



Serving the Port Angeles & Sequim Area

EAA 430 FLYER

January 2020



Dedicated to having fun with airplanes and promoting General Aviation

CHAPTER CHATTER

With Ken Brown



Can you believe we are already in a new decade? Yesterday we celebrated the millennium and just like that its 20 years later. Where does the time go?

Speaking of time, it is time to plan a new year for EAA 430. Time to set new goals and appoint leaders who will carry the water to accomplish the chapter dreams.

The great explorers who took on new frontiers planted flags as they conquered new lands. We too have planted a flag at Sequim Valley Airport with the help of Andy Sallee and his management team. They are in the process of finalizing a method to convey land to the chapter.

This month we are officially kicking off the Recognition Pavers Program, which is part of our long-term vision for EAA 430. These pavers are part of the patio around our large rock at the airport parking lot entrance. Ernie Hanson will be the lead on this project. Bricks will be offered in two sizes. 4"x8" bricks are \$250 and the 8"x8" bricks are \$500. All funds raised from this project will support the scholarship program. (EAA 430 is a 501c3 tax-deductible organization and your brick purchases qualify).

I hear from all of you, how much you like the way the chapter is going and what we are doing. The advancements we have made over the years happened because of our volunteers doing their share. In order to continue to do all of these things, we need you. As a member of 430, step up and take part so our chapter continues to flourish.

A volunteer has stepped up to be Treasurer and we are grateful. We also need a Food Coordinator, as the chapter likes to have coffee and snacks as well as lunch at our gatherings. Will you consider this position?

2020 is going to be a great year and with your participation, we can achieve great things together. Come on board and ride this glory train for the good of the chapter and the aviation community.

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- 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

- February 2020**
- **VMC Club Meeting Feb 12 7pm - 8pm**
 2nd Wednesday of the Month
 Mariner's Café JC Penny Plaza
 - **EAA Chapter 430 Board Meeting**
 February 21 9:00 am
 Mariner's Café JC Penny Plaza
 - **EAA Chapter 430 Chapter Gathering**
 February 29 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.

FEBRUARY PRESENTATION: PASS THE MIKE "What I've learned and am willing to share." The subject could be flying, building, maintenance, travel, flight planning or an experience that needs to be shared so others can learn from your experiences.

GETTING TO KNOW YOU

Bill Shepherd

Bill's exposure to the aviation world began very early in his life. During WW2, his dad trained pilots on the link trainer (an early simulator) in the Army Air Corps. After the war, the family moved from Mississippi, where Bill was born, to New Orleans where his dad worked for an airline, continuing to train pilots on the link trainer. When his dad worked the night shift, Bill went with him and at age 7, would fly the link trainer. When he was 13, he became a member of the Civil Air Patrol, and in 1953, at age 16, he was helping with maintenance of the planes in the Rebel Flying Club, saving his money so he could take flying lessons. His first lessons were in a J-3 Cub, including some aerobatics. After making his first four landings, his instructor told him he was ready to solo and got out of the plane. After his 5th landing, he was told to get his log book so the instructor could record his landings, which now included his solo flight.

Rather than be drafted after graduating from high school, he joined the Marine Corps so he could be part of the aviation program. He got his AP license and was a mechanic in the Helicopter Squadron on 3 different aircraft carriers. After three years in the Marines, he attended LSU for a year until he realized he couldn't afford to finish. He was in the Marine Reserves for 17 years. He went to work for Chevron, flying sea planes in the swamps of New Orleans, the copilot on an amphibious Grumman Goose and Mallard, flying back and forth in the ditches.

He left Chevron in 1966 and went to work for Delta Airlines for 31 years, 7 of those years flying in the Asia Pacific. He flew the DC-6, DC-7 and Convair transport planes before the airlines started flying jets. He retired as a Captain and he and his wife, Dot, bought land in Diamond Point in 1988 and moved there full-time in 1993.

The first airplane he owned was a Swift, which he still flies. In 1970 he became a charter member (#24) of the IAC (International Aerobatic Club) which became a division of EAA. He was president of the New Orleans EAA Chapter 261 in 1963 and subsequently served in many different positions in that organization.

He also owns an Aero 45, a twin engine, 5-seat, low-wing tail dragger, built in the Czech Republic. He owned a Yak-11 which he flew for ten years, including 84 aerobatic air shows.. He presently owns a Yak-3, a Russian top fighter with a US-developed Allison V-12 engine. Built in Russia, it was shipped via New Zealand, Australia and South Africa, to Diamond Point. He is in the process of putting it all back together and moving it to a hangar at Fairchild in order to take his first flight from there.

Bill and his wife, Dot, have two daughters who both soloed at age 16. His youngest daughter took her lessons and soloed in a Swift. Their son was the victim of a fatal private airplane crash at age 31. He and Dot have two grandsons and one granddaughter.

With 32,000 hours of flight time, Bill has flown 126 different types of planes, test flown planes and rebuilt antique and classic planes. He has been to all but two Oshkosh EAA AirVentures, Sun N Fun Fly-in's, and the Tennessee and Fort Worth Swift Fly-in's. For five years he did formation flying in a Mustang P-51 with the Historic Flight Foundation, an aviation museum located in Mukilteo. He was the first instructor at the Aero Museum in Port Townsend.

