



EAA 430 FLYER

OCTOBER 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! It's hard to believe that we're already in the middle of October looking at the holidays. One thing that we're going to change for the month of October is our food and venue. Starting at 0930 on October 29 at the Fairchild international Airport conference room we are planning a breakfast bash with homemade breakfast casseroles, pastry and coffee. Come early to help set up and then be the first in line!

I'm sorry to report that my oldest brother, John Lee, passed away in early October. I'm writing from Delaware, and it's been kind of a blur since we left Seattle. Lisa and I had a memorial gathering for John here in Delaware and the funeral will be in Frederick Maryland on November 4. That said, I plan to be at the upcoming board meeting and gathering in October.

I'm excited about the energy around working with youth through aviation. We have volunteers ready to help with the Maker lab and then to build our first "build and fly" project. We expect the Maker lab to gear up before the end of the year. Thanks to Rick Vaux, Eric Petersen, and Richard Howell for all their help.

After Halloween, the holidays are here! I look forward to the November gathering at the conference room on the 26th. And get ready for the Christmas party on December 10. There will be a flyer coming out and an electronic RSVP which will really help with our planning.

Thanks to the board for all that they do. They do a great job keeping us a Gold Chapter!

Ray

IN THIS ISSUE	Page
From the Left Seat (Ray Ballantyne)	1
Calendar of Events	2
September Gathering	3
VMC/IMC Club (Harry Cook)	3
John Lee Ballantyne has Flown West	4
Aviation From My Rocking Chair	5
Welcome New Member Greg Arehart	6
Welcome New Member Jim Westfall	7
W28 Runway Paving Is Complete	8
September Flyout to Harvey Field	9
Minutes of September Gathering	10-12
2022 Board and Directors	13

OCTOBER 2022

VMC/IMC Club Meeting
2nd Wednesday of the Month
November 9
7 - 8 pm Mariner Cafe

EAA 430 Chapter Board Meeting
October 21 & November 18
9:00 am Mariner Cafe

EAA Chapter Gathering
October 29 & November 26
Fairchild Airport PA
9:30—12:00

The presenter for October 29 will be Dan Hammer of Legend Flyers in Everett. He will present information about this company which offers complete or partial restorations of military aircraft and gained notoriety in a project that built five full scale ME262 German fighter replicas. For the past several years, they have been working on a Mitsubishi A6M3 Zero; this aircraft has just been completed and Dan will have much to say about this project. This promises to be a very exciting program for experimental aircraft and warbird enthusiasts!



From start



To nearly finished



With lots of work

EAA CHAPTER 430 SEPTEMBER GATHERING



New Members



James Westfall



Greg Arehart



Denny Davitt

President Ray Ballantyne showed a very informative and fun video about the RAF (Recreational Aviation Foundation). The RAF is dedicated to preserving existing airstrips and creating new public-use recreational airstrips throughout the United States.

***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.





John Lee Ballantyne has Flown West

John Lee Ballantyne passed away peacefully of natural causes on October 4, 2022

John was born in Pueblo, Colorado in 1946 to his father, John Ballantyne who commanded a troop glider in WWII and his mother Ruby Lee who trained with the Women Air Service Pilots (WASPs). John married early in life and had two sons, John Mark (Mark) and Paul Ballantyne. In the early 70's he moved to Los Angeles to pursue a career in music, but in 1975 found ultralight aircraft instead. He went on to be a pioneer hang glider and ultralight pilot and opened his own ultralight store in California in 1978.

Always an advocate for improving the safety culture, he moved to the East coast to work for various pilot organizations. John received the first ultralight instructor certificate issued by the FAA, and was a commercial pilot and certified flight instructor for gliders. He was the only recipient of an FAA commercial and flight instructor certificate in trike aircraft, and was a United States Hang Gliding Association rated master hang glider pilot.

John founded the United States Ultralight Association (USUA) and served as its president and chief operating officer from 1985 to 2000. In 1996, he received the Moody award, the USUA's highest honor for outstanding contributions to American ultralight aviation. In 2000, John was recognized by the Federation Aeronautique Internationale CIMA commission for 27 years as a pre-eminent leader in America for the ultralight and microlight sport. John was also inducted into the EAA Sport Aviation Hall of Fame for ultralights.

