



EAA 430 FLYER

DECEMBER 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

Happy Holidays! We're finally in the season, and it started in fine fashion at the annual EAA430 Holiday party. Almost 50 people dressed up in festive and sparkling attire and enjoyed a great meal along with revisiting the history of our chapter. It took some time to recount all the aircraft built, Young Eagles flown, and activities done in half of a century. Our chapter has been and continues to be a beacon for general aviation on the Olympic Peninsula. We deserve to be proud to carry on this aviation advocacy.

There were many people recognized at the party for their efforts all year long to keep the chapter vibrant and to keep you informed. All of the officers received recognition from HQ, but not all of the directors were acknowledged. So I would like to personally thank Erik Petersen for taking on Membership, Dave Miller for his many years with Scholarship, Scott Fitzgerald doing Communications, and Andy Sallee for Web Editor. Also thanks to Rick Stoffel for housing our Tool Crib. A special thanks to Mary "Skip" Brown for being the newsletter editor and she was awarded the MVP award for 2022. I sure hope someone will be willing to keep publishing the newsletters this coming year.

And speaking of the coming year, we're all excited about the prospects. We hope to get the Build and Fly project off the ground, have a Light/ultralight breakfast event, hold three Young Eagles rally's, conduct a "Flying Start" program, do monthly flyouts and also a poker run, have some tech counselor parties, and maybe a summer picnic. It should be a fun and busy year, so come and participate.

How could you not want to be a part of this active group? Remember it's time to show your loyalty to the Chapter by renewing your dues of \$20 individual, or \$25 for the family. In the past, it has taken up to four months for everyone to renew which is a real bother to the treasurer. Please just make out the check or go to PayPal and take care of that soon.

I'd like to thank the Board of Directors again for their continued efforts. We have changed the terms of the offices to two years (which is why we didn't have an election this year).

I look forward to what the new year has in store for us! *Ray*

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NOVEMBER & DECEMBER 2022

VMC/IMC Club Meeting
2nd Wednesday of the Month
December 14 January 11
7 - 8 pm Mariner Cafe

EAA 430 Chapter Board Meeting
December 23 January 20
9:00 am Mariner Cafe

EAA Chapter Gathering
No Meeting in December
January 28 9:30
Fairchild Airport Port Angeles



November 26th EAA Gathering



Mike and Marilyn Mason shared with us the history of their Wing Walking Academy with pictures and videos. They moved to Sequim, WA in 2004 from Santa Paula, CA. Their big red 450 Stearman biplane also came up from Santa Paula and is one of two planes they use in their instructions for wing walking. Mike started wing walking and flying Stearmans as a teenager in 1983 and has over 10,000 flying hours. Marilyn prepares the students with repetitive climbs from the cockpit to the upper wing rack and along the lower wing which becomes the student's muscle memory. Their students come from all over the world. Over 90% of the wing walkers in the world who actually walk on the wings have trained with Marilyn. Her students include athletes, executives, soldiers and grandmothers, Hollywood stunt men and numerous reality show participants.

Editor's Note:

EAA Chapter 1 (Flabob) in Jurupa Valley, California has a video on Facebook, describing their chapter. Here are a few of the main points:

What do we represent? Colorful characters, memorable machines, unforgettable feats.

Who are we? A chapter of action; more than aviators; we are builders, doers, dreamers; we are friends and family; we are kind and caring.

What do we do? Have fun, work hard, feed each other, help each and support each other; we show up, step up and volunteer; we mentor, inspire, teach, learn, give back and pay it forward; we gather, engage, share what we appreciate, love and enjoy, reserve our past, participate, innovate and celebrate.

Wait a minute! I thought we were talking about Chapter 1! I think we're talking about us, Chapter 430.

If you suggest to someone they might want to join our chapter, tell them who we are, what we are, and what we do. Airplanes keep us together and the people keep us coming back.

Again, I want to thank our chapter for your support the past few years, by reading the newsletter and allowing me to write your bios. It's been a privilege to be your editor.

Mary (Skip) Brown

**ZEVA reveals the design of its new Z2 eVTOL aircraft**

The January 28th Gathering will feature the eVTOL aircraft. ZEVA has unveiled the design of its new aircraft, the ZEVA Z2, a wing-bodied eVTOL aircraft for cargo and emergency transport that will replace the company's ZEVA Zero concept. ZEVA designed its Zero demonstrator for the Boeing-sponsored GoFly Prize in 2018 and achieved its first untethered flight with that aircraft in January 2022. ZEVA aims to have a Z2 prototype ready by late summer 2023, with manufacturing to start roughly six months later. The unique thing about the ZEVA aircraft is that it's very compact — and it's fast.