Bill's words of wisdom: "If you don't have a passion for flying, try something else."



P-51 Mustang



Yak 11



Yak 3



Swift



Airplanes R Us

by John Meyers



THE ADS-B EQUIPMENT RULE IS UPON US

If you are a flyer or maintainer, you have been advised by many different channels of the ADS-B mandate. It became U.S. aeronautical law as the new year dawned. Some questions/answers about ADS-B operation are yet to be clarified but the reality is here-and-now.

In a previous newsletter column (May 2019), I wrote about "it" before-the-fact. I reread my column ... and I distill it (as follows) with list and sprinkles of new information:

- 1) ADS-B OUT. You must have it to fly in certain defined airspace. Installation takes some time and \$\$
 - a) If you already have it, you can operate same as before mandate. Operation is mostly transparent
- 2) ADS-B OUT Equipment. It must be hard-wire installed, and tested within the airspace system
- 3) ADS-B IN Equipment. Optional, often portable. Can provide flight info on tablet or iPad platforms.
- 4) GRANDFATHERED AIRPLANES. Those without electric systems, ADS-B not possible
- 5) ADS-B "bandito". Slang. Airplane not equipped. Pilot should operate clear of defined airspace
- 6) FLIGHT INFORMATION ENTRY form. Looks like and filed like a flight plan form. Use this to request entry or passage through defined airspace, for non-ADS-B aircraft *
- 7) LOCAL AIRSPACE which is DEFINED AIRSPACE (needing ADS-B).
 - a) Above us, 10,000' and greater
 - b) Whidbey (KNUW) Class C airspace, and above it
 - c) Towards Seattle, anything within 30-mile radius, and above it

* My item "6" above does provide a method to enter defined airspace without ADS-B. If you are not equipped or have INOP equipment, you can obtain permission. It could be complicated and requires a process similar to filing a flight plan. Popup radio clearances are not possible according to the publications. Refer to or Google FAA.gov.forms (subject ADS-B) for more info.

My lists are somewhat simplified. My brain is somewhat simplified also, due to my age.

John Meyers

WELCOME NEW EAA 430 MEMBER

**TOM ROORDA**

Born in Denver, Colorado in 1949, I've lived in Sequim since 1992. I'm a retired Licensed Land Surveyor, a Viet Nam combat veteran and I was an Engineering Aid in the Navy SeaBees.

I earned my Private pilot license in 1985 in Fort Collins, Colorado at the Downtown Fort Collins Airport which doesn't exist now. I soloed in a C152 in 1985 and got my private pilot license in the same plane 3 months later. I learned to fly a conventional Grob glider and also a Grob motor glider at the Fort Collins – Loveland Airport near Loveland, Colorado. During a business trip to Alaska in 1986, I got my Single Engine Sea Plane rating in a '46 Taylorcraft at Lake Hood in Anchorage.

I moved to California where I bought my first plane, a Grumman Yankee TR2 with 115hp Lycoming O235C engine. This plane was based at Ramona California. I made friends with the owner of a '67 Mooney M20C. He had a partner in this plane and I was able to buy him out in 1990. This was the start of my "real training," flying with a guy in his 80's who had been flying all of his life. He and I did all of the maintenance and I really learned aircraft repair from him. We flew the Mooney every weekend all around the Southwest, the most memorable flight being a non-stop from Ramona to Albuquerque, New Mexico. We sold the Mooney and I decided to buy a tailwheel plane. I found a Maule M4 in Vashon, WA and my instructor and I flew it back to Ramona. This plane had the 220 Franklin and a constant speed prop. I flew the Maule for about 700 hours, the most memorable flight being to Courtney, BC and return from Ramona.

I moved to the Great Northwest, Port Angeles. On the ferry flight here, the engine spun a main bearing and I had to land at Anacortes due to low oil pressure light coming on. I had been monitoring a drop in oil pressure and was ready to land on the beach if necessary. Fortunately, I made it to the airport. While the engine was being rebuilt, I joined the local Civil Air Patrol and flew their C182 and C206 for 2 years where I met Bill Benedict. He and I have flown together off and on ever since.

I bought a house on the runway at Rake's Glenn and flew the Maule until 2001. I then sold the Maule and delivered it to the new owner in Nashville, TN. Needless to say, that was an adventure. On the way to Nashville, I was forced to land near Palm Dessert due to weather and that is where I found my next airplane which was a '68 Citabria 7ECA. I have flown that aircraft now for 18 years and over 1000 hours. I have had some success with Aerial Photos using a GoPro camera mounted on the tailwheel spring in this aircraft. I recently sold the Citabria which gave me the opportunity to get into a partnership with my friend Bill Benedict in his RV-6. The RV-6 has an IO-360 with a constant speed prop and cruises at around 160 mph. It's definitely the most exciting plane that I have flown so far.

My future plans are to get the Commercial and possibly the Instrument rating, as well. I have over 2,500 total hours at this time.

My wife Sharon and I got married 3 months ago and enjoy flying, bike riding, and travel.