Through the decades and his accumulation of hundreds of hours of flying, John said he never bent one, never hurt anyone, and never hurt himself, even performing movie stunts as a member of the Screen Actors Guild

After leaving USUA, he moved near the Delaware coast and renewed his interest in sailing. John was a member of the Indian River Coast Guard Auxiliary, receiving numerous awards, including auxiliariest of the year for 2014. He also served as the president of the local chapter of the American Association of Retired Persons and photographer for Long Neck Shores Association.

John is survived by both of his brothers Ray and Glenn, and his sons Mark and Paul. He will be interned next to his wife Diane in Frederick, Maryland.



Aviation From My Rocking Chair

By Rick Vaux

What's this gray and orange stuff?

Hello again, gang. This month I'd like to start with a little problem, and then preach AC43.13-1b a bit. (We all remember 43.13-1b, don't we?)

Suppose for a moment you are tired of wheels, and decide to install floats on the old "Whiz-bang 150". You happily fly for 6 months or so, until one day to your utter horror, the above-mentioned airplane has just added to the world's bauxite supply. What went wrong? Welllll... the answer can be found...where? That's right; Chap.6, section 13 of AC43.13-1b! Titled "Corrosion proofing of land planes converted to sea planes," it lists two classes of corrosion-proofing standards: Necessary minimum precautions, and Recommended precautions. Just for drill, let's go through these, starting with:

(1) Necessary Minimum Precautions - These procedures are considered minimum to safeguard the airworthiness of converted aircraft and are not in themselves intended to maintain them for an indefinite period.

a) Treat exposed fittings or fittings that can be reached through inspection openings with 2 coats of Zinc Chromate, Paralketone, non-water soluble heavy grease, or comparable materials.

b) Coat non-stainless control cables with grease or Paralketone if not replace with corrosion-resistant cables.

c) Inspect accessible aircraft structure. Clean structural parts showing corrosion and refinish if attack is superficial. If corrosion is severe, replace part with corrosion-proofed one.

(2) Recommended Precautions - Are those which are suggested as a means of maintaining such aircraft over extended periods.

a) Provide additional inspection openings to help detect corrosion, especially in the lower/rear part of the fuselage.

b) Install additional provisions for free drainage and ventilation of all interior surfaces (i.e. Seaplane grommets, etc.)

c) On fabric covered aircraft, slit fabric longitudinally on fuselage lower surface and tail for access. Coat lower structural members with 2 of Zinc Chromate primer, followed by 1 coat of dope-proof paint, and rejoin fabric. This precaution should be done within a few months after starting sea plane operations.

d) Protect the interior of structural steel tubing by air and water tight, or hot linseed oil and plugging openings.

e) Spray interior of metal covered wings and fuselages with an adherent corrosion inhibitor.

f) Place bags of Potassium or Sodium Dichromate in the bottom of floats or boat hulls to inhibit corrosion.

g) Prevent the entry of water by sealing as completely as possible, all openings in wings, fuselage, control surfaces, control cable openings, etc.

As this excerpt shows, there is just a wealth of information in this book. Whether you need rivet spacing data, welding repairs, wood repairs, composite repairs, weight and balance or windshield repair/installation help, you can find it here. Do yourself a favor and add AC43.13-1b and 2a to your library soon.

O.K., Troopers. My mind and my backside are numb, so y'all need to take it from here.

Enjoy the Fall Leaf Extravaganza.

Rick Vaux TC4130

Welcome New Member Greg Arehart



**Greg & Julie Arehart
with their RV-9 traildragger**

My mother had a friend in college who was a pilot and very involved in the Powder Puff Derby back in the 50s. I got a ride in her airplane (can't remember what model) when I was a kid. In high school I took ground school but couldn't afford flying lessons, so that was put off until I was in my 20s and had a real paying job.

My wife, Julia, and I moved here a bit over a year ago for a variety of reasons. We came from Colorado most recently, but before that spent 20+ years living in Reno, NV. I was a professor of geology at the University of Nevada, Reno for 20+ years. Prior to that I worked as a geologist in the US (across the country), as well as several years in New Zealand.

I have been a member of EAA 1361 (Reno-Stead, home of the air races) and 1373 (Delta-Montrose, CO) prior to moving to Sequim. My ratings are a private pilot certificate and repairman's cert for the RV.

