



EAA 430 FLYER

NOVEMBER 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

I'm writing again from Delaware, and it's been kind of a blur since we left Seattle on November 2nd. Lisa and I had a funeral for my brother John Lee in Frederick, Maryland on November 4. Since then we have been at his house in Delaware cleaning out a 2900 sq ft house and garage with a car and motorcycle. We have been able to clear everything out and sell the car and motorcycle in 7 days! **Whew! We plan to be on the 5 o'clock flight home on the 15th** (just in time for the BOD meeting on the 18th).

Just before we left, we got to enjoy the October Gathering and first breakfast bash! This was followed by the spellbinding presentation by Dan Hammer. We also had 6 first time visitors and 36 long time visitors which filled the room.

One new member is Robert Ball, who is our liaison with the American Modelers Academy (AMA) **for the "Build and Fly" project. We already have volunteers ready to help with the Maker lab and then to build our first project.** We expect the Maker lab to gear up before the end of the year. Rick Vaux, Eric Peterson, and Richard Howell continue to work and coordinate to get this project off the ground. (Pun intended).

And speaking of Eric Peterson, he has donated a 3D printer to the chapter which will be housed at **the Sequim Museum. More importantly, he will teach us how to use it!** Thanks, Erik, I'm looking forward to seeing what will be created with it.

It is with reluctance that I report that our own Mary "Skip" Brown has announced her resignation as newsletter editor. Skip has decided to hang up her word processor after four years of outstanding monthly newsletters. Thank you Skip for your dedicated service and great newsletters.

After the end of the year, we will be looking for someone new to help the chapter keep getting the word out about how much fun we have at EAA 430. I know there is someone out there who could do this, even for a short time. Please consider sharing your talents with us to ensure that we have continuity sharing our message.

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I look forward to the November gathering at the conference room on the 26th. I'm not sure if we're having breakfast again, or eating pizza afterwards. There will be a notice out later that will define that. There will also be 3 Viet Nam era aircraft models carved from Teak wood for sale to the benefit of the scholarship fund, thanks to some fancy footwork by Robert Hicks.

And get ready for the Christmas party on December 10! It will be at the Cedars at Dungeness Legends room starting at 5:00. We will be celebrating our 50th anniversary as a chapter!

I close this with the joy and excitement of a new birth. No, not the humankind, but the birth of two new painfully constructed experimental amateur built aircraft. Both Richard Howell and his Sling 2 and Dave Moffitt's RV-12 are in the last pangs of aircraft birth. I wonder what their names will be.

A last thank you to Skip for all your hard work putting out excellent newsletters. But this isn't goodbye, as I know you will continue to support the chapter in other ways.

Ray

PRESENTING THE MASON WING WALKING ACADEMY

The presenters for our November gathering will be Mike and Marilyn Mason. We will learn what it takes to be a wing walker in our beautiful area of the Olympic Peninsula. Flying from Sequim Valley Airport, the Masons create a "thrill of a lifetime" for their students. Watch a video of their student doing a wing walk after several hours of practicing on and around their Stearman in preparation. The Mason Wing Walking Academy is currently recognized as the only "wing walking" school in the world.



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NOVEMBER & DECEMBER 2022

VMC/IMC Club Meeting
2nd Wednesday of the Month
December 14
7 - 8 pm Mariner Cafe

EAA 430 Chapter Board Meeting
November 18 & December TBD
9:00 am Mariner Cafe

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

EAA Christmas Party December 10
Cedars at Dungeness
5:00—9:00



From the Editor: I've enjoyed being the editor of your newsletter since December 2018 and now it's time to turn it over to another EAA member. If you have an interest in putting together the monthly Flyer, please contact me or President Ray. Our chapter has members with intriguing backgrounds and I've enjoyed interviewing and writing their bios. My special thanks to John Meyers & Rick Vaux who have faithfully written their columns every month. Thanks, Barry Halsted, for contributing articles and pictures of the fly-outs. Past President, Ken, & Present President, Ray, get kudos for having the President's letter ready for publication. If I've missed anyone who has sent articles and pictures, thank you. Thanks to all the members who have agreed to let me get to know you better and write your bios. The various activities of our chapter keep our members involved and there is always something to write about in the newsletter. And finally, thanks to the members of the EAA Board who have always been supportive. My last newsletter will be published in December 2022.

