



EAA 430 FLYER

SEPTEMBER 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

This month I would like to highlight some of the great work that the EAA430 Board of Directors has been doing for you and the organization. There are great people on the board who go out of their way to keep things moving in our chapter.

Vice President Rick Vaux has followed up on an opportunity to work with the Sequim Museum and work with the national Maker Program to help in their aviation efforts and utilize their facilities to present our Build and Fly model aircraft. He'll provide more information at the next Gathering.

Erik Peterson has not only been flying Young Eagles, but is also managing the Membership chair and we now have over 100 members, with more new members every month. He also recently donated a 3D printer to the chapter. He also will tell you more about that at the Gathering.

Harry Cook is leading the monthly VMC/IMC meetings on the 2nd Wednesday of each month. This month he will discuss VMC into IMC which will be very pertinent concerning all the low visibility situations we have experienced with the recent smoke conditions. He and Richard Howell are also working on options for establishing our own club house.

Barry Halsted has kept everyone flying at least once a month and put on a very successful Poker Run this summer. Stay tuned for this month's destination.

And the heart of our outreach has been hosting Young Eagle rallies. What a great year it has been for our three rallies. Huge thanks go out to Bud Davies and Tracy Halsted for doing such great work.

That is just some of what the board is doing and accomplishing.

On the aircraft building front, we're all getting excited about Richard Howell's Sling 2 aircraft that is ready for painting, and Dave Moffitt's RV12 is getting ready for a first flight soon. Well done!

I am looking forward to September's Gathering on the 24th where we have a presentation from Captain Bill Collier about flying for Air America. I'm responsible for the burger lunch this month and I will need some volunteer cooks. Hope you come to the party.

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SEPTEMBER & OCTOBER	2022
<u>VMC/IMC Club Meeting</u> 2nd Wednesday of the Month September 14 & October 12 7 - 8 pm Mariner Cafe	
<u>EAA 430 Chapter Board Meeting</u> September 16 & October 21 9:00 am Mariner Cafe	
<u>EAA Chapter Gathering</u> September 24 & October 29	



The Recognition Plaza is filling in. There is more space for you to add your brick to the layout. What has been started is now ready to be maintained by you, the members of 430. All proceeds from the paver sales, fund our scholarship program. The scholarship program is doing a wonderful job providing funds to our aspiring aviators or engineers.

Like all items in aviation, maintenance is required. We need to keep the funding coming in, so the recipients can count on our word to help them with the expenses associated with their degree. Our plaza is a way of not only providing funds for education, but a chance to share those special people or moments with airport visitors.

What event would you like to memorialize? Anniversaries, birthday milestones, aviation-related, life-related, or just a thought or saying.

Go to the website [click here](#) and order your brick or bricks now.

Be a supporter of the EAA 430 Scholarship program. Thank you. Ken Brown

Questions about the scholarship program, please contact Dave Miller scholarship@eaa430.org

WELCOME NEW MEMBER

Carl Peecher



I live near Diamond Point airport and currently own two aircraft, a 1967 Cessna 150G and a 1999 GlaStar. My primary project at this time is installing a new engine on the GlaStar and converting it back to conventional gear. It was built as a trike, but in 2005 it was converted to conventional gear for a little over a year before they put it back to a trike. One of the main projects I'm facing is installing a T-3 tail system. I'm looking for help and advice with this, so if anyone wants to come do a bit of glass work with me, I would love the assistance!

I was a KC-130 pilot in the Marine Corps and retired from the Navy Reserve, flying the C-9B. I'm currently a pilot for Alaska Airlines based in Seattle.

I very much look forward to meeting the membership and flying with the pilots of 430!

Carl Peecher carl@waterjelly.com

James Westfall jhwestfall@gmail.com Picture and 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.