FAA EXTENDING AIRCRAFT REGISTRATION PERIOD

Aircraft owners will have more time to renew their aircraft registration now that the FAA has issued a new rule to extend the duration of certificates from three to seven years.

<https://www.aopa.org/news-and-media/all-news/2022/november/22/faa-extending-aircraft-registration-period>

*****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.

EAA Christmas Party 2022





Aviation From My Rocking Chair

By Rick Vaux

Let's talk about our "Little Fren" the ELT

Hello once again, my friends. I was going to write this month about people I have met during my lifetime of airplanes and airplane people. That, however, got way too complicated so...y'all will just have to listen to another dry lecture from the rocking chair.

First, a little ELT history. In 1972, U.S. Representative Hale Boggs and Nick Begich were lost in an Alaskan air crash, and were never found. For this reason, in 1973 Congress required most G.A. aircraft to be equipped with Emergency Locator Transmitters (ELT). The first and second generation of which were analog and transmitted on 121.5 or 243.0 MHz.

ELTs were originally intended for use on 121.5 for alerting ATC and aircraft monitoring the frequency. In 1982 a satellite-based monitoring system (COSPAS-SARSAT) was started to provide a better way to detect distress signals. In 2009 the international (COSPAS-SARSAT) satellite system discontinued monitoring 121.5/243 MHz frequency, in part due to a high number of false signals attributed to them. Today, the only satellite monitoring is done by digital ELTs operating on 406 MHz.

Surprisingly, there is no requirement in the U.S to replace first and second generation (TSO-C91 and 91a) ELTs. There is a problem however. Since 2119, following an FCC final rule, the manufacture, importation, or sale of 121.5 ELTs is prohibited. Note: This Does Not ban the use of or repair of gen.1 or 2 ELTs as long as parts and new batteries are available. The yearly function test is still required. FAR 91.207 covers ELT requirements for battery replacement and installation/testing.

So, why upgrade to a new TSO-c126 operating on 406MHz? The main reasons I see are:

- 1) They activate 81-83 percent of the time in a crash, as opposed to 73 percent with the 121.5 systems.
- (2) Satellite based accuracy positions are within 1-3 NM with SAR search time of 4.5 hrs (avg) opposed to position accuracy for 121.5 ELTs of 12-15 NM, a SAR search area of 782 sq.mi., and 40.25 hr SAR average search time.
- (3) May have Nav-Interface installed to link GPS for position information.

O.K, troopers. A couple more items to clean up, and I'll let you go. All ELTs must be tested once a year and an entry made in the log book. Only test a 406MHz unit for 30 seconds, and test a 121.5 unit the first 5 minutes after the hour for a maximum of 3 sweeps. Remember FAR 91.207 covers ELT requirements, and the Manufacturer recommendations cover installation and testing procedures.

I would like to thank all of you for the support I've received with this endeavor, and none more than Skip Brown. Without her, you probably wouldn't recognize this chicken scratch. So...rest easy my friend. You deserve it.

Merry Christmas to everyone and we'll see you at the Party!

Rick Vaux
TC4130

GETTING TO KNOW JOHN CUNY

As a five-year-old, we lived under the flight path to the Long Beach Airport. While attending elementary school, I could watch airplanes land. They were fire breathing, noise making, and travel bound! Very exciting for a youngster. My first ride as a passenger was in a Western Airlines plane returning from the 1962 Seattle World's Fair from SEA to LAX. Growing up, I always wanted to be a pilot. We lived in Southern California from 1950 -1979.



My first job for an airline was with Catalina Airlines when I was 14. They operated 35 departures a day. I pumped gas and checked the oil on the planes in the summer of 1964-1965 which kept me busy. It's what motivated me to become a pilot.

I got my PPL in Long Beach in 1967 and subsequently bought my first plane, a Luscombe, when I was 17 years old. I still own the Luscombe.



The Luscombe, my first plane

I had three+ years of college and attended trade school for all of my ratings. With my CFI and Instrument Instructor rating, at 18 years old, I got a job with Flight Safety in Long Beach as a flight instructor and teaching ground school. I instructed over 200 private and instrument-rated pilots. I taught Flight Safety at Long Beach and Meadowlark airport in Huntington Beach California. I instructed over 200 private and instrument-rated pilots.



I was drafted into the US Army Infantry and went to Vietnam where I was cross-trained to be an air traffic controller during my assignment.

