



Serving the Port Angeles & Sequim Area

## EAA 430 FLYER

January 2019



**Dedicated to having fun with airplanes and promoting General Aviation**



### CHAPTER CHATTER

A New Year and new challenges.

2019 has already presented the chapter with some interesting opportunities.

As many of you know, most of the items we have been using for our monthly meetings belong to another group who was also meeting in Hangar #10. With the eventual sale of this hangar, the other group has removed some of its belongings.

**Challenge number I:** This is a partial list of what we will need to procure for the chapter to replace items which are no longer available for our use:

- Sound System Cabinets or shelving units
- Screen / TV for presentations
- Podium
- More chairs

**Challenge number II:** During the past board meeting, a motion was made, seconded and approved to form a committee "to develop options for a permanent home for EAA 430." The initial team members are Ken Brown, chair, and Ray Ballantyne to assist. It is our goal to present suggestions and alternatives to the board for consideration and then to the general membership.

The chapter will be looking for a longer-term solution to the meeting space along with several alternatives. Your input will be vital and we are planning to prepare a chapter survey on this subject.

The January meeting will be in Hangar #10; there is no meeting in February, and March is uncertain. We will either meet in #10 or #15 (Bud Davies' Hangar).

We are still in need of a Web Editor and a Facility Coordinator (a new position). Job descriptions are on the web site [www.eaa430.org](http://www.eaa430.org).

**Challenge number III:** Increase the chapter membership. Work to get more of the membership involved with the day-to-day operations of the chapter. Membership involvement will provide the impetus to achieve our goals.

**Challenge number IV:** Have more events for the flying population of the membership to build on the teamwork we have already cultivated.

(Continued on page 2)

(CHAPTER CHATTER continued)

As a family of airplane enthusiasts, we have had a major impact on many lives here on the peninsula. From the never-ending smiles of our Young Eagles to the appreciation of parents who see their children reaching for new dreams. Our own scholarship program has added deserving individuals to the world of aviation. We as a chapter can take great pride in what we have done.

As we move forward and conquer each of the challenges listed just think of how many more lives we can influence.

The bond of our membership is not just people sitting in a room once a month, but a fellowship that overflows into the community. We have the unique opportunity to make a difference and I am very grateful for each of you who have joined EAA 430 on this journey.

Now, let's continue to move forward!

Ken Brown, President

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**EAA Chapter Leadership Boot Camp**


Feb 22, 2019 8am—5pm

Pierce County Airport—Thun Field

**Topics to be covered:**

- Chapter activities
- Member recruitment
- Chapter marketing
- Social media presence
- Chapter management
- Fundraising
- Media & public relations

FREE !



A great opportunity to network with other leaders and interact with EAA staff.

**Blue Ribbon Farms Airstrip Announcement:**

The eastern 600 ft of runway 28 is extremely wet and soft from all the rain and poor drainage. We consider it unusable at this point. The remaining 1300 ft west is ok to use at pilots discretion but call or check the Blue Ribbon Farms website for a current update. We expect this condition to persist through the winter. We are evaluating options to correct the problem. One possible plan is to regrade, bring in new soil adding a crown with about a 2 degree slope for drainage and reseed later this spring. If you have questions, you can email David Woodcock [aerialphotos@olyphen.com](mailto:aerialphotos@olyphen.com)

# Calendar of Events

EAA Chapter 430 January Meeting Jan 26 10 am

Hangar # 10 Sequim Valley Airport

Our speaker, Arleen Prochazka, will be discussing the convergence zone in the area, weather apps and general experiences. Arleen grew up in Roundup, Montana. She enlisted in the Air Force in 1987 and retired in 2011 as a Senior Master Sergeant. She spent those 24 years in the weather career field as an observer, forecaster, and superintendent. She had state side assignments in New York, Colorado, and Washington. She retired from McChord Air Force Base. She had three assignments to Alaska, overseas assignments to Korea and Germany, and deployments to Turkey, Qatar, Iraq, and Afghanistan. She is married to Shawn Prochazka, who is also a veteran Air Force Weather Forecaster. They have been full time RVers for over seven years exploring their own country.

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## FEBRUARY 2019

- VMC Club Meeting Feb 13 7 :00 pm  
2nd Wednesday of Month  
Mariner’s Café JC Penny Plaza
- EAA Chapter 430 Board Meeting Feb 15 9:00 am  
Mariner’s Café JC Penny Plaza

### NO GENERAL MEETING IN FEBRUARY

- EAA Leadership Boot Camp Feb 22 8 am — 5 pm  
Thun Field (PLU) Pierce Country, WA
- NW Aviation Conference and Trade Show  
Feb 23-24  
Puyallup Fair Grounds  
Free Parking Entrance Fee \$5

If you like aviation, this is the place to spend some time.

## March 2019

- VMC Club Meeting  
March 13 7 pm
- EAA Chapter 430 Board Meeting  
March 22 9 am
- EAA Chapter 430 General Meeting  
March 30 10 am

# Airplanes R Us

*by John Meyers*

OK... it is the new year and I have promised some “deft” writing ... attempting content that would pertain to EAA and Chapter 430. Let’s call this one “EAA, Then and Now.” It is divided into a couple installments.

## **EAA, Then and Now (Chapter One of Two)**

So ... I was an aviation 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 combination of military and aviation environment for youth and adults. I was keen and took full advantage of the CAPs Piper J-3 ... and managed to solo in the summer of 1961, age 16.

By summer 1964, I was a Private Pilot, free of college for the summer, and pursuing next ratings for an unknown but desired future in aviation (This is where EAA comes in). Someone in the Newark, Ohio airport crowd sought to gather some enthusiasts, youth included, for a journey to ROCKFORD, ILLINOIS, the site of EAA fly-in which was supposed to be a big deal!

At the time, I was not very familiar with EAA, but apparently there were some old guys among the airport crowd (40-somethings) who 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 base vehicle for the adventure.

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 guys, and girl-chasing. There were airplanes galore, airshows with Bob Hoover and Duane Cole, constant fly-bys of contemporary craft, and campfires at night. We all got a ride in the Ford Tri-motor. I am not sure who among us was an EAA member, but it was probably old Colonel Fisher, the owner of the Hudson & trailer. On the way home, we stopped at Xenia, Ohio airport where the Colonel bought a pair of Cub wings, which were strapped to the top of the plywood RV.

We camped out at the Xenia Airport, fixed a flat tire ... and got home to central Ohio with many good memories. The Cub wings became part of the Colonel’s hangar collection of bits and parts.

At Newark Airport, we had a couple of Colonels and couple Doc’s, none of which were retired military nor physicians.

Historical Note: At the time (1964) the event was called the “EAA Annual Convention.” From 1959 to 1969, ROCKFORD ILLINOIS was the site, but the attraction outgrew the site. Next came OSHKOSH.

More to come... with second chapter.

*John Meyers, Sequim*

## Scholarship Program

By Dave Miller

The recipient of our chapter's scholarship program, Seth Mulhausen, will graduate this Spring from Rocky Mountain College in Billings, Montana, with a four-year degree in aeronautical studies. Training in Montana, I expect he will also be a competent pilot in adverse winter conditions. Since Seth has finished his scholarship program with our chapter, we are inviting new applicants for the 2019-2010 school year.

The intent of this program is to support students seeking a career in aviation and working towards an aviation degree, at either the bachelor or associate level. Past candidates have included both pilots and aeronautical engineers. It has also been suggested we consider A&P school applicants and we are certainly willing to do so.

The past two recipients have both come from the Port Townsend Aero Museum program. The overriding benefit of choosing from this select pool of young people is that they have already demonstrated a significant commitment to aviation, on both the pilot and maintenance side, and a strong work ethic. Because of their demonstrated abilities, the probability of their success in college is very high and our money can be considered well invested.

Funding has been at a level of \$1,500 per year divided between two semesters or three quarters and paid directly to the registrars office of the school. All we ask in return are copies of college transcripts showing normal progression towards graduation.

If you'd like to recommend a scholarship candidate, please contact the scholarship chair, David Miller ([scholarship@eaa430.org](mailto:scholarship@eaa430.org)).

If you believe the scholarship program is a good idea to improve the long term health of aviation, consider making a donation to the EAA 430 scholarship fund. Scholarship donations are used only to support the scholarship program and may qualify for income tax deductions.

*See pictures on following page*



### SCHOLARSHIP RECIPIENT SETH MULHAUSEN



## KCLM AVIATION DAY

On January 3, twelve people attended the KCLM planning meeting for Aviation Day on June 22, 2019. Dan Gase & Dave Miller, coordinators, presented a detailed agenda of the plans for this event. Dan, Airport Manager, represents the Port of Port Angeles and Dave, President of Clallam County Pilots, represents the WPA (Washington Pilots Association). The goal is to develop an increase in public perception of what the airport has to offer the community and an appreciation for the airport. There was discussion about the groups who have been invited to participate: AOPA, WPA, FATPNW, WA Seaplane Association, USCG, WA National Guard, Airlift NW, Cascade Warbirds, Coast Guard and Navy Search and Rescue. EAA 430 has agreed to have our June PA Young Eagle event on this date. Alan Barnard suggested members of DART be involved as ground crew to help with the logistics of taxiing and parking planes flying to the event. A suggestion was made to start the day with a pancake breakfast and have food vendors participate during the day. Crowd control, safety & security were also items discussed.

The Port asked Clallam County Pilots to co-sponsor the event and the Port is providing funding and Dan's expertise. The rest of us are providing the "warm bodies to make it happen."

There will be a follow-up meeting on Thursday, February 7 @ 1:00 in the KCLM terminal building. Anyone interested in volunteering for this special day is invited to attend the meeting. Any questions can be directed to either Dan ([DanG@PortofPA.com](mailto:DanG@PortofPA.com)) or Dave ([retinpa@olyphen.com](mailto:retinpa@olyphen.com)).



## 2018-19 BOARD AND OFFICERS

Chapter Phone Toll free

877-EAA-0430 (877-322-0430)

Position	Name	Phone Ext	Email Address
President	Ken Brown	1	president@eaa430.org
Vice-President	Ernie Hanson	2	vicepresident@eaa430.org
Secretary	Ray Ballantyne	3	secretary@eaa430.org
Treasurer	Harry Cook	4	treasurer@eaa430.org

### Class II Directors

Membership	Bob Hicks	5	membership@eaa430.org
Programs	Deb Cox	6	programs@eaa430.org
Newsletter	Mary Brown	7	newsletter@eaa430.org
Scholarship	David Miller	8	scholarship@eaa430.org
Young Eagles	Bud Davies	9	youngeagles@eaa430.org
Tech Advisor	Harry Cook		techhc@eaa430.org
Tech Advisor	Barry Halstead		techbh@eaa430.org
Tech Advisor	Ernie Hanson		techeh@eaa430.org
Tech Advisor	Rick Vaux		techrv@eaa430.org



**WHAT:** VMC - Visual Meteorological Conditions (flying VFR - visual flight rules).  
Discussions involving flying airplanes visually.

**WHERE:** Mariner's Café 609 W Washington St. Sequim, WA  
Food and beverages are available for purchase during the meetings.

**WHEN:** 2nd Wednesday of month starting at 7:00 p.m.

**WHO:** Anyone interested in flying is welcome to attend. It is a great place to meet new people and have some fun!

*Come be part of  
a community  
of pilots*

**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 flying. We hope to create a community of aviators willing to share practical knowledge, nurture communication, improve safety and build proficiency.





*Serving the Port Angeles & Sequim Area*

## **EAA 430 FLYER**

*February 2019*



**Dedicated to having fun with airplanes and promoting General Aviation**

### **CHAPTER CHATTER**



“That's not my job!”

This is a story about four individuals named: Everybody, Somebody, Anybody and Nobody.

There was an important job to be done and Everybody was sure that Somebody would do it. Anybody could have done it, but Nobody did it. Somebody got angry about that because it was Everybody's job. Everybody thought Anybody could do it, but Nobody realized that Everybody would not do it. It ended up that Everybody blamed Somebody when Nobody did what Anybody could have done.

In our chapter, we are blessed with volunteers who step up. As we continue to grow, we need to expand the numbers of volunteers who pitch in and in come alongside those now serving. I would like to see a mentorship program begin to “train up” the next set of leaders. Doing this will magnify the efforts of the volunteers and spread out the task. This would definitely be a WIN WIN for the chapter.

Our March meeting will be in our new home at Sequim Valley Airport. Bud Davies' hangar #15 will be the location for the near future. Meeting dates and times have not changed ... still the last Saturday of the month at 1000.

A schedule for the moving day will be determined and a special email announcement will be sent to the membership. Many hands make a large task much smaller. Join us.

Several members of the Board of Directors will be attending the EAA BOOT CAMP (leadership training – open to all EAA members) in Puyallup WA on Friday the 22<sup>nd</sup>. This is a great opportunity to see and learn from the National EAA Chapters staff. For some this will be a new experience and for others a refresher from the fully-fledged two and a half day program at Oshkosh Headquarters. If you would like to attend, you can register by phone 920-426-6116 or online [EAA.org/BootCamp](http://EAA.org/BootCamp).

Winter season has provided a few great days for flying and I hope you have been able to “get in the air.” In the meantime, this is a chance to do the cleanup on your plane, inside and out, as we get ready for a great flying season.

**NORTHWEST AVIATION 2019 Conference Schedule** Hope to see you there.

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**EAA Chapter Leadership Boot Camp**

Feb 22, 2019 8am—5pm

Pierce County Airport—Thun Field

**Topics to be covered:**

- Chapter activities
- Member recruitment
- Chapter marketing
- Social media presence
- Chapter management
- Fundraising
- Media & public relations



**FREE !**

A great opportunity to network with other leaders and interact with EAA staff.

### Speakers for the March 30 General Meeting

**Tom Cox** : I began my Air Traffic career in 1965 in the Army. After returning from Vietnam in 1967 I was hired by the FAA at the Seattle Air Traffic Control Center (ZSE) in Auburn Washington. I spent the next 33 years at ZSE. Positions held were Air Traffic controller, staff specialist, area supervisor, area/operations manager, Plans and Programs manager and System Requirements manager with responsibility for the operational systems we employed, as well as implementation of new enroute systems. After retirement from the agency in 2000, I became a part-time consultant with Washington Consulting Group (WCG) of Bethesda Maryland where most of my work was representing the Boeing Company to the Air Traffic Management Bureau in People’s Republic of China to upgrade and modernize their AT system. I worked with WCG until 2008. Most of my time here in the Sequim-Port Angeles area has been devoted to volunteering with a variety of national, state, county organizations, as well as non-profit organizations, and enjoying the beauty of our piece of paradise.

**Don Bohr** spent 20 years as an Air Traffic Controller serving in towers and radar approach controls. Duty stations included Orange County Tower, Phoenix Tower, Coast Approach and Hawthorne Tower as Air Traffic Manager. He is a licensed commercial pilot with instrument and multi-engine endorsements and, although not currently flying actively, maintains a long-held interest in aviation.

#### SPEAKERS & TOPICS FOR FUTURE MEETINGS:

- MARCH:** Conversations with ATC, tower, center and hopefully Whidbey approach
- APRIL:** Dave Woodcock, 50 years with EAA
- MAY:** Jeff Wells, Flying into and out of Canada
- JUNE:** Dana Terrill. CNC work, and also rebuilt a pacer (dope and fabric work)  
(Aircraft dope is a plasticized lacquer that is applied to fabric-covered aircraft)

# Calendar of Events

Northwest Aviation Conference & Trade Show, February 23-24, 2019

### MARCH 2019

- VMC Club Meeting March 13 7 :00 pm  
Mariner’s Café JC Penny Plaza
- EAA Chapter 430 Board Meeting  
March 15 9:00 am  
Mariner’s Café JC Penny Plaza
- EAA Chapter 430 General Meeting  
March 30 10:00—12:00 am

(Conversations with ATC, tower, center and hopefully Whidbey approach)

### APRIL 2019

- VMC Club Meeting April 10 7:00 pm  
Mariner’s Café JC Penny Plaza
- EAA Chapter 430 Board Meeting  
April 19 9:00 am  
Mariner’s Café JC Penny Plaza
- EAA Chapter 430 General Meeting  
April 27 10:00 - 12:00

(Dave Woodcock, 50 years with EAA)

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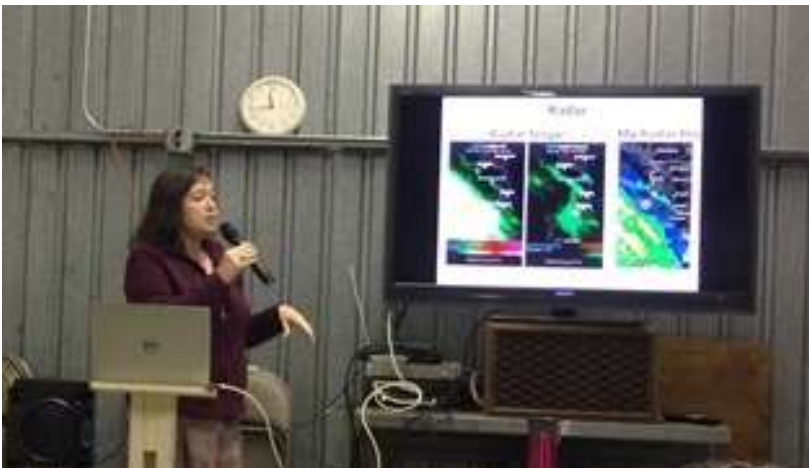
### ALL MEMBER REMINDER

Annual dues

Pay online with PayPal or send a check to EAA-430 PO Box 13 Carlsborg 98324 WA.

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“There are more planes in the ocean than boats in the sky.”



Arleen Prochazka, our speaker at the General Meeting on Saturday, January 16, gave an informative presentation on WEATHER OR NOT, which included world weather patterns, the Puget Sound Convergence Zone, the Sequim Blue Hole, ASOS vs weather observers, Radar and Doppler enhancements, Weather Apps and tools. Approximately 40 members and guests enjoyed her talk.

## Airplanes R Us

*by John Meyers*

### EAA, Then and Now (Chapter Two)

Now... I continue my story which relates my EAA experience from youth to present day. I was fortunate to convert my college and aviation training into a useful job when I was age 21... in the summer of 1966. As an airline pilot (flight engineer really), I eventually had some disposable time and income to devote to general aviation, which remained a passion. I bought seaplane and multi-engine ratings on my own. The EAA seemed to have a presence everywhere I went though I didn't actually join until 1971.

For me, the "experimental" part of EAA didn't ring true to my interests... until I noticed that my heroes and role models were members... and it was really a "sport" flying aggregation anyway. I began to hang out with some creative engineering friends. This was Seattle in the early 1970s. The main creative friend was Mr. Barry Halsted, with whom I can fast-forward to the present day & year, 2019 ! We have shared a few adventures along the way.

So... my first OSHKOSH was summer 1974. I flew a Starduster Too from the SEA area to the big show. That ownership was shared with the previously mentioned Barry Halsted.

I had become interested in aerobatics, so the IAC division was particularly attractive. My first chapter attachment was with an IAC chapter in Medina Ohio, near where I resided in the late 1970's. To save words and shorten the story, I will submit that I attended OSH in 1974, 1978, and 1991. That last one was particularly interesting since Barry Halsted showed up with his Saffire self-designed airplane, one-of-a-kind.

It was a pleasure to attend OSH in 2011 with Barry (again) to present Saffire on its 20<sup>th</sup> anniversary. Perhaps we can let him tell the story of that airplane's existence and accolades.

So, ... in 2011, I had retired to Sequim and was attached to Chapter 430, finding many kindred spirits. For myself, I have found pleasure in participating with the Young Eagles program. It was rewarding to serve as YE coordinator for 3 years... and now it is time to pass that baton!

*John Meyers, Sequim*

## ***Getting To Know You***

*Ernie Hansen, Vice President*



“If you work on it, you will get it done.”

“Don’t think of the entire project ... one component at a time.”

“Each task ... one at a time.”

“Set a schedule and “DO IT!”

“Another set of eyes...take advantage of our tech counselors.”

Goals, objectives and “how-to’s” are the sage advice of our vice-president, Ernie Hansen, builder & restorer of a Harmon Rocket II, 2 Swifts and a Super Cub.

At age 14, the allure of airplanes began when his neighbor invited him to join him in his plane. His dream of flying took shape when he attended Kent State University in Ohio where he signed up for their aviation program. A plus was the airport four miles from the university. And then ... a change in plans.

It would be another 12 years before Ernie received his pilot’s license. A fortuitous trip to Chicago with a subsequent job interview took Ernie & Penny to Alaska. In the next 30 days, Ernie was discharged from the National Guard after six years, married Penny, became a father to her two daughters and accepted the job in Alaska. After a few years living in Ketchikan, the family took up residence on Gravina Island, across the bay from Ketchikan. He and Penny traveled across the bay in their 14-foot boat each day to go to work, along with the girls who were attending school in Ketchikan. Penny worked as a teacher and Ernie worked first in special education and then as a principal and assistant superintendent.

He was offered an opportunity to spend a month in Juneau, where he would fly a Cessna 170 every day. After 40 hours in 39 days, he received his private pilot’s license. One month later, he was in Seattle getting his seaplane rating and bought his Luscombe 8A on floats (65 HP engine). Since the plane had no electrical system, he would hand prop it & crawl back into the pilot’s seat. (He was 30 years old at the time!)

During the summers when school was out, he worked as a commercial fisherman. He bought a Californian 34 and he and Penny started a charter business but decided it was not something they enjoyed. One of the things Ernie did enjoy was helping a friend who did surveys for the Fish & Game Department, such as tracking mountain goats. The Department leased Ernie’s plane and he piloted the plane as his friend did radio tracking of goshawks, elk, wolves & bears.

(continued on following page)

*(Ernie Hansen Bio continued)*

In 1996, after 20 years in Alaska, he retired from his job as assistant superintendent and moved the family to Sequim. He and Penny bought a home in Diamond Point and he joined the EAA. He commuted back to Alaska for another six years as a commercial pilot.

Back in Sequim, he was chief pilot for Port Townsend Airways for two years and for eight years, he flew an amphibian Beaver for a Seattle construction company.

In 1999 he had a choice: build a Cobra car or rebuild an airplane. The airplane won. He bought his first Swift (he now has two), a plane that had not been flown in 32 years. When it was time to test fly it, a friend suggested he just run it (without first working on it) to see what would happen. At the invitation of two friends (& with some trepidation) the three flew off in their planes to a Swift Fly-in in Tennessee. On the way back home, they got as far as Idaho where they left the plane and subsequently the plane got new mags!

His second Swift (an unrestored original GC-1A) came from an Athens Tennessee museum. It is polished with the original 1946 interior. It has been in the Port Townsend Aero Museum for the past seven years.

His Harmon Rocket was a three-quarter finished project which he worked on in 2012, flew it six months and sold it.

Since 2016 he has been working on a Smith-wide body Piper Super Cub..."a kit of sorts"...airplane parts...no instructions.

His accomplished dream of flying includes owning the following float planes: Luscombe 8A, Cessna 185, Piper PA-12 Super Cruiser plus a Cessna 172. Wheel planes include a Mooney m20f and his current Swifts. He has the following ratings: Single engine land & sea; Instrument, Commercial, CFI, CFII, A&P & IA.

He has attended Sun 'n Fun in Lakeland Florida for 12 years and attended EAA AirVenture Oshkosh in 2000.

For fun he enjoys his motorcycles, traveling and annual wine tasting in California with friends.

Penny, his loving partner for 42 years, passed away in November 2018.

*(Pictures on following page)*



Amphibian Beaver

Mooney m20f



Harmon Rocket II

My Two Swifts





Swift at Priest Lake

Swift in the Cascades



Four ship formation





Checking out in Ryan PT22

A Port Townsend Aero Museum plane

Formation Flying



172 Floatplane

### RV-14 Project

Dave Miller & Bill Benedict

Because of peeling slosh in the fuel tanks of their Vans RV-6, Dave Miller and Sheriff Bill Benedict fabricated new tanks for the plane. After installing the tanks, they decided if they could build fuel tanks, they could build an entire plane. In March 2016, along with their partners, Ken (a retired Navy flight surgeon & civilian cancer surgeon) and Leslie ( a dermatologist) Gross, they ordered a Vans RV-14 kit. They have worked on their plane in a Port Angeles hangar for the past three years and are now preparing to test fly it. After running the engines twice, and calibrating the fuel tanks, they were waiting for a DAR to inspect the plane and issue the airworthiness certificate and operating limitations. But their DAR got stuck in Hong Kong doing design work, so another DAR was contacted, was available, and the paperwork was issued February 7th. On February 8th the snow started; however, soon the RV14A N89KG will start flying.



Three EAA430 tech advisors inspected the project: Jim Cone, Dan Masys & Harry Cook.

The RV-14 has the following :

- Aluminum airframe
- Lift canopy
- Backup battery & alternator
- Garmin G5, G3X with second screen, and GTN 750 GPS
- 2 com radios
- Two axis Garmin autopilots, pitch and roll
- 1Nav radio in the GTN 750 and 3 GPS receivers ... the G5, the G3X, and the GTN 750
- 3 GPS antennas, two comm antennas, one transponder antenna and one nav antenna
- ELT antenna
- 2 25-gallon tanks
- IO390 Lycoming engine

The beautiful paint is Porsche Racing Yellow!



July 29, 2017



January 27, 2019



The beginning March 5, 2016



Building the rudder April 6, 2016



Roll autopilot servo May 5, 2017



Inspecting vertical stabilizer Bill and Jim Cone, tech advisor

"Riveting good, continue on!"



January 27, 2019



## EAA Chapter 430 General Meeting Minutes

Date: January 26, 2019

Ken called the meeting to order at 10:10 am at W28 Hangar followed by the Pledge of Allegiance. About 40 people were in attendance.

- Introduction of Guests included our presenters Arleen Prochazka and her husband Shawn, and Frank and Donna Blasi. Steve Wagner and Steve Scherer are new members.
- Changes or Additions to the November minutes as published in the December newsletter. There was a motion to accept, a second and the minutes were unanimously approved.
- Reports:
  - Treasurer report:
    - Financial reports are posted on web after every board meeting. Harry said that he is accepting annual dues of \$20 for an individual with cash, check, Paypal, or credit card (which is a new option). He said the \$795 from the YE credits the chapter accumulated had been received.
    - Membership: Bob Hicks said we ended the year with 94 members. Bob has submitted our membership roster to HQ to use their program which will give us the ability to include member pictures.
    - Young Eagle: John Meyers presented award certificates and pins to the 19 YE pilots and volunteers of last year. Congratulations to all those who are involving young people in aviation.
- Project Reports: **Norm Cootes** reported on his Q2 project, **Dave Miller** said the RV14 is running and ready for inspection. **Ernie Hansen** said the fabric work is done on his experimental cub, which leaves paint and assembly. **Dave Moffitt** is installing avionics in his 7 year RV12 project. **Mel Rudin** has parts from his Velocity project for sale. **Donna Sommer** has a Smith mini-plane project for sale. **Wayne Pinger** reported that James Hult offers Basic Med examinations.
- Announcement: Meeting at KCLM February 7, 2019 at 1300 for the Airport Appreciation Day planning.
- No Meeting in February – NW Aviation Tradeshow & Conference. Ken encouraged anyone interested to the EAA Leadership Boot Camp in Puyallup on February 22, 2019.
- Fly Out schedule has been offered by Barry Halstead. Rick Vaux worked as a docent at the Museum of Flight and suggested Boeing Field as a good fly out.
- Old Business: none
- New Business:
- Call of volunteers:
  - Designing a RACK** card for the Chamber of Commerce as a way to promote the chapter to newcomers.
  - Facility coordinator** for setup the meeting and tear down after the meetings.
- Social Meeting:
- Scholarship Raffle was won by Ray Ballantyne who donated his \$52.00 back to the fund for a total donation of \$104.00.
- Programs Introduction by Deb Cox of **Arleen Prochazka** who gave the presentation: WEATHER OR NOT? Arleen provided a very informative and interesting briefing that included World weather patterns, the Puget Sound Convergence Zone, the Blue Hole of Sequim, ASOS vs weather observers, Radar and Doppler enhancements, and Weather Apps and tools.
- The meeting ended at 11:45 am and everyone helped put away chairs and cleaned up. A great winter meeting for EAA430.

### KCLM Appreciation Day & Fly-In



Dan & Dave

A second planning meeting was held on February 7 at KCLM for the Appreciation Day & Fly-In, chaired by Dan Gase & Dave Miller.

There will be a pancake breakfast put on by the PA Lion’s Club, plus food vendors, Captain Crystal’s hot air balloon, Cascade Warbirds, Young Eagle flights, RC Modelers, helicopters, Diamond Point Swifts and a variety of airplanes will be on display.

If you would like to volunteer for this event, come to the next meeting on Thursday, March 14 1:00 at the KCLM terminal.

\*\*\*\*\*

### FOR SALE



1. AvMap EKP IV moving map GPS with antenna and associated wiring
2. Airgizmos docking station and manual. It has new internal AA rechargeable batteries for backup power. It has the current data base installed and the next two updates will be available already paid for.
3. Zaon XRX portable collision avoidance system that hooks into the AvMap and the headset plug-in so traffic alerts are heard and shown on the GPS screen. All associated wiring is included.

\$750.00 for both.

Mark Schiely email: n675mv@gmail.com 971-712-3463

Mel Rudin: “I have a list of items I am selling related to parting out my Velocity.”