Some of my favorite things to do are hiking, camping and exploring, and building things (airplanes among them). I'm presently working on restoring a 1972 VW camper. We also have a summer cabin in northern BC where we spend time hiking, camping, and boating on the lake.

Julia and I met while both learning to fly out of Leadville, CO (LXV), the highest airport in the US. Our son is also a pilot, so it runs in the family.

We've had our RV-9 (taildragger) to a variety of places in the US and Canada. Our most recent big trip was to the Canadian Arctic Coast, which Julia wrote about in Kitplanes in 2020.



(Editor's note: Click on the link and read about the exciting adventure to the Canadian Arctic Coast by the Areharts, written by Julia.)

<https://www.kitplanes.com/arctic-flight/>

Julia, ready to go in the RV-9 at Atlin Airport, Atlin, British Columbia, August 8, 2019.

Welcome New Member Jim Westfall



Hi,

My name is Jim and here is a little blurb about me:

I am currently flying a 1947 Aeronca Champ and have a private pilots license with tailwheel, complex and high performance endorsements. I originally started flying after helping restore a Aeronca Chief in 1971 at the age of 16.

I have owned a Cessna 150, 1946 Aeronca Champ, Maule M4, Maule M6, Cessna 177RG, Luscombe 8E, Piper Cherokee 180 and now a 1947 Champ. I have flown solo cross country VFR from California to New York and back and have spent many years flying over the Sierra Nevada Mountains and up and down the Central Valley and coast of California.

Before joining EAA Chapter 430, I was a member of the EAA chapter (now many years defunct) at the Georgetown California airport (E36) which has been my home airport for many years.

I have had to circle in thermals over the Sierras to gain altitude so that I could fly back over the passes, lost partial power during initial climb out twice, experienced loosing power in one cylinder while flying over the mountains and had one of the injector lines break, spewing gas on the engine, causing me to make a emergency landing. I also had landing gear sensors malfunction (sensed gear down and locked when not.... verified by mechanic) causing only minor prop strike after quick recovery.

I grew up on the East Coast and moved to the West Coast in the early 80's. I am in the process of moving to Sequim with my partner, Diane, from Northwest Montana. I am retired from a 39-year career (1978-2017) in the microelectronics industry as a engineer and technical manager.

Besides flying airplanes, I enjoy hiking, biking, skiing and kayaking. I also am a home brewer and have a pottery studio in my garage to feed my creative side.



W28 Runway Paving Is Complete

We are pleased to announce that paving and painting are now complete on the runway at Sequim Valley Airport. We appreciate your patience through this process and the result is a new runway that will serve the flying community for many years to come. *Andy and the Sequim Valley Airport Crew*



Celebrating with champagne and cookies

September Flyout to Harvey Field

Following all the month's planning changes, we had a very nice flyout to Harvey Field in September. Buzz Inn always has good food and our fliers all reported a nice time on their flight there on the 20th. The idea for our flyouts is to entice pilots to get out and fly by providing a group setting for lunch. There are always new things to discuss and stories to tell. The best part of the flyouts is the socialization that takes place.

Attending were Rick Stoffel and his wife Donna (RV-4), Ernie Hansen with guest Gary Eklund (Swift), Dave and Joan Miller (J-3), Emily Westcott with guests Dan and Linda Shultz (C-172), and Ray Ballantyne with me in Saffire. Barry Halsted