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In 1974, I started a business making waterbed frames (US Furniture & Frame). The business grew to 40 employees with a 26,000-foot plant.

My waterbed frame



In 1979, I sold the business and relocated to Fort Worth, Texas where I went to work for American Airlines. I was based in DFW, LAX, ORD, and Washington DC. I flew for American Airlines, Global, American International Airways and Aerostar, flying B727s.



Flew freight to Catalina Island airport



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I restored both the Luscombe and the Seabee. My Seabee N6230K (#433) won the "Grand Champion Seaplane - Gold Lindy" award at EAA AirVenture Oshkosh 2014. It also won the Best Classic at WAAM in 2021.



Some of my fun flying includes the following:

Flying several celebrities in a Learjet

Flying rock bands: The Cars in a DC-3 & the Doobie Brothers in a Martin 404 & DC-3 (1977-1978)

I have Movie Credits in BaaBaa Black Sheep TV series in a DC-3

I was a Freight Dog in a Beech 18



The Doobie Brothers used a Martin 404 "Doobie Liners" for their touring, and a DC-3 "Crewbie Liner" to carry their road crew and equipment.

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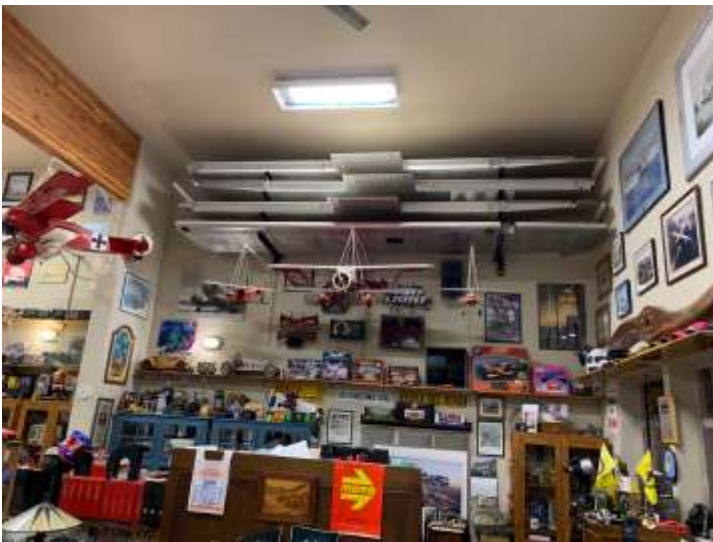
Flying The Doobie Brothers Rock Band 1977-78



The Doobie Brothers Martin 404



Backstage passes ... the benefits of flying celebrities



My interests and hobbies include collecting cars and aviation-related memorabilia.

I was a member of Chapter 19 in Long Beach from 1967 -78, Chapter 34 in Fort Worth for 25 years, and Chapter 430 for the past 15+ years. I attended Lakeland Sun 'n Fun for over 10 years, and Oshkosh for 20 years.

I've had a few interesting (harrowing, exciting) stories in my time as a pilot. Two of them involved Air Force One; however, I never did get to meet the President! The stories will have to wait until another time.

I was asked what is something my friends and/or family do not know about me. I'm afraid of heights ... except when I'm flying an airplane.

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I met my wife, Sherl, at American Airlines. She was a inflight beverage consultant. We both retired from American Airlines.

We bought property on Blue Ribbon Farms, with the intent of building our retirement home, which was built in 2001. I continued to commute, which I did for most of my career.

From paperboy to an airline pilot, my philosophy is that we can achieve anything that we put our mind to. Mentoring a young person is our duty in life. American Airlines had a policy they would not hire any family members of an employee. I did not agree with this policy, believing relatives (especially children) of an employee would have a special interest working for American as a career. I wanted to do something to change this policy. I helped establish the mentor program for young people. We would take the kids to any aviation-related facility as an introduction to the possibilities of an aviation career. The policy was eventually changed so that family members of employees were eligible to work for American Airlines.



I have the following ratings: ATP, Multi-Engine Land, B727, B737, DC-3, Learjet; Commercial Single Engine Land and Sea; Rotorcraft – Helicopter; Flight Engineer - Turbojet Powered; Flight Instructor, Instrument Instructor, Airplane – Gold Seal, Ground Instructor – Advance Instrument; Radar Controller- GCA US Army

A Visit to Legend Flyers & Everett Historic Theater

By Dave Miller

At the October monthly meeting, Dan Hammer gave a wonderful presentation on the restoration of a Japanese Zero fighter. On November 20th, a field trip to Everett was accomplished by me, my wife, Joan, Dave Woodcock, and Smokey Johnson. The trip had two objectives, a visit to Legend Flyers to see the Zero, followed by a documentary movie, *Into Flight Once More*, about the reenactment of C-47's dropping paratroopers in France on D-Day.