AIR AFFAIRE Sequim Valley Airport

August 27, 2022



John (Smokey) Johnson's 1942 T-6G



Bob Hicks & Ken Brown manning the EAA/UFO booth



Scott Fitzgerald flying his powered paraglider



John David Crow's plane



Flew in from PTAM



Bill Shepherd's Yak-3

GETTING TO KNOW GORDON TUBESING



As an eight-year-old, Gordon started making model airplanes, sparking his interest in flying. He grew up on the Green River in Kent, WA. His father was a NW aviation pioneer, but left flying after suffering a leg injury in Port Angeles while teaching a member of the Coast Guard to fly. They had an engine failure and crashed in the Fair Grounds. He went to work for Boeing after he stopped flying. After WWII, Gordon's parents established a flower farm in the Kent Valley and grew dahlias. During Junior and Senior High School, his after-school and week-end jobs were helping on his parent's flower farm. They lived several miles from Kent, so to participate in any sports programs, Gordon would ride his bike across the valley to athletic fields in Kent.

Gordon's first ride in an airplane was in college at Central Washington University in Ellensburg, WA. He was in ROTC and got a flight in a DC3 with his CO Colonel Winters. In 1966, he received a BA in Economics after cramming 4 years of college into 6 at CWU. His plan was to have a career at Boeing or in Airline Management.

After he graduated from college, he joined the Marine Corps. After receiving his commission, he went to flight training at NAS Pensacola FL, receiving his wings in September 1967. The Marine Corps assigned him to helicopters, so he was sent to CH-46 Sea Knight training at Santa Ana CA, prior to being deployed to Vietnam. He spent fifteen months in Vietnam, "being shot at" while flying the CH-46A. He left Vietnam as a Captain.

Returning stateside to MCAS New River, NC, he transitioned to the North American OV-10 Bronco. In 1974, he was sent back overseas in the OV-10, but on arrival in Okinawa, he was transferred back to the CH-46D to assist in the Evacuation of Saigon. After this time back in Vietnam, he went back to North Carolina where he was a Post-Production test pilot in the CH-46 and OV-10 at Cherry Point, NC. He was also checked out in the Sabreliner, a mid-sized business jet.

In 1979, he was transferred to San Diego and spent two years with the Navy, teaching Air Control for amphibious landings. He spent six months on a Navy ship, instructing in the air operations phase of the landings. Upon completion of his tour with the Navy, he was assigned to military transport aircraft, flying the C-9B, (military version of the DC-9), which he flew for four years.

In Naval Postgraduate School, Monterey, CA, he completed training to become an Aviation Safety and Accident Investigation officer. While in the military, he also obtained a BS degree in Aviation Management and an MBA in Business.

(Continued on next page)

In 1981, he spent two years at Camp Pendleton, flying the OV-10. He was the Officer-in-charge of the OV-10 unit in Okinawa in 1983. His final tour was at MCAS El Toro, where he was the Director of Safety for Marine Corps Air Stations-West. He retired as a Major in 1986 after 20 years in the Marine Corps.

Dallas (Arlington) Texas was the next place to call home, this time as a pilot for American Airlines. Initially based out of Los Angeles, he flew the DC-10 to Hawaii and Japan for three years as a flight engineer and first officer. In 1991, he made Captain International on the B-727 based out of Miami, so for 11 years, he flew all over South and Central America and the Caribbean, including his upgrade in 1995 to the Airbus A300. He retired from American Airlines in 2002 in Miami.



He stayed in Florida until moving back to Diamond Point where he moved into his current home in 2011. He and his wife, Marquetta, still have a home in Palm Coast, Florida. Gordon has a son and daughter living in Colorado and Marquetta has a son in Portland and a daughter in San Diego CA. Gordon's daughter is a Captain for Southwest Airlines.

Gordon's first plane was a 1969 Piper PA28-140B. He currently has a 1968 Piper PA28-180D and has previously owned a PA32R-300 Lance and a PA28-161 Warrior. He has the following ratings: ATP, Comm SEL/SES, MEL, Glider, HELO, CFI S/MEL, Helo and Flight Engineer.