WELCOME NEW EAA 430 MEMBER

**MADELINE PATTERSON**

I'm relatively new to the aviation scene, and relatively new to life itself compared to other members of EAA. I have always loved planes, flying was one of the best parts of a vacation, but I had always figured everyone had that same admiration for pilots. I really discover the industry through Civil Air Patrol, as I've been a cadet for six years now, but my grandfather was the jumping off platform for formal flight training a few years ago. I am still without a Private Pilot's License, but I have a goal of getting it before I leave for college in the summer. I train in a Cessna 175 Skylark (I've nicknamed it "Echo" for it's tail number) which is currently under maintenance. I am the new Membership Director for EAA 430, although I don't know for how long that will be since I leave for the University of North Dakota Aviation program in August. In a few years I will graduate with a Bachelor of Science in Commercial Aviation, but I am not sure exactly what I am going to do with that afterwards. Cargo? Airlines? Military? We'll see! I really appreciate any advice anyone has to offer about anything, and I look forward to new experiences in EAA and Aviation.



JOAN MILLER My flying career started in 1989 in Friday Harbor, San Juan Island. Being somewhat isolated, it seemed a desirable way to get off the island. I took lessons in a Cessna 150 and soloed at Orcas Island Airport with 9 hours of instruction. I received my private license in 1992. I became a co-owner of a Cessna 172 in Friday Harbor and flew mostly for pleasure as well as to the mainland for a company I worked for. As the old timers in the area weren't keen on using radios, I had numerous exciting encounters. I was a member of the Ninety Nines and am a recent member of EAA and enjoy working on the Young Eagles program.

I grew up in the Seattle area and worked in administration for colleges all my life until retirement in Port Angeles in 2006. I also took flying lessons in Hawaii, where I worked for the University of Hawaii for two years. While in Friday Harbor, I lived on my boat and worked at the University of Washington Labs. I met Dave Miller by answering his newspaper ad (before electronic dating). He mentioned flying and I was humbled, to say the least, when I learned of his many accomplishments in aviation compared to my recent achievements. But we share a love of flying and were avid motorcyclists over the past 25 years.

Dave and I are fortunate to travel a great deal and are checking off the bucket list items. We recently spent a month in France, including a canal trip, piloting a boat through locks and lovely little French towns. This Fall, we were on a European river trip through Germany and Austria. We hope to see some of the U.S. in the RV14 he and his partner, Bill Benedict, just finished building. Other travel hopes are New Zealand, Scotland, Italy and Southeast Asia and more

Other interests are quilting and knitting. My quilting takes me to Sisters, Oregon with friends every summer to the Outdoor Quilt Show and classes. Dave and I volunteer for the DART program, a volunteer airlift resource available to help communities and emergency responders cope with a local disaster. I am also a member of the Sequim Soroptimist program, helping women achieve their goals and dreams.

WELCOME NEW EAA 430 MEMBER

TRACY BOULTON

My intro to general aviation came when I met Barry Halsted in 2011. I never thought I'd end up living on an air strip with a hangar home in Washington State, but here we are! We've been here five years now and I absolutely love it. I took some flying lessons from John M but quickly decided Barry would be the pilot in our family. I love to take pictures from the airplane. My favorite plane is the Cub because we go low and slow and get to enjoy the beautiful scenery.

I'm a lifelong card player and especially enjoy Bridge. I had to give up my Bridge groups when we moved to Sequim, but I have found some players here. Always looking for more though! I also like to cook and bake and have a beautiful big kitchen for it. We inherited a 14 tree orchard with our 5 acres and I enjoy jam making and learning how many ways I can use apples.

Young Eagle Volunteering has been especially rewarding to me. I love seeing the kid's excitement when they go on their first flight, or any flight for that matter.



EAA 430 Holiday Party



Receiving EAA National Certificates
Ken, Skip, Tracy, Barry, Deb, Harry, Ray, Ernie



Ken presented a Most Valuable Person certificate to Bob Hicks for his many years of serving in EAA 430.

Bob served 16 years on the chapter board and is retiring this year as Membership Chairman.

Bob's many accomplishments:

- ◆ Builder of an RV-6 (scratch build)
- ◆ President of 430 for 6 years
- ◆ Secretary for 4 years
- ◆ Membership chair for 6 years
- ◆ Flew 56 Young Eagles and currently he is an active volunteer at the Young Eagles events as part of the ground crew.



Those who have "Gone West" in 2019

Martha (Jeff) Rimov

Donna Wilson-Sommer

Dan Donovan

Bob Cummings

Jack Piggott

"Oh, I have slipped the surly bonds of earth,
 And danced the skies on laughter-silvered wings;
 Sunward I've climbed and joined the tumbling mirth of sun-split clouds -
 and done a hundred things You have not dreamed of -
 wheeled and soared and swung high in the sunlit silence.
 Hovering there I've chased the shouting wind along
 and flung my eager craft through footless halls of air.

"Up, up the long delirious burning blue
 I've topped the wind-swept heights with easy grace,
 where never lark, or even eagle, flew;
 and, while with silent, lifting mind I've trod
 the high untrespassed sanctity of space,
 put out my hand and touched the face of God."