The first item of interest was the home of Legend Flyers, a hangar originally constructed for the Air Force as an "alert hangar" for F-102 Delta Dart fighters. These early supersonic fighters were designed to intercept incoming Russian bombers during the "cold war". The hangars had two doors, one in front and one behind. When scrambled, both doors would open, the fighter would start, taxi directly to the south end of the runway (right outside the door), and launch like a bat out of hell to intercept the bad guys. Must have been exciting to watch. Only the front hangar door is in use these days.



There is only one aircraft in the hangar, the Zero, and it looks brand new. Well it should because the recovered wreckage had suffered serious corrosion and relatively few parts could be used in the reconstruction. Basically it's a small aircraft with a big engine. By keeping the weight down, it offered great performance and could out perform any of our fighters at the start of the war in a one-on-one dogfight. Its weakness was a lack of self-sealing fuel tanks and armor. The restoration has been beautifully done.

Our second destination was the Everett Historic Theater in downtown Everett. It was a relic out of the 1900's, opening in 1901. It instantly took me back to my neighborhood theater where, as kids, our parents would drop us off to see a couple feature, usually westerns, and a news reel. Must have cost all of \$.25 .

But we were there to watch *Into Flight Once More*, a documentary of how fifteen C-47/DC-3's were organized to return to Normandy to reenact one part of the Normandy invasion on the 75th anniversary of D-Day, June 6th, 1944. The preparation of each of the fifteen aircraft is a compilation of fifteen individual stories themselves, but you need to see the movie to learn more. Suffice it to say that the movie was a moving experience for anyone that appreciates the sacrifices made in WWII.

A subplot of the movie involves two hundred paratroopers who would be dropped over Normandy as part of the reenactment. Their individual preparation was, in it's own way, just as challenging as that of the aircraft. In the reenactment they didn't have to jump at night, no one shot at them, and they got to use brand new parachutes.

At the conclusion of the movie there was a panel of three individuals. One was 99 years old and had flown 35 B-17 combat missions over Europe. He walked up the stairs to the stage unassisted and, except for being a bit hard of hearing, was totally engaged. Another was one of the C-47 pilots, and he described the flight over with challenges of weather, fueling stops, maintenance, etc. The third gentleman was one of the 200 paratroopers.

The paratrooper told an interesting story. The night of June 5th, they were told that one of the drop aircraft had a mechanical and wouldn't make the flight. As a result, 20 of the 200 wouldn't be able to participate. As you can imagine, there were 20 very disappointed jumpers. One of the twenty offered \$50,000 to anyone who would give up his place to jump. No one took him up on the offer, such was their dedication to seeing this mission through. Imagine the resolve of the original paratroopers, jumping at night into enemy held territory. It was an emotional movie.

Fly-out to Arlington November 18, 2022

This November our flyout luncheon was held on Friday, November 18 at Ellie's restaurant at the Arlington airport. Somehow 12 EAA Chapter 430 members and guests managed to land 8 airplanes there despite the frequency doing its best to continually accommodate 6 simultaneous transmissions from landing and departing aircraft.

In attendance were Ken and Skip Brown, Dave and Joan Miller, Ray Ballantyne and Richard Howell, Bud Davies, Ernie Hansen, Colette Miller, guest Tim Alentiev, and Tracy and Barry Halsted. As guest, Tim often joins us from Norman Grier Field in his RV-10. Colette is a chapter member who always tries to attend these luncheons but has had more than her share of maintenance woes this year. We were happy to see her back with us and look forward to seeing her at our upcoming events.

The weather was perfect – brilliant skies, lots of mountains to see, and calm winds. Flying back across Puget Sound, some of us got to see a Navy submarine being escorted north on its way to its next adventure. Who knows what we'll see next time?

Barry



EAA November Chapter 430 Gathering

Date: Nov 26, 2022

Meeting social and sign-in 0930.

Chapter President Ray Ballantyne called the Membership Gathering to order at 1005 in Wm. R. Fairchild Airport terminal conference room.

Ray led The Pledge of Allegiance to the Flag with 26 members and 3 guests attending.

Guest Intro's: Mike, Marilyn, and Sammy Mason - today's speakers.