As a member of EAA Chapter 430, he became the treasurer and helped obtain 501c3 status for the chapter. He has attended Sun-n-Fun every year since 1996 and Oshkosh in 2014.

(Continued on next page)

In our August 2022 YE Rally in Sequim, Gordon was the pilot for our 4,000th YE, Paige Biss.



His special interest, besides flying airplanes, is aviation history. He also enjoys maintaining “my special” cars. He and Marquetta enjoy traveling. He became a UFO (United Flying Octogenarians) after his 80th birthday this year. His plan for life is to stay healthy and continue to enjoy his wife and successful family.



RV-10 Update by Rick Stoffel

Hi all. Still plugging away on my RV-10 project. Right now I'm finishing up a lot of the fuselage interior pieces that close things out. In other words, floor panels, side panels, and things of that nature. I'm getting those pieces ready to prime, as I try to prime several pieces at once for efficiency's sake. Once those get installed, I'll be installing the controls - control sticks, bell cranks, push tubes, rudder cables, etc. This is one of those phases where you need to think ahead about what you want under those panels (if anything) before you close things out. I have four wiring conduits (for the rear of the aircraft) going down the sides and under the floor, so I'm hoping that's enough!

The next major phase will be to install the composite cabin top on top of the aluminum fuselage substructure. At that point, it should look much more like a "real plane" and not an overpriced poorly floating canoe. Donna and I also made a quick trip to Anacortes to pick up an extended-range fuel tank kit. These were designed by the chief designer of the RV-10, so I'm confident in the engineering and functionality. This will take the fuel capacity from 60 to 83 gallons.



Young Eagle Rally August 20 @ Jefferson County Airport

In spite of the late start due to weather, 7 pilots flew 31 kids! 74% of the YE's were taking their first flight. They were from twelve different towns: Aberdeen, Bainbridge Island, Bremerton, Chimacum, Duvall, Port Angeles, Port Orchard, Port Townsend, Quilcene, Roy, Sequim & Tacoma. The pilots who flew were Cecilia Aragon, Ray Ballantyne, Ken Brown, Brian Funk, Gary Lanthrum, Gordon Tubesing, & Robert Weidner. The ground crew registered kids, marshalled the planes, provided safety on the tarmac, manned the computer, printed certificates, and many other tasks. Thank you pilots and ground crew for making this happen.

Tracy Halsted & Bud Davies (YE coordinators)



The Port Townsend Aero Museum (PTAM) offered a free tour of the museum for the kids who flew and their parents.

In addition to the museum, the youth mentorship program offers young adults participation in all aspects of operations, including restoration of planes and flight activities, plus obtaining their private pilot license.



Additional pictures on next page





Aviation From My Rocking Chair

By Rick Vaux

What does 'Pickling' have to do with airplanes?

Howdy to the gang at Chapter 430. This month I'd like to write a little about engine preservation or 'pickling' during extended storage.

Let me set the scene; You have been working on that airframe for a year, but have no engine as yet, and you really need one so mounts, cable runs, controls, and systems can be installed. About this time, a friend calls to tell you he found a great deal on an engine, and do you want it? After inspecting the powerplant and finding it in good shape, you decide to purchase it for your project.

So...you now have an aircraft which still requires months to finish, and an engine which will probably not be operating until the project is completed. In order to be sure your powerplant is ready when the airframe is, it must be protected from corrosion and acid buildup damage. Here is how that can be done. Note: This procedure is slanted toward air-cooled aircraft engines, but will work equally well on any reciprocating engine.