Composed by Pilot Officer John Gillespie Magee, Jr.

9 June 1922 – 11 December 1941



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	Open	4	treasurer@eaa430.org

Class II Directors

Programs	Deb Cox	5	programs@eaa430.org
Membership	Madelaine Patterson	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	Andy Sallee		webeditor@eaa430.org
Tech Advisor	Harry Cook		techhc@eaa430.org
Tech Advisor	Barry Halstead		techbh@eaa430.org
Tech Advisor	Ernie Hansen		techh@eaa430.org
Tech Advisor	Rick Vaux		techrv@eaa430.org



"It's settled. We put out a press release saying we can't remember what we decided."



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CHAPTER CHATTER

With President Ken Brown



February is traditionally considered the last month of winter. The groundhog has seen its shadow. Bill Murray has completed the longest day and is now driving a Jeep. In addition, WE here in the *rain shadow* are getting the rain and not the shadow.

As you know, if you open the emails from EAA 430, we are asking you to take our survey on a home. Your input is vital to making a decision that reflects the desires of the club. “Speak now, or forever hold your piece” as is mentioned in a traditional wedding ceremony.

The Northwest Aviation Conference and trade show this year is February 22-23. Great place to see many aviation goodies and hear presentations. Education in aviation is as important as fuel. [37th Annual Northwest aviation and trade show](#)

EAA 430 is GOLDEN. See the editor’s notes (p.2) on our achievement.

As we progress into 2020, I am looking forward to many good aviation days and adventures. I would encourage the members to explore the area regardless if this is an organized fly out or an impromptu “let’s take a flight to ABC” with one or more flying friends. We have the planes ... we need to use them.

We still have some cold weather to contend with at our Gatherings, but the heaters get it warmed up and the PIZZA arrives hot and ready to eat. Do not let the cooler temperatures keep you from the fellowship of AV8TORS. We all speak the same language.

Our membership directory has pictures of about ½ of the membership. We will put up a link so you can download the latest version and please check your data. If you are missing a picture or your data is wrong, please send the picture or corrections to membership@eaa430.org so it can be included in the next addition. Until next time, FLY SAFE and Tail winds always.

Why we are a GOLD Chapter



- Chapter officers (6 of ours) attended LEADERSHIP training
- Growing or steady membership
- Offers IMC or VMC club programs
- Participates in Young Eagles program
- Has EAA Approved Technical counselors (we have 4)
- Participates in EAA national member survey
- Reads EAA ChapterGram regularly
- Request EAA materials or *ChapterBlast* email
- Participates in two public events each year.
 - a. W28 Air Affaire (August)
 - b. KCLM Airport Appreciation Day (September)
- Has a consistent facility for the chapter
 - a. Planning of a permanent home of our own.



Gold Chapter Recognition: This program was created to recognize chapters that have demonstrated outstanding commitment to general aviation. It is based on 10 criteria that are consistently found in active and engaged chapters. Each is worth a point and there are 3 levels of recognition: Bronze (7 out of 10), Silver 8 out of 10, and Gold (at least 9 out of 10). EAA 430 has 10 out of 10. We also received a banner; look for it in the hangar at our next February Gathering, February 29th. We are also encouraged to use the Gold emblem in chapter correspondence and promotional materials.

Chapter 430 is one of 62 US Chapters receiving this recognition. Chapter 84 (Snohomish) is the other Washington Chapter receiving this award.

Contact Ken if you want to download this emblem. president@eaa430.org



And do you, Brenda, promise to love and honor and allow Donald to attend the Oshkosh Fly-in?"



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February 2020

- VMC Club Meeting Feb 12 7pm - 8pm
2nd Wednesday of the Month
Mariner's Café JC Penny Plaza
- EAA Chapter 430 Board Meeting
February 21 9:00 am
Mariner's Café JC Penny Plaza
- EAA Chapter 430 Chapter Gathering
February 29 10:00 - 12:00
Sequim Valley Airport Hangar #15

DON'T FORGET
February 22-23
Northwest Aviation Conference & Trade Show
Puyallup Fair Grounds

March 2020

- VMC Club Meeting March 11 7pm - 8pm
2nd Wednesday of the Month
Mariner's Café JC Penny Plaza
- EAA Chapter 430 Board Meeting
March 20 9:00 am
Mariner's Café JC Penny Plaza
- EAA Chapter 430 Chapter Gathering
March 28 10:00 - 12:00
Sequim Valley Airport Hangar #15

All EAA 430 Chapter members are invited to attend Board Meetings, held on the third Friday of the month @ Mariner's Café 9:00 - approximately 10:30. This is where we discuss ongoing programs, financial reports, and anything of interest to the Chapter. It's an opportunity of you to see what goes on behind the scenes and also give input to your ideas. Many of our Board officers and directors order breakfast served during the meeting.

FEBRUARY PRESENTATION: PASS THE MIKE "What I've learned and am willing to share." The subject could be flying, building, maintenance, travel, flight planning or an experience that needs to be shared so others can learn from your experiences.