Contact Mel for a description & price of the items. You can also view them on our website: eaa430.org  
rudin@olyopen.com (360)-461-1691

Donna Sommer has a Smith mini-plane project for sale. planepix@olyopen.com (360) 461-3099

## 2019 BOARD AND OFFICERS

Chapter Phone Toll free

877-EAA-0430 (877-322-0430)

Position	Name	Phone Ext	Email Address
President	Ken Brown	1	president@eaa430.org
Vice-President	Ernie Hansen	2	vicepresident@eaa430.org
Secretary	Ray Ballantyne	3	secretary@eaa430.org
Treasurer	Harry Cook	4	treasurer@eaa430.org

### Class II Directors

Membership	Bob Hicks	5	membership@eaa430.org
Programs	Deb Cox	6	programs@eaa430.org
Newsletter	Mary Brown	7	newsletter@eaa430.org
Scholarship	David Miller	8	scholarship@eaa430.org
Young Eagles	Bud Davies	9	youngeagles@eaa430.org
Tech Advisor	Harry Cook		techhc@eaa430.org
Tech Advisor	Barry Halstead		techbh@eaa430.org
Tech Advisor	Ernie Hansen		techeh@eaa430.org
Tech Advisor	Rick Vaux		techrv@eaa430.org



**WHAT:** VMC - Visual Meteorological Conditions (flying VFR - visual flight rules).  
Discussions involving flying airplanes visually.

**WHERE:** Mariner's Café 609 W Washington St. Sequim, WA  
Food and beverages are available for purchase during the meetings.

**WHEN:** 2nd Wednesday of month starting at 7:00 p.m.

**WHO:** Anyone interested in flying is welcome to attend. It is a great place to meet new people and have some fun!

*Come be part of  
a community  
of pilots*

**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 flying. We hope to create a community of aviators willing to share practical knowledge, nurture communication, improve safety and build proficiency.



Serving the Port Angeles & Sequim Area

## EAA 430 FLYER

March 2019



**Dedicated to having fun with airplanes and promoting General Aviation**

### CHAPTER CHATTER

With Ken Brown



March and the Idus Martiae are in the air along with cool temperatures and clear skies. While we venture out to test our hibernated flying skills, the leadership team has been busy. The “Leadership Boot Camp” or, as those of us who attended can attest, “Drinking from a firehose” was a day full of facts. Lots of information on how to, do it better and be more involved with the general aviation community, not just builders. To say it was worth the time is an understatement. Our chapter had five board members in attendance, some for the first time and a couple of us for a second feeding.

We had the President, Vice President, Secretary, Young Eagle Coordinator and Newsletter Editor all taking notes and asking questions. The following day we headed over to the Northwest Aviation and Trade Show for more aviation-related encounters.

This coming year we will be extending an open hand to other aviation groups to join us as we continue to be good aviation partners. One program I would like to involve the general membership in and encourage you to participate in is “BRING A FRIEND” to the meeting. One of the themes from the Boot Camp was “IF YOU ARE NOT GROWING – YOU ARE DYING.”

We will be having fly-outs for lunches or visits to interesting places this year on the weekend when we do not have a gathering. How about a POKER RUN?

The chapter has moved into hangar 15 and we thank Bud Davies for his generous hospitality. The new donated large screen is mounted and the new chapter-owned sound system is here. We have been able to arrange to have extra chairs loaned to us as well in exchange for the occasional use of the chapter tables.

The chapter is still looking for volunteers for Web Editing and a Facility Coordinator to handle the meeting space prior and post to the gathering.

You might be questioning the term GATHERING vs MEETING. Simply put, we have Board MEETINGS, but we GATHER to talk about airplanes and hear presentations. Let us GATHER often and enjoy the fellowship.

Ken



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Tech Advisor	Ernie Hansen		techeh@eaa430.org
Tech Advisor	Rick Vaux		techrv@eaa430.org



CALENDAR OF EVENTS

MARCH 2019

- EAA Chapter 430 Board Meeting  
March 22 9:00 am  
Mariner’s Café JC Penny Plaza
- EAA Chapter 430 Chapter Gathering  
March 30 10:00—12:00 am



APRIL 2019

- VMC Club Meeting April 10 7:00 pm  
Mariner’s Café JC Penny Plaza
- EAA Chapter 430 Board Meeting  
April 19 9:00 am  
Mariner’s Café JC Penny Plaza
- EAA Chapter 430 Chapter Gathering  
April 27 10:00 - 12:00  
(Dave Woodcock, 50 Years With EAA)

Dave Woodcock

A 50 year love of aviation began with the building of a Bowers FlyBaby. My interest in EAA started in 1967 and 1968 at the first Arlington Fly-in. I became active in Seattle EAA Chapter 26 as a Chapter officer. I assisted Dick Baxter of EAA 84, then manager of Spencer Aircraft, with the organization, planning, and getting volunteers for the growing Arlington Fly-in.

1975 - 1977 Program Director and Chapter President EAA 26, Seattle

1976 - 77 Organized Arlington EAA Fly-in with EAA 84, 441 and 326; became first Fly-in Director (1977 to about 1985).

Arlington grew during this time to the third largest EAA Fly-in in the US.



**WHAT:** VMC - Visual Meteorological Conditions (flying VFR - visual flight rules)

Discussions involving flying airplanes visually

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## Airplanes R Us

*by John Meyers*

### EAA 430, Young Eagles Events

The Olympic Peninsula is a special place with beautiful vistas, and just enough civilization to make life quite comfortable in the 21st century. For those who are flying enthusiasts, EAA and Chapter 430 fit very well into this environment.

EAA 430 has a great history of supporting the YOUNG EAGLES program. These have become “signature events” for the chapter. For me, I had the pleasure of being the YE coordinator for several recent years. During my tenure, we were lucky with weather and volunteer-ship, thus facilitating some great rallies. Now it’s time for me to evolve to a secondary role. There are some key elements to pass along to the “next generation.”

- 1) The EAA YOUTH PROTECTION item: We have 3-years of history with this and it makes good sense. For those who were qualified in the first wave, it is now time to re-qualify. The chore is an easy online transaction whether you are new to the item or accomplishing the 3-year re-qualification. We will need 100% of the pilots... and a good percentage of the ground volunteers to finish this item and be on file.
- 2) FLIGHT VOLUNTEERS: The program leans heavily on the generosity and availability of pilots & planes. There is no payback or consideration except the gratitude of kids who get to experience the ride. Kids can variously see-the-sights and maybe handle the controls.
- 3) GROUND VOLUNTEERS: The flight portion must be well-supported by the ground crew. We strive to create an attractive base station and demonstrate good hosting of parents and kids. Elements are greeters, tent staff and safety escorts.
- 4) LOGISTICS: Setting up the tent for base of operations is accomplished at Sequim Valley and Port Angeles airports. Eventually all this stuff gets dismantled and tucked away for the next event.
- 5) BEST RESULT: We like positive feedback... and sometimes it takes a while. Best news is that a youth is inspired by a YE experience to make a strong connection to aviation as a hobby or occupation.

Here is hoping for great weather and good participation for the 2019 Young Eagles events sponsored by EAA chapter 430!

## Getting To Know You

*Ray Ballantyne, Secretary*

Ray was born with aviation in his blood. His mother trained as a WASP (Women's Airforce Service Pilot), and his father survived three CG-4A Troop Glider missions in World War II. Ray was less than a year old when he flew in his father's Stinson Voyager 108 in Pueblo Colorado. Flying Piper Cherokees, Ray had a student license (solo) before a driver's license on his 16<sup>th</sup> birthday. He went on to get his private pilot's license at age 17. He presently has a Commercial, Multi-engine, with Instrument and Seaplane ratings and currently has about 3000 hours.

He received a degree in business administration in 1975 in Gunnison, Colorado and started working at his dad's live-stock trucking company. He met his wife Lisa in college and in 1976, they eloped in a Cherokee 180, ending up in the Las Vegas courthouse where Lisa became Mrs. Ray Ballantyne. They have two children and four grandchildren.

In 1977, he was hired by the Federal Aviation Administration (FAA) as a Flight Service Station (FSS) Specialist GS-7. The first duty station was Cut Bank, Montana (CTB) FSS. After a quick checkout, he was working his first year when his father died unexpectedly and Ray returned to Pueblo, CO to run the truck line and ultimately sell the business six months later. While there, Lisa got her private pilot's license in a Piper Tomahawk and ended up flying it back to Cut Bank by herself.



Their next assignment was Bethel, Alaska AK FSS (BET) where Ray worked as a level II FSS ATC Specialist. The BET FSS service area was about the size of the state of Oregon with 52 village airports located in the Yukon-Kuskokwim (YK) Delta. Getting to Bethel was an interesting logistical event. The car and household goods were barged to Anchorage and then flown to Bethel in a C-123 "Provider." Although there are no roads to this village of 4000 people 350 miles west of Anchorage, it is important to have a car to get around town. In the winter, the Kuskokwim River freezes thick enough to drive to nearby villages. Ray and Lisa flew their 1969 Piper Comanche 260C all the way to Bethel, flying IFR the last leg on G7 (an NDB airway) because there were no VORs or GPS. The YK delta had a lot of air traffic with numerous C206/207 and C185's supplying all the villages. Ray got to visit most of the villages in the delta and the north country as he also flew as a Part 135 "bush" pilot on his days off in Bethel and later in Fairbanks.

In 1981, Ray was selected for Fairbanks (FAI) Airport Traffic Control Tower (ATCT). He successfully completed the Academy training in Oklahoma City (OKC) and reported to FAI for training in August.

Meanwhile, in August 1981, the Professional Air Traffic Controllers Organization (PATCO) 15,000 members struck and walked off their posts. After negotiations collapsed in what was declared an illegal strike by President Ronald Reagan, he offered them 48 hours to return to duty. Most of the striking controllers eventually lost their jobs and had no option for rehire for over a decade. Supervisors, non-strikers and military controllers took over as commercial flights from the larger airports were cut by 50%. Ray's class was the first to graduate OKC after the strike. He worked 10 hour shifts 6 days a week as a controller in the FAI combined Terminal Radar Approach Control (TRACON) and Tower Cab, which included controlling Ft Wainwright AAF and Eielson AFB. He served not only as a controller, but was the Quality Assurance, Automation Specialist, temporary Operations Supervisor and trainer.

After 3 years in Fairbanks, he and Lisa ended up back at Bethel (the only place he said he would never live). Ray was the Air Traffic Manager (ATM) for 18 months and established perhaps the last non-Radar approach control in the country. From there they moved on to Colorado Springs (COS) as an ATC Specialist from 1986 to 1989. COS at that time had a difficult triangle runway configuration with extensive military training aircraft mixed with commercial and civilian operations.

In March of 1989, they drove back to Anchorage with their two young children, Amy and Dan, where Ray worked as a tower controller at Anchorage ATCT (ANC), which included tower control of Lake Hood Seaplane base, the busiest in the world. A week after they arrived in Anchorage, the supertanker Exxon Valdez ran aground, spewing 11 million gallons of crude oil into Prince William Sound. The call came early in the morning from the Air Traffic Division Manager asking Ray

(Continued on following page)

to go manage the increased air traffic over Prince William Sound, off the Gulf of Alaska, from a Coast Guard cutter. In his words, *"I was a likely candidate to go because I would not be missed at the tower, I had high-density/complex air traffic control experience, and I knew as much about the Prince William Sound area as anyone else – not much."*

Working from the Coast Guard cutter *Rush*, Ray and his coworker Don Hall worked from the Combat Information Center (CIC) of the Cutter. Their transportation to the *Rush* was an H3 helicopter which was too large to land on the cutter. They were lowered down in a wire basket with a winch to the flight deck. Ray's unique story, written by him, appeared in the July 1989 issue of the AOPA Pilot. You can read it at the following link on our EAA 430 web site.

<https://eaa430.org/wp-content/uploads/2019/03/Mission-to-Valdez-by-Ray-Ballantyne.pdf>

From 1990 to 1993 Ray worked as a System Requirements Planning Specialist at the Alaska Regional Office, analyzing the air traffic system and identifying Air Traffic requirements to ensure the requirements of the NAS. Representing Alaska on the Advanced Automation System (AAS) and Voice Switch and Communications System (VSCS) Implementation Teams, he also served on the national budget allocation team. For the following three years, he was the Anchorage TRACON Operations Supervisor, Operations Manager, and temporary ATM.



During the Iditarod sled dog race, Ray, along with two other controllers, set up a temporary control tower at a remote site. They loaded a 200-pound sled filled with survival gear and radio equipment and, pulled by a snow machine, they traveled 65 miles to Skwentna. For three days the three men manned the "control tower" which

recorded over 200 operations. Besides the ski planes, they had to keep an eye on the runway for cross-country skiers, snow machines, moose and dogs...all of this sitting out at -30 degrees.

Ray became the Merrill ATCT ATM for three years, a facility that averaged 175,000 operations per year. Merrill is a public-use general aviation airport located a mile from downtown Anchorage. While he was there, the Merrill ATCT received the Regional Facility of the Year award and the National Facility of the Year. He also led the move to a new tower, for which he had started the budget process while working in the Regional Office.

After sixteen years in Alaska, the next stop was Portland, Oregon as the Oregon Terminal Hub Air Traffic Manager. Ray oversaw the commissioning of the new Portland ATCT (PDX) and was the first facility to field the new Enhanced Terminal Voice Switching system (ETVS) nationally. PDX was also selected as national Facility of the Year in 2000.

From 2003 to 2006 Ray was a Quality Assurance Specialist for the FAA Western Service Area Safety Assurance Group in Seattle. With the kids out of the house in 2006, he moved with Lisa to Los Angeles Air Route Control Center (ARTCC) in Palmdale, CA where he was the Support Manager for Quality Control. Following three years at LA Center, Ray was assigned to FAA Headquarters in Washington DC, to address quality assurance for all the towers in the FAA. In 2010, he ended his career in Seattle as the Senior Advisor to the Western Terminal Service Director.



After 35 years working at his "dream" job, Ray retired and moved to Sequim, Washington where Lisa was the general contractor while they built their home at Rake's Glen Airport WA59. Ray is Secretary for EAA 430 and started the VMC Club this past year. He and Lisa spend a lot of time backcountry flying and camping in their GlaStar GS-1. They are planning a summer trip, flying their plane, along with two other planes, to Alaska.

Ray has owned a Comanche, Tomahawk, C182, Bonanza BE35S, and currently has the GlaStar. Although not a builder, with the help of EAA 430 members, he has modified his GlaStar with a Powerflow exhaust, EMag replacement, changed the gear from tricycle to conventional, and installed a constant speed propeller.

## Smith-Wide Body Piper Super Cub Project

By Ernie Hansen



I purchased a "kit" that had been started by the previous owner. Fortunately, not much had been done, so I could "do it my way" and I didn't have to wonder about the quality of the work performed.



The fuselage and tail pieces were welded and powder coated. All systems, pulleys cables needed assembly. I patterned and fabricated the interior panels and covered them. Floor boards were fabricated, finished and installed.



The wings were partially assembled from the kit builder. There is a long story here, but suffice it to say they were not in the stage that usually leaves the kit builder. I needed to install the flap and aileron hangers, make the tank covers, install the trailing edge pieces (false spar) and all pulleys and brackets.





The instrument panel was a formed, blank piece of aluminum. After using patterns of instruments for the layout, the panel was cut with a water jet. This was a huge time saver over drilling and punching holes with Greeley punches, and the result was excellent. Preliminary wiring was done and harnesses were made for the avionics.



I overhauled the O360 Lycoming engine to zero time. The cylinders are port and polished to enhance fuel flow, otherwise the engine is stock. I wanted the option of burning auto fuel.



The aircraft was assembled and rigged, then disassembled for covering. ALL surfaces are now covered and everything but the fuselage is painted with primer. Waiting for the weather to improve to prime the fuselage. Then parts can be installed for the last time!! Using the Stewart System for covering allowed me to do much of the work in my house last winter. It is not toxic and has no odor; also I had a great wife!!



This is a brief description of a 3 year process. Not full time, but a fairly consistent effort.

When will it be done....90% done, 90% to go!

### FAIRCHILD INT'L AIRPORT APPRECIATION DAY AND FLY-IN



**Date: June 22, 2019**  
**Time: 8:00am - 4:00pm**



## FAIRCHILD INT'L AIRPORT APPRECIATION DAY AND FLY-IN

### FREE ADMISSION FOR ALL

- See Military, Corporate and General Aviation aircraft up close
- "Young Eagle" flights for youth 10:00 to 2:00pm
  - RC Modelers Flight Demonstrations
  - Food & beverage vendors on sight
    - Balloons—Helicopters

This event brought to you by:



The third planning committee meeting for KCLM Aviation Days (June 22) was held on March 4 @ Fairchild, co-chaired by Dan Gase & Dave Miller. Fairchild Appreciation Day will host a number of events, including a pancake breakfast, balloon rides, helicopter rides, & scenic flights by Rite Bros. There will be a Young Eagles event by EAA Chapter 430, under the wing camping, food & beverage vendors, RC Modelers and numerous airplanes on display.

To ensure the safety of participating pilots and visitors with no aviation experience, volunteers are needed.

Anyone interested in volunteering for vehicle traffic control, parking or aircraft movement are asked to attend the next meeting at Fairchild airport on April 4th at 1:00.







*Serving the Port Angeles & Sequim Area*

## **EAA 430 FLYER**

*April 2019*



**Dedicated to having fun with airplanes and promoting General Aviation**

### **CHAPTER CHATTER**

*With Ken Brown*



April, the month of new beginnings with crocus and daffodils pushing the winter crust out of the way to break out of hibernation. Life has returned to the earth once again. After a long, cold winter there are necessary tasks to bring everything back to normal.

We held our first *GATHERING* in hangar 15 (Bud Davies hangar) and had a very good turnout. As we move forward in the year, we are looking for even more attendees, presentations and lots of fellowship.

Over a third of the chapter responded to the survey we sent out. Happy so many of you took the time to share your opinion with the board. It helps us when planning our roadmap and action items. Your involvement will be paramount to maintain the exceptional quality of our chapter. Look for opportunities to serve and be part of the evolution as we address the action items.

The first Fly-out will be on the **LAST TUESDAY (4/30)** to Bremerton KPWT. Great buffet and an easy flight. Come meet up and fly down together or just meet up at KPWT. (1000-1400 \$13.50 adults \$10.50 seniors & kids) Hint: Take your dessert first and then get your meal. Desserts go fast.

Looking out toward the horizon and planning where to go and what to do will be in the capable hands of the board of directors. If you would like to participate, please join us. BOD meetings are the Friday one week before the last Saturday. 4/19 5/17 6/21 7/19 8/23 9/20 10/18 11/22 12/20.

Based on the survey results, the items for immediate action are **PANCAKE FLY-IN** (84% approval) followed by **Obtaining a Hangar** (68% approval).

Both of these programs will require the membership to take a role in achieving these objectives. The key to success are **VOLUNTEERS** (you) taking the reins and accomplishing the task. Just like flying a plane, create a plan, take-off, communicate, execute, land and log it in the books. Along the way, we create a squawk list for improvements, corrections or changes.

Are you ready to **TAKE-OFF** and embrace the season and change?

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Mariner's Café JC Penny Plaza
- **EAA Chapter 430 Board Meeting**  
April 19 9:00 am  
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- **EAA Chapter 430 Chapter Gathering**  
April 27 10:00 - 12:00  
Speaker: Dave Woodcock,  
50 Years With EAA

**MAY 2019**

- **VMC Club Meeting May 8 7:00 pm**  
Mariner's Café JC Penny Plaza
- **EAA Chapter 430 Board Meeting**  
May 17 9:00 am  
Mariner's Café JC Penny Plaza
- **EAA Chapter 430 Chapter Gathering**  
May 25 10:00 - 12:00  
Speaker: Jeff Wells of Rite Bros  
Flying into and out of Canada



**EAA 430 Young Eagle Events**

May 18 10-2 W28      June 22 at KCLM      July 6 at W28  
Rain date of August 17

\*\*\*\*\*

**SPEAKER FOR APRIL**

**Dave Woodcock**  
*50 years of EAA membership*

**SPEAKER FOR MAY**

**Jeff Wells of Rite Bros. Aviation, Inc.**  
**Flying into and out of Canada**

**Aviation related milestones**

- ◆ Started flying in 1976
- ◆ Finished A & P School @ Everett Community College in 1980
- ◆ Went into Air Force in 1980, Flew F-111D as aircraft commander & instructor
- ◆ Fighter lead-in instructor at Holloman Air Force Base
- ◆ Flew 1900C & D for United Express out of LAX & DEN
- ◆ Acquired Rite Bros. Aviation in 1998
- ◆ COMM SEL/SES, CFI/II, ATP, A/M 135 Check Pilot

A 50 year love of aviation began with the building of a Bowers FlyBaby. My interest in EAA started in 1967 and 1968 at the first Arlington Fly-in. I became active in Seattle EAA Chapter 26 as a Chapter officer. I assisted Dick Baxter of EAA 84, then manager of Spencer Aircraft, with the organization, planning, and getting volunteers for the growing Arlington Fly-in.

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## Airplanes R Us

*by John Meyers*

COULD I PASS A PRIVATE PILOT FLIGHT TEST TODAY ? Really? From 2010 onward, I have been retired from air transport operations & training. At first, I thought it would be fun to spice-up my languishing CFI by taking on some Part 61 local students. Within that context, I got a few surprises ... and rewards.

For this “enterprise” I became aware of a small trickle of interest here on the Peninsula. Luckily, Scott Erickson (of Tailspin Tommy’s, PT) made a C-150 available (starting 2013-ish) for rental at Sequim Valley. Part of the modern era surprise was how expensive the learn-to-fly project had become, with good reasons. At best, \$7,500 would be consumed to finish the certificate, zero to about 50 hours (more by now, 2019).

It would be a big savings if Grampa or Dad owned an airplane... but that’s another story.

Over the years, the FAA had maintained PTS (Pilot Training Standards), a small pamphlet which was the core document for objectives and performance when presenting oneself to an examiner for the PP Certificate practical test. By now, the PTS is history... and ACS (Airman Certification Standards) is the replacement. Next surprise: This is no longer a pamphlet, this is a BOOK. The contents ? ... another story.

The historical PTS and modern ACS deal mostly with the Practical Test but let us not forget the WRITTEN TEST of academic knowledge. In my heyday (as a young CFI, hence an ATP instructor), someone else instructed student pilots on “GROUND SCHOOL” subjects. My job was to strap in an airplane, go fly, and build upon the team approach to instruction. Almost every community college had Ground School courses. The modern equivalent of that is (surprise) ON-LINE courseware.

Regardless of history, I found myself deep into Ground School subjects while trying to provide full-service to my students of the 21<sup>st</sup> century. It had been a while since I pondered the dips and swings of a magnetic compass, or the nuances of FAR/AIM books. All of this may be a good story which causes us to reflect upon the simplicity of the ‘good old days’. It is remarkable that there is still interest in getting licensed to fly... regardless of the expense and complexity.

I can see this subject can be milked for several installments... and so it will be !

## Getting To Know You

Harry Cook, Treasurer

Like many aviators my age, I grew up watching "Sky King" on TV. That show and movies like "The Flying Leathernecks" and "Strategic Air Command" made lasting impressions. John Wayne and Jimmy Stewart, among others, became my aviation movie heroes. For as long as I can remember I was always enamored with airplanes and the prospect of flying them. I grew up on a small lake in up-state New York which served as a base of operations for four float planes. I spent hours watching them take off and land, imagining myself at the controls. I read about airplanes, built model planes, flew (or tried to fly) control line models and, I'm sure, drove my parents nuts, talking endlessly about airplanes. In later years I came to find out my parents were not too thrilled with my growing enthusiasm for flying. My Grandmother, on the other hand, encouraged me to pursue my dreams. In the late 1950's my Grandmother took my younger brother and me to an airshow outside Rochester, NY. At the show, she bought us a ride in a Stinson. I can't remember the model, I just remember it was a Stinson. It was my first ride in an airplane and if I wasn't completely hooked on aviation before the flight, I certainly was afterwards.

From that moment on I knew I wanted to be a pilot. In 1962, while still in junior high school, I actually wrote to United Airlines to ask them what the requirements were to become an airline pilot. To my utter amazement they wrote back. Their letter listed the criteria they were looking for. I needed to graduate from high school, go to college and get a degree, preferably in a technical discipline, and in the mean time get as much flying experience as I could. They explained that the majority of their pilots came to them with a great deal of experience, mostly from the military. This letter served as a guide for the next several years of my life.

In the summer of 1962 my family moved to northern New Jersey. My new school had a curriculum for college bound students so, following United's advice, I got on that track and did my best to stay on it. As soon as I reached driving age (17 in New Jersey) I got my driver's license and immediately started driving around looking for airports. I found a great little airport in East Hanover, NJ and on April 15<sup>th</sup>, 1967 I had my first lesson. I soloed a couple months later, on July 8<sup>th</sup>, 1967.

Continuing to follow United's advice, I entered Newark College of Engineering in the fall of 1967. It fit the requirement for a technical discipline and had the added bonus of hosting an Air Force ROTC program. Between studying and working part time to help pay for college and flying lessons it took almost a year, but on June 21<sup>st</sup>, 1968 I received my private pilot's certificate. I graduated from college and was commissioned a Second Lieutenant in the US Air Force on June 3<sup>rd</sup>, 1971. About five weeks later I reported to Moody AFB, Georgia for pilot training.

The Air Force turned out to be a good fit for me. I spent the next 20 years as an Air Force pilot. I have flying time in the T-37, T-38, T-33, F-4E, OV-10A and A-10A. While in the Air Force I continued to fly GA aircraft in flying clubs at nearly every base I was stationed. I received my civilian commercial and instructor certificates while still on active duty. At my last duty station, in Alaska, I bought my first plane, a 1952 Cessna C-170B. I retired from the Air Force in 1991 and remained in Alaska until 2015.

Upon leaving the Air Force I went back to school to earn an Airframe and Powerplant certificate. After a short stint as a university instructor I returned to flying professionally flying Piper Navajos, and Beechcraft Be-99s for a Part 135 operation, Frontier Flying Service, in Interior Alaska. I continued my commercial aviation experience with a Part 121 operation, Everts Air Cargo, flying cargo in DC-6's. Everts also had a small Part 135 operation where I flew Piper Navajos and Cessna Caravans. I remained with Everts as their general manager until my second retirement in 2008.

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After this second retirement I began working as a part time freelance A&P (working mostly on my own aircraft.) In addition to the C-170B I have also owned and refurbished a 1966 Cherokee 6, a 1976 Cessna C-172M and, most recently, a 1956 Piper PA-22/20.

I have been a pilot over 50 years and an A&P with Inspection Authority for over 25 years. I have over 7000 hours of flying time.

*And now ... the rest of the story: Harry's story continues after an interview with the newsletter editor.*

During his time at Newark College of Engineering, Harry was a cadet in the Air Force ROTC program. It was in this program he received his first "jet ride" in a T-33. From that moment on he knew he was on the right track. His goal of becoming a fighter pilot was beginning to materialize. He was commissioned as a Second Lieutenant upon graduation from college in 1971 and received his pilot training at Moody AB in Georgia. Training consisted of three phases. First was a short flight indoctrination program in the T-41, a slightly modified Cessna C-172. This was followed by six months training in the Cessna T-37 basic jet trainer and then another six months in the T-38 advanced jet trainer.



His first assignment was as a flight instructor in the T-37 at Sheppard AFB in Wichita Falls, Texas. Before moving to Texas, he married Kathie, who he had met in his senior year of college at a New Year's Eve party. While in Texas, not only did Kathie continue with her education, they started their family, a daughter named Hillary. They were stationed in Texas for the next three years.

When it came time for Harry's next assignment pilots were returning from Vietnam, filling most of the pilot positions. The Air Force offered him an assignment as a civil engineer. However, with this assignment came the possibility of never returning to a position as a pilot. To avoid this, he applied and received a special duty assignment, choosing to become a recruiting officer, which meant he could eventually return to flying. Harry and Kathie spent the next three years stationed at Hanscom Field in Massachusetts. During this assignment their second child, Christopher, arrived.

After recruiting, his next flying assignment was in the F-4E Phantom, stationed at Ramstein AB Germany. The training for that assignment sent him to a three month tactical school in New Mexico flying the AT-38 and then to a six month school at Homestead AFB, Florida for the F-4 training. After three years at Ramstein he transitioned to the OV-10 (Bronco). This was an airborne Forward Air Controller assignment and was located at Sembach AB, also in Germany. After two years, he went back at Ramstein for a two year desk job. Looking for a way to get back in the air, he joined a German soaring club, learning to fly a glider.

One of his more interesting missions in the Air Force was flying an F-4 (one in a flight of six planes) from Germany to Florida non-stop with air-to-air refueling by 6 tankers. The trip took eleven hours and 20 minutes. Another time, when he was at Sembach AB, he flew another transoceanic flight in the OV-10. This trip took him hop-scotching through several European countries and across the North Atlantic to deliver the plane back to the US.

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After seven years in Germany, he was given an A-10 assignment with a choice of going to England, Louisiana or Alaska. He and Kathie thought Alaska sounded the most interesting. After training at Davis-Monthan AFB the family drove to Fairbanks, Alaska and were stationed at Eielson AFB. Kathie taught first grade in Fairbanks and ultimately became a principal at the school. After retiring from the Air Force, Harry was an instructor for three years at the University of Alaska.