Dave & Joan Miller in their J-3



Going home I flew Saffire and Rick flew alongside in his RV4

EAA Chapter 430 Gathering September 24, 2022

- Meeting social and sign-in 0930.
- Chapter President Ray Ballantyne called the Membership Gathering to order at 1009 in Bud Davies' Sequim Valley hanger #15.
- Ray led The Pledge of Allegiance to the Flag with 27 members and 2 guests attending.
- Ray greeted everyone and mentioned a bit about the local production of *Arsenic and Old Lace*, a play featuring our own Bud Davies.
- Ray shared that Ken Brown has taken on serving as the new International President of UFO - *United Flying Octogenarians*.
- Guest/New Member Intro's: Kevin Widdowson and Denary Davitt, and new members - Jim Westfall and Greg Arehart.
- Approve Minutes: There were no August minutes, as Air Affaire substituted for our gathering. The non-existence of August minutes was approved without objection.
- Correspondence: None reported.
- Ken Brown offered a quick W28 brief - airport closure for runway refurbishment and notes about fuel availability.
- Membership director Erik Petersen reported that there are now 104 chapter members.
- Young Eagles director Tracy Halsted reported on a few changes to the program for next year.
 - Pilots who make 30 flights in the first part of the year (1/1 - 7/31) - get a polo shirt (or a pony, or something nice like that.)
 - Ground volunteers are to receive special pins.
 - First time pilots may enter a drawing for a Lightspeed Headset.
 - The Chapter will receive double credits for events between 1/1 and 7/31 2023.
- Flyout director Barry Halsted reported that the September destination was adjusted to Harvey (S43) and was attended by 11 people, conveyed in 5 aircraft. Looking forward to Bremerton and Chehalis as destinations in the near future.
- Ray gave a report about the Young Eagles event held at Port Townsend, Jefferson County International Airport (OS9)
 - 31 kids were flown after a delayed start due to low weather ceiling.
 - Kudos and applause for Bud Davies organizing pilots, signage, food and more.

EAA Chapter 430 Gathering September 24, 2022 (continued)

o Kudos and applause for Tracy Halsted's effort and hard work - getting wifi registration going and so much more.

o Ray mentioned that the 3 city event schedule seemed to be a hit with everyone and to expect that again for next year.

- Old Business:

o Recognition Plaza - Ray shared that the plaza is looking great! It's the perfect time to order a brick or two to acknowledge someone - or maybe even one for yourself. 4 x 8's available for a donation of \$200, and 8 x 8's for \$400.

o Plans for an Ultralight Breakfast seem to have slipped for this year, but we should look forward to an event in the first half of next year - perhaps May.

- New Business:

o Ray led a brief discussion about efforts towards rejuvenation of our chapter Build and Fly Program - topics included a description of the model airplane kit and equipment we have on hand, an outline of the program's purpose and a call for volunteers. Please contact Ray if you'd like to help this effort move forward.

o Erik Petersen gave a short talk about the 3D printer he has donated - what it does and what's needed to make it work.

o John Cuny provided an enthusiastic description and invitation to WAAAM - *Western Antique Aeroplane and Automobile Museum*, Hood River, Oregon.

o John Cuny and Ernie Hansen treated us with their trip reports - attempted and successful - to the most recent Hood River Fly-In. Smoke, wind and turbulence featured prominently.

- Project Reports.

o Harry Cook - Sonex Waix B empennage nearly completed, full kit on the way.

o Richard Howell - Sing 2 project delivered to the paint shop.

o Rick Stoffel - RV-10

o Erik Petersen - Wheeler Express

o Rick Vaux - Denny Kitfox, landing gear replacement

o Norm Coote - Quickie Q2

EAA Chapter 430 Gathering September 24, 2022 (continued)

- Classified Mentions
 - o Jay Pearlman - Deluxe heated Port Angeles T-hangar available for rent, \$375/month, plus electricity.
 - o Erik Petersen - share available in a beautiful C-172 based at Port Angeles.
 - o Scott Fitzgerald - 15' trailer, suited for aircraft transport.
- Quick Announcements
 - o Harry Cook is working on *plans for a plan* - possibilities for a Chapter facility and programs.
 - o The October gathering moves back to the terminal conference room at Wm. R. Fairchild International Airport.
 - o Ray suggested we try pre-gathering breakfast at 9:30a, rather than pizza afterward. That idea met with a favorable response from attending members.
- Ray adjourned the gathering at 1108.
- Bill Collier was expected to make his presentation about Air America, but we had a mix up about time and place. Ray recovered nicely with a video presentation about the mission and work of the RAF - *Recreational Aviation Foundation*.
- Burger Bash and other refreshments - hosted by Ray and Lisa Ballantyne, and once again, cooking duties were expertly accomplished by Mr. Dave Miller. Thank you!!

Respectfully submitted,

Richard Howell, EAA 430 Secretary

2022 BOARD AND DIRECTORS

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

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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
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Programs	No Candidate	5	programs@eaa430.org
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