A. Lycoming

- 1) Drain oil from tank and refill with Aeroshell Fluid 2F, or Poly-Fiber ESO (Engine storage oil).
- 2) Remove top spark plugs and slowly turn engine through 2 revolutions by hand. Let engine stand for 10 minutes, and then turn engine back and forth through 90 degrees for 12 cycles. Drain preservative oil.
- 3) Spray exhaust valve and port of each cylinder with piston approx. ¼ turn before Top Center on the exhaust stroke, using preservative oil.
- 4) Spray approx. 2oz of preservative oil in each spark plug hole.
- 5) Seal breather openings with oil and moisture resistant caps.
- 6) All accessory drives which have oil seals must be coated with preservative oil before installing covers.
- 7) Install spark plugs in the bottom holes and dehydrator plugs (AN4062-1) in the top cylinder holes. Attach ignition leads to the lower plugs and ignition cable protectors to the top leads.
- 8) Install covers on exhaust ports and all other openings.
- 9) Exposed cadmium plating or machined surfaces should be protected with a corrosion preventative such as LPS-2 or -3.
- 10) Periodically inspect your engine for signs of corrosion. If you find any, the affected area should be cleaned and the engine re-preserved.

B. Continental

- 1) Remove top and bottom spark plugs and spray preservative oil (same type as for Lycoming) in the upper spark plug hole of each cylinder with the piston down. Rotate crankshaft as each pair of cylinders is sprayed. Stop crankshaft with no piston at Top Center.
- 2) Respray each cylinder without rotating crankshaft. Move spray nozzle from top to bottom plug hole being sure to cover cylinder interior completely with preservative oil.
- 3) Reinstall spark plugs.
- 4) Spray approx. 2oz of preservative oil through oil filler tube.
- 5) Seal all engine openings with plugs and non-hygroscopic tape (don't use masking tape!)
- 6) And lastly, if the engine has been preserved with the propeller on, be sure to hang a sign on it which reads: "Do not turn propeller. Engine preserved."

I realize this all sounds like a big hassle, but when it comes time to install this jewel, it sure is nice to look inside and see nothing but sparkling steel and aluminum!

Well, thanks again, Troopers for your kind attention. Repeat after me, "The blue side goes up and the brown side goes down" till we meet again... Rick Vaux TC4130

Fly-out to Roche Harbor August 24, 2022

The flyout to Roche Harbor was a lot of fun. Attending were Keith and Adine Kretschmer, Ken and Skip Brown, Cecelia Aragon, John Ward, and Barry and Tracy Halsted. The weather was sunny and clear with a gentle breeze from the east. There were no issues, parking (or otherwise), and the short walk to the marina was enjoyable. Of the choices available, we had lunch at the Lime Kiln Café, named for the lime kilns by the marina that dominated the lime industry in the west during the late 1800's and early 1900's. Lime from Roche Harbor was exported as far away as California and Hawaii. Our timing was good; the lunch line was short. After lunch some walked out to look at the boats in the harbor, others to look at the grounds where the kilns were located, and several stopped for ice cream along the way. All in all it was a fine flyout, and it was suggested we make this an annual fly-out destination. *Barry*



UFO Fly-In @ Friday Harbor

September 7, 2022

Forty pilots, partners and friends flew into Friday Harbor for a UFO (United Flying Octogenarians) Regional meeting. Pilots traveled from Calgary, Dayton Ohio, and California and all over Washington. Several of our 430 Chapter members were also present. Those attending were UFO members (pilots over 80 who still fly), Master pilots (pilots who have flown 50 years without an incident), and pilots not yet 80 (ground crew). Lunch was served by Ernie's Café; introductions were made, and pilots were invited to tell their stories to the group.



Barry Halsted, Master Pilot, not yet 80.



Emily Westcott, not yet 80.



Keith Kretschmer, UFO



Bill Shepherd, UFO



Ken Brown, UFO

Ken is a Regional Manager & John is the Area Rep for Friday Harbor. The two UFO members organized the gathering.



John Geyman, UFO

Additional pictures on next page

Pictures from the Friday Harbor UFO Gathering



2022 BOARD AND DIRECTORS

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