October gathering minutes were approved as written. (Special thanks to Harry Cook.)

Correspondence: EAA HQ

Ray outlined what he discovered about applying for insurance for individual fly-out events, a necessary endeavor, if we wanted to have them be official EAA Chapter 430 activities.

Such insurance doesn't cover flying at all, and could only be applied in very limited circumstances - such as while walking from the ramp to a restaurant. Informal fly-out email **invitations are working well. There's little benefit to be had vs. the amount of detailed effort** required to cover a specific event on a specific date and time. Last minute weather changes frequently affect when fly-outs actually happen. Keeping things informal is flexible and clearly seems to be a good way to go.

Ray reported the chapter financial condition - the Scholarship fund has \$11,000+, General fund has \$3,500+, and the Building fund has \$500+.

Barry Halsted reported that the November fly-out was to Arlington - about 6 or 7 planes and 12 people. It was a beautiful day and lots of fun.

Ray showed off a prototype ball cap hat with the chapter logo embroidered and offered it for purchase - **\$20. The hat is nice, but it isn't quite all what we're hoping for, so Ray will continue the search for a merchandise vendor.**

The VMC/IMC meeting was canceled for November, as Harry Cook was out of town.

Bob Hicks presented 3 scale jet aircraft models made from mahogany - B36, B47 and B52. At least 2 of the models were snapped up by Ken Brown and Erik Petersen for \$100 each.

New Business:

Ray shared that Skip Brown will be retiring from her position as our chapter Newsletter Editor. Her last edition will be the December issue. Thank you Skip! Everyone else - please consider joining the chapter leadership team as our new Newsletter Editor. We have a lot of fun and you would too.

Chapter Vice President Rick Vaux reported that our chapter *Build and Fly* program is inching toward resumption. Collaborations with Dr. Peter Becker and Robert Ball are ongoing.

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This will result in a crop of 6 kids building small free-flight aircraft projects, beginning mid December as part of the *Maker Program*, and thanks to the facilities made available by *Sequim Museum & Arts*. These tiny models will be able to fly indoors, thanks to the invitation and facility made available by *Sequim YMCA*. Robert Ball - *Olympic Silent Fliers*, our local AMA sanctioned electric R/C model club, is in the process of securing a new flying site. Once our chapter Build and Fly model is complete, the kids will be able to fly it there. The chapter 3D printer, donated by Erik Petersen, is up and running.

John Cuny provided a review and recommendation to watch Peter Jackson's documentary film, *Military Treasures*. Set in New Zealand, the film presents details of WW I aircraft development and flying footage of his astonishing collection of aircraft, scratch built from original blueprints.

Barry Halsted presented original artwork, a painting by John Meyers - *Live & Fly at Rakes Glen* - and given by John to Barry.

Project Reports

Harry Cook (via Ray) - Sonex Waix B

Richard Howell - Sing 2, back from the paint shop and in final assembly.

Rick Stoffel (via Ray) - RV-10

Dave Moffitt (via Ray) - RV-12 Classic

Erik Petersen - Wheeler Express, wing moving in his KCLM hangar.

James Russell - Cozy Mk IV

Collette Miller - Sonex

Quick Announcements

The Christmas Party will be Saturday December 10, 5pm (dinner served at 6pm.) in the Legends Room of Cedars at Dungeness.

Annual 2023 chapter membership dues and reminder notices are coming up. If you can, please beat the rush by using the renewal payment (PayPal) link on the EAA 430 web site as soon as you can. You can even pay up for multiple years. Consider a lifetime membership.

VMC/IMC Club meeting Dec 14, 7pm Mariners.

Ray adjourned the business portion of the gathering at 1045.

We were treated to a fascinating and wonderful presentation and accompanying videos - *Mason Wing Walking Academy*. Mike, Marilyn and Sammy Mason shared all about their unique business and experiences as they teach people from all over the world to wing walk aboard their beautiful pair of Stearman biplanes. (See YouTube for several stunning videos.)

Joan Miller prepared several of her delicious cakes to go with morning coffee.

Tracy Halsted hosted yet another, and popular as ever, pizza bash.

Respectfully submitted,

Richard Howell, EAA 430 Secretary

2022 BOARD AND DIRECTORS

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

Position	Name	Phone Ext	Email Address
President	Ray Ballantyne	1	president@eaa430.org
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
VMC/IMC	Harry Cook		vmc@eaa430.org
Tool Crib	Rick Stoffel		toolcrib@eaa430.org
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