Please consider taking on this role. Mary (Skip) Brown

Back from the paint shop



Richard & Mary Anne Howell's Sling 2

***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.

Welcome New Member Robert Ball

In 1970 I was drafted and went kicking and screaming into the US Army where I became a helicopter mechanic and crew chief. Upon returning home, I used the GI Bill to attend college and flight school. My first jobs were flying for the oil field in Wyoming; then for a bit over a year, I flew for Pearson Aircraft in Port Angeles before moving on to fly contract for the BLM in Fairbanks AK. After that season was over, I moved on to fly in the Arctic out of Barrow until 1985 when I returned to Port Angeles to raise my family. In the fall of that year, I began my career at DHL, first flying the Metroliner, then moving on to the B-727, and finally the DC-8, where my career ended with a loss of medical. At retirement, I held an ATP with type ratings for the S-227, B-727 and the DC-8. I ended with approximately 20,000, with 13,000 hours of PIC in the larger jets.

My interest in aviation started as a young boy, building rubber powered models and free flight gliders. Over the years, I moved into radio control models and I am still building.

I'm married to a lovely woman and have two adult children and two grandchildren.



I was in flight school with a C-182



In the Carharts at Selawik, Alaska



One of my model airplanes



Aviation From My Rocking Chair

By Rick Vaux

Check your oil, sir?

Hello again Troopers and welcome to a new installment of: "Aircraft...it's a sickness." Let me see a show of hands. How many of y'all maintain an Oil Analysis Program on your aircraft engines, transmissions, or gearboxes? Come on, put 'em way up. Wow! Looks like I have some 'splaining to do.

Oil analysis is the evaluation of lubricating oil and any contamination that is present in a sample. It can be performed on any component lubricated by an oil bath or closed lube system. Did I hear someone ask, "What is involved in testing an oil sample? Thank you for the question and let me try to explain the process, and along the way, provide some other useful information.

Oil analysis is only part of an oil monitoring program. Particle analysis and filter analysis are also included. I'll take them one at a time.

(1) Oil analysis:

- a) Viscosity- Measures the thickness of the sample against new oil specifications. Helps determine condition of oil and is an indicator of water contamination and oxidation.
- b) Water content - Detects water content greater than 1%.
- c) Spectroanalysis- Tests oil for metal content and additives. Checks 19-23 elements (depending on type of tester used) and reports them in parts per million (ppm). Used to check for bearing or bushing wear in the form of copper, lead, or tin. Also looks at dirt levels in the form of silicon. Oil additives can be identified and evaluated. Note: Spectroanalysis will not detect particles in oil larger than 5 microns (25 microns=.001").

(2) Particle analysis:

- a) Particle count- The most important test for filtration efficiency. Measures all particulate in oil larger than 5 microns, including dirt, carbon, metals, fiber, etc. Can determine size, quantity, distribution, and identity of elements found.

(3) Filter analysis-

- a) Used to determine system cleanliness, predict component failure, and determine the source of contamination (internal or external).
- b) Checks particles picked up by the filter or screen, usually 25-100 microns in size (40+ microns for a standard screen).

O.K., we have covered some of the tests done on an oil sample/filter, so let's look at how a sample is taken:

- (1) As oil analysis is based on trends established over time, oil samples should be done at each oil change.
 - (2) Run engine or component to bring oil to normal operating temperature.
 - (3) Be sure to let about a quart of oil drain before taking a sample. This will limit contamination from the bottom of the oil sump.
 - (4) Never take a sample out of the drained oil container.
 - (5) Cut open the old oil filter and inspect for contamination.
 - (6) You will receive a written report from the testing facility for each sample sent in. If you have more than one engine or component being tested, make sure the reports are kept in a separate file so trends and especially spikes in particle counts are attributed to the correct component.
- (continued on next page)**

(Check your oil, sir? continued)

Let me cover a couple more things, and I'll let you go for another month.

(1) If you find particles of something in your oil filter or screen, you might try these tests to determine what it is:

- a) Does the particle feel hard? If not, it could be fiber from external sources, like rags.
- b) A strong magnet will indicate ferrous metal such as steel.
- c) Magnesium will flare when exposed to fire.
- d) Tin will melt when exposed to fire.
- e) Aluminum will fizz when exposed to Muriatic acid (HCL).

(2) A good oil sample program should find problems before they end in catastrophic failure, but if your filter shows a large amount of metal contamination, GROUND the aircraft until the source is determined.