He then flew commercially in a Piper Navajo Chieftain for four years. He said, "I probably had more hours flying Chieftains than I did flying planes in my military career." Following that job he flew DC-6s with Everts Air Cargo for many years before deciding it was time to move back to the "Lower 48."

After Kathie read *The Wildwater Walking Club* by Claire Cook, (a story about a road trip to Seattle for a lavender festival) they spent time exploring the Pacific Northwest before settling in Sequim. They bought property, built a home and Harry joined EAA Chapter 430 where he has served as treasurer for the past two years. He flew Young Eagles when he was a member of EAA Chapter 1129 in Fairbanks and has been a member of EAA since 1976. He has been to Oshkosh EAA AirVenture three times.

He recently completed restoring a Piper Pacer and is considering building a plane "from scratch."



EAA members helping install the wings on the Piper Pacer after moving it from his workshop to the hangar



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He enjoys woodworking projects and is presently building a kayak. He and Kathie enjoy their motor home, traveling to California frequently to spend time with their 3 grandchildren.

\*\*\*\*\*

### **It Is a Fun Job Except For The Girls**

*(Written by a ten-year-old future pilot)*

I want to be a pilot when I grow up...because it is a fun job and easy to do. That is why there are so many pilots flying today. Pilots do not need much school. They just have to learn numbers so they can read instruments. I guess they should be brave. They will not be scared if it is foggy and they cannot see or if a motor falls off. They should stay calm so they will know what to do. Pilots have to have good eyes to see through the clouds and they cannot be afraid of lightening or thunder because they are closer to it than we are.

The salary pilots make is another thing. They make more money than they can spend. This is because most people think plane flying is dangerous except pilots do not because they know how easy it is.

There is not much I do not like except girls like pilots and all the stewardesses want to marry pilots so they always have to chase them away so they will not bother them.

I hope I do not get air sick because I get car sick, and if I get air sick, I could not be a pilot and then I would have to go to work.

*Thanks Ray Ballantyne for sharing this. No, he is NOT the author!*





## EAA Chapter 430 Monthly Gathering Minutes

Date: March 30, 2019

Call to Order @ 10:06 Location: W28 #15

Pledge Allegiance:

Introduction of Guests – Jocelynn and Derek Smith from the Aviation Explorer Post of PA, Joe Lancheros, Linda Wheelen, Jim Pulliam, Scott Fitzgerald, George Kuhrts, Tom Roorda, and our presentation guests: Tom Cox and Don Bohr. Dan Gase and Dave Boerighter have rejoined our esteemed group after an absence.

There were about 50 people present for the meeting.

Treasurer report: Status is we're still in the black.

Financial reports - posted on web after a board meeting.

Young Eagle (YE): Bud Davies

A Presentation of Award pins and certificates to YE pilots of 2018.

YE dates for 2019: **May 18 at W28, June 22 at KCLM, July 6 at W28, with a rain date of August 17, 2019.**

Recognition of **Dan Donovan** received his Private Pilot License recently. Way to go Dan! Ken also recognized the Vans RV-14 builders **Dave Miller & Bill Benedict** with the Awesome AV8R award.

Birthdays this month were recognized.

Ken announced that long time aviator and EAA430 member **Jack Piggott** had gone West.

Project Reports: **Don Meeham** described his experience with the installation of a ADS-B out Uavionix wingtip Skybeacon. **Keith Turner** described his experience with traveling to Kamloops, BC to Aerosport Power to build the new engine for his RV-7. **Richard Howell** is getting ready to build a Sling 2. **Scott Brooksby** reminded everyone they can build a Stratux ADS-B in receiver for a low cost. **Donna Sommer** said she has a Smith Mini Biplane for sale – make an offer.

Announcement: Meeting at KCLM 4/4 1300 Airport Appreciation Day

Fly Out schedule - Barry Halstead will have more on this in the coming months.

Tech Counselors – Ken recognized the chapter tech counselors **Harry Cook and Ernie Hansen**. **Barry Halsted and Rick Vaux** were not present.

50/50 Scholarship Raffle added \$30 to the Scholarship fund.

Program Introduction by Deb Cox of **Air Traffic Controllers Tom Cox and Don Bohr**. They gave a presentation with an overview of the ATC system nationwide and locally. There was quite a bit of discussion about ADS-B and ATC. They also presented a description of enroute centers and tower and radar approach controls interjected with entertaining “war stories”.

Next **VMC Club** April 10, 1900 Mariners Cafe

Next Chapter **Board of Directors Meeting** will be on April 19 at 0900 Mariners Café

**Next Chapter Gathering** will be the same place on April 27 10:00 am

The meeting wrapped up at 11:37 am

Respectfully submitted,

Ray Ballantyne. EAA430 Secretary

## Taildraggers Suck!

And the old-timers knew it.

By Sam Weigel

FLYING magazine September 18, 2015

It was a typical spring day in Minnesota, warm and clear at last, but with a brisk south wind blowing across the runway. I'd just driven 45 minutes to fly the Cub for the first time since November, and I thought that the wind was still within the plane's capability. Once I broke ground and was promptly churning sideways through the maelstrom, though, it didn't seem like such a great idea after all. I climbed above the bumps and did a bunch of stalls, slow flight and steep turns, reacquainting myself with the old bird's handling and psyching myself up for the dismount. Back at Airlake Airport, I surprised myself with an artful crosswind landing and was feeling pretty good as I taxied off the runway. Then a mighty gust caught the little J-3, it weather vaned to the right, and my frantic jabs at the left heel brake had little effect.

A large and sturdy-looking taxiway light appeared in the path of my spinning propeller. In desperation I threw in a bootful of right rudder, looping the tail around and avoiding an expensive prop strike. I sheepishly gunned the power to clear the runway for the following airplane, whose occupants no doubt witnessed my low-speed escapade. To my surprise, it was a Flight Design CTLS, an airplane that is nearly as light as the Cub. Naturally, the pilot made a textbook crosswind landing and taxied to the ramp with military crispness.

Such is life as a taildragger pilot. You'll generally survive, but you'll also embarrass yourself on a semiregular basis — sometimes in dramatic public fashion, sometimes when only you know how close you came to the edge of control. Every landing is a challenge when you fly an airplane with fundamentally unstable ground handling. This is due to the simple fact that the center of gravity is behind the main landing gear, whereas it is forward of the mains on a tricycle-gear airplane. Once a swerve develops in a taildragger, it has a tendency to worsen until the plane rotates rapidly around its pivot point — a "ground loop."

Doing this at any speed greater than a fast taxi usually results in significant damage. Thus the tailwheel pilot has two primary concerns during takeoff and landing: keeping the airplane tracking straight at all times, and correcting any developing swerves in a quick, smooth and precise manner. A crosswind increases the challenge, especially if it's gusty. Most taildraggers have large control surfaces with more than enough authority to maintain positive control at landing speed. It is in the later stages of the landing roll, as the controls lose effectiveness, that most ground loops occur.

Some taildraggers are known to be more demanding than others, particularly those with stiff, narrow main gear and a short-coupled fuselage. The Luscombe 8 series has a reputation for sporty ground handling; the similar Cessna 120/140 featured improved landing gear and is more docile. Piper Cubs have a long fuselage and forgiving bungee shocks, making them among the gentlest of teachers, though their light weight and limited visibility present their own challenges. The Pitts biplane is infamous for being a handful on landing, though many other aerobatic aircraft share its lightweight construction, naturally unstable aerodynamics and compact, short-coupled landing gear.

When I bought my Piper Pacer last December, I knew of its squirrely reputation and was a bit intimidated. I now have 66 hours in the plane and have actually found it pretty well-behaved. It's certainly short-coupled, but exhibits no tendency to head for the weeds on its own. Its heavier weight and higher wing loading make it steadier in a crosswind than the Cub. It does, however, sport a large, extremely effective rudder — mostly a good thing but easy to overuse, especially under the influence of a sudden shot of adrenaline. It took some getting used to after flying the Cub for several years, and I still remind myself "small corrections!" before every landing.

Ironically, my airplane spent its first 30 years as a Tri-Pacer, an easy-handling, tricycle-gear design borne of the Pacer's twitchy reputation. By the year my plane was built, 1953, the Tri-Pacer outsold the Pacer 7-to-1 despite the notably awkward appearance that earned it the "flying milk stool" moniker. Tri-Pacer sales even bested the Cessna 170 despite the latter airplane's metal construction, more spacious cabin, graceful art deco styling and gentlemanly manners. Cessna finally admitted defeat and slapped a nose wheel on the 170 in 1956, thus creating the world's most popular airplane: the C-172.

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## Taildraggers Suck!

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It's worth noting that the old-timers who lined up en masse to buy Tri-Pacers and early 172s were nearly all experienced taildragger pilots; the only previous light trikes of note were the Ercoupe and the Beech Bonanza. Most aviators of the day had learned to fly in Cubs, Champs or similar conventional-gear trainers. These folks were intimately familiar with taildraggers' charms, quirks and demands — and they apparently couldn't wait to ditch them for more modern, better-behaved airplanes. By 1960 the vast majority of light airplanes being produced were equipped with tricycle landing gear. The market demanded it.

How, then, does one account for taildraggers' continued relevance more than half a century later, much less their recent resurgence in popularity? Who would've expected that one of the hottest airplanes of 2015 would be a lightened, reimagined -Super Cub (CubCrafters' Carbon Cub) that competes with no fewer than four other Cub-like designs? How do you explain the time and money my airplane's previous owner spent converting his docile Tri-Pacer into a cantankerous old Pacer, or the fact that such conversions nearly outnumber original Pacers?

Some of the taildragger mystique is undoubtedly aesthetic (almost certainly the reason so many ungainly "milk stools" have been relieved of their third leg). They just look right poised for flight with nose pointed skyward. Some of it is likely nostalgia for a simpler time with simpler airplanes. Practically speaking, taildraggers are better suited to short- and rough-field operations. Then there's the fact that so many of the most affordable small airplanes — especially in the LSA segment — just happen to be vintage taildraggers. It helps that these old birds are ridiculously fun machines that, while short on cross-country capability, are perfect for puttering around and terrorizing the local grass strips. The Cessna 150 is a fine airplane, but it will never, ever be a Cub.

Honestly, though, I think that a big part of these airplanes' continuing appeal is their demanding nature. Tailwheel pilots are essentially members of a self-selecting masochists' club and take a certain sort of pride in their machines' anachronistic faults. There's an elitist dynamic at work: You can watch only so many 172s being artlessly driven onto the ground without wanting to set yourself apart. Flying taildraggers gives you instant street cred, a presumption of competence that opens up new opportunities. As a Luscombe-owning acquaintance says, "I get handed the keys to people's nose dragger airplanes all the time, but the reverse never happens."

The reality is that taildraggers don't fly or land that much differently from a well-flown tricycle-gear aircraft. Full-stall landings are identical, though in a taildragger you touch down on all three wheels simultaneously ("a three-pointer"). Basic crosswind control is the same: Use rudder to keep the airplane aligned with the runway and ailerons to cancel out drift and keep the upwind wing pinned. In crosswinds many pilots use the "wheel landing" method in which each tire is landed independently: the upwind main, then the downwind main and, once speed has decayed, the tailwheel. This is similar to proper crosswind technique in most tricycle-gear airplanes. The real difference is that tricycle gear can tolerate and mask a great deal of sloppiness, whereas most taildraggers make even a small amount of imprecision abundantly clear. They are the equivalent of a perfectionist CFI riding with you on every flight, relentlessly critiquing your landings.

This enforced precision does wonders to strengthen stick-and-rudder skills. At work, I actually notice a difference in the quality of my landings in 160,000-pound McDonnell--Douglas airliners based on whether I've flown the Pacer or Cub lately. Taildraggers teach you to use peripheral vision and pay attention to the seat of your pants. They make you "fly it till you park it." They reward watchfulness, discourage complacency and prime you to go around (usually the only correct response to a botched touchdown). Most of all, taildraggers enforce humility, because even the best pilots are regularly faced with clear evidence of their fallibility.

Which brings me to my confession of a dark and terrible secret: The week after my low-speed taxi-loop, I ground-looped the Cub for real with a good friend in the front seat. It didn't take much, just a moment of inattention and an inopportune gust as the tailwheel was coming down. I got lucky and the plane wasn't damaged, but it was violent and shocking and embarrassing, one of the worst days of my flying career. Just then taildraggers really did suck, and I understood why the old-timers deserted them in droves. Ultimately, though, it was a valuable lesson learned at a cheap price. The fun and challenge of tailwheel flying makes it worth the extra risk to wallet and ego. You just have to keep your wits about you at all times, and in aviation that's hardly a bad thing.

FAIRCHILD INT'L AIRPORT APPRECIATION DAY AND FLY-IN

Saturday June 22nd

- 0800 - 1000 - Lions Club Pancake Breakfast at the terminal building
- 0900 - 1600 - Scenic airplane rides available to purchase through Rite Bros. Aviation.
- 0900 - 1600 - Helicopter rides available to purchase.
- 1000 - 1600 - Rides available to purchase in a WWII T-6
- 1000 - 1600 - Balloon rides with Capt.ain-Crystal Stout
- 1000 - 1600 - Olympic RC Modelers flight demonstrations and static displays
- 1000 - 1400 - The EAA 430 Young Eagles program offering free airplane rides to the youth.
- 1000 - 1600 - Kokopelli food truck on site

Static display of aircraft available to view including USCG helicopter, Life Flight Network fleet of aircraft, Cascade War Birds, corporate jet aircraft and amphibious seaplanes. More to announce as confirmations come in. Don't miss this!

Join us for the next planning meeting on May 2 at 1:00-3:00 pm in the Airport Terminal Meeting Room.

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FREE Balloon rides for Vets with Captain-Crystal Stout



The world is expanding for our little nonprofit balloon which operates mostly out of Sequim Valley Airport. Captain-Crystal Stout, our local hot air balloon pilot and Executive Director of the Dream Catcher Balloon program, will be having Veterans and their Families Ride FREE on May 11 from 8:00 - 10:00 AM at the field across from the Shipley Center off East Washington and Hammond Street in downtown Sequim. This is open also to the general public, seniors, and mobility challenged individuals for a modest donation of \$10 per person. There will also be another Veterans Ride FREE event in Chehalis on May 17. For more information on this amazing program which gives everyone a chance to fly, see their website at [DreamCatcherBalloon.org](http://DreamCatcherBalloon.org) which also has a link if you want to donate. Facebook.com/DreamCatcherBalloon will be listing all the upcoming events including to Salt Lake City and Carson City at the end of this summer.



The Dream Catcher Balloon will be on display at Aviation Days at the Alaska Airlines hangar in Seatac on May 4 from 8-5 PM. This is a free event for the kids and a chance to experience many types of aircraft up close. Then our balloon team will take Dream Catcher to the Horizon Operations hangar at Portland International Airport for their Aviation Day on May 18. This is also free to the public. Should be a fun time. For more information on both of these events see <https://alaskaair-aviationday.org/launchpad/seattle/> You can also watch Dream Catcher Balloon 2018 recap at [youtube.com/watch?v=y5p0-3NIVIg](https://youtube.com/watch?v=y5p0-3NIVIg)

## 2019 BOARD AND OFFICERS

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	Ken Brown	1	president@eaa430.org
Vice-President	Ernie Hansen	2	vicepresident@eaa430.org
Secretary	Ray Ballantyne	3	secretary@eaa430.org
Treasurer	Harry Cook	4	treasurer@eaa430.org

**Class II Directors**

Membership	Bob Hicks	5	membership@eaa430.org
Programs	Deb Cox	6	programs@eaa430.org
Newsletter	Mary Brown	7	newsletter@eaa430.org
Scholarship	David Miller	8	scholarship@eaa430.org
Young Eagles	Bud Davies	9	youngeagles@eaa430.org
Tech Advisor	Harry Cook		techhc@eaa430.org
Tech Advisor	Barry Halstead		techbh@eaa430.org
Tech Advisor	Ernie Hansen		techeh@eaa430.org
Tech Advisor	Rick Vaux		techrv@eaa430.org



*Serving the Port Angeles & Sequim Area*

## **EAA 430 FLYER**

*May 2019*



**Dedicated to having fun with airplanes and promoting General Aviation**

### **CHAPTER CHATTER**

*With Ken Brown*

#### **PAVE THE WAY TO THE FUTURE**



I recently completed the annual on my RV-9A aircraft. As my A&P/IA reminded me, it is one thing to be legal but it is another to follow the letter of the law. We all agree the latter is better.

Recognizing the position we have arrived at is just as important. It is worthwhile to question how it was possible to have obtained our aviation status. Did we do it alone, or with the help of others? Most often, an individual was always there to say, YOU CAN DO IT. Just a little more and you will have it. These people, or mentors, are the real reason we succeed. A wife, a friend, a teacher or a boss have all been a part

of the journey traveled.

As we look at the community of aviators we wonder, who will take our place? What and who will provide a hand up to the next generation of pilots, mechanics, inspectors, A&P's and IA's. Who will fill the shoes of those of us who have flown west?

I feel we have a responsibility to equip the next generation with the tools to succeed in the aviation community regardless of the occupation within this vast field. Our benevolent program currently is limited to only helping one person at a time with a small stipend as an assistance to their overall costs. Is it possible for our chapter to do more and expand our horizons to include various other opportunities?



“PAVE THE WAY TO THE FUTURE” is a fund raising opportunity and we invite the chapter members and others to purchase a PAVER for our memorial rock patio.


We are starting this fundraising event to further the educational aspect of aviation in our community. There are many programs available to collaborate with, so we make each dollar go as far as possible while achieving the goal of preparing the next generation for the future.

Our program will be to sell Pavers. We will have three funds for designation of your contribution. General, Future Home and Scholarship. Donations are 501(c) 3 eligible.

Consider leaving a bequest “TO THE FUTURE” by designating EAA 430 in your estate planning. This will insure the FUTURE for the next generation.

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**WHAT:** VMC - Visual Meteorological Conditions (flying VFR - visual flight rules)

Discussions involving flying airplanes visually led by Ray Ballantyne


**WHERE:** Mariner’s Café 609 W Washington St. Sequim, WA

Food and beverages are available for purchase during the meetings.

**WHEN:** 2nd Wednesday of the month starting at 7:00 p.m.

**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 flying. We hope to create a community of aviators willing to share practical knowledge, nurture communication, improve safety and build proficiency.



*Come be part of a community of pilots*

CALENDAR OF EVENTS

MAY 2019

- VMC Club Meeting May 8 7:00 pm  
Mariner's Café JC Penny Plaza
- EAA Chapter 430 Board Meeting  
May 17 9:00 am  
Mariner's Café JC Penny Plaza
- EAA Chapter 430 Chapter Gathering  
May 25 10:00 - 12:00  
Speaker: Jeff Wells of Rite Bros  
Flying into and out of Canada

JUNE 2019

- VMC Club Meeting June 12 7:00 pm  
Mariner's Café JC Penny Plaza
- EAA Chapter 430 Board Meeting  
June 21 9:00 am  
Mariner's Café JC Penny Plaza
- EAA Chapter 430 Chapter Gathering  
June 29 10:00 - 12:00  
Speaker: Dr. William Kintner  
Basic medical and over the counter drugs

SPEAKER FOR MAY

Jeff Wells of Rite Bros. Aviation, Inc.  
Flying into and out of Canada

Aviation related milestones

- ◆ Started flying in 1976
- ◆ Finished A & P School @ Everett Community College in 1980
- ◆ Went into Air Force in 1980, Flew F-111D as aircraft commander & instructor
- ◆ Fighter lead-in instructor at Holloman Air Force Base
- ◆ Flew 1900C & D for United Express out of LAX & DEN
- ◆ Acquired Rite Bros. Aviation in 1998

EAA Web Site Notice

The Members Only section of the web site has been eliminated. You will no longer be required to login to see any of the "business data" of the chapter. All this information is now located as a submenu under the ABOUT US tab and is called "Chapters Business Pages."

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EAA 430 Young Eagle Events

May 18 10-2 W28 June 22 at KCLM July 6 at W28

Rain date of August 17



## Getting To Know You

*Dava McNutt*



**2008 AirVenture Oshkosh**

In 2008 Dava traveled to Oshkosh in a 1957 182A Cessna with a friend and a pair of crutches. The plan had been to take two planes but shortly before the date to leave for Oshkosh, her flying friend injured his knee (a story better left untold) so Dava became pilot in command, her friend in the right seat and the crutches stowed in the baggage compartment. Considering Dava had earned her private pilot's license two years prior, in 2006, this was a great adventure for a novice pilot.

Dava grew up on a farm west of Fairchild Airport, at the end of Runway 8, where her parents owned land & a house. When her two brothers rode their motorcycles up and down the runway, Dava would tattle on them. In 1980 the airport needed more space and purchased the house and land from her parents.



**Dava & her dad**

Her first airplane ride was in her Uncle Ken's Cessna 172 when she was six years old. Her parents sat in the seats and Dava was stowed in the back of the plane in the storage area. Through some small holes in the body of the plane, she saw flashes of light. She was excited about how fast the plane was moving, and although she had no idea where she was, she knew this was something she definitely wanted to do again.

She attended the University of Washington and received a Bachelor of Science in Physical Therapy in the School of Medicine in 1977. She did an internship at Madigan Medical. Her husband, John, her high school sweetheart since age 15, was attending the University at the same time and they got married in 1974 while still students. They moved back to Port Angeles in 1977 and Dava worked as a physical therapist at the Port Angeles School System and Crestwood Health and Rehabilitation for a year while she started her own practice, Maranatha Physical Therapy. During her 40 years as a physical therapist, she attained a specialty in Adult Orthopedic Manual Therapy, Adult Lymphedema Management (a 2-year course), Adult Pelvic Dysfunction (4-year course) and Vestibular Rehabilitation.

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**Getting To Know You** (continued from previous page)

“One of my patients wanted to pay his bill with his share of an aircraft, so I started flying lessons.” In 1979 Dava began her flying adventure at Fairchild. Just as she started ground school (required at the time before taking lessons in a plane) she found out she and her husband, John, were going to have their first child. She decided to postpone her lessons and it wasn’t until 2004, when her two sons were on their own, she decided to once again start her flying adventure. After she soloed, she received a scholarship from the Ninety-Nines to finish her lessons.



“Dava Cave” Fairchild hangar

In 2006 she bought her first plane, a 182L Cessna 3419R. She received her IFR rating in 2009. John also has his pilot’s license.

When she met Bob Hicks, he encouraged her to join EAA to have even more fun spending time with like-minded pilots, so in 2007 she became a member. She flies Young Eagles on an individual basis. She is a member of Angel Flight and does blood runs for the organization. She is also a member of Women in Aviation, International. For two years she was an EAA volunteer at Arlington Northwest. She is a member of the West Sound Pilot Association, Washington Pilot’s Association and Ninety-Nines International Organization of Women Pilots .

Dava has flown Cessnas, a C206 Float and a Bonanza. She currently flies her C182L. She has her IFR rating and endorsements in Complex/High performance, High-Altitude, & Tailwheeler. She has attended Oshkosh Air Adventure.



She enjoys spending time with her family. Her husband was a Project Engineer for Washington State Department of Transportation prior to his retirement. Their oldest son, Seth, is a corporate pilot based in Phoenix. Phillip, the youngest son is an electrical lineman living in Fresno. John & Dava have eight grandchildren.

Before her airplane became her priority hobby, she enjoyed riding her red Virago 500. At age thirteen, while in Junior High, she became a member of the Port Angeles Symphony Orchestra, playing the oboe for the next 28 years. She also played the alto sax in high school. While at the University, she played the oboe with various orchestras throughout the Seattle area .

There was one “scary” time she recalls while flying her Cessna on her way home after dropping off John in Olympia, where he was working with the Department of Transportation. Flying back to Port Angeles, the ceiling dropped and she could “see the eyeballs of the fish.” That was when she decided to get her IFR rating.

**(continued on following page)**

Getting To Know You (continued from previous page)



Taking a break at CYQQ

Comox Valley Airport British Columbia

She enjoys mentoring young kids who are interested in becoming a pilot. On her bucket list; she would like to fly to Alaska to see the Northern lights. Her philosophy of life: "Make your life count."

She and John flew the Cessna to Prince George Canada to visit relatives. They taught as a team the Precept Upon Precept Ministry, a comprehensive, in-depth inductive Bible study series, to an Adult Bible class. They live on a farm in Port Angeles and lease land to a charity that rescues alpacas and llamas. They currently have 47 alpacas living on the farm. They farmed until 2004 when "the last cow left the farm."



Dava with her flying companion



Women in Aviation Int'l Oshkosh 2008



Judy Scholl, Art Scholl Aviation, Rialto Municipal Airport invited Dava to fly her T-34A



Dava & Sheree VanBerg in the back seat of a helicopter at KPWT (Bremerton National Airport)

## Airplanes R Us

*by John Meyers*

### COULD I PASS A PRIVATE PILOT FLIGHT TEST TODAY ? (part 2 of 2)

Last month, I wrote “part 1” on the above-titled subject, looking at it from my point of view as a grizzled old CFI giving independent training and flight reviews “in the field”. Speaking for myself, YES, I could pass the PPC test since I have been fortunate to be exposed to the subject matter especially in recent years. (PPC stands for Private Pilot Certification, the oral and flight test)

As for some of my FLIGHT REVIEW clients who are historical, experienced, and graying of hair, there would be some challenges if the “BFR” required a similar depth of testing. Here are some things that come to mind:

**AIRSPACE AND EQUIPMENT.** Compared with 20-30 years ago, the national airspace system has become more complex and daunting. It is hard enough to memorize the types of airspace and associated weather minimums as oral test items. Next (in flight) you may venture near or into Class B/C/D airspace and must observe all the rules. Post 9-1-1 regulations, especially TFRs are something we all must live with. Our legacy airplanes likely have some legacy avionics. Since we are on the cusp of mandatory ADS-B installations, a PRIVATE PILOT must now have pretty good knowledge of airspace and new equipment operation since there will soon be a new layer of regulation pertaining to same (the ADS-B stuff).

**AIRPLANE HANDLING.** This would be the old, traditional part. On a PPC checkride, you would get to demonstrate some hand-eye coordination of skills which are usually well-practiced before the checkride. Examples would be stall demos, ground reference maneuvering, cross-wind handling, and more. For a checkpilot, these items are easy to score. For the “candidate”, these are difficult but appropriate.

**AERONAUTICAL DECISION-MAKING.** This is “soft-science” but has been incorporated into flight training and checking for quite a while now. Every segment of a checkride will burden the checkpilot with determining/grading how the “candidate’s” thought processes provided an effective outcome (or not). Since the goal is accident prevention, it is appropriate that emphasis is given to this subject. Much more can be written but I will spare the ink at this point.

In summary, if you are an experienced Private Pilot, you probably were the “best” technical pilot on the day you passed your PPC checkride, and have trickled away from the sharpness-of-skill since then. (Just sayin’)

John Meyers  
Sequim, May 2019

### EAA Scholarship Recipient Jacob Kirschbaum

Jacob Kirschbaum has been chosen to receive our EAA Scholarship for the following year. The following is Jacob’s introductory letter to the Chapter. Dave Miller, Scholarship Chairman, met Jacob at the Port Townsend Aero Museum. He was on spring break from school and spending his time helping the museum.

\*\*\*\*\*

My name is Jacob Kirschbaum, I am currently a Freshman at the University of North Dakota working towards a major in Commercial Aviation and a minor in Computer Science. My goal is to become a commercial pilot and eventually earn my Airline Transport Pilot certificate. Using this training I would like to get a job flying for a commercial airline in the future. While my eventual goal is to become an airline pilot, I know that I will never lose sight of where I started in aviation.

My training through my Private Certificate was done locally on the Olympic Peninsula at the Port Townsend Aero Museum. Through the museum I have met many people for whom aviation is not only how they make a living but it is also a passion that they work hard to spread to others. Without this program I never would have decided to pursue a career in aviation. I have always had a passion for airplanes but becoming a pilot always seemed like something that was out of reach. My plan was to go to school to become an Aerospace Engineer so that I would be able to work with airplanes. When I was 16 and first went to the museum, I wasn’t even aware of their pilot training program. I knew that they had youth volunteers working on aircraft in the shop, and I just saw it as a great opportunity to learn more about aircraft. One Thursday after school in 10th grade I drove up to Port Townsend to ask about the program and see what was required to join. This is when I was first introduced to Jerry Thoutte. Jerry explained to me that the program also included flight training and that I could not only work on airplanes but also become a pilot. As I progressed through flight training at the museum, I developed a passion for flying. I realized that becoming a pilot was not out of reach. Once my senior year of high school came around, and I had earned my Private Certificate, I was no longer sure that engineering was the career that I wanted to pursue. I decided to attend the University of North Dakota to become a commercial pilot. Without the program at the museum I never would have ended up where I am today, pursuing a career that I know I will truly love. That brings us back to my goals in aviation. While my career goal is to become a commercial airline pilot, I also want to be able to give back to the program that set me on this path. Once I have my ATP, I hope to find a job working for a regional airline in the Seattle area. I plan to contribute to the future of aviation by volunteering as an instructor at the museum and helping to pass on a love of aviation to another generation of pilots. I don’t think anything else could be as fulfilling as helping kids in the same position as I was to realize that aviation is not out of reach, and to help them find their true passion.