Airplanes R Us

by John Meyers



AIRPLANES I HAVE KNOWN (EXPERIMENTALS, HOMEBUILTS)

I must admit to a sheltered life in aviation. My airline flying began at an early age (21) which led me directly to safe and sane flight operations. I maintained an interest in general aviation, which added a bit of spice to flying activities.

For these paragraphs, I will inspect my old logbooks to reveal my exposure to “EXPERIMENTALS / HOME-BUILTS” with a few comments about each. For simplicity of writing, I will call the certification category “E-AB” which is the modern term (experimental, amateur-built).

SMITH MINI-PLANE: Although I solo-ed in 1961 (age 16), I didn’t actually fly an E-AB until late 1969. The single-seat Smith Mini-plane belonged to a neighbor. He likely wanted me to buy it and encouraged me to fly it on several occasions. It was my 1st open cockpit and was sporty indeed... but I ended up buying a Citabria instead. I liked the idea of flying with a passenger, and staying dry while aloft.

STARDUSTER TOO SA-300: Old friend Barry Halsted built this one. It was a beautiful example of the type, just barely a “kit”, mostly a fabrication from very raw parts. My log entry is June of 1971. I can’t recall if I flew it solo but I logged it as PIC. It was a nice flyer and good performer, and was sold much too quickly.

I had exposure to a second Starduster Too, N3531, built by Herm Reese in Seattle. In late 1971 and 1972, I flew this one a bit. It was the only plane I crashed (so far). Barry Halsted and I ended up as partners on this ship and re-engine-ed it with a Continental O-470. It was quite a performer with that horsepower. I flew it SEA to Oshkosh in 1974. A small beer keg in the front seat provided aux fuel.

PITTS SPECIAL S-1: Just one flight in the type according to my log. This one in Feb 1975, Greenville MS courtesy of my enduring friend Barry Halsted. It was quick and snappy. Good entertainment but not inspiring me to acquire or build the type.

SORRELL HYPERBIPE: In Feb. 1977, I got an intro flight with Mark Sorrell in Hyperbipe, acro included. That led me to buy a kit and begin construction. That plan was interrupted by a career relocation. Kit was sold. No Joy.

HALSTED SAFFIRE 1990’s: Again, old friend Barry Halsted appears. I knew of his huge effort to create what became Saffire. We crossed paths at OSH in 1991, the debut of finished plane, so I had a good look. In July 1995, Barry was making a sales call in the Denver area where I lived. He was using Saffire as his transport. We connected and he insisted on me taking a demo flight, SOLO! Amazingly, I accepted his offer and flew that wonderful ship... and wanted one! Barry recommended otherwise, and more specifically the HARMON ROCKET, which came into my life later on.

(continued from previous page)

The RVs. During the late 1990's, I got a few rides in RV-6's. Old friend Barry promoted the idea of me acquiring a kit or finished version (vs the SAFFIRE). In 1998, Barry introduced me to Jerry Scott of Chino, CA. We hatched a plan for Jerry to prefabricate a HARMON ROCKET for me, and so it happened.

HARMON ROCKET: E-AB's take a while to organize, assemble, and fly. The Rocket is not exactly a kit but a fabrication of RV-4 and Harmon parts. That fabrication skill-set was beyond me so I had real help from Jerry Scott in Chino, plus a few others. The first flight was Jan 6, 2006... which marked about 6 years of construction. The ROCKET met all my expectations. That was my ship until late 2012 when I sold it.

RV-6A: After the Rocket, this pre-built ship was my "jack-of-all trades". It was a speedy cross-country machine, was aerobatic, and was a good IFR instrument platform. I used it to get my "I" add-on, instrument instructor.

VARIOUS E-AB's: In recent history, I have been treated to other rides in E-AB's of various types. Many are a result of administrating FLIGHT REVIEWS for clients, or even INSTRUMENT CHECKRIDES. I note several transactions in RV's including 6, 7, 8, 9, 10, & 12. Also included would be my neighborly Glastar & Murphy Rebel.

For this episode, I stuck to E-AB's. Next installment... I will inspect my log for uncommon certified types (of which there are several).

John Meyers



"We just came into some extra money. My wife wanted to buy a new fur coat and I wanted to buy a new plane. So we compromised. We bought a new fur coat."

WELCOME NEW EAA 430 MEMBER



SCOTT FITZGERALD

Born in NW Arkansas in '86, I grew up looking at my father's models hanging in the garage. He flew control line in the 1970s. When I was 12, we decided to get back into the hobby together. He built some new control line models, and I found a used RC trainer with a .49ci glow engine. We got after it in a big way, flying multiple days a week for several years in the late 90's-early 2000's with the local AMA club. We flew a full 55gal drum of glow fuel in the summer of 2000 (with 0.49ci or smaller motors) on evenings and weekends. We went to competitions, both local and national, and have a few trophies to show for it. We made some cherished memories. When I started flying RC, I met another new RC pilot named Nikita. Our lives have crossed paths sparsely throughout the years but in big ways.