Finally, oil sample kits cost \$22-\$43. If you change oil and filter at 25-hour intervals, it will cost you \$88-\$172 per 100 hours. I think this is cheap insurance, don't you?

Well, troopers, I'm shuffling back to my rocking chair, and cogitating on what I can come up with next month. Google is a tough act to follow!

Rick Vaux
TC4130



CALLING ALL 75+ year-old pilots

Would you like to become associated with ***"the best-kept secret in all of aviation?"***

Then we have a deal for you!

The 40-year-old United Flying Octogenarians (UFOPilots.org) are licensed pilots who, on or after their 80 birthday, have flown as a PIC. And here is where you come in - as a youngster, you can be affiliated with this very unique group while waiting to join the membership. We call this group *The Ground Crew*.

You can attend all UFO events, help organize or sponsor events, and participate with others who are still too young. Then when that special day occurs, you are ready to submit your application and **become a member and get called "KID" by those already in the organization.**

What do you say? Are you interested in becoming part of *The Ground Crew*? Call Ken "Brownie" 360-808-3266, share your contact info and come on board this very special organization.

Before Oshkosh, Before AirVenture

By John Meyers, EAA 66692



Reprinted from the **OCTOBER 19, 2022 BY EAA IN HISTORY, MEMBER STORIES**

I was born in 1945 as part of what became the “boomer” population. We lived in central Ohio then, and the sky was always noisy with airplanes.

With a skyward view, I became a true airplane nerd in my early teens. I was fortunate to be close to some aviation-oriented adults who nurtured my interest. At the time, the Civil Air Patrol was an available local conduit for a combination of military and aviation environments aimed at youths and adults. I was keen and took full advantage of my CAP squadron’s Piper J-3 Cub and Aeronca L-16, and managed to solo in summer of 1961, age 16. My parents were clueless about what this endeavor could accomplish, but they eventually became supporters.

By summer 1964, I was a new private pilot, enjoying my last year as a teen. I was free of college for the summer and pursuing my next ratings for an unknown but desired future in aviation. (This is where EAA comes in.) Someone in the Newark, Ohio, airport crowd decided to gather some enthusiasts, youth included, for an overland journey to Rockford, Illinois, the site of the annual EAA fly-in convention, which was supposed to be a big deal!

At the time, I was not very familiar with EAA, but apparently the old guys in the airport gang (40-somethings) thought this trek to Illinois was a good idea. A really old guy (70-something) took the trunk lid off his Hudson Hornet and made it a 5th wheel tow-vehicle for a homemade plywood sleeping trailer of considerable size. This became our lead vehicle for the adventure. I rode backseat in a pretty nice 1957 Chevy Wagon which towed a crank-up camper. It was there I cast my grub-stake. My artistic bent got me a job putting some graphics on the big trailer with poster paint. I had a new \$15 wind-up 8mm movie camera to record the events.

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Before Oshkosh, Before AirVenture

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To make a long story shorter, we made it to Rockford in good order. It was a coming-of-age experience for me, making a grander connection with aviation, camping out, hanging out with old aviator guys, and girl-chasing. There were airplanes galore and air shows with Bob Hoover, Duane Cole, Harold Krier, Bill Adams, and others. We were treated to constant daytime fly-bys of contemporary **experimentals or prototypes like Pete Bowers' Fly Baby and Jim Bede's BD-1**. Later each day, there were air shows, campfires, and story times at twilight. We all got a ride in the Ford Tri-Motor. I am not sure who among us was an actual EAA member, but it was probably old Colonel Fisher, the owner of the Hudson and trailer.

Eventually this long weekend of good fun came to an end. We decamped and trekked toward home. The Chicago Thruway (I-294) **was fascinating, including the "oasis" rest stop built over the highway, near O'Hare Airport. Where else could we Ohio Buckeyes get gas, a meal, relieve ourselves,** and watch big iron flying in all corners of the sky?

On the way home, we stopped at the Xenia, Ohio, airport where the colonel bought a pair of Cub wings. With considerable effort, the wings were hoisted and strapped to the top of the plywood RV, all of which the colonel carefully supervised. The Hudson got a flat tire and it was late so we camped out at the Xenia airport. At dawn, the crew fixed the flat and we soon got home to central **Ohio with many good memories. The Cub wings became part of the colonel's hangar collection of bits and parts.**

Epilogue: I owe a lot to those adult enthusiasts who helped me immerse myself in aviation endeavors. Rockford 1964 was a big component. A scant two years later, I was a candidate pilot learning the DC-6 and B-727 at United Airlines in Denver, Colorado. Later, I was based in the Seattle area and joined EAA in 1972. I flew a Starduster Too from Seattle to the Oshkosh event in 1974. That was my first visit to the Oshkosh venue, just 10 years after the Rockford adventure.

