



## CHAPTER 430



# MARCH 2023

### *In This Issue*

- ✓ From the Left Seat
- ✓ Aviation from My Rocking Chair
- ✓ Update from Madeline (scholarship recipient)
- ✓ March Flyout
- ✓ Getting to Know You – Bud Davies
- ✓ Minutes
- ✓ Board Member Contact Info

### *Upcoming Events*

#### **March**

25- Gathering CLM – Erik Petersen

#### **April**

8 –First Build And Fly Program Session (Rick Vaux)

22 – Breakfast (8 a.m.) for sport/light/ultralight pilots at Sequim Valley

29 - Gathering Hangar 15

#### **May**

20 – Flying Start for new pilots

27 - Gathering Hangar 15 – Shinji Maeda

## FROM THE LEFT SEAT — RAY BALLANTYNE



Greetings fellow aviators,

I hope that the Northwest Aviation Conference and Trade-Show went really well. I'm sorry to have missed it, as I always learn something and certainly get to see old friends.

The reason that I missed the trade show is that I'm on a cruise that went from Miami through the Panama Canal and is headed up to Los Angeles as I write this. We've had a wonderful trip so far, and even got to visit the farthest south east EAA Chapter. I hope you see the article elsewhere in the newsletter. Joining Lisa and me on the cruise, were several EAA430 members including: the Halsted's, Miller's, Hansen's, and the Benedict's. We hear we chose wisely concerning the weather!

In my absence, Vice President Rick Vaux and several board members have joined together with the Sequim Library, the Maker Project, and the Amateur Modeling Association to put together the start of our first Build and Fly airplane project for youth. He plans the first meeting on April 8.

Erik Petersen is offering a chance to learn how to 3D print. Parts are already being installed on Chapter member's planes. Also, thanks to Erik, our membership chairman, for putting out the latest membership roster. I hope it makes it easier for you to hook up with fellow members.

It's time to get ready for our Young Eagles season. We will have rallies in May, June and July. The dates will be on the website. Make sure to check your youth protection status. You can do that on the eaa.org website. Make plans now to join us and show some young people the magic of flying. They may(probably) will never have the opportunity again.

I hope you enjoyed the article about Madeline Patterson in the newsletter and her accomplishments in North Dakota. The Board of Directors has authorized scholarships for two more recipients. We have enough money for a while, but we will need to be raising some funds to continue our great program. One way that we can raise funds, is through the Pilot Recognition Plaza. So for you who ordered pavers, they are on their way! And there is another order planned for the end of the year. It's a great way to celebrate someone. Contact me for more information.

We're scheduling a Breakfast for all the Light flyers. This includes LSA, ultralights, and anyone else that would like to get together with fellow fliers for a breakfast. Whether you drive or fly, the donation breakfast will be at Sequim Valley Airport on Saturday April 22nd. There will be short presentations on ultralights around Sequim, and how to fly safely around Sequim Valley Airport. Come see who's flying the light stuff.

I'm hoping to bring the weather I'm enjoying back with us and start a fantastic spring and summer of "Having fun with Airplanes!"

*Ray*

# AVIATION FROM MY ROCKING CHAIR - RICK VAUX

*It seemed like such an easy question*

Hello, again my friends. Should there be an endorsement required when transitioning from steam to glass and glass to steam? Now, doesn't that sound easy to answer? Yeah, I thought so too. You would think that after doing this writing for a while, I'd learn my lesson. Not so, Troopers. Therefore, this column will have to serve as a place keeper until next month. Before I let you go, I would like to thank these people for their input and help while I attempt to keep this Pandora box closed a little.

From EAA chapter 430: Erik Peterson, Jim Bettcher, Harry Cook, Dave Miller, and Rich Howell. Before the rest of y'all sigh with relief, you could be the next to be called!

From Coyote Flight Service, Amarillo, TX: Josh Collier (Owner/Operator)

From Classic Aviation, Mesa, AZ: Rick Koril. (Flight Instructor)

From the staff of Bwifly Insurance Co., Los Angeles, CA.

Once again, my heartfelt thanks to all listed above, and to the friends I have yet to call.