My first experience with full scale flight came at Tenkiller Airpark (44M), Oklahoma in 2000. Our AMA club had gone to an invitational fly-in at this airpark. I was doing aerobatics with something that resembles an Extra 300. A resident approached me and asked if I would like to do the real thing. I jumped at the chance, and my parents said "Go for it." It was a 1977 Great Lakes 2T-1A-2 (N52GB). We put on our chutes, pulled it out of his beautiful hangar, taxied out onto the grass strip, ran it up, and then put the power down. We did enough aerobatics to make me as green as I could handle. He let me do much of the flying, or well...slipping, looping, rolling, inverting. I don't think there was much for level flight except the departure and approach. From that moment on, I knew I wanted to be a pilot. I planned to reconvene on this idea 2 summers later when I was 16. Then there was 9/11/2001, with war, fluctuating economies, and aviation careers that were looking pretty grim for a time.

At the age of 16 I took up rock climbing with my RC pilot friend Nikita. Rock climbing took over my life for 14 years. It became a passion, an addiction, a lifestyle, and at times a job. The only "aviation" I did during this time was using an RC helicopter to take aerial photos/video before drones really existed. I really missed the boat on this one as it turned out to be a lucrative and growing industry that I failed to see at the time. I made a feature length climbing film with some friends about rock climbing in Arkansas. It was internationally distributed. Also, during this time I went to college and obtained my EMT-B, a degree in nursing and my RN license. I have done this professionally since 2010. As a travel RN and rock climber, I explored the US for several years and met my wife, Tasha, (in 2012) who decided to come along for the journey.

(Continued on following page)

WELCOME NEW EAA 430 MEMBER (Scott Fitzgerald)

We moved to Port Angeles in 2016 after spending time here during the summer of 2015. We bought and fixed up a foreclosure. I work as an RN at OMC in the ICU and ER.

In 2017 I met 430 member Red Hausler through a motorcycling group. I explained my longtime desire of becoming a pilot. He decided to sell his Kitfox II in 2018 and asked if I wanted to buy it. My first thought was “of course!” But given the large financial responsibility, lack of knowledge, and adding even more “hobbies” to the equation, I waffled on the idea for some time. I took a vacation to visit friends in Wyoming and came home with renewed energy and purpose. I decided to take the plunge. After all, it was a long-term dream.

I purchased the Kitfox in late July 2018. I had a heck of a time finding a TW instructor. I ended up contacting my old friend Nikita who happens to be an ATP, CFII, MEI. He lives in Idaho and has lots of TW experience. He came out and over the course of 2 days, I was solo'd. I later found another local instructor and was able to finish my first certificate as a sport pilot in May 2019. My first 100+ logged hours were all TW time and I have had a couple off airport experiences. I am working toward more certificates with the goals of commercial, CFII, maybe MEI and seaplane. I don't currently have an interest in the ATP. I joined EAA 430 in March 2019 and have had some great experiences from joining. I volunteer for CCDART (Clallam Co Disaster Airlift Response Team). I welcome any experience and knowledge you all can impart.



Landing on the Skagit River near Concrete

GETTING TO KNOW YOU

RICK VAUX



“When I was four years old, my dad took me to the Renton airport where we watched through the fence the airplanes landing and taking off.” This is the first memory Rick has of his beginning fascination with airplanes. “My uncle gave me my first flight in a Piper Tri-Pacer and he let me fly the plane.” All through school in Seattle WA, Rick built model airplanes. The aviation bug had bit.

After high school graduation, he talked to a Marine recruiter and was promised that if he signed up for four years as an active Marine, he would receive an aviation guarantee. His first duty station was at the Marine Corps Air Station in El Toro, California as a helicopter mechanic. Since there were no helicopters at El Toro, he was assigned to a Douglas A-4 Skyhawk Squadron, where he served as a plane captain. Six months later he was re-assigned to a Helicopter Squadron at MCAF Santa Ana where he served as a C-46 Crew

Chief until leaving active duty. He subsequently got his A&P license at Seattle Community College.

Next stop was Everett Boeing, working on the 747 for nine months, until being laid off, along with hundreds of other employees in 1970, with no aviation jobs available in the area. He was offered a job in Amarillo, Texas, working for Bell Helicopter. He worked in sheet metal and teardown of helicopters arriving from Vietnam, a job he enjoyed for two years.

In 1972, Scottsdale Aviation offered him a job as a mechanic, and he and his wife, Cathy, moved to Mesa, AZ. He spent nine months working on contract for four fire-fighting helicopters. He spent time in Cobb, California, before returning to Arizona. In early 1973, Rick changed jobs when he went to work for Aviation Specialties in Mesa, Arizona. The company converted Sikorsky H-19 helicopters to turbine power. After a three-month US Forest Service fire contract in Salt Lake City, Utah, he went looking for a more stable job.

Hughes Air West in Phoenix, AZ hired him to work on the DC-9 and F-27. He also worked at the Orange County Airport (John Wayne Airport) for Hughes.