My parents have saved money to pay for college for myself and my younger sister but they did not anticipate the extra costs associated with flight training. With me currently going through the Aviation program at UND, and my sister set to go off to college in just over a year, I’ve been applying for scholarships in an attempt to help ease the financial pressure on my family. This scholarship would help to pay for some of the extra costs that are associated with flight training on top of the regular college tuition.

Thank you for considering me for your scholarship, Jacob Kirschbaum

### EAA Scholarship Recipient Jacob Kirschbaum

(Continued from previous page)



Aero Museum's Cessna 150



Aero Museum's Cessna 140



University of North Dakota Archer



## EAA Chapter 430 Monthly Gathering Minutes

Date: April 27, 2019

Call to Order @ Location: W28 #15 10:10 am

Pledge Allegiance:

Introduction of Guests. Bill Berson from Pt Townsend flies ultralights.

Treasurer report:

Financial reports - posted on web after a board meeting.

Young Eagle: Bud Davies provided a sign up sheet for volunteers at the May 18, 2019 YE event at W28. Bud is looking for both pilots and ground crew volunteers. Additional 2019 YE events will be on June 22 at KCLM, and July 6 at W28. Youth protection training is required for pilots. The program started 3 years ago, and it must be updated every 3 years.

Birthdays this month were recognized and celebrated.

Project Reports: open to floor: **Ernie Hansen** said his experimental cub is covered and ready for paint. He is also completing the wiring. If he didn't go on vacation as much, he could probably get it done. :-)

**John Cuny** talked about installing Uavionix ADS-B out on his Luscombe. **Dave Miller** said the 40 hrs on the new RV-14 has been flown off, and now he and Bill Benedict can fly anywhere!

**Dave Boerighter** said he completed installation of his Garmin 335 ADS-B out and finished the flight performance review on the last day for the rebate. He said he emailed the FAA after hours and received a reply within an hour.

Announcement: **KCLM Airport Appreciation Day** is on June 22<sup>nd</sup>

Planning meetings at KCLM will be on May 2<sup>nd</sup>, 23<sup>rd</sup> and June 13<sup>th</sup> at 1300.

Call for volunteers: Fundraising for Scholarship: Selling water at KCLM during Airport Appreciation Day.

Rack cards are available for members to place where the chapter can be introduced to others.

Fly Out schedule: The first fly out is scheduled for Tuesday, April 30<sup>th</sup> 11:30 am at W28 to fly to KPWT for buffet lunch.

Break for coffee

50/50 Scholarship Raffle – Bill Sheppard won the raffle and donated his winnings to the scholarship fund for a total of \$99.00

Ken asked who had been in EAA for 10, 20, etc. years, and ended with Bob Nagy relating his 66 years in EAA.

**Dave Woodcock** presented "50 years in EAA". Dave described his early years with his dad who instructed in WWII. His young life culminated in 1971, when he completed his homebuilt Bowers FlyBaby, graduated from UW, earned his Private Pilot License, and (oh yeah) got married! He told of attending, organizing and being the first Fly-in director of the Arlington Fly-in, which used to be an EAA event. He has been active with EAA since 1967 and served Chapter 26 as President from 1975-1977. He also briefly told of his Coot Amphibian build that won a Gold Lindy at KOSH!

**Next VMC Club May 8, 1900 Mariners Cafe**

**Next Chapter Board of Directors Meeting will be on Friday May17 at 0900 Mariners Café**

**Next Chapter Gathering will be here on May 25, 1000- BBQ TIME.**

**Air Affaire will be August 24-25.**

The gathering concluded at about 1145 and everyone helped return Bud's hangar back to the way it was. Thanks for letting us use it, Bud!

Respectfully submitted, Ray Ballantyne EAA430 Secretary

### April 30th Fly-Out to Bremerton Airport for Lunch



(continued on next page)



### April 30th Fly-Out to Bremerton Airport for Lunch

(continued from previous page)



Ken Brown



Bud Davies



Dave Miller



Donna Summer in Ernie Hansen's Swift



Heading home

*The Wings of Freedom Tour*

**Let's Go!**

**B-17 FLYING FORTRESS**

**P-40 WARHAWK**

**B-24 LIBERATOR**

**P-51 MUSTANG**

**B-25 MITCHELL**

**PORT ANGELES**

William R. Fairchild International Airport  
at General Aviation Ramp

June 19 - 2:00 PM to 5:00 PM  
June 20 - 9:00 AM to 5:00 PM  
June 21 - 9:00 AM to 12:00 PM

*Tour - Explore - Fly*  
*The Ultimate Living History Experience.*  
Walk-through tours: \$15 for adults and \$5 for children 12 years and younger.

Five of the most famous WWII bomber and fighter aircraft are visiting your community as part of the Wings of Freedom Tour. **Tour the beautifully restored aircraft and even TAKE TO THE SKIES YOURSELF** in an ultimate flight experience aboard the bombers! Get some "stick time" in the full Dual Control P-51 and P-40 fighters! 30-minute B-17 or B-24 flights are \$450 per person. B-25 flights are \$400. P-51 flight training is \$2400 for a half hour and \$3400 for full hour. P-40 flight training is \$2200 for half hour and \$3200 for a full hour. The Collings Foundation is a educational non-profit. Proceeds go directly into the continuing operation of these amazing historic aircraft.

★ COLLINGS FOUNDATION ★  
Keeping History Alive  
800.568.8924 www.cfdn.org

FAIRCHILD INT'L AIRPORT APPRECIATION DAY AND FLY-IN

Saturday June 22nd

0800 - 1000 - Lions Club Pancake Breakfast at the terminal building

0900 - 1600 - Scenic airplane rides available to purchase through Rite Bros. Aviation.

0900 - 1600 - Helicopter rides available to purchase.

1000 - 1600 - Rides available to purchase in a WWII T-6

1000 - 1600 - Balloon rides with Captain-Crystal Stout

1000 - 1600 - Olympic RC Modelers flight demonstrations and static displays

1000 - 1400 - The EAA 430 Young Eagles program offering free airplane rides to the youth.

1000 - 1600 - Kokopelli food truck on site

Static display of aircraft available to view including USCG helicopter, Life Flight Network fleet of aircraft, Cascade War Birds, corporate jet aircraft and amphibious seaplanes. More to announce as confirmations come in. Don't miss this!

Date: June 22, 2019

Time: 8 am - 4pm



FAIRCHILD INTERNATIONAL AIRPORT APPRECIATION DAY AND FLY-IN

FREE ADMISSION FOR ALL

- See military, corporate, medical airlift, seaplanes and general aviation aircraft up close
- "Young Eagle" flights for youth 10 am to 2 pm
  - RC Modelers flight demonstrations
  - Lions Club Pancake Breakfast
  - Food & beverage vendors on site
- Airplane, Balloon and Helicopters rides (fee)
- Tours of Port facilities and Business Park (including the Barhop Beer Garden!)

This event brought to you by:

Clallam County Chapter



2019 BOARD AND OFFICERS

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

Position	Name	Phone Ext	Email Address
President	Ken Brown	1	president@eaa430.org
Vice-President	Ernie Hansen	2	vicepresident@eaa430.org
Secretary	Ray Ballantyne	3	secretary@eaa430.org
Treasurer	Harry Cook	4	treasurer@eaa430.org

Class II Directors

Programs	Deb Cox	5	programs@eaa430.org
Membership	Bob Hicks	6	membership@eaa430.org
Newsletter	Mary Brown	7	newsletter@eaa430.org
Scholarship	David Miller	8	scholarship@eaa430.org
Young Eagles	Bud Davies	9	youngeagles@eaa430.org
Tech Advisor	Harry Cook		techhc@eaa430.org
Tech Advisor	Barry Halstead		techbh@eaa430.org
Tech Advisor	Ernie Hansen		tech eh@eaa430.org
Tech Advisor	Rick Vaux		techrv@eaa430.org



\*\*\*\*\*

All items: one year old

Pressure Washer with extra hose \$300.00

Spotless Carpet/Upholstery cleaner, self-cleaning hose \$89.85

Shop Vac, with blower \$85.00

Nail Gun, 3 heads \$178.00

Compressor \$200.00

Ladders \$150,\$200

Work Platform \$80.00

Make offer Call Donna Sommer 360-681-7427





*Serving the Port Angeles & Sequim Area*

## **EAA 430 FLYER**

*June 2019*



**Dedicated to having fun with airplanes and promoting General Aviation**

### **CHAPTER CHATTER**

*With Ken Brown*



Going from an idea to a reality is far more difficult than just writing it down on paper.

As the chapter continues to grow and expand its horizons, the never-ending need for volunteers is also expanding. A small cadre of volunteers are caring a very large load of responsibilities. We need to enlarge the number of volunteers to take on some of the necessary tasks.

Don't be content to sit back and let the "OTHER" person do the work, while enjoying the fruits of that labor. This chapter has always looked at things as a team effort. We have a very diverse talent base within our ranks, and those skills need to find a place of service. No job you accept is too small. Many hands make big jobs doable and easily done.

One or two of you would be great at heading up the general Scholarship fundraising activities, while another would be great at selling water at the Airport Appreciation day at KCLM in June and Air Affaire at W28 in August. Cooking Burgers at the BASH or serving requires a team of at least four to keep things moving.

As the board works to develop programs and ideas, the implementation cannot be done by board members alone. It is the responsibility of the general membership to step up and stand alongside others to carry out the mission and goals of the chapter.

Membership in 430 has an implied responsibility to serve in some area that will benefit the group and its mission statement.

I encourage you to take that step today. Make the call and take charge of one of the many opportunities available. The rewards are greater than you would believe.

For a list of volunteer opportunities turn to page two of the newsletter and make the call today. The chapter is best when we all have an active part in achieving the goals.

*(continued on following page)*

CHAPTER CHATTER

(continued from previous page)

Volunteer Opportunities.

If you would like to be added as a team captain\* or worker to one or more of the events, please contact V.P. Ernie Hansen at [ernestfhansen@gmail.com](mailto:ernestfhansen@gmail.com) and let him know.

(\* needs a team captain.)

KCLM Airport Appreciation Day June 22

YE Pilots / YE Ground crew / Registration

\*EAA 430 Booth or Tent on the West end of KCLM selling water for the scholarship fund

\*EAA Stand at the East end Display Aircraft Area selling water for scholarship fund

**(Added benefit:** All volunteers at this event: FREE BBQ at 1600 of Prime Rib / Brisket and all the fixings.

W28 July 7 YE

YE Pilots / YE Ground crew / Registration

W28 August 24-25 Air Affaire

\*Setup / Take down Tent or Booth

\*Volunteers for 2 days / sell water for scholarship

\*Ramp Control / marshaling (unrelated to EAA 430)



**WHAT:** VMC - Visual Meteorological Conditions (flying VFR - visual flight rules)

Discussions involving flying airplanes visually led by Ray Ballantyne

**WHERE:** Mariner's Café 609 W Washington St. Sequim, WA

Food and beverages are available for purchase during the meetings.



**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 flying. We hope to create a community of aviators willing to share practical knowledge, nurture communication, improve safety and build proficiency.

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- JUNE 2019**
- **VMC Club Meeting June 12 7:00 pm**  
**Mariner's Café JC Penny Plaza**
  - **EAA Chapter 430 Board Meeting**  
**June 21 9:00 am**  
**Mariner's Café JC Penny Plaza**
  - **EAA Chapter 430 Chapter Gathering**  
**June 29 10:00 - 12:00**  
Speaker: Dr. William Kintner  
Basic medical and over-the-counter drugs

*Dr. William Kintner has been active as a Senior AME since 1982. He received his undergraduate degrees in biology and chemistry from Pacific Lutheran University, continuing his education at the University of Washington Medical School and residency at Tacoma General Hospital (now MultiCare).*

*Dr. Kintner is a family physician who has practiced in Port Angeles since 1982. Along with Dr. Redlin, they do about 250 FAA, Basic Med and Transport Canada medical exams yearly.*

*He received his Initial flight instruction from Bill Fairchild in a Piper Colt, soloing a few days after his 16<sup>th</sup> birthday. He has a commercial license and instrument rating and has flown 2,000+ hours. He presently flies a 1967 Cessna 182 with a Robertson STOL conversion.*



**EAA 430 Young Eagle Events**

June 22 at KCLM July 6 at W28

Rain date of August 17

- JULY 2019**
- **VMC Club Meeting CANCELLED**
  - **EAA Chapter 430 Board Meeting**  
**CANCELLED**
  - **EAA Chapter 430 Chapter Gathering**  
**July 27 10:00 - 12:00**  
Speaker: Dana Terrill  
Computer Numerical Control

The following is a letter from our 2015-2016 school year scholarship recipient, Seth Mulhausen to Dave Miller, Scholarship Chairman.

Dave

It's a little surreal writing this email. I just finished my final semester at Rocky Mountain college, although it has not hit me yet that it's all over! I finished with a total of 3.59 GPA (.01 away from magna cum laude), semester GPA of 3.69.

Even though our Baron was broken most of the semester, and I never even got to fly it because of that, I received a waiver to finish multi at Galvin Flying, my employer, and will still receive credit for the class, and won't lose my 1000 hour restricted ATP. It's unfortunate I couldn't fly the Baron, but either way I'll get my multi.

The EAA 430 scholarship was an immense help. Thank you so much for your generosity! I know, for sure, there are two places I want to give back once I'm established, and that is the Museum, and Chapter 430. Both have impacted my life so much. I've already told Mike that I want to spend some time instructing at the museum this summer, and it seems he's keen to have me back.

I want to write more, but nothing is coming to me at the moment, so again, thank you, and keep in touch!

Sincerely,  
Seth Mulhausen





## Getting To Know You

(Bob Hicks)

*In the November 2005 EAA Newsletter Bob Hicks was our featured member of EAA 430. I am repeating the bio I wrote regarding his life in aviation. Not only has he lived a very diverse life, growing up in England, he has played an important part in the history of our chapter. Enjoy this recap of his achievements. (Newsletter Editor)*



Bob has been fascinated by airplanes since he was a young lad in England. During WWII, he learned to identify the planes flying overhead. His mother was English and his father, an officer in the Foreign Service, working in Europe for the State Department, was from Tennessee. When his father had to return to the United States, his mother was pregnant with Bob and didn't want to make the sea journey until after his birth. Bob never got to meet his father because he died from heart problems when he was in his 40's. He remembers traveling around England with his mother, a dancer with the French Loie Fuller

Ballet. She had traveled the world with the troupe, including San Francisco before the Golden Gate Bridge was built.

In 1939 he and his mother moved to Sussex. Because of air raids along the south coast of England, they moved to Somerset in the west of England the following year. He was six years old. Anticipating a German invasion, a small boarding school in Sussex (run by two women) was relocating to America. When a space became available, Bob and two cousins traveled with the other children in the school to America from Glasgow to Halifax aboard the "Empress of Australia."

The voyage took ten days, and he remembers the ship zig zagging to avoid submarines. They were among about 30,000 children who immigrated to Canada and the U.S. in 1940. After another boat was torpedoed and sunk, the program was cancelled. By then the Battle of Britain had been won and the invasion threat had ended. The school was sponsored by Eugene Meyer, owner & publisher of the Washington Post. The children were housed in a mansion at Clovercroft Estate in Warrington, Virginia, where they were treated like celebrities. Eleanor Roosevelt invited them to the White House for an Easter party in 1941. Another memory he has (along with a picture) is meeting the Duke and Duchess of Windsor in 1942. The children spent many hours practicing bowing and curtsying.

When the two women who ran the school returned to England in 1942, Bob (along with five other children) transferred to a school in Bronx, New York, which he attended for the next three years. In 1945, after the war in Europe ended, he boarded a Royal Navy cruiser, HMS Sheffield, in Boston and headed back to Portsmouth, England. He remembers being given the brass shell casings from anti-aircraft aboard the ship...IF he polished the brass, which he spent many hours doing.

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*Getting To Know Bob Hicks**(continued from previous page)*

Arriving back in England, he met his soon-to-be stepfather and enrolled in a private school. When his stepfather got a new job in Somerset, Bob attended the Taunton Boarding and Day School through graduation. He was an apprentice in the Bristol Airplane Company until, at age 18, he was drafted into the Corps of Royal Engineers (Army), spending eleven months of the required two years in Germany.

When he left the service, he went to work as a trainee in the sales department of Newman Industries in Bristol, a company that manufactured industrial electrical motors. He was in their two-year training program, which required courses in electrical engineering. Shortly after completing the program, the company sent him to Newark, New Jersey in a Pan Am DC-7, his first ride in an airplane. Early in 1959 he was transferred to Chicago where he had his first ride in a light plane, a 172. He joined a diving club to practice his hobby of scuba diving.



The YMCA, his home at the time, was having an Open House and a troupe of theatre actors was presenting a musical review. Bob was in the audience when one of the performers, Sharyn, came to his seat in her costume, sat on his lap and sang to him. He was smitten. At the end of the year he was transferred back to Newark as a district manager, but in 1960, they traveled to her hometown in South Dakota and were married.

In 1961 he went to work for Electric Machinery Company, a Minneapolis manufacturer of large generators and motors, working as a salesman. He and Sharyn moved to Needham, MA, where their son, Christopher, was born. Two years later, the company moved them to Cincinnati, Ohio, where they lived for eight years. Sarah, an adopted daughter, joined the family while they were in Cincinnati. At age 33, Bob got his private pilot's license and joined a Cincinnati flying club. Their next home was in Bellevue, Washington, where he worked as the NW District Manager for five years.

While living in Washington, he made a memorable six-week business trip to the Middle East ( Saudi Arabia, Egypt, Iran) Spain and the United Kingdom. While in Egypt, he climbed up inside the Great Pyramid. As it was a day in March, he was the only tourist. The guide went as far as the Queen's Chamber with him and then told him he could climb to the King's Chamber by himself if he wanted to, which he did.

They lived in El Toro, California for the next 23 years. In 1999 he retired from Electric Machinery Company and he and Sharyn moved to Sequim.

*(continued on next page)*

*Getting To Know Bob Hicks*

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The RV-6, which Bob began building in California in 1988, was trailered to a rented hangar in Diamond Point. The airframe, instrument panel, canopy and wings were completed; however, the engine was not mounted and the wings were not on when it arrived in Washington. He spent the next couple of years finishing the project. Whenever he needed help, there was always another pilot/builder willing to lend a hand. After heart surgery early in 2000, he and Trent Sommers became partners because he wasn't sure if he would be able to get his medical back. Trent helped him finish the plane and their first flight was on October 16, 2002.

Bob has been active in EAA since living in California, where he served as secretary, membership chair and director in Chapter 92.

His beloved wife, Sharyn, passed away in April 2010.

*Now the rest of the story.*

Bob is currently our Membership Director. He has held this role since 2015. Prior to that, he was the president of our chapter in 2003, 2004, 2005, 2012, 2013 and 2014. That's a lot of years of serving in our chapter and we are very appreciative of his dedication to EAA 430.



## Airplanes R Us

*by John Meyers*

This is midpoint in year 2019, and I can think of two “hot” items that are not necessarily universal to all local aviators but have some pertinence for general discussion:

- 1) BASIC MED. This writer will soon make a visitation to a general practitioner in hopes of completing the steps for “Basic Medical.” It is an attractive way to continue my aviation experience as a senior aviator. It appears that my list of ailments and complaints do not disqualify me from this “certification.” It is not without some sad sentiment that I would allow my regular Airmen’s Medical to expire. It has been my continuous “friend” and enabled livelihood since 1961.
- 2) ADS-B MANDATE. So when we wake up on New Year’s Day 2020, the regulatory world of airspace will have a new layer of regulation and compliance issues. If you are like Rip Van Winkle and your airplane is not ADS-B “out” equipped, you may need to change your “fly-to-lunch” habits.

From Sequim (and the whole of North Olympic Peninsula) you can actually fly “local” and not violate anything if you are lacking ADS-B “out” after January 1. Let’s call that “ADS-Bandito”. Here are some “ADS-Bandito” examples I can think of:

- a) YES, I can fly KCLM to lunch at PT (0S9). Port Angeles is Class E to the surface but that airspace is not part of the new mandate ... and Jefferson Co. Airport is OK as well. NO, I cannot fly to Bremerton for lunch because it sits under the Mode C Veil of Seattle airspace centered upon KSEA. If you are ADS-Bandito, there are a whole bunch of square miles around SEA where you cannot go. If Pi-R-Squared is still correct, then you are banished from 2827 square miles around SEA, thus your dining choices are limited in that direction.
- b) YES, I can fly to Bellingham (KBLI) and the San Juans as “ADS-Bandito.” So, towered airports like KBLI are Class D ... and are not mentioned in the new requirements. Along the way, you might find Whidbey Approach to be customarily helpful but not allowing entry into their Class C airspace, according to the new rules.
- c) How about KPAE, Paine Field? It is a Class D airport... but it sits under the Mode C Veil. Big fat bummer.... Nope!

Once we pass January 1 and ADS-B becomes effective, there will be some revelations, awakenings, and interpretations. Seems like getting the equipment installed is the way to go ... but ... if you are satisfied with some geographical constraints, then maybe not.

John Meyers

### May 25th EAA 430 Gathering & Burger Bash



Dave & Joan Miller cooking the \$100 hamburgers

Dan Donovan donated his custom-built barrel barbeque grill to our chapter. Many thanks, Dan, for your generosity.



Donna Sommer serving our hungry members their burgers



Lining up for lunch



Chocolate cake with chocolate mouse filling

## EAA Chapter 430 Monthly Gathering Minutes

Date: May 25, 2019

President Ken Brown called the gathering to order at Sequim Valley Airport (W28) Hangar #15 at 1000

Pledge Allegiance

**Guests:** Ernie Lingren, Gerald Stiles, Jocelynn Smith, and Betty Kincaid.

**Program Introduction** – Deb Cox introduced **Jeff Wells**, owner and manager of Rite Brothers Aviation who presented the “**Ins and outs of Canada/US border crossings**”. He presented his checklist for dealing with customs and border patrol. He described the E-APIS government web-based program to provide advanced passenger/pilot information. He said Canada requires a 2-hour notice with a window of arrival time +/- 15 minutes. CANPASS notification will often provide a clearance number with no inspection. US requires 1-hour notification and they meet all aircraft. They also require a custom sticker. He highly suggested to have Canadian charts and all aircraft documents. He said Basic Med is not recognized in Canada, and at least a 3<sup>rd</sup> class medical is needed. He ended with describing the actions and frequencies (by memory) for a transborder crossing.

**Young Eagles:** Bud Davies – said we flew 62 Young Eagles on May 18, 2019 and he was very appreciative of those who made it happen. We had several 4 place airplanes which really helped. He thanked Ray Ballantyne and Scott Fitzgerald for air boss and dispatcher. He said the next YE event is June 22<sup>nd</sup> during the Fairchild Intl Airport appreciation day, and he expects a big turnout. Please come help.

**New Private Pilot: Scott Fitzgerald** was recognized for receiving his Private Pilot License. Congratulations, Scott!

**Call for volunteers:**

Fundraising for Scholarship: Selling water at KCLM and Air Affaire

Taking rack cards to places where the chapter can be introduced to others.

**Collins Foundation** is bringing in a B17, B24, B25, P-51, and P-40 and needs flight line volunteers for June 19-21, 2019. Contact Bob Hicks for more information.

**Fly Out schedule:** We will have LAST TUESDAY at PWT on May 28<sup>th</sup>. And if successful we can make this a permanent happening. Roundup at W28 at 1130 departing by the slowest aircraft first, followed by the others. Over about a ½ hour.

**Business:** Ken offered the following information from the last board meeting: We have \$1862 in checking, and only \$275 in scholarships. Ken has proposed offering **engraved pavers** for a minimum donation of \$100 to replenish the scholarship fund. We're also fund raising with **water bottle sales** at KCLM Appreciation day on June 22 and the Air Affaire on August 24-25. The 100-person **membership directory** with pictures is now in the Chapter Business Pages which do not require sign in. All the board minutes and reports are available in the business pages.

The 50/50 Scholarship Raffle was won by Harry Cook.

We enjoyed our first **Burger Bash** of the summer season, and thanks go out to all those that helped, especially Dave and Joan Miller who cooked outside in a significant rain!

*(continued on following page)*

Minutes of May Gathering  
(continued from previous page)

Upcoming events and Fly-out Destinations

May 28 KPWT "Last Tuesday Buffet"

June 22 KCLM Airport Appreciation Day YE & Fly-in

July 13 Concrete 3W5 0730-1100 Breakfast Fire Dept in HS

August 3 KORS Orcas Island destination

August 10 Diamond Pt Airport Day 10-2p Copter rides, food

August 24-25 Air Affaire W28

September 7-8 4S2 Hood River WAAAM

See web site for other possibilities, these are not chapter events but just members going places.



2019 BOARD AND OFFICERS

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President	Ken Brown	1	president@eaa430.org
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Tech Advisor	Ernie Hansen		techeh@eaa430.org
Tech Advisor	Rick Vaux		techrv@eaa430.org





*The Wings of Freedom Tour*

**Let's Go!**

**B-17 FLYING FORTRESS**

**P-40 WARHAWK**

**B-24 LIBERATOR**

**P-51 MUSTANG**

**B-25 MITCHELL**

**PORT ANGELES**

William R. Fairchild International Airport  
at General Aviation Ramp

June 19 - 2:00 PM to 5:00 PM  
June 20 - 9:00 AM to 5:00 PM  
June 21 - 9:00 AM to 12:00 PM

*Tour - Explore - Fly*  
*The Ultimate Living History Experience.*  
Walk-through tours: \$15 for adults and \$5 for children 12 years and younger.

Five of the most famous WWII bomber and fighter aircraft are visiting your community as part of the Wings of Freedom Tour. **Tour the beautifully restored aircraft and even TAKE TO THE SKIES YOURSELF** in an ultimate flight experience aboard the bombers! Get some "stick time" in the full Dual Control P-51 and P-40 fighters! 30-minute B-17 or B-24 flights are \$450 per person. B-25 flights are \$400. P-51 flight training is \$2400 for a half hour and \$3400 for full hour. P-40 flight training is \$2200 for half hour and \$3200 for a full hour. The Collings Foundation is a educational non-profit. Proceeds go directly into the continuing operation of these amazing historic aircraft.

★ COLLINGS FOUNDATION ★  
Keeping History Alive  
800.568.8924 www.cfdn.org

FAIRCHILD INT'L AIRPORT APPRECIATION DAY AND FLY-IN

Saturday June 22nd

0800 - 1000 - Lions Club Pancake Breakfast at the terminal building

0900 - 1600 - Scenic airplane rides available to purchase through Rite Bros. Aviation.

0900 - 1600 - Helicopter rides available to purchase.

1000 - 1600 - Rides available to purchase in a WWII T-6

1000 - 1600 - Balloon rides with Captain-Crystal Stout

1000 - 1600 - Olympic RC Modelers flight demonstrations and static displays

1000 - 1400 - The EAA 430 Young Eagles program offering free airplane rides to the youth.

1000 - 1600 - Kokopelli food truck on site

Static display of aircraft available to view including USCG helicopter, Life Flight Network fleet of aircraft, Cascade War Birds, corporate jet aircraft and amphibious seaplanes. More to announce as confirmations come in. Don't miss this!

Date: June 22, 2019

Time: 8 am - 4pm



FAIRCHILD INTERNATIONAL AIRPORT APPRECIATION DAY AND FLY-IN

FREE ADMISSION FOR ALL

- See military, corporate, medical airlift, seaplanes and general aviation aircraft up close
- "Young Eagle" flights for youth 10 am to 2 pm
  - RC Modelers flight demonstrations
  - Lions Club Pancake Breakfast
  - Food & beverage vendors on site
- Airplane, Balloon and Helicopters rides (fee)
- Tours of Port facilities and Business Park (including the Barhop Beer Garden!)

This event brought to you by:

Clallam County Chapter





*Serving the Port Angeles & Sequim Area*

## **EAA 430 FLYER**

*July 2019*



**Dedicated to having fun with airplanes and promoting General Aviation**

### **CHAPTER CHATTER**

*With Ken Brown*



Like the saying, **GO WEST YOUNG MAN, GO WEST** is exactly what I am doing along with Skip, Ernie, Ray and Lisa. It will be more like **“North by Northwest”** to be exact.

As clouds abound and the wind is at our six we anticipate starting this adventure on July 1 looking for a window of good weather. Our goal is to get us from Sequim to Fairbanks Alaska.

The first part of the trip will take us to Abbotsford to check into Canada and up the Alcan Highway to Northway Alaska to reenter the US.

Fairbanks will be our hub as we adventure out to various and glorious locations in the huge state of Alaska. A full and complete trip debriefing is scheduled as the presentation at the August 31, 2019 gathering and Burger Bash.

### **What will be the legacy for EAA Chapter 430?**

Interesting question. Over the years, we have been very involved with Young Eagles, flying over 3200 youths. As a Chapter, we have promoted and supported students through our college scholarship program. These programs have costs, which to date have been replenished in dribs and drabs. Our recent “Pave the Way to the Future” program, which is still in development, has had a good response from the initial announcement last month. Dedicating Pavers are one form of putting money in a scholarship or building fund, but not the only way.



Our vision, based on the responses of the membership survey, is for the chapter to own its own dedicated space for general gatherings, educational meetings and aviation-related activities for both youth as well as adults.

As a 501(c) 3 non-profit charity, we are in a position to accept funds from you, our members. Have you considered donating your RMD (required minimum distribution) and in return receive a tax deduction? For those of you who are in a position of not wanting to pay taxes on your RMD, designating EAA Chapter 430 as the recipient will not only eliminate your need to pay taxes on this amount, but more importantly add needed income of this chapter and its programs.