*Rick Vaux* TC413



## FOLLOWED BY ERIK PETERSEN'S SHAMELESS PROMOTING OF MICROSOFT AND CHAT GPT

**Erik:** explain the process of pilot transitioning an aircraft with traditional avionics gauges to a glass panel

**ChatGPT:** Transitioning from traditional avionics gauges to a glass panel cockpit in an aircraft can be both an exciting and challenging process for pilots. A glass panel, also known as a "glass cockpit," replaces conventional analog instruments with digital displays and screens that provide integrated flight information. Here are the steps involved in this transition:

1. Ground training: Begin by familiarizing yourself with the new avionics system through ground-based training. This may include reading manuals, attending classes, and using simulator software to understand the specific glass panel system you'll be transitioning to.
2. Understand the differences: Recognize the differences between traditional gauges and glass panel displays. Traditional gauges are analog and provide information through dials, needles, and indicators, while glass panel displays are digital, utilizing screens to display a wide range of flight information.
3. Familiarize with system architecture: Get to know the layout and functionalities of the glass panel system. Understand the primary flight display (PFD), multifunction display (MFD), and engine indication and crew alerting

(chatGPT cont...) system (EICAS). Learn how to access and interpret various flight data, navigational information, and system alerts.

4.           Practice buttonology: Develop proficiency in navigating the glass panel's interface, including buttons, knobs, and touchscreens. Understand how to manage different screens and access different menus to access information quickly and efficiently during flight.

5.           Master avionics integration: Glass panel systems often integrate various avionics components, such as GPS, autopilot, and weather radar. Learn how to use these integrated systems effectively, and understand how they interact with one another.

6.           Develop new scan techniques: Traditional cockpit scan techniques may not apply to a glass panel, so adapt your instrument scan techniques to efficiently monitor the digital displays. Practice incorporating the PFD, MFD, and other screens into your routine scan.

7.           Flight training: Participate in flight training sessions with a certified flight instructor (CFI) who is experienced in glass panel aircraft. This training will help you become comfortable with the new avionics system in a real-world environment, allowing you to practice navigation, communication, and emergency procedures.

8.           Gain experience: After completing training, build up experience flying with the glass panel system. This hands-on experience is crucial for becoming comfortable and confident with the new technology.

9.           Maintain proficiency: Stay current with your glass panel skills by attending recurrent training, staying up-to-date with software updates, and practicing regularly. Proficiency in the glass cockpit environment is critical for safe and efficient flight operations.

Transitioning to a glass panel cockpit may require time and effort, but the investment will be worth it as you experience the enhanced situational awareness, improved flight management, and increased safety provided by this advanced technology.

# UPDATE FROM MADELINE – SCHOLARSHIP RECIPIENT

Good morning Dave!

I just wanted to share an update with my training. Last Tuesday I passed my Commercial SEL Checkride. I should be issued my temporary certificate soon! (UND operates differently than the real world). I start on my Multi-Engine training after Spring Break (March 20) and the goal is to get my Mutli-Engine Commercial by mid-May. I won't be returning to Washington for more than a few days this summer as I will be pursuing my CFI. Seems crazy that is up so soon!

While the picture (...) seems nice and warm, winter definitely hasn't broken yet here as we're still receiving snow and negative temperatures some days. Send us some good weather!

My plan is to attend Oshkosh this summer however, so hopefully I will be able to see some of you there.



# MARCH FLY-OUT

The March flyout to Arlington took place on March 17. This being St. Patrick's day, several of the 14 attending wore something green! The weather was perfect, no jackets needed. On the trip over several of us saw both an aircraft carrier and a submarine making their way north in Puget Sound!

Our group included Ken Gross/Leslie Mark, Greg/Julie Arehart, Bill/Dot Shepherd, Ernie/Jeanne Hansen, Bud Davis, Harry Cook, Jay Pearlman, Colette Miller, and Barry/Tracy Halsted. Ray Ballantyne would have come but his Glastar arrived at Arlington earlier in the week to have extended range wing tanks installed.



1: Arlington Flyout, Table 1

Ellie's had a good crowd, including a bunch that came to see or arrived in a beautiful Beech Staggerwing (not part of our group). Tables were shuffled to accommodate those there. As usual, the food at Ellie's was great and we all had a good time.