<https://inspire.eaa.org/2022/10/19/before-oshkosh-before-airventure/>



DAN HAMMER PRESENTATION AT OCTOBER EAA GATHERING

By Barry Halsted



Dan Hammer, October 28, 2022

The October Chapter meeting included a presentation by Dan Hammer of Legend Flyers, LLC. Legend Flyers was started by Dan's father, Bob Hammer, and is located on Paine Field. They may best be known for their work completing four full scale Me262 replicas. Dan, a lifetime EAA member, began his presentation with some earlier family history.

His father, Bob, started working at Boeing not long before I did in the mid 60's. He was a structural engineer and very involved with experimental aviation. He built the T-18 S/N 004 (in which Dan soloed) and had a replica F8H Bearcat project underway in the Snohomish area when I first heard of him.

He and a fellow friend (Dick Hunt) built the Zipper, recognized in 1979 as the first amateur-built jet aircraft. This aircraft had a climb rate in excess of 8000 fpm and holds several records not broken today.



Zipper

During the 80's, Bob and Dave Woodcock built two Seafires, winning the 1998 Oshkosh Seaplane/Amphibian Grand Champion and Reserve Grand Champion awards.



Seafire



Me262 Under Construction

Bob left his position as a vice-president at Boeing to take on the Me262 replica project which the Texas Airplane Factory had begun in the mid 90's. The project was delivered to Washington in January 1999, thus beginning the work leading to Legend Flyers aircraft restoration business. The Me262 project took several years and included the restoration of one and the ground-up replication of four ME262s. The flight test program was completed in 2012 and deliveries began shortly thereafter.

(Continued on next page)

Dan Hammer Presentation (continued)



Replica Me262 Taxi



Replica Me262 Replica in Flight

The most recent Legend Flyers project has been the restoration of a Japanese Zero (A6M3). This has been a 7- year project, with a large portion of the aircraft and tooling requiring construction from scratch. The airplane was rolled out for FAA inspection earlier this month and will likely be flown in November. Dan reported that Legend Flyers, having been involved with the FAA on a variety projects, has an excellent relationship with the FAA MIDO, and signoff of the Zero was swift.



A6M3 to be restored



A6M3 Restoration in Process



A6M3 Soon to Fly

Dan's presentation was full of information and photos. Dan has a wealth of experience and knowledge and many questions and answers followed. Legend Flyers is located on Paine Field, across from Paul Allen's museum, and Dan says they are open to visits. The Japanese Zero will be delivered to its owner in Virginia Beach by the end of the year, but be assured more projects will follow.

Old hangar mystery reveals layers of Northwest aviation history



<https://mynorthwest.com/3680363/old-hangar-mystery-reveals-layers-of-northwest-aviation-history/>

BY FELIKS BANEL Courtesy Lee Corbin, military and aviation historian

An old hangar which once stood at Sand Point in Seattle (upper photo) has an amazing history, and the circa 1918 building is still in use at an airport in Port Townsend where it was moved in 1931 (lower photo).

From San Diego to Seattle to Port Townsend, a non-descript sheet metal building might be the oldest, most historic – and most well-traveled – airplane hangar in the Evergreen State.

This breaking history news – and *All Over The Map* exclusive – comes from Lee Corbin, military and aviation historian, and great friend of Seattle’s Morning News. Corbin recently started a deep dive into Sand Point history in advance of the centennial of the “Around the World Flight,” which began and ended in 1924 at what’s now Magnuson Park. The original airfield there was called Sand Point, and in the early 1920s, it was home to both Army and Navy aircraft and was, in many ways, the cradle of aviation history for Seattle.

Visible in many of the old photos from the 1920s that Corbin has been studying is a large hangar – or specialized aviation garage – in the form of a steel-framed structure covered in sheet metal, with a big door and big windows to let in natural light. The hangar, Corbin has determined, measured 64 feet by 140 feet, thus being the most prominent structure at Sand Point for most of the 1920s.

Corbin had also determined that the hangar was already second-hand when it was reassembled at Sand Point in early 1923. It had originally been used by the Army in San Diego, perhaps at a place called Rockwell Field, during World War I.