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**JULY 2019**

- VMC Club Meeting **CANCELLED**
- EAA Chapter 430 Board Meeting  
**CANCELLED**
- EAA Chapter 430 Chapter Gathering  
**July 27 10:00 - 12:00**  
Speaker: Jerry Stiles  
AC-130 'Spectre' Gunship Presentation

Speaker: Jerry Stiles

“I flew 213 combat missions in Viet Nam of which 96 were flown in the AC-130 'Spectre' Gunship. The Gunship is highly accurate and lethal--enemy troops designated as the most feared weapon in the air.”

The following is the link to the two topics Dr. Kintner discussed in the June 29th EAA Gathering.

[Click here for the documents from the gathering](#)

**August 2019**

- VMC Club Meeting August 14 7:00 pm  
Mariner’s Café JC Penny Plaza
- EAA Chapter 430 Board Meeting  
August 23 9:00 am  
Mariner’s Café JC Penny Plaza
- EAA Chapter 430 Chapter Gathering  
August 31 10:00 - 12:00  
Presentation by our members: North to Alaska



### EAA 430 Young Eagle Events

July 6 at W28

Rain date of August 17

## Airplanes R Us

*by John Meyers*

Imagine, joining the U.S. Cavalry in 1933... then (much later) retiring as a General in the U.S.A.F. This is not so much of an airplane story as a WW2 Soldier Story. I pass it on here mainly because of an officer & gentleman who was our neighbor when we lived in the Denver area, 1990's. I have a little first-hand knowledge of his stories ... and was more recently mentally refreshed as I Googled his name, confirming my recollections.

Wayne O. (Sage) Kester was born in a sod house near Stockville Nebraska in 1906. He graduated from Kansas State Agricultural College as DVM in 1931 then joined the Army as a vet in 1933. It happened that Lt. Sage Kester became an officer assigned to Honolulu Hawaii ... and was directing his cavalry troop in training exercises on the morning of December 7, 1941. As we all know, the day began destruction from Japanese aerial attack around Pearl Harbor. Obviously, Lt. Kester and his troop charged back to Wheeler Army Airfield near Pearl Harbor where they surveyed and directed recovery efforts on horseback. There are many imbedded stories of heroism and chaos associated with this event but I do recall Sage Kester telling me that he liked to reflect that he was one of the last US Soldiers to go to war on a horse.

Moving the story along to July 1949, Brig General Sage Kester was assigned to the recently formed military branch, US Air Force. His job was Director of the USAF Veterinary Service, which was similar to his Pacific Theatre service during WW2. As best as I can determine, this job related to logistics of feeding the troops (good quality food delivered to the right places), especially meat and dairy products.

Moving the story to the 1990's, Sage Kester and his wife were neighbors of ours on Lookout Mountain, Golden Colorado (horse properties)... just west of Denver. Sage and some his Army / Airforce buddies had settled in this area during the 1960's. They were all retired Generals and equestrians for as long as their bodies would allow. General Kester died in 1999.

For some additional information about Dr. Kester, click on this link:



<http://veterinarymedicine.dvm360.com/mind-over-miller-remembering-dr-wayne-o-kester>

Brig General Sage Kester (USAF RET)

## If Faced With An Engine Failure, Remember Your ABC's

Author Eric Radtke (Reprinted April 22, 2019 Sporty's Student Pilot)

While complete engine failures are not common, the stakes are high which is why pilots train extensively for such occurrences and why they get evaluated as part of a checkride. If faced with an engine failure, or training for your next engine failure with your instructor, act quick and decisively by remembering what you learned in kindergarten – your ABCs.

It was Fulghum who authored the New York Times bestseller, *All I Really Need to know I Learned in Kindergarten*. The simple and beloved creed has guided many in their personal and professional lives and offers a valuable lesson in efficiency and effectiveness. Its wisdom has been applied to everything from home life to business dealings and has its place on the flight deck as well.

When an emergency strikes, seconds matter. Indecision is the enemy and reduces your options and likelihood of a positive outcome. My advice is not to say one can't alter plans in a dynamic situation such as an engine failure; however, the new choice should be obvious as evaluating any new plan will cost precious time.

While complete engine failures are not common, the stakes are high which is why pilots train extensively for such occurrences and why they get evaluated as part of a check ride. If faced with an engine failure, or training for your next engine failure with your instructor, act quick and decisively by remembering what you learned in kindergarten – your ABCs.

**A – Airspeed.** Establish best glide speed. Do it quickly. If you can gain precious altitude in the process of slowing to your best glide speed even better. Altitude affords us more options and perhaps an opportunity for some trouble shooting. Trim for your best glide speed so that your focus can quickly shift to B (best glide) and be strict in your adherence to speed. There are many options to lose altitude quickly, but nothing you can do in an engine failure to gain it back.

**B – Best place to land.** Pilots should always be considering adequate landing locations so maybe some of your work is done. If not, scan the entire area around you for preferably, an airport, but if not, a location that will best ensure your successful outcome – ideally, a flat, open field absent obvious approach obstructions such as trees, powerlines or structures. Remember, your best landing location could be behind you so don't ignore natural blind spots in your search. If you're flying with a GPS navigator or charting app, familiarize yourself with the emergency functions to assist in locating an emergency landing area.

As basic as it sounds, pilots can become paralyzed or reluctant to accept the dire circumstances. An obstacle that can be overcome through good training. But don't delay or move on to our next checklist item until the aircraft is flying toward your landing area at best glide speed.

(continued on next page)

**C – Checklist.** Your aircraft checklist includes memory items. Needless to say, if a manufacturer has identified an item as being so critically important it should be committed to memory even as seconds matter, not only should the items be rehearsed, but a flow around the flight deck should also be committed to memory to increase your likelihood of accomplishing these items. In a low altitude situation such as just after takeoff, you are fortunate to even make it through the memory items.

An emergency at altitude, could offer a window to consult a written checklist. This will offer a double check of the appropriate memory items and allow you to explore other potential causes for the failure in an attempt to regain power.

There are some universal elements of the emergency, engine failure checklist some of which are covered by our ABC checklist.

- Best glide – establish best glide

- Landing site – identify your best site AND fly towards that site

- Fuel – switch tanks (if able), check fuel shutoff, enrichen the mixture

- Master – if executing a landing, ensure electric is off to reduce fire risk

**D – Declare.** Declare an emergency. If unable to raise Air Traffic Control, provide as many details of your location as possible so that help can be provided. Even if speaking openly on the local frequency or emergency frequency, another aircraft may hear the transmission and be able to call for additional ground assistance.

In the case of ATC, you could ask or even be provided with information on available landing locations. Take extreme caution in the natural tendency to second guess your chosen landing location. Only if absolutely sure you can make a better location for landing, should your original plan be altered. As a matter of standard course, ATC may ask certain questions such as the nature of your emergency, fuel on board and number of souls on board. Don't feel pressured to respond. Your first obligation is to maintain positive control and FLY THE AIRPLANE. Navigation comes next in the hierarchy of pilot duties and a distant third is communication. In other words, you're in charge as the PIC. Respond only if able and don't hesitate to ask for information you may need.

**E – Execute.** Continue flying the airplane throughout the approach and landing. If time is available to maneuver, consider wind direction, slope of the chosen field and any obstacles. When compromises must be made, opt for the wind and obstacle combination that permits additional margin for error on your final approach.

Positive control is essential throughout so that you can minimize damage to the cabin structure which will increase your odds at escaping injury free. Don't become obsessed or fixated on salvaging the aircraft itself – only the cabin structure.

Flaps are recommended if they can be deployed so that you can minimize your forward speed. Minimum forward speed lessens the severity of the deceleration process. Avoid low level, aggressive maneuvering and minimize sink rate.

(continued on next page)

Much of what we have discussed relates to complete engine failure at altitude. In the case of an engine failure after takeoff, options are greatly reduced. It is usually NOT advisable to turn back to the runway, but instead, to select a landing location directly in front or slightly left or right of your flight path.

The decision to continue straight ahead versus turning back is often difficult to make due to the variables involved such as wind direction and altitude lost in the turn which can be affected even further by other atmospheric conditions, technique, and reaction time. If you've not trained for a simulated engine failure with a return to the airport, this would be a valuable exercise so that you can make more informed decisions about what altitude you would need to reach before considering a return to the airport.

No matter the event and no matter the circumstances, these fundamental aviation principles apply:

Aviate

Navigate

Communicate

\*\*\*\*\*

**2019 BOARD AND OFFICERS**

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

Position	Name	Phone Ext	Email Address
President	Ken Brown	1	president@eaa430.org
Vice-President	Ernie Hansen	2	vicepresident@eaa430.org
Secretary	Ray Ballantyne	3	secretary@eaa430.org
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Tech Advisor	Ernie Hansen		techeh@eaa430.org
Tech Advisor	Rick Vaux		techrv@eaa430.org





**OFF TO THE WAR****(Pearl Harbor)**

*Note from the Editor: I was privileged to spend several months interviewing Lee Embree and subsequently writing his memoirs. We would sit in his Port Angeles home, drinking coffee and eating cookies, while he told me stories of his career as the official photographer in the Army Air Corps. Many of his photographs were featured in Life magazine and in the news reels viewed in the movie theatres. One of my favorite stories he shared is the trip in one of several B-17's to Hickam Field in Hawaii, on their way to the Philippines, arriving at the same time the Japanese were bombing our Navy ships in the harbor...December 7, 1941. Lee passed away on January 24, 2008 at the age of 92 years old. The following is an excerpt from his memoirs.*



Each B-17 aircraft of the squadron was assigned a permanent flight crew. In addition to the regular crew, two aerial photographers, a communications officer, and later a flight surgeon were added to the air echelon PCS (permanent change of station) flight. Other squadron personnel were to travel by surface transportation.

As an aerial photographer, I was assigned to Capt. Raymond T. Swenson's crew on a B-17B, (Serial number 38-212). On November 19, our crew departed on an extended cross-country in our assigned aircraft for a shake-down flight. First we flew to Maxwell Field in Montgomery, Alabama, then Langley Field in Virginia. At Langley we exchanged our "B" model for a "C" (Serial 40-2074); then we left for Bolling Field near Washington DC. Captain Swenson had arranged for a staff car, and he had one vacant seat. For what reason I don't know, but he invited me to go along. This was to be a sight-seeing trip around the capitol and other famous places. This was my first trip to DC, and I was simply overwhelmed by everything.

Early the next morning we departed for Middleton Air Depot in Pennsylvania for a few minor repairs and parts. Now for the shakedown flight to Albuquerque, nonstop by way of Chicago, Denver and over Albuquerque to El Paso; then we returned for landing at Albuquerque. Our flying time was approximately fourteen hours. It was a good airplane and a very tired but happy crew. We had just completed the simulated flight from San Francisco to Hawaii, the longest single over-water flight en route to the Philippines.

It was a late night landing in Albuquerque on November 24<sup>th</sup>. Betty was there at the flight line to meet me in our '38 yellow Studebaker. To my surprise, so were my parents and brother and sisters. They had driven down from Iowa to see me off to Hawaii. It sure was nice to see them. We had a nice long visit the next day; then they headed home.

The next day I received another surprise. Our Squadron Commander, Major Truman H. Landon, asked me to change crews for the upcoming flight to the Philippines. Field." He said, "I want you on one of the two new B-

17E models which the squadron will receive at Hamilton Field." (Hamilton is located at San Rafael, California, on the north part of San Francisco Bay.) He added, "These new "E" models have a 24-volt electrical system which will be compatible with the aerial camera you will be taking on the flight." The "C" and "D" models were 12-volt systems; therefore, the need was obvious for my crew and aircraft reassignment. Major Landon also told me, "On our flight to the Philippines, we'll be flying over some islands occupied by the Japanese. I want you to get some good aerial photographs because we think they are up to something we are not supposed to know about."

When Captain Swenson's other crew members were informed of my reassignment, I remember a comment by the Crew Chief, M/Sgt. Leroy Pouncey. "Well, that's too bad, because now you'll miss some of that good fruitcake my wife is making for me to take along." My new assignment resulted in changing places with the Flight Surgeon, 1st. Lt. William R. Schick. Prior to this, I was not aware that we would have a medical officer accompanying the flight. The pilot of the new plane to which I was assigned was 1st Lt. Karl T. Barthelmess.

Early on the morning of December 4, 1941, Betty drove me to the squadron flight line, then headed for Los Angeles in our trusty '38 Studebaker with another crew member's wife. Betty would be staying with her father and mother. It was a day of very mixed emotions for me. On that day, our air echelon was scheduled to depart from Albuquerque. I would not want to relive that day again - ever. On the one hand it was very difficult for me to realize that I would not be seeing Betty for probably a very long time. We were married on February 22, only about nine months earlier. We had enjoyed the Albuquerque life, and it was there we had our first home. On the other hand, I think most of us were looking upon this as a new and exciting adventure. After all, flying in a B-17 to the Philippine Islands was not something very many twenty-six-year-olds had an opportunity to do. Later on, Lieutenant Schick was overheard to say, "I wouldn't take a million dollars for this trip!"

Later that morning we flew to Hamilton Field. Since our crew was scheduled to receive one of the new "E" models, three of our crew were ferried to Hamilton in a B-18. Besides myself, there were Sgt. Vance Spears, S/Sgt. Nicholas Kahlefent, plus a plane load of equipment. Upon arrival at Hamilton, crew members spent their waking hours checking and double-checking equipment - both personal and the aircraft.

The next day I located our new model "E" on the flight line. T/Sgt. Roy Coulter and Sergeant Spears were giving it a good check-out. How different it looked with the dull olive drab paint job and no markings on the tail - not even an identification number. It was eight feet longer and had twin .50-caliber machine guns in the tail. The crew entrance door was farther back and much easier to enter. Bomb bay fuel tanks were in place to provide the extra flying time needed for the long haul to Hawaii. All fuel tanks were being topped off to the last possible ounce. I heard a sergeant remark after filling one tank, "There isn't room for another teaspoon of gas in this one." There were, of course, changes and updating modifications, which made this plane, Number 41-2408, a really formidable Flying Fortress. (Many years after the war, I learned that this same B-17E was one of the three used to fly General MacArthur and his staff out of the Philippines during March 1942.)

We were all processed for overseas duty and final inspections were made. It was quite a sight to see those B-17's lined up on the flight line. There were also eight from the 88th Reconnaissance Squadron out of Salt Lake City, which were being reassigned to the Philippines.

An hour or so before we were scheduled to depart, I phoned Betty in Los Angeles. She had arrived safely from Albuquerque. After we talked for a while, I could hear her mother saying something in the background. So I asked, "What is she saying?"

"You tell Lee to be careful because those Japs are going to cause trouble," was the message my wife relayed.

I said, "You tell her not to worry and don't believe everything you read in the newspapers."

Little did I know how wrong I was and how right she was. That conversation took place about 8:00 p.m. on Saturday, December 6, 1941.

Shortly after the telephone call, all flight crew members were summoned into a rather small room (for 144 men) for a final briefing and flight plan. A briefing officer (I believe it was Brigadier General Fickel) walked in, and the door was closed. He talked about the route and stops we would make enroute to the Philippines. He especially emphasized the care and precaution necessary to safely complete this first, long, over-water flight to Hawaii. He explained that we would not take any machine-gun ammunition along on this first hop because of the distance and the need to keep our weight down and thus conserve fuel. Numerous other items were discussed. Then he closed the meeting by saying, "Good luck and good bombing." As we were leaving the room I overheard him telling one of the

flight crew officers that plenty of machine gun ammunition would be ready for us when we arrived at Hickam Field. I also noticed on leaving that the Chief of the Army Air Corps, Gen. H. H. "Hap" Arnold was standing at the base operations counter talking with someone. He had arrived earlier in a C-39, apparently also to see us off.

About 9:00 p.m. we were told to load up. As I climbed into the aircraft, I made sure my two pieces of luggage were on board. The GI B-4 bag was crammed full of clothing and other personal effects. But more important to me was my own personal camera, a 4x5 Speed Graphic. I planned to use it in the Philippines for taking pictures to send home to my wife. It was pretty much a standard camera used by news photographers at that time.

Lieutenant Barthelmess asked me to go up forward in the greenhouse for the takeoff and part of the flight. With the heavy load of fuel, tool boxes, luggage and machine guns on board, it would help a little to have my weight up there to help correct the center of gravity. I don't know what our take-off position was; however, since we were crew number two, I assumed we also were number two to roll. With the brakes locked, those four engines began to thunder. The pilot released the brakes and we started rolling down the runway. It was about 9:30 p.m. Being up in the nose of the plane, the ground seemed very close, especially after the tail elevated. What disturbed me most was the row of red lights, dead ahead, marking the end of the runway. After what seemed to me like many minutes, I felt the main landing gear wheels still on the ground. To this day, I believe those wheels rolled between the red lights. Then the nose lifted, and we were over the water of northern San Francisco Bay, still low, but gradually gaining altitude. Finally, we were over the Golden Gate Bridge. Nothing but black night lay ahead.

Each B-17 was scheduled to leave Hamilton Field at five or ten minute intervals, then fly and navigate individually to Hickam Field. The reason for this was that on such a long night flight, formation flying would be extremely dangerous and very tiring. It would also have increased fuel consumption considerably.

The crew of this new model "E", in addition to Lieutenant Barthelmess, our Pilot, included 2nd. Lt. Larry Sheehan, Co-Pilot; 2nd. Lt. Charles E. Bergdoll, Navigator; Air Cadet John C. Adams, Bombardier; T/Sgt. Roy H. Coulter, Crew Chief; Sgt. Vance H. Spears, Asst. Crew Chief; S/Sgt. Nicholas H. Kahlefent, Radio Operator; Corporal Raymond R. Joslin, Asst. Radio Operator; and me, S/Sgt. Lee R. Embree, Aerial Photographer.

As the hours ticked by, I tried to cat nap a little, but without much success. Our Navigator was working constantly and, of course, we tried to keep out of his way. Radio contact with other crews was limited to each pilot reporting in to Major Landon at scheduled times. We learned later that sometime around daybreak, we apparently passed a Pan American Clipper which was scheduled to land in Pearl Harbor at 9:30 a.m. I have no information on where it finally landed, but I think it was diverted to Hilo.

I stayed up in front all night because the engine noise wasn't quite as loud. It was a very long and tiring night, but uneventful - so far. At the appointed time, after daylight, our Navigator said we should be sighting the island of Oahu. Minutes ticked by and still no sight of land - only dark cloud formations on the horizon that looked like mountains. Finally Lieutenant Barthelmess asked Nick, our Radio Operator, to check the compass indicator in the Navigator's position to see if it was synchronized. Nick said it was okay. Next, the Pilot told the Navigator he would do a slow 360-degree turn to give him time to take another "fix" and recalibrate our heading. This we did, and Lieutenant Bergdoll insisted we were on the correct course. Shortly after that, we sighted land. Real land! What a relief to see something besides water. We were getting worried about the gas supply because when we sighted the island of Oahu, we had about one hour supply left.

We headed for the west side of Oahu which brought us around Diamond Head. As we approached the islands, I left the greenhouse and crawled back through the pilots' and crew chief's compartment and along the bomb bay catwalk to the radio compartments. This is where Nick and Ray had spent the night. They looked beat. I told them I was going on back to unpack my camera. I wanted to try with my own camera to get some good pictures of the famous places I'd heard so much about: Diamond Head, Waikiki Beach, Royal Hawaiian Hotel and Honolulu.

With my Speed Graphic in hand and loaded with a film pack (12 shots), I headed for the rear waist gunners' positions - one on each side. There were no machine guns in place at the time and no Plexiglas in the window openings. It was perfect for photography! I saw Diamond Head and then Honolulu. I thought, *Wow! We really have made it to the Hawaiian Islands!* For an Iowa farm boy, this was living. I took a shot out the right window.

By now we were about a mile off Waikiki at about 2,000 feet altitude. This was in keeping with a normal over-water approach for landing at Hickam Field. Suddenly I saw large clouds of black smoke rising from Hickam or beyond. It was similar to a huge oil well fire. But there was more intense smoke from different locations. I wondered what was

going on. By this time, we were farther out from the shoreline, almost ready to turn right for the final approach to Hickam. Next, I observed hundreds of small black puffs of smoke above Hickam and Pearl Harbor. Then I recalled seeing the same thing back home on the movie theater screens of newsreels showing the war in Europe, including the anti-aircraft firing. I began to sweat, and not just because of the warm tropical air whistling in my face. As we turned right on final approach, I remember jumping over to the left side window opening, camera still in hand. Something really crazy seemed to be going on out there. Up ahead I saw airplanes going in all kinds of directions. Then I noticed considerably more black smoke. We were now down pretty low and flying directly over the entrance to Pearl Harbor. Suddenly I saw and felt the bomber pull up with a surge of power and start to gain altitude.

I was alone back in the tail section, and I didn't have the intercom headset on, so I didn't know or understand what the heck was going on. Later, after we landed at Hickam, I was told the pull-up was because of intense Japanese aircraft activity over the Hickam runway and hangar area. As we flew over the runway, I got a good close look at some of those wild flying airplanes and saw the red meat ball painted on them. Were they really Japanese airplanes? It still hadn't soaked in. We made a go-around, turning left around the outside edge of Pearl Harbor. I couldn't believe what I was seeing. Many ships in the harbor were burning and exploding. Airplanes were climbing, turning and diving all over the place.

During the years since that morning of December 7, people have said to me, "Why didn't you take more aerial photos of all this?" I don't really know why, but I believe it was because I was so flabbergasted at what was happening that I momentarily forgot the camera was in my hand. I have wished many times since then that I had banged away with all that film in my camera. Reminded of the newsreels I'd seen back home, it took time to soak in what was really happening.

We continued our slow left turn, coming out over the water again just east of Barber's Point. Lieutenant Barthelmess turned left just off the shoreline for another final approach to Hickam. As we passed over Pearl Harbor entrance again, I saw a Navy ship of some kind coming out of the harbor. It was firing, all guns almost straight up. Just then I saw something that looked like a bomb fall in front of our left wing. I looked up and saw an airplane with those red meat balls on each wing. The pilot of that plane was obviously trying to bomb the Navy ship just below us, and they in turn were trying to hit the Jap plane. And here we were, flying right between the two! We were lucky this time and didn't take any hits. I remember saying to no one in particular, "Please, Lieutenant, get this crate on the ground, fast!" We had guns in the plane, but they were not mounted.

Again I heard and felt that surge of those four powerful engines. I couldn't believe this. As we passed over the runway, I saw a B-17 on the Hickam flight line with its tail-end burned off and its nose pointing upward at about a 45° angle. The stabilizer and control surface part of the tail end was several yards off to one side. We did another go-around, using the same flight pattern as the first time. The anti-aircraft fire had become more intense. It seemed like all of Hickam Field was burning. Heavy black smoke poured from many of the Navy ships, and there were repeated explosions on some of them. On this second go-around, Lieutenant Barthelmess followed pretty much the same route on his final approach, flying just off the shoreline. I was still hanging on at the left window opening. This time around was more turbulent. I had been bounced around quite a bit back there in the tail section by both the turbulence and, I suppose, our pilot trying to avoid other aircraft. During some of this rough treatment, I remember trying to protect my camera. Then it hit me. Hey! I should be taking pictures from this vantage point in the air!

At about the same instant, I heard what sounded like hailstones falling on a tin roof. I looked back and saw two fighter-type aircraft right on our tail. The hailstone noise was, of course, their machine gun fire hitting the sheet metal of our tail surfaces. That was getting a little too close for comfort because I was in the tail section. Then for some reason, they stopped firing and passed us on the left. I heard later that some of our shore batteries with .50-caliber machine guns saw them on our tail and opened fire. Maybe it got a little too hot for them, and they decided to leave. They passed so close I could see the Japanese pilots. They were grinning from ear to ear. Looking out over our left wing, I took a shot of those two and heaved a sigh of relief. We were now on final approach and slowing down considerably, so they disappeared very quickly - but not for long. Moments later, the same two appeared under our left wing, diving and flying in the opposite direction. A third aircraft was in front of them, which crashed and burned. It was not possible to identify this third aircraft; however, I did take a shot of the two and of the one burning.

Then Nick opened the radio compartment door and yelled to me, "Lieutenant Barthelmess says on intercom we're going in to land this time, regardless, because the fuel gauges are showing empty." I hoped they could stretch

the glide path to the runway, and sure enough they did as the landing gear tires squealed on the runway surface. After attempting to land at Hickam Field three times, we were down at last!

All four windmills were still turning, so we taxied off to the right, over to what they called the dispersal area, and stopped. The pilots shut down the engines, and for the first time in about thirteen hours, everything was quiet. But not for long. A man driving a tow tug came racing up to the left side of the plane where I was still at the gun turret window and yelled, "Get out of there fast! We're being attacked by the Japs!" That cinched it. His words immediately erased any remaining doubt that may have lingered in our minds. We were in a war!

T/Sgt. Coulter, our Crew Chief, came back through the plane and said, "Let's get out here! But first throw out anything that might burn in case some incendiary strafing comes our way!" So we started throwing luggage out the door - fast. I jumped out the door with my camera and began moving luggage and other gear out and away from the plane. Just then I heard the sound of planes approaching from somewhere. Somebody yelled, "Duck!" I hit the dirt. I think there was only one plane that came over, strafing.

When I picked myself up off the ground, I noticed that two brass buttons at the bottom of one leg of my GI fatigue coveralls were missing. I couldn't believe it (and probably no one else would either), but they apparently had been shot away. With that, I sort of checked out myself, but not a scratch anywhere. I showed this to Roy. His comment was, "That's getting pretty close." He was more concerned about his plane because he was a darned good crew chief. He then stripped off his shirt and went about checking the "E" for any damage.

The plane had been hit several times while in the air, but there was no serious damage. I took a photo of the vertical stabilizer which showed only one hit. I then walked around to the front of the plane and took a photo of the nose and left wing engines, with a large black smoke plume showing under the wing in the background. It was later determined that the smoke was from the crippled battleship, Arizona. In the background was also another B-17, but I didn't know to which crew it belonged. Next, I came back near the right wing tip and took a photo of the rear part of the plane, with our luggage and equipment out on the ground. My open camera case would be seen nearest the open door.

The attack seemed to be over now. At least I didn't see any more Jap planes flying around; however, there were still quite a few explosions taking place around Hickam and back in the Pearl Harbor area. They wanted us to go back up and try and find the Japanese fleet; however, they could not find any gasoline or bombs for our airplane, so we did not go. That night, before sundown, a truck came out with some coffee and sandwiches for us. It was cold coffee, but so what if the coffee was cold? After flying all night and arriving for this Jap reception, any kind of food was most welcome.

After eating, I picked up my camera again and took a shot of the Hickam hangars and flight line. The hangars were smoking and in ruins. A B-18 had taken a direct hit in the crew compartment. It was burning fiercely when we landed and taxied past. I didn't see any planes on the flight line that were not damaged or destroyed. This scene reminded me of some news photographs of the war in Europe. It really was very difficult to believe that this was for real, here in the middle of the beautiful Hawaiian Islands.

In the hangar line photograph showing the black smoke billowing from one hangar, is the B-17 I mentioned earlier, which had burned apart at the radio compartment. It is not very clear in the flight line photo; however, just below where the smoke is emerging, it is visible with no tail section. I didn't know at the time that it was Captain Swenson's B-17C. This was the same plane to which I had originally been assigned back in Albuquerque only three days earlier. It was quite a shock when I learned about the plane's identity.



*(Editor: The Squadron Commander later told Lee, "I have some bad news. The flight surgeon you changed places with was the only one killed." The strafing from the Japanese fighters got him. He was the only one from our squadron who was killed. It still hits me pretty hard.)*

## EAA Chapter 430 Monthly Gathering Minutes

Date: June 29, 2019

President Ken Brown opened the meeting at 10:15 with the Pledge of Allegiance. Ken then introduced our numerous **guests** including Jacob Kirschbaum, Cynthia Gase, Stephen Clark, Madeline Patterson, Brigit Lewellyn, Lisa Ballantyne, Jim Kuhlmeier, Larry Sweetzer, and Dale Hilderbrand.

Skip Brown introduced our current **scholarship award recipient, Jacob Kirschbaum** and he explained his hopes and dreams at the U of ND and beyond! He is very active at the Pt Townsend Air Museum youth program, and thankful for the scholarship award.

**Program Introduction** – Deb Cox introduced **Bill Kintner MD. AME** who spoke about **Basic Med** and **Meds and flying per the FAA**. It was a very interesting and engaging presentation covering the history of Basic Med, as it was an initiative from Congress directing the FAA. Pilots with Basic Med must have had a previous FAA medical, a state driver's license, complete the online course every 2 years, and receive a medical from a state certified physician every 4 years. He discussed a variety of medical conditions that could be acceptable or disqualifying. Although Basic Med is only recognized in the US, Canada is looking at it. Dr. Kintner was thorough addressing various issues with Basic Med. He also went into detail concerning Allergy meds, Antidepressants, ED, Diabetes, and sleeping pills.

### Board of Directors Meeting Summary:

Financial reports are on the EAA430 web site under the About Us Menu, then submenu Chapter business pages The Bank account summary- total of \$6176.00

Membership is currently 99 members (one joined during the meeting!)