Barry



2: Arlington Flyout, Table 2



3: Jay Pearlman Heading Home in the Cub





4: Submarine Being Escorted North

5: Aircraft Carrier Heading Out to Sea



## GETTING TO KNOW ... RICHARD “BUD” DAVIES

BY ERIK PETERSEN


Over the past month I have had a chance to spend several hours with our Young Eagle co-coordinator, Bud Davies. Bud is a born and bred Washingtonian who grew up in Ephrata, Eastern Washington with a rich aviation history. Most of Bud’s rich aviation history was his fathers as Bud had only taken up flying in and around 2013 and became certificated in 2017. Bud enjoyed a successful career as a dentist in the Air Force and in communities in the state of Washington. We even have a strange “6

degrees of separation” story between Bud and me. Bud is a son, a brother to four sisters and one brother, a husband, a father of two, and grandfather of four.

Bud was born to Richard K. Davies of Ohio and Eunice Mary Macintosh Davies in 1950. Grew up in

Ephrata where there was an airport, he would pedal his bike to as a kid to check out the planes in the hangar. He would watch the West Coast Airways DC-3's fly in and out (later bought by Hughes Airwest). Bud's dad would also load the kids in the car to watch the planes come in and out. The war (WWII) did not completely take the passion of aviation out of Bud's father's heart.

Richard K. Davies enlisted in the Army Air Corps and sent to Pensacola, Florida for training. Bud and I went through his father's logbook, started out with a Stearman on to the Volti Vibrator, AT-6 and worked his way up the P47 models to the 2,000HP, P-47G. Soon after, Bud's father shipped out to New Guinea via an underwhelming stay in San Francisco.



**PILOT'S FLIGHT LOG**

**IDENTIFICATION**

Pilot's Name Richard K. Davies Class of License \_\_\_\_\_  
Street Address 355 E. HES. BLVD. License No. \_\_\_\_\_  
City and State ELYRIA OHIO Ratings Held \_\_\_\_\_  
Telephone No. \_\_\_\_\_ Airport Base \_\_\_\_\_

**IN CASE OF SERIOUS ACCIDENT  
PLEASE NOTIFY**

Name Mr. W. E. Davies \_\_\_\_\_  
Street Address 355 E. HES. BLVD. \_\_\_\_\_  
City and State ELYRIA OHIO AND \_\_\_\_\_  
Telephone No. 43831 \_\_\_\_\_

**PHOTO**

**NOTICE:** To fulfill the requirements of the Department of Commerce it is necessary that you, as a pilot, keep an accurate record of your flying time and the nature of your flights. Your employer and the insurance companies also desire this information. This Log Book meets all the requirements of the Department of Commerce for the proper recording of your flying time and permits you to keep an accurate record for yourself, your employer, or your insurance company.

Pilot's Signature Richard K. Davies No. PF5 LOG



DATE	AIRCRAFT FLOWN					H. P.
	MAKE OF AIRCRAFT	CLASS	TYPE	CERTIFICATE NUMBER	MAKE OF ENGINE	
43						
3-9	PT-17 STEARMAN		SE-L	U.S. ARMY	CONT	22
3-10	✓		✓	✓	✓	✓
3-11	✓		✓	✓	✓	✓
3-12	✓		✓	✓	✓	✓
3-13	✓		✓	✓	✓	✓
3-15	✓		✓	✓	✓	✓
3-17	✓		✓	✓	✓	✓
3-18	✓		✓	✓	✓	✓
3-20	✓		✓	✓	✓	✓
3-21	✓		✓	✓	✓	✓
3-24	✓		✓	✓	✓	✓
3-25	✓		✓	✓	✓	✓
3-29	✓		✓	✓	✓	✓
3-30	✓		✓	✓	✓	✓
3-31	✓		✓	✓	✓	✓
4-1	✓		✓	✓	✓	✓

I HEREBY CERTIFY THAT THE FOREGOING ENTRIES ARE TRUE AND CORRECT.

SIGNED

DATE	AIRCRAFT FLOWN					H. P.
	MAKE OF AIRCRAFT	CLASS	TYPE	CERTIFICATE NUMBER	MAKE OF ENGINE	
43						
5-25	VULTEE		SE-L	U.S. Army		
5-26	✓		✓	✓	✓	✓
5-27	✓		✓	✓	✓	✓
5-28	✓		✓	✓	✓	✓
5-29	✓		✓	✓	✓	✓
5-29	✓		✓	✓	✓	✓
5-30	✓		✓	✓	✓	✓
5-31	✓		✓	✓	✓	✓
6-1	✓		✓	✓	✓	✓
6-1	✓		✓	✓	✓	✓
6-2	✓		✓	✓	✓	✓
6-3	✓		✓	✓	✓	✓
6-4	✓		✓	✓	✓	✓
6-4	✓		✓	✓	✓	✓
6-5	✓		✓	✓	✓	✓
6-7	✓		✓	✓	✓	✓

I HEREBY CERTIFY THAT THE FOREGOING ENTRIES ARE TRUE AND CORRECT.