In 1980, his next adventure took him to Air California which was later bought out by American Airlines. At this time he wanted to try out Management and became a Line Supervisor for Air California for five years. Deciding it was not a fit, he decided to go back to his career as a mechanic. His desire to get out of Southern California in 1989 brought him to San Jose, which resulted in his commuting back to Santa Anna when he was unable to sell his house. He returned to Southern California to an inspection job at LAX as a radiographer and instructor for the next fifteen years, after which he and Cathy moved to Reno, Nevada, for two and one-half years until he retired in 2005 after 25 years with American Airlines.

While living in Southern California, Rick was a member of EAA Chapter 7 where he served as a tech advisor and wrote a monthly column for the newsletter. He is also a tech advisor for EAA 430. As a life-long athlete, he participated in many sports, including rowing and playing soccer and baseball.

Having been an A&P since 1965, he is a master mechanic. He has a commercial license and ratings in the following: multi-engine, IA and glider. He was working on his instrument rating until he ran out of money. He owned an Aeronca 7AC Champ and has flown the following aircraft: Bonanza, Beechcraft Musketeer, Piper PA-28 Cherokee, Citabria, J3 Cub, Clipped Wing Cub, C-150, 172, 182, 190, 310 and Gliders.

(continued on next page)

GETTING TO KNOW YOU RICK VAUX

Since childhood Rick has had a passion for music. When he was nine years old, he sang solos in his church. In 1964, he sang in Japan with his high school chorus. He sang in the Boeing Choir and was a member of the Peninsula Singers. He plays the guitar, banjo and ukulele.

When asked if he has had any harrowing experiences in his career, he tells about working on the 737 during the nightshift in Reno, a below-zero winter night, when he needed to check the engine on the plane. He was on a creeper, under the plane. Finishing up his inspection, he realized the creeper had frozen to the ground, making him unable to move from underneath the plane. Since he was the only one on the airfield, he yelled until someone finally heard him and came to his rescue. It took three men to break enough ice to free the creeper and he was able to move out from under the plane.

Another harrowing story was the day he was driving a fuel truck with helicopter fire-fighting equipment in a Montana forest fire. A fuel truck carrying 6000 gallons of AV gas also needed to reach the fire fighters. The only way to reach the fire fighters was to drive 1.5 miles on a dirt road through the fire. He suggested to the driver of the fuel truck that he follow behind him (just in case) and they both drove as fast as they could to get through to the other side.

After his retirement, he worked as a docent/researcher at the Seattle Boeing Museum of Flight for ten years. He and Cathy moved to Sequim in 2017 and purchased a home in Happy Valley where they remodeled their basement, adding Rick's "man cave." They built a hangar on their five acres where Rick is restoring two ultralights with plans to finish constructing a grass strip on the property.

He and Cathy are the parents of two sons and grandparents of six grandkids. Now that they are retired, they enjoy traveling.

After a lifetime focused on aviation safety, Rick's advice to EAA members is "Always get a second pair of eyes."



KITFOX LITE



DREAM CLASSIC



EAA Chapter 430 Monthly Gathering Minutes

January 25, 2020

The monthly gathering was called to order @ 1008 by President Ken Brown with the Pledge of Allegiance to the flag of the United States of America

Introduction of Guests: The following guests were introduced: Paul and Mary Kuntz brought their adult children, JP and Caroline, who showed the December Sequim Gazette insert "Up in the Air" with pictures and articles about flying in the Peninsula. Paul's Sinus was featured in the residential airpark article written by Ray Ballantyne.

Sharon Roorda (wife of Tom) and Rick Smith from Blue Ribbon also joined us.

Deb Cox discussed next month's presentation as "Pass the mike" – What did you learn that you can share? She then introduced today's speaker - Harry Cook, a 50 year aviator and 25 year A&P/IA.

Speaker Harry Cook:

Harry discussed owner-assisted Annual and Condition Inspections. He described the duties and responsibilities of both the owner and the mechanic. He explained some of the FAR's involved, and the required paperwork. He also discussed the rule differences between certified aircraft and experimental/amateur built aircraft. He also went into preventative maintenance tasks that owners are allowed to do.

Board Summary Reports:

Minutes are on the web site under ABOUT US – CHAPTER BUSINESS PAGES

The minutes published in the Newsletter stand approved as published.

Overview – Financial balance \$4630 in the bank.

Membership is 101 as of the last Board meeting: Membership is currently in the open enrollment period (which means pay your dues).

VMC announcement EAA430 VMC Club is a qualified Wings program.

New Board of Directors:

Treasurer: Mary Brown has assumed all the financial duties.

Web Editor: Andy Sallee has taken over this role.

Certificate of Appreciation: Ken presented Rick Vaux a pin and certificate for his position as Tech Counselor.

Project Reports:

Richard Howell said his Sling II with a Rotax is on a container ship due to arrive on 2/5/2020. He is currently working on the empennage, and horizontal and vertical stabilizers.

Norm Coots said he took the engine off the Q2 and turned it over to work on the bottom of the wing. He's 4 years in the process.

Dave Moffitt said the RV12 is coming along, and he's working on wiring and avionics. He's 8 years in the process.

Scott Brooksby installed a Garmin 175 in his Piper Cherokee.

Scott Fitzgerald installed wingtip, strobes, navigation lights and wigwag landing lights on his Kitfox. He is also planning to install a Garmin G5 and an MGL radio.