**Tracy Bolton** was welcomed as our New Board member as web editor

The **Memorial Paver Fund** is a fund-raising program for scholarships. Pavers will be offered in two sizes & 4 colors: 4x8 for 250.00 and 8x8 500.00. Orders will be processed and paid to the chapter. A sample PAVER was provided for display. More information will be coming shortly.

**Young Eagles:** Ernie Hanson said we flew 90 Young Eagles Saturday, June 22, 2019. Everyone did an awesome job especially on the ramp.

The 90 YE were flown by 9 pilots:

Dan Ramberg -	21
Tanner Mathney -	15
Jim Rosenburgh -	15
Gordon Tubesing -	14
Ray Ballantyne -	6
David Orr -	6
Stan Hall -	6
Stephen Baldwin -	5
Jim Bettcher -	2

The **Next YE Rally will be next Saturday, July 6.**

**Fly Out Coordinator:** Barry Halsted said 11 people flew out last Tuesday to Bremerton for the "last Tuesday of the month buffet". He plans to continue this next month. He also said the Concrete fly in on July 13 is very popular, so plan to arrive early.

(Continued on next page)

EAA Chapter 430 Monthly Gathering Minutes (continued from previous page)

**Project Reports:**

**Collette Miller** said after a 4-year delay, she is starting on her aerobatic Sonex.

**Norm Coote** reported how tough it was to wire the panel in his Q2. But it fired up!

Ken asked Jacob what was going on at the museum, and he said they were working on a **Staggerwing, GeeBee, and a Prowler Jaguar**. What the heck is that?

NOTAMS:

NOMINATING committee is looking for a treasurer, membership chair, and program director. You can recommend someone else to Ernie Hanson.

We need your picture taken for the directory see SKIP

No VMC Club in July – gone flying

No Board Meeting in July – still flying

Next Gathering will be July 27, 2019

The 50/50 Scholarship raffle of \$48.00 was won and donated back by Ray Ballantyne.

\*\*\*\*\*



**WHAT:** VMC - Visual Meteorological Conditions (flying VFR - visual flight rules)

Discussions involving flying airplanes visually led by Ray Ballantyne

**WHERE:** Mariner’s Café 609 W Washington St. Sequim, WA

Food and beverages are available for purchase during the meetings.



**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 flying. We hope to create a community of aviators willing to share practical knowledge, nurture communication, improve safety and build proficiency.



*Serving the Port Angeles & Sequim Area*

## **EAA 430 FLYER**

*August 2019*



**Dedicated to having fun with airplanes and promoting General Aviation**

### **CHAPTER CHATTER**

*With Ken Brown*



Expand your horizons and reach for the stars.

In much of our life, we are complacent and prefer status quo. However, there are times when we must leave our comfort zone and reach for the stars. It is at times like these when we realize a part of our true self-worth and unrealized potential.

This was the case for me when, after a conversation with friends, a decision was made that would be life changing.

At some point in the evening I was asked, "What is on your bucket list?" Without hesitation the following words formed from "who knows were" and I said, "Fly my RV9A to Alaska." Thus, the planning began.

It was obvious this was a much bigger deal than I had first thought. This was not a 35 minute flight to Bremerton for fish and chips or Last Tuesday Buffet. This was a trip that would take planning, flying skills, endurance, teamwork, patience, understanding and money.

As the planning sessions began, I was advised that no matter how much planning we did, the trip would probably not go as planned. The Sage who spoke those words was the Lead in the flight of three, fondly referred to as #1. My role in this process was to hold the title of #3. #2 was also a more experienced flier who, along with #1, had flown to Alaska before, so this was not a new thing for them. Our group consisted of 5 persons, which included a Travel Agent, Cook, A&P, IT and FAA interface. All necessary and great team players for the upcoming adventure. The details of the adventure are the presentation at the August Gathering by the entire team.

The point I wish to convey to you is this ... with training and preparation, all things are possible.

You just need to EXPAND YOUR HORIZONS AND REACH FOR THE STARS.

The featured presentation this month will be an overview of this trip, presented by the team: Ray (#1) & Lisa Ballantyne, Ernie Hanson (#2) and Ken (#3) & Skip Brown.



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- August 2019**
- **EAA Chapter 430 Board Meeting**  

**August 23 9:00 am**  
**Mariner's Café JC Penny Plaza**  
**Air Affaire @ Sequim Valley Airport**  
**August 24 & 25**
  - **EAA Chapter 430 Chapter Gathering**  

**August 31 10:00 - 12:00**  
**Presentation by our members: North to Alaska**

- September 2019**
- **VMC Club Meeting September 11 7:00 pm**  

**Mariner's Café JC Penny Plaza**
  - **EAA Chapter 430 Board Meeting**  

**September 20 9:00 am**  
**Mariner's Café JC Penny Plaza**
  - **EAA Chapter 430 Chapter Gathering**  

**September 28 10:00 - 12:00**



**WHAT:** VMC - Visual Meteorological Conditions (flying VFR - visual flight rules)

Discussions involving flying airplanes visually led by Ray Ballantyne

**WHERE:** Mariner's Café 609 W Washington St. Sequim, WA

Food and beverages are available for purchase during the meetings.



**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 flying. We hope to create a community of aviators willing to share practical knowledge, nurture communication, improve safety and build proficiency.

## Wright Brothers Master Pilot Award

**Barry J. Halsted**

**July 27, 2019**



The Wright Brothers Master Pilot Award is the most prestigious award the FAA issues to pilots. This award is named after the Wright Brothers, the first US pilots, to recognize individuals who have exhibited professionalism, skill, and aviation expertise for at least 50 years while piloting aircraft as "Master Pilots."

Barry J. Halsted (R) received this award from Ray Ballantyne (L), as Tracy Boulton looks on. Ray was representing the FAA Northwest Mountain Flight Standards Division. Barry was honored at the Sequim Valley EAA Chapter 430 monthly Gathering on Saturday, July 27, 2019.

Barry Halsted was born Feb 18, 1943 in Wichita, KS where his father was working as a preliminary design engineer for Boeing. Barry, only 6 years old, watched his dad build a pair of stick and tissue rubber powered models and he was hooked on airplanes forever. Through high school, his whole life was building and flying model airplanes. Control line, free flight, and early RC model building consumed him. It was only natural that following high school he pursued a Bachelor of Science degree in aeronautical engineering from California State Polytechnic College and graduated in 1966.



Conventional wisdom during that time said that only those with perfect vision could become commercial pilots. From the third grade on, Barry wore glasses and thought he could not be a pilot. While working at his first job in a hobby shop, a customer who had seen some of his models encouraged him that vision shouldn't keep him from flying. So, he started flying in college and it changed his life forever. Real airplanes replaced the models he had built and flown.

He soloed a Cessna 150 on July 8, 1963 and received his private pilot license in January 1964. Barry continued training for a commercial license, but after being signed off for the check ride, he was unable to get a Class II medical due to the vision thing. Not to be dissuaded, he got an instructor's license and began teaching his friends how to fly. Two months later he received a vision waiver and immediately got his commercial pilot's license.

Barry worked as a flight instructor at Flabob airport (EAA Chapter 1) during his last year at CalPoly. During the next couple of years, he added instrument, multi-engine and single engine seaplane ratings, Certified Flight Instructor Instrument authorization, and Advanced Ground Instructor license.

After college, he moved to Seattle and flight instructed part time while also working at Boeing as a flight test engineer. He applied to the airlines, but was essentially told there were more than enough applicants with perfect vision applying and he finally gave up applying.

Pacific Aviation was a small flight operation in Seattle, where Barry was flight instructing part time. They branched out as a Champion Aircraft dealership and he readily took on selling aircraft part time. This turned out to be so much fun that he left Boeing and turned sales into his vocation. In 1972, Pacific Aviation was the 5<sup>th</sup> largest Champion dealer in the country. Champion Aircraft was subsequently purchased by Bellanca, and Barry left Pacific Aviation to work for the Bellanca Aircraft Company. During the following 7 years, he established Bellanca dealerships in 3/4<sup>th</sup> of the United States – what a fantastic job!

Following his Bellanca tenure, Barry worked three years for Piper Aircraft and thereafter for two aviation component manufacturers before moving into the avionics world. He retired in 2010 after having worked in the Avionics Industry for 15 years. This work involved both General Aviation and Airline aircraft and took him to 54 countries around the world. All during this time he continued to fly for both work and pleasure.

He joined the Experimental Aircraft Association (EAA) while he was working at Boeing in Seattle and built a Starduster Too experimental biplane. Later he designed and built Saffire, an all metal, retractable gear 200 mph airplane that won a Lindy award at Oshkosh, and 20 years later won the coveted Paul H Poberezny award. These honors led to 16 years of judging amateur built aircraft at Oshkosh. Over the years he has held a zero altitude aerobatic waiver, obtained an Aircraft and Powerplant Mechanic license, fathered several Supplemental Type Certificates (STC's), restored two PA11's and modified several other aircraft, including Harmon Rockets. He has owned 29 airplanes and has flown over 10,300 hours to date, mostly as PIC. He currently lives at Rake's Glen airstrip with another hangar at Chino, CA. He is still active in EAA430, Quiet Birdman, and many other aspects of aviation. *(written by Ray Ballantyne)*



ROCKET



SAFFIRE

Barry Halsted's Planes (continued from previous page)



**CITABRIA**



**PIPER PA11 CUB SPECIAL**



**LONG-TIME HOBBY**

## EAA Chapter 430 Monthly Gathering Minutes

Date: July 27, 2019

Ken opened the gathering at 1006 and led about 40 people in the Pledge of Allegiance. He then welcomed all our guests: Dave and Sue Anders, Lisa Ballantyne, Joanie Catalena, and Christiana Smith.

**Jerry Stiles, AC-130 'Spectre' Gunship Presentation.** Jerry graduated from the Naval Academy in Annapolis in 1963, however he was commissioned as a 2<sup>nd</sup> Lieutenant in the US Airforce. He trained as a navigator and also trained in electronic warfare. He instructed in a F-111A, and was crew member of the F-105F Wild Weasel. He was deployed to South East Asia in 1968. He completed 113 missions in the Wild Weasel and moved on to the AC-130E Spectre Gunship completing 96 combat missions by 1972.

Jerry entertained the room describing the history and accomplishments of the amazing C130 cargo plane that was turned into a feared assault aircraft with surgical accuracy. He described the duties of all the crew members and how the computers, detection equipment and humans worked together. Then there was time for him to describe many remarkable events that occurred during his service.

There was no Board of Directors Meeting this month. Current checking balance is \$6475.00.

Membership is currently at an all-time high of 102 members!

**MASTER PILOT'S PRESENTATION TO BARRY HALSTED.** Representing the Northwest Mountain Region of FAA Flight Standards, Ray Ballantyne made a presentation of Barry Halsted's aviation history and Barry was presented the Wright Brothers Master Pilot Award for over 50 years of dedicated service in aviation safety and his contribution to building and maintaining the safest aviation system in the world.

The Fund-raising program for scholarship is progressing

Pavers will be offered in two sizes & 4 colors

4x8 for 250.00 and 8x8 500.00. Orders will be processed and paid to the chapter. A sample PAVER was provided on the table. More information will be coming shortly.

**Fly Out Coordinator:** Barry Halsted said there is a two month schedule of fly-out locations on the web site under the fly-out tab and then "destinations". He discussed the planning for Tuesday 7/23 fly-out to Bremerton for lunch buffet. He said there are many events scheduled for August.

Emily Westcott discussed logistics for **Air Affaire & Sequim Valley Fly-In August 24-25**. Emily is looking for volunteers to assist in aircraft parking. EAA 430 will have a booth and selling water both days. Please see Ted Smith and sign up for a slot at our booth.

Gordon Tubesing briefed the meeting on **Diamond Point Airport Appreciation Day August 10**. He said there will be a Helipad dedication at 0930 with LifeFlight. Demo flights will be from the Raven/Black Jacks and the Swifts. There will be a gyrocopter, glider, and aircraft from the PT Aero Museum. There will also be Robertson R66 helicopter rides for \$60. Food will be served at 1100. Aircraft flying in are requested to arrive by 0900.

The **50/50 Scholarship Raffle** was won by Ray Ballantyne (again!) and donated his winnings for a total of \$80 to the scholarship fund.

(Continued on next page)

EAA Chapter 430 Monthly Gathering Minutes (continued from previous page)

**Project Reports:** Richard Howell has written the check and ordered his Sling II quick build kit. It's a two place low wing aircraft that will be certified as an Experimental/Amateur Built (E/AB) and will be built in his new

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**EAA CHAPTER 430 FLY-OUT**



Ken, Ernie, Gary

5 airplanes with 13 people attended EAA Fly-out to Bremerton Airport for the Last Tuesday of the Month Brunch on July 30.

\*\*\*\*\*

A BIG THANK YOU to the EAA 430 and Young Eagles team for joining us at the Port Angeles Airport Appreciation Day. You had a profound positive effect on the success of the event and we appreciate you and your hard work and efforts. *Dan Gase Fairchild International Airport Manager*

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FAA approval was recently received for the creation of a Sea Lane in the Port Angeles harbor. The FAA has issued the official airport location identification of W66. The *Washington Seaplane Pilots Association* was instrumental in helping make this happen and can foresee W66 as a popular place to visit.



Currently there is only one seaplane dock space available and that is in the Port Angeles Boat Haven. Many folks are brainstorming ways to install a more suitable facility near City Pier with even others envisioning a commercial service terminal in the future. Stay tuned for future updates on this exciting project.



*Dan Gase*  
*Fairchild Airport Manager*

2019 BOARD AND OFFICERS

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

Position	Name	Phone Ext	Email Address
President	Ken Brown	1	president@eaa430.org
Vice-President	Ernie Hansen	2	vicepresident@eaa430.org
Secretary	Ray Ballantyne	3	secretary@eaa430.org
Treasurer	Harry Cook	4	treasurer@eaa430.org

Class II Directors

Programs	Deb Cox	5	programs@eaa430.org
Membership	Bob Hicks	6	membership@eaa430.org
Newsletter	Mary Brown	7	newsletter@eaa430.org
Scholarship	David Miller	8	scholarship@eaa430.org
Young Eagles	Bud Davies	9	youngeagles@eaa430.org
Web Editor	Tracy Singer Boulton		webeditor@eaa430.org
Tech Advisor	Harry Cook		techhc@eaa430.org
Tech Advisor	Barry Halstead		techbh@eaa430.org
Tech Advisor	Ernie Hansen		tech eh@eaa430.org
Tech Advisor	Rick Vaux		techrv@eaa430.org



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*Serving the Port Angeles & Sequim Area*

## **EAA 430 FLYER**

*September 2019*

**Dedicated to having fun with airplanes and promoting General Aviation**

### **CHAPTER CHATTER**

*With Ken Brown*



Who BLINKED? Here we are in September and the beginning of the fall flying season. Cooler temperatures and better aircraft performance but also more complex weather planning sessions. Leaves are turning and flying to the wooded areas is always spectacular with fall colors.

I envision shorter trips this fall. Later departures and earlier returns as the days shrink. This year we will enjoy the longer daylight since the state has passed the end to daylight savings time. No more fall back / spring forward. This eliminates setting clocks on all the devices and cars.

I am grateful for all the volunteers who have stepped up this year to fill the positions at the events. Without you, our volunteers, the Chapter's presence would have been missed. We do have an impact on lives in our community.

How many of you are up for an adventure in 2020? How many will either fly or meet the Chapter at Oshkosh for a week of camping/glamping or lodging at the U or elsewhere? All good questions to put on the planning table as we sketch out our summer fun for next year.

I will be going to my first OSK AirVenture in 2020. I was on the grounds a couple of years ago, but it was in January, and I do not ever plan to do that again! Lovely facilities, great people, wonderful museum but it was COLD, very COLD.

Fall also brings us the beginning of the Brick Fund Raising program. We will be selling bricks for \$250 4x8" or \$500 8x8" for the memorial patio at W28. All funds from this program will go directly into the scholarship fund. We would like to expand this opportunity to worthy candidates looking to make aviation a career. Some will want to fly and move through that process, while others may want to build, design or repair an airplane. It is a very worthy mission.

The future of aviation is in our hands. Without support, our young people may never be able to live the dream. We start the dream with Young Eagles flights; we help support them in the chosen aviation school and maybe they will "PLAY IT FORWARD" for those behind them. One of our Young Eagle pilots (Whidbey pilot) told me he started as a YE. Now he flies YE and is protecting us from adversaries. Well played Navy Lt. Tanner Matheny .... 1946 North American NAvion

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- September 2019**
- **EAA Chapter 430 Board Meeting**  

**September 20 9:00 am**

**Mariner’s Café JC Penny Plaza**
  - **EAA Chapter 430 Chapter Gathering**  

**September 28 10:00 - 12:00**

**Presentation by Barry Halsted**

**Design and Building of Saffire**
- Saffire is an original, one-off metal, retractable homebuilt aircraft created at a time when most homebuilts were made using tubes and fabric.

- October 2019**
- **VMC Club Meeting October 9 7:00 pm**  

**Mariner’s Café JC Penny Plaza**
  - **EAA Chapter 430 Board Meeting**  

**October 18 9:00 am**

**Mariner’s Café JC Penny Plaza**
  - **EAA 430 Chapter Gathering**  

**October 26 10:00 - 12:00**



The Saffire is a fast, high performance, perfectly balanced aerobatic-capable airplane that thinks it's a P-40.



**WHAT:** VMC - Visual Meteorological Conditions (flying VFR - visual flight rules)

Discussions involving flying airplanes visually led by Ray Ballantyne

**WHERE:** Mariner’s Café 609 W Washington St. Sequim, WA

Food and beverages are available for purchase during the meetings.



**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 flying. We hope to create a community of aviators willing to share practical knowledge, nurture communication, improve safety and build proficiency.

Are you building an airplane or thinking about building one?



Check out this link on the EAA National website: https://www.eaa.org/ea/aircraft-building
Here are some of the "How To" articles and topics you'll find:

Hints for Homebuilders videos: Composite, Electrical, Fabric Covering, Firewall Forward, Hardware Cable & Safetying, Sheet Metal, Steel & Welding, Tools & Workshop, Weight & Balance, Wood

Articles published in various publications over the last 60-plus years

Building your airplane / Getting Started Resources while you're building / After your airplane is built

\*\*\*\*\*

2019 BOARD AND OFFICERS

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

Table with 4 columns: Position, Name, Phone Ext, Email Address. Rows include President (Ken Brown), Vice-President (Ernie Hansen), Secretary (Ray Ballantyne), and Treasurer (Harry Cook).

Class II Directors

Table with 4 columns: Position, Name, Phone Ext, Email Address. Rows include Programs (Deb Cox), Membership (Bob Hicks), Newsletter (Mary Brown), Scholarship (David Miller), Young Eagles (Bud Davies), Web Editor (Tracy Singer Boulton), and Tech Advisors (Harry Cook, Barry Halstead, Ernie Hansen, Rick Vaux).

## Airplanes R Us

*by John Meyers*



### The ICAO FLIGHT PLAN FORM (one of three installments)

As pilots, we have been variously notified by the FAA that the ICAO flight plan form will be used exclusively after August 27 (just now). OK, no big deal if you are a local flyer and non-filer. Its mostly a paperwork item but does require attention if you are an IFR flyer or a frequent user of VFR flight plans... or user of media services to file plans (Foreflight, GarminPilot).

The concept of the flight plan has not changed. It is still a portal to the ATC system (IFR) and / or an “insurance policy” for VFR flyers. In the latter case, real humans begin inquiries if a VFR plan remains open beyond the ETA (plus a little).

There are a million traditional “templates” for “old” US flight plans, often in the form of panel pasties, or key fobs, which will need to be relegated to dustbins or museums as historical pieces. Likely, if you needed to file a flight plan now (without a computer) and did not have an ICAO form, the live briefer at 1-800-WXBRIEF would kindly help.

Flight plan filing favors the media methods like FSS website or APPs. In those cases, the website template has some drop-down menus to help with the mysteries... mainly equipment codes and surveillance codes. For my Maule, the equipment code is “S” (for standard: VHF, VOR). If I had a hard-wired GPS, I could add “G”. My surveillance code is “CU1” (mode C and ADS-B of the UAT OUT type).

Most pilots like to sound “professional” and avoid flailing around during radio contacts, so radio-filing is a good thing to avoid if possible, especially with the new format. On the IFR side, “pop-up” clearances are still the same... at the convenience and discretion of the controller.

Next installment of Airplanes R Us... I’ll include a personal, historical encounter with ICAO flight plan.

John Meyers

Sept 2019

## *Getting To Know You*

*Deb Cox*

Deb's first ride in an airplane when she was seven or eight years old was at a flour bomb contest in California. Her dad was the pilot and Deb dropped the bag. She was hooked. After that flight, she knew she would be a pilot. She was an Air force brat until she was 12 years old. Her life adventures have taken her to all these places: Texas, Massachusetts, California, New York, Illinois, Colorado, Washington, Alaska and back to Washington. She graduated from Principia College in Elsah, Illinois with a BS in Biology with an emphasis on wildlife management/birds. Between the ages of 14 and 20, she spent most summers in Colorado hiking, backpacking, white water rafting, and horseback riding at a camp in the Collegiate Range (Sawatch Range of the Rocky Mountains ).

She got her private pilot's license in 1981 and the first airplane she owned was a Cessna 120. She currently owns a Cessna 182 ("Lucy"), the first airplane she's owned in 30 years. She was a flight instructor from 1982-1990 and owned and operated an FBO in Chugiak, Alaska. During that time she was the Chief Flight Instructor and DPE (Designated Pilot Examiner). In 1990 she went to work for the FAA as an Aviation Safety Inspector Operations at the Anchorage International Airport FSDO (Flight Standards District Offices). In 1994 she transferred to the Seattle FSDO and retired from there in 2004. She was the FSDO operations inspector of the year ( National) in 1997. Also as an inspector, she was one of about 6 in the country qualified to do 135 and CFI check rides in the Robinson R22 helicopter so traveled around the country to do these rides.

Before she went to work for the FAA, she worked as a fill in pilot for ARCO Co. for one year, flying crews across the North Slope in Alaska, flying the DHC-6. This was one of her most memorable flying experiences with lots of actual IFR, polar bears, snowy owls, musk ox, grizzlies and native villages. She remembers one winter day on her flight leg: dark, -90 degrees wind chill and blowing 30 kt. crosswind! She describes it as a "handful!"

On another occasion she was taking a charter in the R22 out to a mine in AK. Her passenger didn't tell her until they were almost there why they were going; he was planning to repossess a radio-telephone. In Alaska, most remote folks had firearms and she told him she was not going to shut down and would take off if need be. Fortunately, no one was there.

Her most fun time was ferrying an R22 from Anchorage to LA or Scottsdale when her FBO had the R22 dealership. She did this 3 times, twice by herself. One time was in March, leaving AK and stopping in Whitehorse Yukon, she paid \$85 to hanger the aircraft for one night. They were long 8 hour days, no autopilot and lots of planning each night since fuel was needed every 2 hours.

On one flight she landed at a gas station on the Deese Highway and fueled up with purple gas. She couldn't fly the trench because of the need for fuel every 2 hours. On one fuel stop in Canada, it was blowing so much the rotors never stopped turning (Kluane Lake). On one pass out of Ft. Nelson, she was in a hover crossing the pass and showing 60kts.

Continued on following page

### Getting To Know Deb Cox

(Continued from previous page)



Her last ferry flight was from LA to ANC and took 35 hours with lots of tail winds and head winds.

She has never had an accident and accounts for that by being conservative and following her gut if it didn't seem like a good idea to fly that day.

She has the following ratings: ATP AMEL, R-Hel R22, Commercial ASEL, ASES and has flown the following air-planes and helicopters over the years: C 152, C172, C172RG, C 210, Be 95, Decathlon, Baby Great Lakes, Stearman, Taylorcraft, PA-12, Pa-28, Mooney (M20). PA-23, Be-58, PA-44, Be-90, Pa-34, AC 1121 (Lead Sled), C-310, Ce-180, Pa-31, Beech Baron, Beech Bonanza, DHC-6. Helicopters: R22, R44, Bell 206, Hughes 269, Hughes 500, Augusta 109. She was a CFI/CFII in both fixed and rotor until she let them expire in 2006.

She was a member of Whirly-Girls International when she lived in Alaska. She has been a member of EAA 430 since 2018 and currently is the Programs Director.

Since 2000 she and her husband, Tom, have lived in Sequim. Besides airplanes & flying, her favorite things to do are hiking, traveling and volunteering with therapy dogs at the cancer center. She and Tom have been raising guide dog puppies since 2007.

She enjoys doing challenging things on her birthdays. She's done a tandem sky dive jump, rappelled down a 40 story building in Seattle for Special Olympics, Walked for Relay for Life several times and has been in the iFly wind tunnel. She's not sure what she will do next year.

On her bucket list is to fly a glider and travel to New Zealand, Iceland and Antarctica.

(Continued on following page)

### Getting To Know Deb Cox

(Continued from previous page)



On her farm in Palmer AK, she raised pretty much every type of animal/livestock: chickens, turkeys, goats, rabbits, sheep, pigs & calves..



The life of a farmer



Checking out a 747 simulator with her Dad at Pan Am's training center



Doing a pre-flight on her helicopter





Fun doing aerobatics in a Baby Great Lakes



A thousand hours flying an R22



Piloting a Stearman



Deb & her new airplane C-182 "Lucy"



Getting To Know Deb Cox



Hiking in the Olympics



Deb & Tom with therapy dogs.



Deb & her guide dog, Julius

Graduation Day for guide dog, Julius, with his new master, Ruben, who is legally blind.



## EAA Chapter 430 Monthly Gathering Minutes August 2019

The meeting was called to order @ 1000 by President Ken Brown with the Pledge of Allegiance to the flag

Introduction of **Guests**. There were nine guests introduced: Peter Gauer from Germany, Dave Hanst, Greg and Laurie Bell, Jim Reeves, Tom Cox, Bob Bishop, Bruce Burris, Tom Cox, John Ward, Dave Hanst, Tony & Joanie Catalano.

**Board of Directors** August meeting report: We have \$6460 in checking. The nominating committee is looking for a **Treasurer**, and there is an opportunity for someone to make a big difference in the scholarship fund by being the **memorial paver chairperson**. There will be some recommended changes to the **Chapter By laws** including extending terms of service to two years, and position descriptions.

**Donation:** Donna Wilson-Sommers graciously donated her partially built Smith Mini Biplane project to the Chapter. Ernie Hansen offered to transport it to his hangar at Pt Townsend for storage.

**Presentation:** The Itinerant 5 trip to Alaska. Ken and Skip Brown, Ray and Lisa Ballantyne, and Ernie Hansen flew their RV-9A, GlaStar, and Swift to Alaska together and described the logistics, weather, border crossings, and experiences they encountered. The take-away was think big, be flexible, expand your horizons, and pick your team wisely.

**Air Affaire and Fly In:** Emily Westcott briefed everyone on the successful event on August 24-25. She said the PT Museum brought 3 (4 or 5) planes and she thanked the several EAA430 members who helped. Emily plans to have only one day on Saturday August 22 next year.

**Project Reports:** **Rick Vaux** has completed his shop and ultralight field and has bought two ultralights from Idaho. He now has a Kitfox Lite, and a strutted version of the Dream Classic. Congratulations, Rick!

**Colette Miller** is coming right along with her Sonex project. She's assembling ailerons and spars and would welcome any help. Go Colette!

**Ernie Hansen** has completed painting his experimental Cub and it is ready to assemble. He described the Stewart System and its pro's and con's.

**Jay Pearlman** said he is cleaning out his airplane area and has some things for sale. He gave Ken Brown some fabric for rib stitching that is available for no cost. (All materials have already be distributed)

**Harry Cook** discussed an article from Sport Pilot magazine that discussed a Notice of Proposed Rule Making (NPRM) to allow certified aircraft to change to a "special airworthiness certificate" with rules similar to experimental.

The meeting concluded around 1130, and a great Burger Bash was had for the 50 people following the meeting. Thanks to all those who made this happen, especially Ken and Skip Brown.

Respectfully,

Ray Ballantyne, Secretary

Presentation at the August Gathering “North to Alaska by the Itinerant 5”



Itinerant 5

Ken, Skip, Ernie, Ray, Lisa



Alaska Fireweed ... Lisa's favorite flower



One of many planning sessions prior to the trip



One of many planning sessions on the trip



A 3-week adventure for our flight of three planes (Glastar, Swift, RV 9-A) full of weather, surprises and beautiful scenery.

Think big

Be flexible

Expand your horizons

Pick your team wisely

Donna Sommer donated her Smith Mini Biplane as a fund raiser for the Scholarship Fund. It is being stored in Ernie Hansen's hangar until we can find someone to complete the project.



Smith Mini Biplane leaving Donna's garage and going to a temporary home in Ernie's hangar



The Crew: Ray, Ken, Donna, Ernie, Peter

\*\*\*\*\*

### FOR SALE



Wheel pants for a Cessna 172 mid 1960's ? \$200.00

They need repair and another pilot has donated the kit to fix them. The proceeds of the wheel pants sale will go to the scholarship fund. They will be at our September EAA 430 meeting so you can inspect them.