I HEREBY CER

SIGNED *W. H. H. Burns* Chief Dispa

DATE	AIRCRAFT FLOWN					H. P.
	MAKE OF AIRCRAFT	CLASS	TYPE	CERTIFICATE NUMBER	MAKE OF ENGINE	
1943						
8-15	N.A.		AT6	ARMY	P.W.	✓
8-16	✓		✓	✓	✓	✓
8-17	✓		✓	✓	✓	✓
8-18	✓		✓	✓	✓	✓
8-20	✓		✓	✓	✓	✓
8-20	✓		✓	✓	✓	✓
8-21	✓		✓	✓	✓	✓
8-21	✓		✓	✓	✓	✓
8-22	✓		✓	✓	✓	✓
8-22	✓		✓	✓	✓	✓
8-23	✓		✓	✓	✓	✓
8-2	✓		✓	✓	✓	✓

I HEREBY CERTIFY THAT THE FOREGOING ENTRIES ARE TRUE AND CORRECT.

SIGNED



DATE	MAKE OF AIRCRAFT	CLASS	TYPE	CERTIFICATE NUMBER	H. P.	REMARKS OR INSPECTOR CERTIFICATION NUMBER
1943				ARMY	P & W.	2000 Misc.
Nov 2	P-47G			"	"	" Instruments (Ftr)
2	P-47D			"	"	" Formation & Inst (300)
3	P-47D			"	"	" Aerial Gunnery
5	P-47G			"	"	" Aerial Gunnery 5-20,000 Alt.
7	P-47D			"	"	" Link
8	LINK			"	"	" Link
10	LINK			"	P & W.	2000 Aerial Gunnery above 20,000 Alt.
10	P-47D			"	"	" Acrobatic & Combat
10	P-47G			"	"	" Aer. Gunnery 5-20,000 Alt.
11	P-47D			"	"	" Aer. Gunnery 5-20,000 Alt.
12	P-47G			"	"	" Form. & Comb. & Acrobatics
13	P-47D			"	"	" Acrobatics & Combat above 20,000
13	P-47G			"	"	" Inst. (Ftr) & Navig. at Low Alt & G.
14	P-47D			"	"	" Night (Ftr)
15	P-47D			"	"	" Navigation - Med Alt.
17	P-47G			"	"	"

I HEREBY CERTIFY THAT THE FOREGOING ENTRIES ARE TRUE AND CORRECT.

DATE	MAKE OF AIRCRAFT	CLASS	TYPE	CERTIFICATE NUMBER	MAKE OF ENGINE	H. P.	REMARKS OR INSPECTOR CERTIFICATION NUMBER
4/20/47	Cessna 150	ASEL		7711E	CONT.	100	AIRCRAFT FAMILIARIZATION
5/2/47	Cessna 150	"		"	"	"	
5/13/47	Cessna 150	"		"	"	"	
5/13/47	"	"		"	"	"	
5/13/47	"	"		"	"	"	
5/13/47	"	"		"	"	"	
5/13/47	"	"		"	"	"	
5/13/47	Cessna 172	"		"	"	145	
5/13/47	Cessna 150	"		"	"	100	
6/3/47	Cessna 150	"		"	"	145	
6/3/47	Cessna 172	"		"	"	145	
6/3/47	Cessna 172	"		"	"	145	
7/10/47	Cessna 172	"		"	"	145	
7/12/47	Cessna 172	"		"	"	100	
8/18/47	Cessna 150	"		"	"	100	
8/22/47	Cessna 150	"		"	"	100	
9/14/47	150	"		"	"	145	
9/18/47	172 Cessna	"		"	"	100	
10/28/47	150	"		"	"	100	

I HEREBY CERTIFY THAT THE FOREGOING ENTRIES ARE TRUE AND CORRECT.