Once it was rebuilt and put into regular use at Sand Point, Corbin says it probably housed the four “Around the World Flight” Army planes – the Douglas World Cruisers – for several weeks in 1924. And thanks to some old silent film footage in the University of Washington’s collection which he viewed earlier this week, Corbin is convinced that a very famous aviator parked his equally famous airplane in that hangar Sept. 13, 1927.

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"If you watch for just about three or four seconds, there's a portion of it where they're pushing the Spirit of St. Louis into this hangar," Corbin told *All Over The Map*. "I mean, the windows match up and everything like that to what the current hangar looks like."

Charles Lindbergh, after flying solo across the Atlantic in May 1927, toured all over the United States, including Seattle, and, as it turns out, Lucky Lindy parked the Spirit of St. Louis in the Sand Point hangar.

Corbin also figured out that in March 1931, the old hangar was dismantled by troops from Fort Lawton, and then put on a barge and taken to Fort Warden near Port Townsend. It was then shipped several miles south of town to a military installation called old Fort Townsend (a portion of which is now a state park), where a new emergency airstrip had been built and a hangar was needed. By 1931, the Army had moved its aviation operations to Boeing Field south of downtown Seattle and the Navy was poised to build out and expand its footprint at Sand Point.

It's likely that not many people have heard of the emergency airstrip at old Fort Townsend, because in February 1947, the Army gave it to Jefferson County and it became what's now the Jefferson County International Airport. The airport is still there and still in operation, south of Port Townsend, right on the edge of the main highway.

Corbin did some further digging, and it turns out that the hangar – which is at least 100 years old – is still standing, still in good shape, and still in near-daily use at the Jefferson County Airport, where it houses an aviation maintenance business called Tailspin Tommy's.

Michael Houser is a state architectural historian for the Washington State Department of Archaeology & Historic Preservation. Reached by email Thursday, Houser wrote to *All Over The Map* that he thinks the hangar is likely eligible for listing on the state or even the National Register of Historic Places.

"Based on the history that Lee presented to me, it looks eligible for the State and [National Register]," Houser wrote. "Intact pre-WWII hangars are a rare resource in Washington, and its connection to Sand Point and Charles Lindbergh only enhances its history."

Eric Toews is deputy director of the Port of Port Townsend, the public entity which operates the airport, as well as the harbor in the charming Victorian community. Toews clearly loves Port Townsend's history and was excited to learn more about the hangar, but his feelings about the potential historic register listings are a little mixed.

"Excited, yes," Toews told *All Over The Map*, "but very much cognizant of the challenges that historic structures present" in terms of potential extra layers of regulation when it comes to repairs or replacement.

Corbin says more research is required to fully understand the history of the hangar. Late Thursday evening, he determined that what Port Townsend has is called a "United States All-Steel Hangar," which, according to a report about a similar hangar in Hawaii, was "developed in 1918 as a standard hangar design for WWI airfields and aviation training stations." Corbin says there also appears to be a similar structure at Pearson Airfield, which was originally part of the old Army base next to Fort Vancouver in Clark County.

October 25th Drive-out Luncheon to Las Palomas Restaurant

October's alternate to a flyout was a "driveout" to the Las Palomas restaurant in Sequim. Seventeen members of EAA Chapter 430 were efficiently served fine Mexican lunches of many varieties. In addition to all the lively talk around a long table, there was mention of the December Christmas party, Saturday's Chapter 430, including breakfast, in the Port Angeles Airport's conference room, and the presentation from Dan Hammer of Legend Flyers on their current Japanese A6M3 Zero project and previous Me 262 project. John Cuny had information on the early work done by Texas Airplane Factory on the five ME262 replicas completed by Legend Flyers, and James Russell had information on the General Electric CJ610 turbojet used in these reproductions. All in all (and in spite of driving instead of flying), we had a good time and look forward to Chapter 430 events ahead this year. Barry Halsted



See more information regarding these airplanes on pages 5 & 6 (DAN HAMMER PRESENTATION)



Me 262 Project



A6M3 Zero Project

ANYBODY YOU KNOW?



Yes, he is one of us. Whoever answers the correct name of this person (no, it's NOT Elvis) will win a date night with him.

Send your answer to president@eaa430.org

In case of a tie, it will be a double date.



