Burger Bash. Thanks to Dave and Joan Miller! Thanks also to Tracy Halsted for the very much appreciated knowledge and experience handoff to me (Richard Howell) to shop for and prepare the right burger items.
- Diamond Point Airport Appreciation Day, Sat Aug 13th, 10:00a - 3:00p
- No August Chapter Gathering
- o Everyone is invited to Sequim Valley Airport – Olympic Peninsula Air Affaire and Fly In, Sat Aug 27th, 9:00a - 3:00p, \$10 per car load.

Respectfully submitted,

Richard Howell, EAA 430 Secretary

Next Gathering Sep 24th 2022 @ 10 am Sequim Valley (W28), Hangar #15

Next VMC/IMC Club Aug 10th 2022 @ 7 pm Mariner's Cafe

Next BOD Aug 19th 2022 @ 9 am Mariner's Cafe

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
Secretary	Richard Howell	3	secretary@eaa430.org
Treasurer	Tracy Halsted	4	treasurer@eaa430.org
Class II Directors			
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