SIGNED

(Bud Davies cont...) January 1<sup>st</sup>, 1944, Bud's father was transported to the largest town in New Guinea where he knew they had entered a combat theatre. They had their P47's but soon after, shifted to the P-38 Lightning. The transition flights were interesting, they removed the radios so the incoming pilots could get their intro flight hunched down where the radios were removed. Where months were involved in early training up to the P-47, they were offered very little in the way of transition to the P-38's. "We were told, 'just remember, fellas, there are two of everything 2 throttles, 2 rock pitch controls, 2 manifold pressure controls, 2 feathering buttons, and two of every instrument on the panel and we would have to learn.' To fly with the wheel instead of a stick. One flight took care of the transition, although I had trouble getting off the ground on my first flight. I had taxied with my window open, and it was enough to disrupt the airflow on the horizontal stabilizer and I couldn't get altitude. I was heading towards the hill at the end of the runway after rolling up the window, the plane lifted enough to miss the hill."

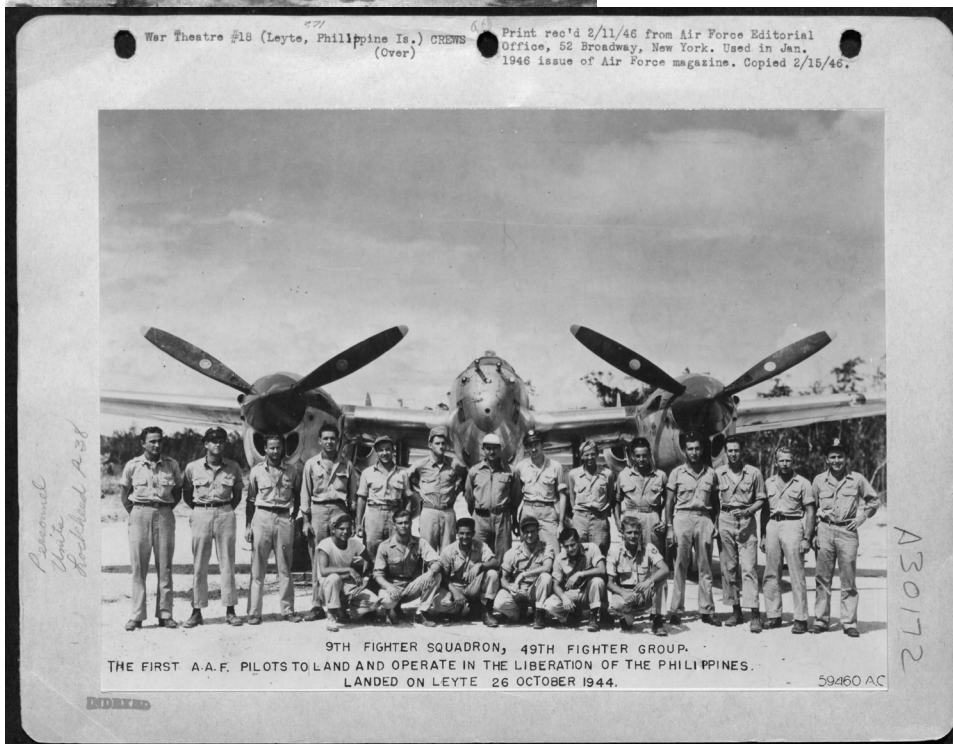
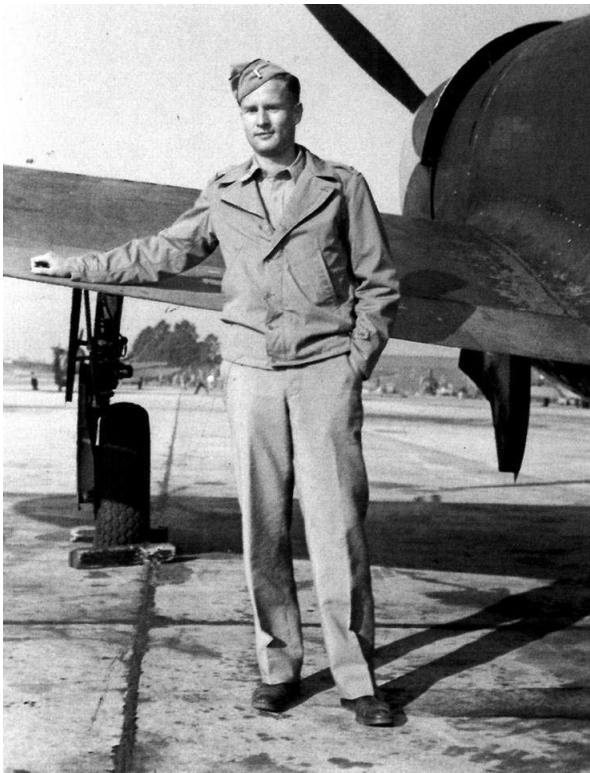