Those pictured are ineligible to participate in this contest since they obviously know the answer to the identity of the mystery man.

The worst day of flying still beats the best day of real work.
Anonymous



EAA Chapter 430 Gathering October 29, 2022

Buffet breakfast and meeting sign-in commenced at 0930

Excellent breakfast provided by Lisa Ballantyne, Tracy Halsted and Joan Miller. Thank you!!

Chapter President Ray Ballantyne called the Membership Gathering to order at 10:05am in the Fairchild International Airport Conference Room.

Ray led the Pledge of Allegiance with approximately 34 members and 6 guests attending.

Ray greeted those in attendance and mentioned that after negotiations with the Port of Port Angeles the Port waive room fees and we will be able to continue meeting in the airport conference room, free of charge, through the winter months. We will move back to the Hangar 15 at Sequim Valley Airport next April or May, depending on the weather. Ray thanked Bud Davis for continuing to allow the use of his hangar for Chapter Meetings.

The following new members and guests were introduced:

Shawn and Christine Eppers

Al Monday

Scott Adams

Robert Ball

Drew Zacharias

Minutes of the October 21st BOD meeting were approved as written.

Correspondence: EAA notified the chapter they are celebrating the 30th anniversary of Young Eagles. To recognize the 30th anniversary EAA is doubling our Young Eagle Credits for 2023 flights between January and July. They are also providing commemorative shirts for pilots who fly 30 YE Flights during this period. Ray and Bud said we will adjust our YE days to take advantage of the double credits.

Old Business:

Ray gave a brief Treasurer's report

Barry Halsted reported on the October Fly-Out which became a Drive-Out due to uncooperative weather. Seventeen members of the Chapter met at Las Palamos Mexican restaurant in Sequim. Barry reported that several members without flying airplanes took advantage of the opportunity to participate in this event.

The Chapter is continuing to work with "Mr. T's" to develop Chapter merchandise and will provide samples at an upcoming meeting.

Ray will be submitting another order for recognition pavers soon and was soliciting orders.

Harry Cook reported on efforts to develop a strategic plan for a permanent Chapter facility. He and Richard Howell met with Andy Sallee to discuss available options at Sequim Valley Airport. Information gathering efforts will continue in the coming months.

Barry Halsted introduced our guest speaker, Dan Hammer, who gave a fantastic presentation on his family's flying history and their aircraft construction projects. Their company, Legend Flyers, has restored,

EAA Chapter 430 Gathering October 29, 2022

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New Business:

Bob Hicks provided the Chapter with several teak aircraft models donated by a friend of his to sell and raise funds for the Scholarship Fund. The Viet Nam era models were beautiful and well constructed. At least two sold at the meeting. Contact a Board Member if you are interested.

Rick Vaux reported on the Build and Fly Program. He, Erik Petersen and new member Robert Ball are working to get the program up and running. Thus far they have secured a location to meet, a RC model kit and simulator, a location to fly and a representative from the Academy of Model Aeronautics (AMA) to assist. The meeting location (Sequim Museum meeting room) has just finished making the necessary improvements to permit occupancy.

Project Reports:

Dave Moffet – RV-12. All that's left is to finish the paperwork.

Richard Howell – Sling in paint shop at PT Museum

Erik Petersen – Ray visited Erik's Wheeler Express. In progress.

Rick Vaux – Working to replace gear on his Kitfox.

Harry - Waix B tail kit complete. Waiting on delivery of Fuselage kit

Rick Stoffel – Is painting the cockpit interior of his RV-10. He says this does not mean he's anywhere near completion.

James Russell – Continuing work on his Cozy Mk4.

Announcements:

There will be no November VMC/IMC meeting in November

Next BOD meeting November 18th 0900 Mariners Café

Next General Membership meeting November 26th @ 1000 in the Fairchild Airport Conference Room

The Chapter Christmas Party will be at Cedars at Dungeness on December 10th at 5:00pm. Watch your email for the E-VITE.

Ray adjourned the meeting at 11:00am.

Respectfully submitted,

Harry Cook

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			
Programs	No Candidate	5	programs@eaa430.org
Membership	Erik Petersen	6	membership@eaa430.org
Newsletter	Skip Brown	7	newsletter@eaa430.org
Scholarship	David Miller	8	scholarship@eaa430.org
Young Eagles	Bud Davies	9	youngeagles@eaa430.org
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Tool Crib	Rick Stoffel		toolcrib@eaa430.org
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