If interested, contact Dava McNutt at [davacavu@gmail.com](mailto:davacavu@gmail.com)



*Serving the Port Angeles & Sequim Area*

## **EAA 430 FLYER**

*October 2019*



**Dedicated to having fun with airplanes and promoting General Aviation**

### **CHAPTER CHATTER**

*With Ken Brown*



We have entered the time of year when flying becomes a bit more of a challenge. If the day is good at any given moment, it is time to light the fires and kick the tires. Otherwise the weather will do what it always does ... change. We still have good daylight and fair breezes, but change is on its way. The long-range weather forecast calls for a "Normal" winter, which translates into "Wet" in my book. Nevertheless, this does not mean we are grounded.

As you know, we have a large membership, currently at 102. Would it surprise you to learn that a very small percentage of our membership is involved with the actual "running" of the chapter? I want to call to your attention the many opportunities within our chapter. My question to you is ... What area of the chapter is most important to you? Which part are you willing to volunteer to be responsible for? Think about it this way - if what is important to you stopped being available, how would you feel about continuing to be a member? As we become more diversified and more inclusive for the membership, we require volunteers to lead each of these varied activities. Are you willing to step up? You WILL make a difference! Many of the responsibilities for the chapter board are dull and time consuming, but are a necessary part of running the chapter "business."

I am very grateful for the people who have volunteered their services and time to making this chapter what it is today.

We need a new treasurer this year. Without a treasurer, it will be impossible to meet our obligations for scholarship funding, paying national dues we owe, or collecting membership dues, which keeps us afloat. Someone has to do it. Why not you?

The web site needs a web wrangler. This vital communication is the link keeping the membership informed with all the details of the activities, notes, minutes and financial reports posted on the site. Would you care to do without this service? Monthly email reminders are sent to you for your benefit ... newsletters, VMC club announcements and chapter gatherings. All of these take someone sitting down and making it happen.

Continued on next page

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Are you interested in having a more robust scholarship fund? We have a need for a fundraising chair to organize and run the **Pave the Way to the Future** brick sale. This program will provide the funds to continue and expand this program.

Folks, we are a very giving organization with good intentions. Good intentions will only become a reality when backed up by good works. We need members to step up to take a role in making this a reality.

The [EAA430.ORG](http://EAA430.ORG) web site has a list of [OPPORTUNITIES](#). Why not take a look and see where you would best fit in.

Many hands make simple work of most tasks. All this chapter has accomplished will only continue with your help.

Did you see or get a picture of the UFO in Sequim this month? Let me know if you did. I will publish it next month.

Ken

**2019 BOARD AND OFFICERS**

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

Position	Name	Phone Ext	Email Address
President	Ken Brown	1	president@eaa430.org
Vice-President	Ernie Hansen	2	vicepresident@eaa430.org
Secretary	Ray Ballantyne	3	secretary@eaa430.org
Treasurer	Harry Cook	4	treasurer@eaa430.org

**Class II Directors**

Programs	Deb Cox	5	programs@eaa430.org
Membership	Bob Hicks	6	membership@eaa430.org
Newsletter	Mary Brown	7	newsletter@eaa430.org
Scholarship	David Miller	8	scholarship@eaa430.org
Young Eagles	Bud Davies	9	youngeagles@eaa430.org
Web Editor	Open		webeditor@eaa430.org
Tech Advisor	Harry Cook		techhc@eaa430.org
Tech Advisor	Barry Halstead		techbh@eaa430.org
Tech Advisor	Ernie Hansen		techeh@eaa430.org
Tech Advisor	Rick Vaux		techrv@eaa430.org



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- October 2019**
- **EAA Chapter 430 Board Meeting**  

**October 18 9:00 am**

**Mariner’s Café JC Penny Plaza**
  - **EAA Chapter 430 Chapter Gathering**  

**October 26 10:00 - 12:00**

**Sequim Valley Airport Hangar #15**
  - **VMC Club Meeting 7pm - 8pm**  

**2nd Wednesday of the Month**

**Mariner’s Café JC Penny Plaza**

- November 2019**
- **VMC Club Meeting November 13 7 pm - 8 pm**  

**Mariner’s Café JC Penny Plaza**
  - **EAA Chapter 430 Board Meeting**  

**November 22 9:00 am**

**Mariner’s Café JC Penny Plaza**
  - **EAA Chapter 430 Chapter Gathering**  

**November 30 10:00 - 12:00**
- General Business Meeting & Election of Officers**  

**Sequim Valley Airport Hangar #15**

**October CNC Presentation by Dana Terrill**

In 2005 I was introduced to the world of Computer-Aided Design and Manufacturing. I acquired a CNC Router and started work with School Street Design Company doing laser scanning and CAD service.

I purchased plans for a Long EZ in 1980, completing the air-frame in 1991. I have also worked on other experimental air craft.

I got my AP license in 1989 and my private pilot and limited commercial license in 1992. I worked for Airfab in Hollister, California, doing restoration work and also worked for a tour flight company and flew rides in a Stearman for about 3 years. In 1993 I purchased a Piper Pacer and fully restored it. For 5 years I worked at Home Builders Assistance in Wat-sonville, California, working on Lancair RV's.



**WHAT:** VMC - Visual Meteorological Conditions (flying VFR - visual flight rules)

Discussions involving flying airplanes visually led by Ray Ballantyne

**WHERE:** Mariner’s Café 609 W Washington St. Sequim, WA

Food and beverages are available for purchase during the meetings.

**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 flying. We hope to create a community of aviators willing to share practical knowledge, nurture communication, improve safety and build proficiency.



## EAA Chapter 430 Monthly Gathering Minutes

Sept. 28, 2019



The meeting was called to order @ 1005 by President Ken Brown with the Pledge of Allegiance to the flag

Introduction of **Guests**. **Anthony Richards** has returned to Port Angeles, where it grew up, and is excited to be back in aviation, and is looking forward to getting involved any way he can. **James Reeves** and **Linda Runion** also joined us for a total of 33 people attending.

**Presentation: Barry Halsted** described his lifelong love affair with aviation beginning with model airplanes and culminating in the creation of **Saffire**. The concept of Saffair began when John Meyers and Barry were deciding what the perfect airplane would be. Barry decided to build his own design. In 1980, Barry started the engineering (with a book), the construction (with a maple hammer), the intricacies with the landing gear, and flight test challenges. After ten years, Saffire won the OSH Lindy twice.

**Board of Directors** September meeting report: We have \$6000 in the bank. We have 102 members with Jim Reeves joining us this morning. The nominating committee is looking for a **treasurer**, and there is an opportunity for someone to make a big difference in the scholarship fund by being the **memorial paver chairperson**. There will be some recommended changes to the **Chapter By laws** including extending terms of service to two years, and position descriptions.

**Project Reports: Rick Vaux** has picked up his two ultralights from Idaho. He now has a Kitfox Lite, and a strutted version of the Dream Classic. Congratulations, Rick!

**Richard Howell** is getting excited about attending the EAA workshop in Seattle in preparation for the start of construction of his Sling II kit. He's hoping it will be easier than Barry's build.

**Dave Moffett** is glad his RV12 has fixed gear (after listening to Barry's presentation). He is busy doing mechanic's yoga as he installs new avionics.

**Dava McNutt** had a historic picture from the Port Angeles Flying Club she hoped someone could identify.

**Dave Woodcock** gave a quick overview of the Disaster Aircraft Response Team (DART) exercise on September 21, 2019. There was a ton of food transported from PA to PT for the food bank. He hopes to include the Ham radio and CERT people into the next exercise.



**EAA Chapter 430 Monthly Gathering Minutes (continued)**

EAA has announced the new Young Eagles Build and Fly program. This starts with a model airplane build, followed by a YE flight. This has been discussed with both the Port Angeles and Sequim radio control aircraft clubs. A large six-foot wingspan model with all equipment is available for \$500 from EAA. Rick Vaux has some model kits that he offered to donate.

**Scott Brooksby** said the EAA Webinars are really good and encouraged others to see them.

The 50/50 scholarship raffle was won by **Charlie King**.

Nomination Committee report: Looking for a Treasurer and Programs Lead

NEED for volunteers to fill the following:

Fund Raising chair to leader the "Pave the way to the Future" program.

Lead person for the sale of the donated Smith-Miniplane

Lead person for OSK 2020 if this is a chapter event.

Lead person for facility manager for winter season: Setup and start heaters & purchase propane etc.

Web Editor:

Volunteer to get the coffee & snack

VMC Club will meet on Wednesday, October 9 at Mariners Café. Topic will be water emergencies.

Upcoming Events: November Annual Business Meeting and Chapter 46<sup>th</sup> Birthday party

Bylaw changes for review:

Lunch – suggestion Pizza / beverage / cake

Annual Holiday party December 28<sup>th</sup>, 2019 Cedars at Dungeness

The meeting concluded around 1148.

Respectfully,

Ray Ballantyne, Secretary



## Airplanes R Us

*by John Meyers*



### The ICAO FLIGHT PLAN FORM, A Story (second of three installments)

#### THE NIGHT I STRUGGLED WITH AN INTERNATIONAL FLIGHT PLAN

The research for ICAO flight plan information sent me to my old files. Viola! I found an old flight plan from a notable United flight, dated 13 July 2001. Normally we, as flight crew, didn't get involved in the actual filing of a formatted ICAO flight plan since our Dispatch division accomplished that item. At the flight planning session, in this case, United 0815 from LAX, on the evening of 11 July, 2001, we were presented with a proprietary flight plan and weather information which the Dispatcher forwarded for flight crew agreement. No issues were apparent, documents signed (by me, as Captain) and our flight departed on time from Los Angeles (KLAX) to Sydney Australia (YSSY), roughly a 16-hour flight. Three hundred miles to our north, UAL 0863 was similarly planned to leave San Francisco (KSFO) and would parallel us to Sydney.

I have no specific memory of this flight until it was well-along ... and someone was pulling my toes. I was in a crew rest bunk taking a mid-flight break. It turned out our Dispatcher was calling and commanding a diversion, to which all-hands were needed to make decisions and to accomplish the new flight plan. Our Dispatcher was diverting our flight because of newly forecast Sydney weather (early morning persistent fog). Sydney was still 1060 nm distant, 2.5 hours ahead. We were directed to divert to Noumea (NWWW) for fuel. A legal diversion requires two things: 1) Dispatcher notification, and, 2) ATC clearance. We had one, and now went to work on the ATC part. We were in non-radar environment, Oceanic control (NANDI) as I recall, and Oceanic ADS was still experimental.

Complicating factors:

- 1) UAL 0863, our "wingtip" buddy was dispatched to do the same diversion.
- 2) Both ships had just passed abeam Noumea so would require (nearly) a 180 turn and descent in non-radar environment.
- 3) Both ships would need to be initially sorted by NANDI Oceanic for proper airborne separation
- 4) Noumea was a non-radar destination but did have a tower (presumably awake at 3am local). The runway was suitable for B-747's.
- 5) Noumea weather was OK & it had an ILS. The non-radar environment meant each ship would fly an unpracticed chart-depicted DME arc transition to a final fix, then straight in to the runway (Noumea was off the beaten path for UAL, not a training item).
- 6) Noumea's one runway was standard width and good length for B-747 operations but it had no parallel taxiway. A turn-around and taxi-back would be required (just like Sequim Valley). Since two B-747's were arriving, this would require some self-sorting to make the runway and ground operation possible.

So how did this all work out? To be continued... (see next installment, 3 of 3).

(Hint: All went well enough... and the ICAO Flight Plan in my present-day home file is a copy of the one created to get from Noumea to Sydney)

## GETTING TO KNOW YOU

Jerry Tonini



I have the privilege of editing the manuscript Jerry Tonini wrote called **TRASH HAULERS**. *“The term is at times used vindictively, but more often affectionately when precious and/or life-saving cargo is being carried.”* Jerry’s story takes place during the year he was stationed in Vietnam from 1967-1968 as an Operations Officer in Cam Ranh Bay AB, managing 24-48 C-130A and C-130E aircraft.

Besides writing **TRASH HAULERS**, Jerry has written several stories of his adventures: *How I Became a Pilot; B-47E Crash on Landing at Zaragoza AB, Spain; Flight Test Modifications (Are Two Better Than One?); C-8A Buffalo Crash at Moffett Field, California.* In Jerry’s own words, *“I amassed 10,000+ flight hours in 68 different types of aircraft and 83 different models of those aircraft. It’s been a lot of fun!”*

Jerry and his wife, Susan, recently moved from Sequim to 32338 109<sup>th</sup> Pl SE #106, Auburn, WA 98092. Their phone number is 253-876-6436. They welcome visits from their EAA 430 friends of many years.

For those of you who didn’t meet Jerry, and for those who have been his friends for years, the following is an account of his aviation career.

Two hometown boys in Butler, Pennsylvania, buzzed the town in P-38’s and Jerry decided “right then” he wanted to be a pilot. His father paid for his first ride in an airplane, a Piper Cub, which lasted “15 whole minutes.” While a high school junior, he went to see an Air Force recruiter about becoming a pilot. He was told he needed two years of college and his dad “almost fell over” when he said he wanted to go to college, replying “Jerry, your grades have always made me C-sick.”

Jerry went on to attend the University of Pittsburgh from 1952-1956, graduating with honors as a Mechanical/Aero Engineer, the first in his extended family to receive a college degree. After joining ROTC, he got his 2<sup>nd</sup> Lieutenant bars. He then worked for McDonnell Aircraft in Saint Louis as an Aeronautical Engineer on the Mach-2 Navy F-4H Fighter and on aircraft “inlet” designs for the F-4H Fighter.

He was called for active duty in the USAF in 1956 as a 2<sup>nd</sup> Lieutenant and passed the required physical exam to attend the Officer Training course and later Pilot Training. He flew a T-34 and a T-28 at Stallings AB, NC. A visiting Edwards AFB speaker turned him on to be a test pilot, since it combined engineering with flying. His first solo flight was at Stallings Airfield, South Carolina, in a Beach T-34 Mentor, and he later soloed in a North American T-28 Trojan. He transferred to Webb AFB, Texas, flew a Lockheed T-33 and received his USAF Pilot Wings. He attended Fighter Gunnery Training in F-86F Sabre Jets at Williams AB, Arizona. His first supersonic flight (M1.0+) was in a vertical dive in the F-86F. He was scheduled to go to F-100 training at Nellis AFB; however, he was diverted to SAC and flew B-47E’s. The following year he attended SAC B-47E Stratojet ground and flight training at McConnell AFB in Wichita, Kansas, and then transferred to Little Rock AFB, Arkansas, to fly as a B-47E copilot.

(continued on following page)

He flew the B-47E Stratojet Bomber from 1959 to 1963 at Shilling AFB in Salina, Kansas, and world-wide missions for the Strategic Air Command (SAC), initially as a copilot, then later as a B-47E Aircraft Commander, in England, Spain, Morocco, North Africa, Alaska and Guam. During the Cuban Crisis, he led six B-47E bombers from Shilling AFB to the Detroit Wayne International Airport, carrying nuclear bombs. The people living in Detroit had no idea what the pilots in flight suits were doing there.

He applied for and was selected to attend USAF Aerospace Research Pilots School (ARPS .... formerly USAF Test Pilot School) under the auspices of Colonel Chuck Yeager. He attended ARPS for a one-year training course, which included the following aircraft: T-33, T-38, F-101, F-106, B-26 and B-17. Jerry was also selected for the Manned Orbital Laboratory (MOL) program. Unfortunately, during his astronaut physical at Brooks AFB, Texas, doctors found his eyes did not pass the necessary requirement for the program, which eliminated him from the program. The MOL program was subsequently cancelled and many of the selectees were transferred to NASA as potential astronaut candidates. Two of his classmates became astronauts: Fred Haise, Jr of Apollo 13 fame, and Richard H. Truly of Space Shuttle fame.

After his tour of duty in Vietnam (1967-1968), he returned to Edwards AFB in California and resumed his duties as a test pilot, flying over 1000 hours in the C-5A test program alone. He was the primary test pilot for the HC130H Hercules, C-130A and C-130E as test support. He also flew the T-37, B-57, B-47, B-52, C-141, KC-971, C-5A and others.

From 1971 to 1973, he attended graduate school at California State University in San Diego, obtaining his Master's Degree in Business Administration. After graduation he assumed duties as System Manager for the A-10A "Warthog," a Close Air Support Fighter Program," at Sacramento SMALC. He also flew the C-118 reciprocating engine aircraft at that time. He subsequently assumed duties as the Director of Logistics for the A-10A Warthog fighter program at Wright Patterson AFB.

Retiring from the Air Force in 1979, he worked for the Boeing Company in Seattle. He obtained a CFI rating under the GI Bill and flew the C-150, C-172, C-172RG and Citabria aircraft at the Boeing Aero Club. He bought an Aero-Club Cessna 150 which he used to commute from his home to Boeing.

In 1982 he was a Sr Field Service Engineer on the B-737-200 Adv at Mather AFB in Sacto, CA, where he became a base manager. He also taught a Masters Level Aero Course for Embry Riddle while at Mather AFB. In 1988 he was promoted to Boeing's E-4B (747's) National Emergency Airborne Command Post as Manager at Offutt AFB, Omaha, Nebraska, where he managed 115 people.

He returned to Boeing in Seattle in 1990, working on the PHM Hydrofoil Program, F-22 Advanced Tactical Fighter, F-22 Raptor APS IPT, B-747-400 Supplemental Cargo Aircraft and the B-767 Tanker Program.

He retired from Boeing in 1995, moved to Sequim, and went to work for Rite Brothers in Port Angeles as a CFI instructor. He also flew for 3-1/2 years under Part 135 Charters. He worked at Coldwell Bankers Uptown Realty as a bookkeeper and advisor. He flew and instructed at the Peninsula Flying Club.

He is a member of the following organizations: SETP (Exp Test Pilots), QB's, EAA, AOPA, Sigma Tau (honorary), Beta Gamma Sigma (honorary), Phi Kappa Phi (honorary), Sigma Iota Epsilon (honorary) and Sons of Italy in America (OSIA).

A farewell party for Donna Sommer





*Serving the Port Angeles & Sequim Area*

## **EAA 430 FLYER**

*November 2019*



**Dedicated to having fun with airplanes and promoting General Aviation**

### **CHAPTER CHATTER**

*With Ken Brown*



Why go the extra mile or step up to help? The Chapter President is only an overseer and directional compass. Our board of directors is made up of individuals who have, for a period of time, chosen to serve the membership willingly. Each and every one of them has made a conscious decision to do the work necessary for a successful chapter.

Larger organizations are not necessarily a good thing. What I find frustrating are the number of members who just want to show up and be entertained. They do not want to take a piece of the action to make it better. Why are we having a difficult time getting a new treasurer? Our current treasurer has dedicated the last two years to the job and we are thankful for his service, but it is time a successor step up and take the reins of our accounting.

We are going forward into 2020 without a program director. What is the impact and what effect will it have on the gatherings without this position? Our chapter gatherings feature a learning process, but it takes a planner and manager to get speakers and presentations. It does not happen by itself. The program director is an appointed position.

We will be electing officers this month. President Ken Brown, Vice President Ernie Hansen, Secretary Ray Ballantyne and Treasurer (unknown). Who will fill these needed positions? Nominations are going to be accepted at the gathering on the 30<sup>th</sup>. These are must-fill positions.

Each one of you is very special. You have a unique talent to share or demonstrate. The chapter needs your talent to benefit everyone. Please take some time and see how you can fill one of these important positions and keep the chapter moving forward. It will be very worthwhile and appreciated. I have great confidence that we will have an outstanding team going forward in 2020 and you can be part of it.

*Ken*

In our October newsletter, I asked the question *“Did you see or get a picture of the UFO in Sequim this month?”*

**UFO (United Flying Octogenarian ... a pilot who flies after age 80)** That would be me on October 10th!

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**Guest Speaker**

Jim Reeves, owner of Precision Drone Solutions will be our guest speaker at the November 30th Chapter Gathering. See information regarding Jim on page 4.

- | November 2019  |
|--|
| <ul style="list-style-type: none"> <li>• VMC Club Meeting November 13 7 pm - 8 pm<br/>Mariner's Café JC Penny Plaza</li> <li>• EAA Chapter 430 Board Meeting<br/>November 22 9:00 am<br/>Mariner's Café JC Penny Plaza</li> <li>• EAA Chapter 430 Chapter Gathering<br/>November 30 10:00 - 12:00<br/>General Business Meeting , Election of Officers<br/>Chapter 46th Birthday Party<br/>Pizza, beverage, birthday cake<br/>Sequim Valley Airport Hangar #15</li> </ul> |

- | December 2019  |
|--|
| <ul style="list-style-type: none"> <li>• VMC Club Meeting Dec 11 7pm - 8pm<br/>2nd Wednesday of the Month<br/>Mariner's Café JC Penny Plaza</li> <li>• EAA Chapter 430 Board Meeting<br/>December 20 9:00 am<br/>Mariner's Café JC Penny Plaza</li> <li>• EAA Chapter 430 Christmas Party<br/>December 28 5:00 - 9:00<br/>The Cedars at Dungeness<br/>1965 Woodcock Road Sequim, WA</li> </ul> |

WELCOME NEW EAA 430 MEMBER

James P Reeves

Known as "Jim" to his friends, we first met Jim at the 2019 Sequim Valley Airport Air Affaire, where he was on the field directing and parking the arriving planes. He showed up at our September EAA Gathering and met several of the members. After hearing about his drone business, (Precision Drone Solutions) our Program Director, Deb Cox, invited him to be our guest speaker and arranged for him to give a presentation at our November meeting.

Jim shared with us the following: He started flying at age 13, soloed at 14, got his private pilots's license at 17, instrument rating at 18, commercial rating at 19, CFI and CFII at 19, Multi at 19, ATP at 23, Type-rated in the AVR-146 (RJ-85) and B747-200/300 .

He started flying commercially at 19 while attending Purdue University from 1995-1999. He graduated from Purdue University's Aeronautical Science program in 1999. He flew commercially (both CFI/MEI and for the airlines) until 2006 when he lost his ability to hold an FAA medical. He earned a Masters in Aeronautical Operations and an MBA from Embry-Riddle Aeronautical University while flying for the airlines. He used those two Masters Degrees to pivot into management after losing his medical in 2006.

He was a Maintenance Planning Manager at an airline (Cargo 360-now Southern Air) until the company was closed because of the recession in 2008. He ended up at Boeing from 2010-2015 as a Maintenance Planning Specialist for the 747-LCF (Large Cargo Freighter) program, supporting the 787 program, and then as a Supply Chain Logistics Operations Specialist for the same program.

In 2015 he decided to become a Real Estate Broker, working for Re/Max and then Redfin, until he brought his family to Sequim in 2018. He opened his business, Precision Drone Solutions (drone services provider) at that time.

\*\*\*\*\*



**WHAT:** VMC - Visual Meteorological Conditions (flying VFR - visual flight rules)

Discussions involving flying airplanes visually led by Ray Ballantyne

**WHERE:** Mariner's Café 609 W Washington St. Sequim, WA

Food and beverages are available for purchase during the meetings.

**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 flying. We hope to create a community of aviators willing to share practical knowledge, nurture communication, improve safety and build proficiency.





## Airplanes R Us

*by John Meyers*



### **The ICAO FLIGHT PLAN FORM, A Story (third of three installments)**

(subtitle) THE NIGHT I STRUGGLED WITH AN INTERNATIONAL FLIGHT PLAN (ICAO-type)

My enclosed story has three parts... and this is the third part, so if you are missing the continuity, you may want to refer to my storyline in the EAA 430 newsletters SEPT & OCT.

This is what happens when a scheduled routine flight across the Pacific (LAX to SYD) is diverted by a weather interruption at the real destination. Crew workload goes to the max... and so does ATC activity, Dispatch activity, not to mention the diversion station activity who will be receiving our UAL B-747, and our wingtip mate from SFO to SYD... both requiring fuel.

For my part, having been awakened from crew-rest, I deemed it appropriate to command by "overview," that is to say, I didn't hop back into the Captain seat right away. The pair of flying crew (relief pilots) were doing a good job with ATC, Dispatch, and initiating direction and descent to new destination. I needed to sort the workload, study the approach with my copilot (who had also been resting). Also we coordinated with the cabin crew, some of who were taking their crew-rest. In the cabin, the passengers would suffer a bit of angst with the diversion announcement. Not everyone would be keen for an unexpected visit to a Pacific island.

About 20 minutes before landing, we got all the flight deck crew back into the customary flying or non-flying seats. We had a pilot crew of four (one Capt, 3 copilots) which was the legal compliment for a 16-hour flight. The approach would be an arc-transition to ILS at Noumea. We were number one for the approach since our wing-tip UAL B-747 partner was now 10 minutes behind. The Noumea runway had no parallel taxiway, thus there was some pressure for us to approach, land, taxiback, and clear the runway so as not to cause grief for our colleague in the other approaching B-747.

To shorten a longer story, this all worked out fine. Eventually there was a pair of United B-747s sitting on the Noumea ramp awaiting fuel service. Since these were early morning hours, fuel truck(s) were not immediately available. That gave us plenty of time to figure out Dispatch requirements for the NWWW to YSSY flight. It was no small chore to calculate quantity conversions, litres to gallons, kg to pounds. Even figuring out the date was mind-bending since we had left LAX at 11 pm (soon to be next day) and crossed the International Date Line as well so it was now early morning, two days later when compared with our launch date.

The ICAO FLIGHT PLAN drill happened as we prepared our Dispatch and ATC departure plans. Even though our company would supply a proprietary flight plan, we needed to file manually in the ICAO format (an unusual item for flight crew in that era). The result was an ugly form with several line-throughs. I kept a copy of the flight plan and also the ground service invoice. The monetary amount was registered in PACIFIC FRANCS, & looked like PF 547,811. It seems like a staggering amount, but UAL was good for the money (actually about \$5000 USD). I was relieved I didn't have to pony up my VISA card... but we did kid around with some of the passengers about the bill.

(continued from previous page)

The rest of story is non-noteworthy... we bid adieu to Noumea & New Caledonia under overcast skies, no tropical blue water in sight. Eventually our delayed Sydney arrival was further delayed by inflight holding near the highly anticipated destination. The weather had just cleared up at YSSY and they were working off a traffic backlog. We arrived SYD with 325 SOBs (souls on board), all of whom got bragging rights about landing on a Pacific Island as a bonus to the LAX-SYD trip.

\*\*\*\*\*

**2019 BOARD AND OFFICERS**

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

Position	Name	Phone Ext	Email Address
President	Ken Brown	1	president@eaa430.org
Vice-President	Ernie Hansen	2	vicepresident@eaa430.org
Secretary	Ray Ballantyne	3	secretary@eaa430.org
Treasurer	Harry Cook	4	treasurer@eaa430.org

**Class II Directors**

Programs	Deb Cox	5	programs@eaa430.org
Membership	Bob Hicks	6	membership@eaa430.org
Newsletter	Mary Brown	7	newsletter@eaa430.org
Scholarship	David Miller	8	scholarship@eaa430.org
Young Eagles	Bud Davies	9	youngeagles@eaa430.org
Web Editor	Open		webeditor@eaa430.org
Tech Advisor	Harry Cook		techhc@eaa430.org
Tech Advisor	Barry Halstead		techbh@eaa430.org
Tech Advisor	Ernie Hansen		techeh@eaa430.org
Tech Advisor	Rick Vaux		techrv@eaa430.org



## GETTING TO KNOW YOU

## Gerry Mahoney



Gerry grew up in a family of pilots, his mother, father and one of two sisters. Dad was a radio operator and navigator in the Boeing 314 Clipper (Flying Boat), working for Pan-Am. His mother was a staff secretary for General McArthur in Manila. When they left Manila in the third to last Pan-Am flight, his mother was pregnant with Gerry. The family ended up in Oakland, California, where he was born. His dad went on to work for the OSS (Office of Strategic Services) during the war, followed by Trans Ocean Airways after the war. He later went to work for the CAA (Civil Aeronautics Authority, precursor of the FAA). This meant every two to three years, the family moved. Living next door to an airport meant Gerry and his sister could spend every free moment hanging out with the pilots, offering to do any job they could, and getting lots of rides, thus his love for airplanes, starting about age four, when he had his first ride. He recalls watching his mother do touch-and-go's in a Stearman. His favorite airplane at that time was the "Brown-Nose Cub. All the J-3 Cubs were identified by the color of their cowl.

He got his private pilot's license in 1961 and bought his first airplane, a Piper J-3 Cub, when he was 23. He presently has two Globe-Swifts and a Single-seat Harmon Rocket.

When he was in fourth grade, the family lived in Silver Lake, California, next to the CAA Communication Station. His job at that time was to change the lights on the five 140-foot towers for the low-frequency radio range station, climbing to the top of the towers with a bag full of light bulbs.

The family moved to Bryce Canyon, Utah Communication Station, then Salem Oregon, and then to Oklahoma, where he graduated from high school. During the summer months, starting when he was 16 years old, he would go to Oregon and work for the Oregon State Department of Forestry as a fire fighter. At age 20, he became foreman of the 20-man fire crew. In 1965, he moved to the U.S. Forest Service in Redmond, Oregon as a smoke jumper.

Following the smoke jumping, he enlisted in the Navy as a NAVCAD (Naval Aviation Cadet) where he got his wings in 1967. He was commissioned as an Ensign in May 1967. He spent the next seven years in the Navy. He was on the USS Hancock as an A-4 Skyhawk pilot. He had a tour in Vietnam from 1968 to 1969. He returned to Vietnam, this time flying an OV-10 Bronco with VAL-4, a light attack squadron, supporting PBR (patrol) boats on the rivers, along with supporting Navy Seal teams, flying primarily nighttime sorties. He also flew as an instructor in the A-4 Skyhawk at the Naval Air Base in Lemoore, California.