*The Balikpapan mob. Standing lt.-rt.: 5 FC officer Baker, 49ers Co Walker, Hamburger, gunnery instructor Bong, Howes, Haislip, Wood, Curton, Hufford and Estes. Sitting lt.-rt.: Ogelsby, 9 FS CO Jordan, McElroy, Williams and Davis.*

6: The Balikpapan mob. Standing lt. rt.: 5 FC officer Baker, 49ers Co Walker, Hamburger, gunnery instructor Bong, Howes, Haislip, Wood, Curton, Hufford and Estes. Sitting lt.-rt.: Ogelsby, 9 FS CO Jordan, McElroy, Williams and Davies







7: 9th Fighter Squadron, 49th Fighter Group  
The First A.A.F. Pilots to land and operate in the liberation of the Philippines  
Landed on Leyte, 26 October 1944

(Bud Davies cont...) Bud's father also got to rub elbows with Charles Lindbergh. Lindbergh devised a new strategy to extend the range of the P-38's, teaching the pilots to fly over square, low RPM, high manifold pressure. Over the next few weeks, Lindbergh flew with their squadron and at one point, Bud's father's wing while checking him out on the new fuel saving strategy. The squadron was also responsible for providing escort for MacArthur's return to the Philippines.

Bud's father became ill and was sent home. During the journey home, Bud's father healed and when they docked back at San Francisco, he returned to USC to finish his Optometry degree and met Bud's mother.



(Bud Davies cont...) Bud's father remembered as a young boy, his uncle took him traveling the United States, west coast and he recalled how beautiful Seattle was. Ephrata was reported to being the possible next boom town due to the opening of the Grand Coulee dam, so that is where they landed for a new home.

Fast forward some years, Bud goes off to Bethel College in St. Paul, Mn, transfers the University of Washington then wraps up dentistry school. Right out of school, Bud decides to join the Air Force for a couple of years, picks Germany, Colorado, and Louisiana during sign up.... they send Bud to San Antonio. Bud mentions San Antonio is no Sequim.

Bud wraps up Air Force and returns to Washington to start practicing dentistry back up here. Bud and his now wife, Laurie, meet around 1979, 1980, marry in 1982. A friend of Buds recommends Sequim, practices here a while and then has an opportunity in eastern Washington, the Tri-Cities. Comes back to Sequim in 1991. Life and family continue to happen.

Sometime in 2013, Bud gets an idea he wants to go flying, Bill Benedict takes Bud flying. I mean REALLY flying, in an RV6. During the flight Bill turned it all kinds of direction and impressed with Bud's ability to keep lunch down, asked Bud if he wanted to take the stick and try some maneuvers.

Both Bud and Bill are Rotary members and a month or so later, at a Rotary function, Bill is talking to Laurie and said Bud should get his private pilot [sic]. Bud thinks that conversation could have gone a whole different direction if it were not Bill making that statement. If you do not know Bill Benedict's credentials, he was a former Navy pilot and retired Clallam County Sherref. So, Bud then gets hooked up with John Meyer from the local EAA chapter to get Bud started. The medical process was not fun for Bud as to benefit his patients, Bud experimented with a CPAP while not needing it, well, those things have a paper trail associated with them that created a cascading challenge to Bud's first medical to where it spanned past the first written exam expiration so Bud needed to take a second exam before his check ride. Around this time, John Meyer was the Young Eagle coordinator and needed to spend more time at home. John passed Bud to Lee Runion as a student and Lee also started handling Young Eagle Duties.

Bud passed his check-ride and shortly after, Lee tragically passed. Bud stepped in to help with Young Eagles.

Today, you can find Bud participating in the local Rotary, spinning vinyl on KSQM, learning to turn wrench on aircraft, working on his instrument rating, flying kids, or acting at the Olympic Theatre Arts.

If you want to hear more, we are about to release our first EAA Chapter 430 podcast where you can hear Bud regaling us with his story telling skills.

# GATHERING MINUTES: JAN 28, 2023

- Meeting breakfast social and sign-in 0900.
- Chapter President Ray Ballantyne called the Membership Gathering to order at 0957 in the Wm. R. Fairchild Airport terminal conference room.
- Ray led The Pledge of Allegiance to the Flag with 35 members and 6 guests attending.
- Guest Intro's: Daniel Weaver, Dana Terrill, Phil, Rhonda A., Kevin W., Roger, and Steve Tibbitts
- No December gathering, no minutes to approve
- Correspondence: EAA HQ - none.
- Ray met, as part of a delegation, with the WA DNR to discuss potential rejuvenation of Cypress Island airstrip. Essentially, the DNR management plan of 2007 will need to be modified. EAA430 will continue to support the reopening of Cypress Island.
- Ray presented Tech Advisor Mike Niewiarowicz with his 2022 Chapter Service Award.
- Daniel Weaver, one of our chapter scholarship recipients and a senior at University of Washington, shared a bit about the fascinating aviation-related engineering projects he's been working on at school.
- Old Business
  - Ray declared our *Pilot Recognition Plaza* complete! Thanks to Harry Cook, the plaza has been trimmed with white stone gravel.
  - 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 January fly-out to Thun Field was scrubbed twice due to weather. Barry organized a drive-out to Las Palomas restaurant - a good time, attended by 13 folks. February fly-out destination is still open.
  - Ray showed the prototype ball caps [from a local vendor in PA] with the chapter logo embroidered and offered them for purchase - \$25. All of the hats were snapped up on the spot, by Dave Woodcock, Erik Petersen and Kevin Tracy. EAA Chapter 430 logo merchandise is now available directly through [Copy Cat Graphics](#).
  - Chapter Vice President Rick Vaux reported that our Build and Fly program is ready to go. Chapter Treasurer Tracy Halsted will assist by getting word out to past Young Eagles attendees as potential participants. Anticipated sessions to be 1 to 2 hours, once per week.

## New Business:

- Ray shared the tentative scheduled dates for Young Eagles missions - May 20, Port Angeles, June 17 Sequim Valley, July 15, Port Townsend.
- Elisa Petersen was introduced as our Chapter Newsletter Editor.
- Project Reports
  - Harry Cook - Sonex Waix B, flaps and rudder.
  - Richard Howell - Sing 2 - wings on!
  - Dave Moffitt - RV-12 Classic, first engine start!
  - Erik Petersen - Wheeler Express, tech counselor visit, good news on stored engine!
  - Collette Miller - Sonex
- Quick Announcements
  - Annual dues reminder. Chapter membership dues for the year may be paid by mail, or by using PayPal from the [EAA Chapter 430 website](#).
  - No chapter gathering for February to accommodate members attending *Northwest Aviation Conference and Trade Show*, February 25-26, Puyallup, WA.

- Erik Petersen will be our program presenter for March – [EVAC](#) / [Clallam County DART](#)
- Ray adjourned the business portion of the gathering at 1047.
- Steve Tibbitts, Founder and CEO of [ZEVA Aero](#), made an interesting and informative presentation about his company's approach to eVTOL personal air vehicles.
- Joan Miller prepared several of her delicious cakes to go with morning coffee.
- Tracy Halsted, Joan Miller, Lisa Ballantyne, Charlene "Charlie" Tracy and Elisa Petersen prepared and hosted a wonderful Breakfast Bash.

Respectfully submitted,  
Richard Howell, EAA 430 Secretary

# BOARD AND DIRECTORS 2023

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

<b>Position</b>	<b>Name</b>	<b>Phone Ext</b>	<b>Email Address</b>
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
<b><i>Class II Directors</i></b>			
Programs	No Candidate	5	programs@eaa430.org
Membership	Erik Petersen	6	membership@eaa430.org
Newsletter	Elisa Petersen	7	newsletter@eaa430.org
Scholarship	David Miller	8 s	cholarship@eaa430.org
Young Eagles	Bud Davies	9	youngeagles@eaa430.org
VMC/IMC	Harry Cook		vmc@eaa430.org
Tool Crib	Rick Stoffel		toolcrib@eaa430.org
Web Editor	Andy Sallee		webeditor@eaa430.org
Build-n-Fly	Need Project leader		build-n-fly@eaa430.org
Communications	Scott Fitzgerald		communications@eaa430.org
Fly-Out	Barry Halsted		
Tech Advisor	Harry Cook		<a href="mailto:techhc@eaa430.org">techhc@eaa430.org</a>
Tech Advisor	Barry Halstead		techbh@eaa430.org
Tech Advisor	Ernie Hansen		<a href="mailto:techeh@eaa430.org">techeh@eaa430.org</a>
Tech Advisor	Rick Vaux		techrv@eaa430.org