He worked as a crop duster for six years in the rice fields in Willows, California, flying a Navy N3N biplane with a Pratt & Whitney R-1340 engine, Ag Cat and Thrush. During the harvest, he would drive a 4-wheel drive Bank Out Wagon, hauling rice from the harvester to the trucks.

(continued on next page)

Gerry was a bush pilot for Sea Airmotive in Alaska, flying DeHaviland DHC6 Twin Otters and a Piper PA-31 Navajo. Following his time as a bush pilot, he used the money to complete his education. He was called back to duty in the Navy for another 13 years.

Following retirement, he went to the United Arab Emirates as an instructor pilot in their Fighter Lead-in Squadron, flying the British Bae Hawk Mk.63. Following the stint in the UAE, he flew the B-747 for Atlas Air Worldwide Cargo. It was a great job, every flight a new adventure.

In 1999, he took a job with ATSI (Aviation Training Systems, Inc) in Mesa, Arizona as a flight instructor, training officers for foreign air forces, including the UAE Air Force in the TA-4 Skyhawk and A4-N Skyhawk. He trained student pilots in the National Test Pilot School in Mohave, California. He also flew the A-4 for Boeing Flight Test, during tests of the V-22 Osprey, refueling systems in the C-130. Following the low speed tests, he spent a year doing the same work as a receiver aircraft for the tests of the Boeing KC-767 Tankers for the Italian Air Force. The Boeing work also contained a lot of time flying photo chase on the tankers and the new B747-800 Freighter, with a Boeing photographer in the back seat.

He has the following ratings: Single engine & Multi engine Land, CFI, ATP, Commercial, Instrument, A&P and IA (Inspection authorization.)

Gerry helped establish the IAC (International Aerobatic Club) #26 in Delano, California. He was a member of EAA Chapter 1138 in Hanford, California and Chapter 376 in Fresno, California. He is presently a member of EAA 430, Sequim Washington. He has participated for many years at Oshkosh, Sun 'n Fun and Arlington Air Shows.

Besides flying airplanes, his favorite hobby is working on airplanes. He built his hangar/home in Diamond Point and is presently finishing his latest project, a back yard bar, named "Air Wing 21." Air Wing 21 was embarked on the USS Hancock from 1967 to the end of the Vietnam war.





## EAA Chapter 430 Monthly Gathering Minutes

October 26, 2019



The meeting was called to order @ 1008 by President Ken Brown with the Pledge of Allegiance to the United States flag.

Introduction of **Guests**. During the Alaska trip, Ken and the group met a guy with an EAA hat in Whitehorse. Turned out to be **Mike Barrow from Reno, NV** and a member of the Stead Chapter. He promised to come visit us this winter, and here he is! Being part of EAA gives you friends all over the world.

**Board of Directors** October meeting report: We have less than \$6000 in the bank after purchasing the new warm patio heater. We currently have 102 members. The nominating committee is looking for a **treasurer**, and there is an opportunity for someone to be the **memorial paver chairperson**. There will be some recommended changes to the **Chapter By-laws** including extending terms of service to two years, and position descriptions. Proxys will be available if you will miss the November Annual business meeting and Chapter 46<sup>th</sup> birthday party. We will have pizza and cake! Speaking of food, Ken canvassed the group of about 25 asking if we should have **pizza after the winter meetings** and there was consensus that food is always good! So, help is needed to get and serve pizza after the November meeting.

**VMC** meeting on November 13 at Mariners Café in the Penny Plaza at 7:00 p.m. will discuss water emergencies and owner maintenance.

**Project Reports:** **Rick Vaux** has pulled the wheels and brakes off his ultralights. He plans to pull the engine off the Kitfox light for inspection.

**Norm Coots** has powered up the avionics in his project.

**Wade Kincaid** is working on his straight-tailed Sonex (sometimes)

**Bud Davies** was helping Scott Brooksby install a new Avionix tail beacon on his C310.

**Dave Miller** described his experience getting the builder maintenance authorization from the FAA for their new RV14.

**EAA** tool crib was discussed and what the chapter already owns. Harry Cook (not present) is interested in revitalizing the EAA430 tool crib pending his replacement as Treasurer. Rick Vaux also mentioned he has a large single axle trailer he would lend. The chapter also has a trailer.

The 50/50 scholarship raffle was won by **Adine Kretschmer**.

(Continued on next page)

**EAA Chapter 430 Monthly Gathering Minutes (continued)**

**Program-** Danna Terrill did not arrive to discuss CNC (computer numerical control). Ken led the group in a lively discussion of various electronic flight book applications (EFB APPS). Discussions led to the recent B17 accident in New England, the Bob' Collins foundation, Bill Harrah's Ford Trimotor, flying the Goodyear Blimp and being one of the last members of a blimp squadron in the Navy. This deteriorated into full scale aviation story-telling, which included Hollywood starlets, flying a B747 at night inverted, voiding in a F6 while formation flying, and dynamic soaring at 450 mph. The conversation ended about noon and Ken closed the gathering.

Upcoming Events: November Annual Business Meeting and Chapter 46<sup>th</sup> Birthday party

Bylaw changes for review:

Lunch – suggestion Pizza / beverage / cake

Annual Holiday party December 28<sup>th</sup>, 2019 Cedars at Dungeness

Respectfully,

*Ray Ballantyne, Secretary*

# EAA 430 VOTING PROXY FORM

Member Name: \_\_\_\_\_

I give *Ray Ballantyne (Secretary)* or \_\_\_\_\_ (*choose one*) authorization to vote on my behalf on all issues put to a vote at the EAA 430 Annual Business Meeting on November 30, 2019.

EAA Members Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Form must be present at the meeting. It can be hand delivered to the meeting by a friend or mailed to:

Chapter EAA430  
P. O. Box 13  
Carlsborg WA 98324

Print out and complete.





*Serving the Port Angeles & Sequim Area*

## **EAA 430 FLYER**

*December 2019*



**Dedicated to having fun with airplanes and promoting General Aviation**

### **CHAPTER CHATTER**

*With Ken Brown*



A brighter future is on the horizon. The days are getting longer and more light brings more smiles. People are in the final days for preparations for the many holidays that occur at this time of year.

As the Board of Directors start a new year and take on the process of creating a better EAA 430, we look forward to you joining this hard working group. I am sure there is a position where you would be exceptional and enjoy. There are opportunities which need to be filled.

Welcome Andy Sallee (Airport Manager of Sequim Valley Airport) as the new web editor who has already made significant changes to our web presence as well as our social-media imprint. Thank you Andy.

2020 will bring a renewed effort to get our PAVE THE WAY TO THE FUTURE brick program in full swing. While we are still looking for a marketing manager, we will start with the help of Polaris Engraving by utilizing their online ordering and payment system. If you have a desire to facilitate this position, please let us know.

The Annual Business meeting was a success, along with the pizza and birthday cake. As a 46-year-old chapter, we are looking fabulous.

As a side goal, I would like to expand the membership to reach out to other aviation groups in the area to join us. RC modelers, Hot Air Balloons, Ultralights and Powered Parachute enthusiasts. After all, if it flies we have a common bond. Freely invite your friends to come to our gatherings and let us talk aviation.

My wish for you and your family is for health, happiness and joy. Enjoy the days we have and look for the silver linings in everything. Additionally, I wish you tailwinds, low fuel costs and a blessed holiday and Happy New Year.

*Ken*





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Airplanes R Us with John Meyers will return in January



- December 2019**
- **VMC Club Meeting** December 11 7 - 8 pm  
Mariner's Café JC Penny Plaza
  - **EAA Chapter 430 Board Transition Meeting**  
December 20 9:00 am  
Mariner's Café JC Penny Plaza
  - **EAA Chapter 430 Holiday Party**  
December 28 5:00 - 9:00  
The Cedars at Dungeness  
1965 Woodcock Road Sequim, WA

- January 2020**
- **VMC Club Meeting** Jan 8 7pm - 8pm  
2nd Wednesday of the Month  
Mariner's Café JC Penny Plaza
  - **EAA Chapter 430 Board Meeting**  
January 17 9:00 am  
Mariner's Café JC Penny Plaza
  - **EAA Chapter 430 Chapter Gathering**  
January 25 10:00 - 12:00  
Sequim Valley Airport Hangar #15

**JANUARY PRESENTATION: Owner-assisted Annual and Condition Inspection**

Our presenter in January is Chapter 430 Tech Advisor Harry Cook. He has been a pilot over 50 years, including 20 years in the Air Force with flying time in the T-37, T-38, T-33, F-4E, OV-10A and A-10A. He has been an A&P with Inspection Authority for over 25 years. His first plane was a 1952 Cessna C-170B; he has owned and refurbished a 1966 Cherokee 6, a 1976 Cessna C-172M and, most recently, restored a 1956 Piper PA-22/20. Harry's bio is in the April 2019 EAA newsletter.

## WELCOME NEW EAA 430 MEMBER

**JOHN WARD**

I started flying in 1991, training at West Houston Airport for my single-engine rating. In 1996 I joined the Soaring Club of Houston and never went back to airplanes. Well, so far. In 2000 I moved to Minnesota and joined the Minnesota Soaring Club, where I enjoyed good company and many wonderful flights, even when I had to drive three hours to get to the airport. Since moving to Port Townsend in July, I ferried my Pipistrel Sinus out in September and have been getting used to the area's aviation activities.

I've flown many models of glider, owned two Schweizer 1-35s (not simultaneously), and for four years have been the happy owner of motorglider N81028, a factory-built experimental-registered Pipistrel Sinus. Next time you visit the Spruce Goose at OS9, just look for the long, white wings. Or, better yet, let me know of a home with a roof for it.

I heard about EAA 430 as I was getting acquainted with the flying community around Port Townsend. Someone at the Aviation Museum recommended y'all as friendly, active, and knowledgeable. This is my first connection with the EAA, though I've long been a member of the Soaring Society of America (SSA) which has begun building closer ties with the EAA.

**DAVE BOERIGTER (EAA 325862)**

I first joined EAA 430 23 or 24 years ago then dropped that membership to join Chapter 1026 in Port Townsend. I remained an EAA member but did not rejoin 430 until this year. In the meantime I did fly many Young Eagle flights with 430. President Ken Brown leaned on me through our membership in another aviation-related group to rejoin which I did this year.

I started flying as an Air Force navigator in the old Strategic Air Command in 1957. I first soloed as a pilot as a member of the Bunker Hill AFB Aero club in 1958 or 59 in a J3 Cub. I passed my private in 1966 and my commercial, multi engine and instrument rating in 1973. I have owned my 1967 Mooney M20C since 1994 and have used it to attend Oshkosh four times through participation in the Mooney Caravan to OSH including the very first caravan.

**DAN GASE**

My flight experience began in 1970 at William R. Fairchild Int'l Airport flying a C-150 and Piper J-3 Cub (\$8.00/hr. wet) through the Explorer Scouts sponsored by a couple Coast Guard pilots out at the base. Later used the GI Bill to help finance commercial, instrument and multi-engine ratings in Olympia. I've logged time in about 25 different aircraft types, a master of none. "Mid-life crisis" brought on the need to hover so I obtained a helicopter add-on rating and could finally land on my own front yard helipad. Aviation took on a new dimension in early 2018 as I took on the role of airport manager at CLM. Love the job, the people, the aviation world!

## WELCOME NEW EAA 430 MEMBER



**JEFF SMITH**

This is my first EAA chapter membership. My father was an Army missile officer, so I spent my younger years living around Air Force bases. The Army missiles were there to protect the planes. Grew up with a ceiling of model airplanes and all I ever wanted to be was a pilot. Got a four year AFROTC scholarship to college and was a Distinguished graduate in 1974. The Vietnam war was over and the Air Force didn't need any pilots, so I went in as a Procurement Officer for two years and was ultimately able to do pilot training at Columbus AFB, MS. From there I went to Guam and flew B52's for two years. After that I went to Scott AFB, IL and flew the C140 Jetstar and did flight inspection of NAIADS all over the world, including Area 51 and Tonapah, NV, where the secret F117 was based.

After ten years in the Air Force, I separated and was hired as a pilot for American Airlines. I was an engineer on the B727 and then a first officer on the B727 and DC10. The airlines hire in spurts,, and I was lucky enough to get hired in 1984 as 113th pilot hired, and then they hired 8000 after me. After five years I was able to become a captain and flew the DC9, B757, B767, B777 and finished up flying as an international captain on the B787, flying between DFW and China. I retired in Oct 2018 after a thirty-five year career. The early airline years were financially difficult because we were paid half pay for the first five years, so I joined the Navy reserve and flew DC9's and retired from the Navy in 1994 after a stint in Desert Storm.

My father was based at Ft. Lawton, which is now a closed Army post just west of Seattle. I always wanted to retire to this area, so I moved to Port Angeles in 2016. I am currently flying for Rite Bros. Aviation, just doing short hops around the area.

This has given me an appreciation and love for general aviation. I also have a new respect for the demands of flying VFR with all the airspace restrictions and going from grass strips to Boeing Field. Flying single engine Cessna's has reacquainted me with small aircraft, but it isn't very stimulating. I think I would like to purchase an IFR RV8A, due to my size of 6'3" for fun and travel. At my age of 66, I don't have the patience to build my own. I would like to help other members on their build projects to learn all I can about this area of aviation, since I don't have a background in it.



**BILL BERSON** (Port Townsend)

My first airplane fascination memory was around age 6 watching the 727's on final landing at Fort Lauderdale, Florida where I was born. At age 12, My dad moved the family 6000 miles to Chugiak, Alaska. I helped my dad build our new house, just one mile from Birchwood airport. After a few years they started a glider club at Birchwood and I joined and got my glider rating. Also got my airplane instruction free while working at the maintenance hangar. My friend worked there also and later we started an aircraft paint shop at Willow, Alaska. My brother and I restored an Aeronca Chief and I flew that to work sometimes. Later I bought a Piper Cherokee and used that to tow gliders mostly.

By 1980, Birchwood airport had hundreds of airplanes parked at tiedowns and I was able to build a maintenance hangar. After a number of years doing rebuilds and annual inspections as an A&P-IA, I decided to sell. Moved to Port Townsend, WA in 2002.

I own a Grob G109 motorglider that I bought and restored to give commercial rides. I also bought a partially finished Avid Amphibian kit to assemble in the future.

My major priority, however, has always been engineering and experimenting with low powered engine and airframe designs. In 1980 I designed and built a single seat, aluminum twin engine motorglider. I am back to experimenting with a new and improved version now.

## WELCOME NEW EAA 430 MEMBER

## DOUG BRUNDAGE

I'm currently a trike Paramotor pilot in my first year of that experience. I grew up in Anchorage, Alaska. While in Anchorage, beginning at age 7, I enjoyed flying to fishing and hunting spots with my father and brother out of Merrill Field or Lake Hood. I moved out of Anchorage after my father was killed at the Palmer airport.

I come from a flying family; each one of my brothers and sisters, mother and father have taken some kind of flight training during their lives.

My flight training begin at age 16 in Olympia, Washington. I earned my certificate at age 17. Since that time, I have flown light aircraft: Cherokee 140, c-150, c-172, and accumulated approximately 150 hours. To cut my cost of flying, I recently took up the sport of Paramotor and received training this past fall. I fly out of Sequim Valley Airport to enjoy the beautiful views and calm skies the valley has to offer. My Paramotor flies at a consistent 25 to 30 mph at low altitudes at less than a gallon per hour. I'm looking forward to warmer weather, exploring the valley, beautiful sunrises, and sunsets!

*(Note from Editor: Our January newsletter will feature the rest of our 2019 new members)*



## Getting To Know You

Colette Miller

*From the Editor: Before interviewing a chapter member for the newsletter, I send them a questionnaire, with questions about their life in aviation. The following are the questions and answers from Colette:*

**How old were you when you became interested in airplanes?**

*Very Young. As a child, I used to dream I would escape the T-Rex or other monster by flapping my arms and flying above them. My father was a pilot and I always felt safe in the sky.*

**When did you get your private pilot's license?** *Late 60's*

**What was your first airplane? What airplane (s) are you currently flying?** *I learned to fly in a 7ECA, Citabria. I presently have a 7K CAB Citabria and a Sonex. I am also building a Sonex with the Jabiru engine and the aerobatic wing.*

*Airplane partnerships I have had include a Luscombe 8A and a 7AC Champ, which 5 of us rebuilt.*

**What ratings do you have?** *Instrument, commercial*

**Your experience in EAA 430 or other chapters where you were a member:** *Starting my build in Torrance with help from the Compton chapter, rebuilding the Sonex project I have in Michigan with incredible help from the chapter at Sawyer in Marquette, fun and great learning experiences in IAC chapters in southern California, including being part of reinstating a practice aerobatic box at Redlands, and getting to help a little in establishing a practice box at Fairchild in Port Angeles.*

**EAA events you have attended or participated in:** *Oshkosh, Sun 'n Fun, YE or others. I have been to Sun 'n Fun once. I have attended Oshkosh every year since 1993, except for the year my husband, Dick, died and the year after that, when I was still building my house in Diamond Point. I have flown Young Eagles out of Compton, California, where our EAA chapter was located.*

**Your background: Where did you grow up? Different places you have lived, education/training:**

*I grew up in the Los Angeles basin, in Downey, California. I attended Downey High School, got my bachelors (History, with minors in Economics, Music, and Anthropology) and masters (applied socio-linguistics) degrees from Long Beach State. I studied opera at the International Opera Studio in Zurich, Switzerland. To pay for college, I worked as a portrait artist at Disneyland, thus getting invaluable training in portraiture.*



*Obviously, I lived and studied in Switzerland. My husband and I built a house in the north woods of the upper peninsula of Michigan in 1993 and spent our summers there for 22 years. We lived at the most northern point of Lake Michigan, which put us 250 miles from Oshkosh, thus the visits to the big fly-in.*

*Since we were both teachers, we could spend our summers traveling with the kids and working at drawing portraits at art shows or in tourist communities. That gave us opportunity to spend summers in Jackson Hole, Wyoming, Breckenridge, Colorado, and Saugatuck, Michigan, as well as traveling through most of the United States.*

**How long have you lived in this area?** *We bought property in Diamond Point in 2016. My husband died as we were packing to move to a condo we had rented in Port Angeles. That was in June. We had sold our home in Anaheim, so I had no choice but to continue the move to Washington. My son, who had found us the condo, helped me move my stuff, and I moved my plane north to a hangar at Fairchild in July of 2016. My house was completed and signed off on March 3 of 2018.*

**What is or was your occupation?** *I taught high school and community college for 43 years. The schools I have taught in are Garden Grove High School, Millikan and Cabrillo High Schools in the Long Beach School District, and Santa Ana Community College, and Colorado Mountain College. Like my husband, I held a General Secondary Credential, which is no longer issued by the state of California. Under this credential, one can teach anything taught in the public schools from grade 7 through 14. Yes, that includes community college. I usually taught English, History, or Art. For the last 14 years I taught English as a *Second Language*. **The scariest thing I ever taught was Driver's Ed., but I also have taught** French, German, Music, Drama, Home Economics, Knitting and Crocheting, Calligraphy, Pastel Portraiture, and Choir. I am still a working artist, doing portraits and wildlife paintings in pastel or oils. I also do quick sketch portraits and have taught workshops on how to draw them. I would like to teach such classes again.*

**Besides airplanes & flying, what are your favorite things to do?** *I enjoy hiking, bird watching, carpentry, music, art, reading, building aircraft, singing, playing the piano, and trying new things like building a non-mortared stone retaining wall. (my latest project)*

**Do you have any unusual, humorous, harrowing or exciting experiences you can share?** *When one is in one's 70's, there are many tales to tell. It's hard to know where to start or when to stop. I guess I'll tell you a story from my student pilot days.*

*On my first solo cross-country, I was flying an old Citabria out of Orange County Airport (now John Wayne). Like many planes in flight schools, it had seen better days. When I landed at my destination at Palomar, I may have landed hard. In any case, my tailwheel was acting funny and the local mechanic said a spring had come loose on the tailwheel steering assembly, and baled it on with safety wire. He told me to land straight and then make wide turns when taxiing.*

*I took off toward Orange County Airport, only to discover my radio wasn't working. As I approached home base, I noticed the winds were buffeting me, but I saw a small Cessna in the pattern, so I assumed it was safe for small planes to land. As I approached the airport, I rocked my wings and got a green light from the tower, so I proceeded to enter the pattern, but had trouble turning downwind. I assumed it was because my tail had baling wire on it, but by the time I turned the plane onto final, I had figured out the wind was extremely strong and blustery. For the first time, I thought I might actually crash the plane.*

*I remembered what my father had told me about landing in bad winds: "Keep some power on, keep her straight, and don't put the tail down until you have her under control." I followed those steps and got on the ground, but didn't feel I had control, so I just kept her straight down the runway. It was probably 2 miles long and I was more than half way down it when I realized I had to put the tail down eventually, so I did.*

*When I got the plane stopped, the wind was shifting to a right crosswind and I couldn't turn my tail into the wind and get off the runway, possibly because of the tailwheel, or the wind strength or both. Fortunately, when I took so long to stop, they had sent out the rescue trucks. Those guys helped me turn the airplane and get it tied down along the runway. I didn't even know there were tie-downs way down there. Then they said the tower wanted to talk to me.*

*Oops, I figured I was in some kind of trouble for taking up the whole runway. Instead, they congratulated me for making the landing and told me that I was the first person in a light plane who had the guts to land there in the last two hours. "But I saw a small plane practicing in the pattern." I said. They answered that he wasn't practicing, he was trying to land and had given up and gone to Fullerton. The wind was in the high 30s and reached 40 knots while we were talking. They said that if it got much stronger, they would close the airport to all traffic. When I told them that it was my first cross country and told of my misadventures with the tailwheel and the radio, they congratulated me again. I didn't tell them that I, too, would have given up if I had checked the windsock and known how to read it properly. It was stupidity rather than bravery, and I almost committed a fatal error. It was one of those God helps fools and children moments, but I learned to have a healthy respect for winds on landing.*



**What is in your bucket list?** *I don't really think in terms of bucket lists. I find that I like pursuing interesting hobbies which I discover as I go through life. I once had a goal of seeing every great lake in the world. I have seen Lakes Michigan, Huron, Erie, Ontario, Superior and Victoria. I would like to see Great Slave, Great Bear, Lake Nicaragua, and perhaps Lake Baikal. But other things seem to grab my attention, so I may never finish that quest. I guess the only item I really have on my bucket list is to finish the Sonex project I am presently engaged in and do first flight.*

**Any philosophical thoughts, goals, objectives or instruction for EAA members?**

*Be a good listener and a good observer. Take advice, you can never learn too much. There is always something you don't know and probably need to. Knowledge is a treasure that can't be stolen or destroyed by fire or flood. It is also a free gift you can pass on to others.*

**What is something most of your friends/family don't know about you?** *I talk way too much. Family and friends probably know more about me than they want to.*

### **And now the rest of the story:**

**Colette is a member of IAC (International Aerobatic Club). "My father encouraged me to do aerobatics. The first time I did them with Mac, my instructor, I was hooked. He taught me how to spin and I think I made him sick because I kept saying, let's do that again."**

**"I refused to teach Driver's Ed for a second year after I got a third ticket. When a student had an infraction while driving, the instructor got the ticket! It was not one of my prouder moments!"**

**"I was considered a protégé when I was two years old and started drawing. I had my first "job" as an artist when I was 12."**

**"My mother was a concert pianist and my father was an aeronautical engineer, so my short-lived career as an opera singer and my life-long career as an aviator came naturally."**

**"My husband, Dick, and I bought property in Diamond Point so I could continue flying and be his caregiver at the same time."**

**Colette has a son who lives in Kirkland and a daughter in California. She has a grandson, a granddaughter and a great-granddaughter.**

<http://www.pastelsbycolette.com>

GETTING TO KNOW YOU

Colette Miller





**WHAT:** VMC - Visual Meteorological Conditions (flying VFR - visual flight rules)

Discussions involving flying airplanes visually led by Ray Ballantyne

**WHERE:** Mariner's Café 609 W Washington St. Sequim, WA

Food and beverages are available for purchase during the meetings.

**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 flying. We hope to create a community of aviators willing to share practical knowledge, nurture communication, improve safety and build proficiency.

**2019 BOARD AND OFFICERS**

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

Position	Name	Phone Ext	Email Address
President	Ken Brown	1	president@eaa430.org
Vice-President	Ernie Hansen	2	vicepresident@eaa430.org
Secretary	Ray Ballantyne	3	secretary@eaa430.org
Treasurer	Harry Cook	4	treasurer@eaa430.org

**Class II Directors**

Programs	Deb Cox	5	programs@eaa430.org
Membership	Bob Hicks	6	membership@eaa430.org
Newsletter	Mary Brown	7	newsletter@eaa430.org
Scholarship	David Miller	8	scholarship@eaa430.org
Young Eagles	Bud Davies	9	youngeagles@eaa430.org
Web Editor	Open		webeditor@eaa430.org
Tech Advisor	Harry Cook		techhc@eaa430.org
Tech Advisor	Barry Halstead		techbh@eaa430.org
Tech Advisor	Ernie Hansen		techeh@eaa430.org
Tech Advisor	Rick Vaux		techrv@eaa430.org



## EAA Chapter 430 Monthly Gathering Minutes

Date: Nov 30, 2019

Call to Order 1010

Location: W28 #15



The monthly gathering was called to order @ 1010 by President Ken Brown with the Pledge of Allegiance to the flag

**Introduction of Guests.** The following guests were introduced: Al Gross and Leland Cox, members of Olympic R/C Modelers in Port Angeles, guests of Ken Brown; Vince, friend of Alden Johnson; Grant Mills, guest of John Meyers, grew up Sequim/PA, soloed in 2017 & got his PPL soon after. He decided to switch careers and become a pro pilot and is now at CWU finishing the flight program; Alliree Meyers, wife and guest of John Meyers.

**New member:** Jeff Smith joined Chapter 430 this morning. Jeff is a retired airline captain, who is presently working as a pilot for Rite Bros.

**Announcement:** Madeline Patterson has been accepted into the University of North Dakota Aviation Studies and will be starting school in August.

**Presentation: Jim Reeves** shared his interesting personal flying background and his involvement with drones and Precision Drone Solutions, his current Sequim business. There are presently over a million drone owners and 60,000 commercial drone operators in the U.S. There has been a 300% growth in drone utilization and drones have replaced \$127.3 billion in labor and services. Jim described a few of the current uses of drones: real estate, event and product photography, construction monitoring, inspections, mapping, surveying, ecology, environmental, public safety, fire, search & rescue, law enforcement, mapping crime scenes. He described the various types of drones and the FAA requirements for drone operators. In 2020 ADSB will be required on all drones.

At the end of the presentation, the pizza arrived so a short break was taken, along with the 50/50 scholarship raffle which was won by Harry Cook.

### **Board of Directors November Meeting:**

We have the following in our bank account: Checking \$1650, Savings \$2688 & Scholarship \$1723. We currently have 101 members.

### **Nomination Committee Report:**

The chapter still needs the following positions filled: Treasurer, program director, fund raising paver chairman, facility manager to heat the hangar and set up for meetings, web editor

**VMC Club** will meet on Wednesday, December 11th at Mariners Café. Topic will be Owner Maintenance and will be addressed by Chapter 430 tech counselors.

### **The Annual Business Meeting was called to order with a quorum present:**

The slate of officers was voted on by voice vote of 27 members present plus 10 proxies: President – Ken Brown; Vice-President – Ernie Hansen; Ray Ballantyne – Secretary. At this time, we do not have a candidate for Treasurer for 2020.

The following Bylaw changes were presented with discussion, a motion made, seconded and passed by voice vote:

Continued on next page

EAA Chapter 430 Monthly Gathering Minutes (continued)

**Article VIII: Chapter Board of Directors**

1. The business and property of the Chapter shall be conducted and controlled by the Chapter Board of Directors.
2. The Chapter Board of Directors shall consist of the following:
  - a. Class I Directors shall be the Chapter President, Chapter Vice President, Chapter Secretary and Chapter Treasurer.
  - b. Class II Directors shall be three (3) to nine (9) additional members elected to the position of Class II Director: The previous year's Chapter officers shall automatically be Class II Director. Additional Directors may be elected at the option of the Class I Directors.
  - c. The term of office for the Chapter Board of Directors shall be for two (2) years.

There was a question regarding the Procedure Manual and it was explained the manual will be an expansion of job descriptions.

**Tool Crib:** Harry Cook gave a description of what he would like to see in a chapter tool crib: He suggested a “clearing house” arrangement with a single point of contact and a list of chapter owned tools, and tools members would be willing to share, posted on our web site. Specifically, Harry is suggesting tools that would be too expensive or large to be acquired for one time use by one individual builder. Contact Harry if you have these type tools you would be willing to donate to the chapter or are willing to share with other members. Tax write-offs are available for donations.

John Cuny mentioned members who have “Gone West” and their various talents and what they contributed to our chapter. He would like to see a “Resource Roster” so current members will know who to call who have particular skills to share.

**Annual Holiday Party:** December 28<sup>th</sup>, 2019 Cedars at Dungeness. A menu will be sent, along with prices, and will require an RSVP by those attending.

The Annual Business meeting concluded at 11:40. Birthday cake was served after singing Happy Birthday to Chapter 430.

Respectfully,

Mary Brown (for Ray Ballantyne, Secretary)