David Talley entertained the group with the wild restoration process of a 1941 Porterfield.

Rick Smith installed in his RV-6 UAvionix Sky sensor and Sky beacon for ADS-B in and out. He said the company also has transponders available.

EAA Chapter 430 Monthly Gathering Minutes (Continued)

50/50 Raffle was won by Deb Cox. She donated back \$20 to the scholarship fund.

Upcoming events:

VMC meeting February 12, 2020

Northwest Aviation and Trade Show February 22 & 23 Puyallup Fairground

Chapter gathering on the 29th of February Leap Day

At the end of the presentation, the pizza arrived and a fine time was had by all.

Respectfully Submitted,
Ray Ballantyne, Secretary



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	Mary Brown	4	treasurer@eaa430.org

Class II Directors

Programs	Deb Cox	5	programs@eaa430.org
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Newsletter	Mary Brown	7	newsletter@eaa430.org
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Tech Advisor	Ernie Hansen		techeh@eaa430.org
Tech Advisor	Rick Vaux		techrv@eaa430.org





Serving the Port Angeles & Sequim Area

EAA 430 FLYER

March 2020



Dedicated to having fun with airplanes and promoting General Aviation

CHAPTER CHATTER

With President Ken Brown



March... “Beware the ides of March” (the time of bad luck) as referenced by Shakespeare in his play “Julius Caesar” about the assassination of Julius Caesar circa 44BC. However, bad luck is not associated to a date, but the reality of small missteps leading to a greater calamity. Understanding how each step, no matter how insignificant, plays a role in the total.

Our Chapter is a never-ending living entity where the slightest misstep could have a very large catastrophic outcome. We plan, we organize, we think about each step and then, for a safeguard, we rethink the entire process. The goal is to have a very active membership with each member taking a small piece of a task to lighten the load for everyone. It is not going to be successful if only a few try to lift the entire load.



I know, from reading the bios and talking to you, we have very talented and highly skilled membership. We need you to be part of the 430-leadership team. We can do so much more for the greater Sequim, Port Angeles & Port Townsend areas to light the spark of aviation in so many. Come join us at our board meetings (the 2nd Friday before the last Saturday). Bring your ideas so we can initiate the program as we “pay it forward” for the next generation in aviation.

Our charter bylaws state “(1) to provide educational opportunities to its members and interested members of the public, especially youthful members of the public, regarding the design and/or construction and/or operation of aircraft in the State of Washington and in the United States...”

By now, you are aware the March 28th Gathering has been cancelled as a precautionary measure concerning the Covid-19 Virus. We will keep you informed about the April 25th Gathering as we get closer to that date.

The weather is getting better, so exercise your pilot privileges and let’s go flying.

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- March 2020**
- **VMC Club Meeting March 11 7pm - 8pm**
2nd Wednesday of the Month
Mariner's Café JC Penny Plaza
 - **EAA Chapter 430 Board Meeting**
March 20 9:00 am
Mariner's Café JC Penny Plaza
 - **EAA Chapter 430 Chapter Gathering**
March 28 CANCELLED
Sequim Valley Airport Hangar #15

**Watch for NOTAM regarding meeting schedules

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

APRIL PRESENTATION: POSTPONED

Ray Ballantyne will share Back Country Flying. Ray has been an EAA 430 member for 10 years. He retired from FAA ATC and now serves as the chapter secretary and VMC Club facilitator. He began flying to backcountry strips in Montana and Alaska in the late 1970's, and still loves flying into the National Forests and Wilderness areas to camp and explore. He and his wife Lisa fly a 2000 GlaStar with 21" tires on a tailwheel configuration.

MAY PRESENTATION:

Captain Crystal will be presenting Micro Meteorology. Captain-Crystal Stout shares Sequim Valley Airport as her Balloon Port for her ride business with Morning Star Balloon Co and will share her intimate experience flying a hot air balloon in micro climates (those closest to the ground). She is a 3rd Generation Balloonatic and world renown hot air balloon pilot for 35 years. Since her transplant to Sequim 7 years ago she has been deeply involved in our community and was a finalist in Sequim Citizen of the Year 2019, Ambassador of the Year 2019, received the Paul Harris Fellow Award through the Sequim Sunrise Rotary in 2019, and Business of the Month in 2018. She donates and participates in charities and nonprofits throughout the Olympic Peninsula. Captain-Crystal travels with her Dream Catcher ADA Accessibility balloon with her Ms. Senior Washington United States 2020 title to give rides to Veterans, seniors, and people with disabilities worldwide.

Watch the latest video: <https://youtu.be/uocapRzatqw>
 JOIN her on www.facebook.com/MorningStarBalloonFlights

WELCOME NEW EAA 430 MEMBER



John Dolan

I have been flying since 1978 and have a weakness for weird airplanes. I have had a C-337 and now have a couple of La4-200's in various states of repair.

I moved to Sequim in 1978 and kept a C-177rg at Diamond Point for a few years. I joined the EAA with the intention of signing up for the sheet metal class along with checking out the local chapter and Oshkosh.



 **Al Gross**

Freshwater Bay, Port Angeles, WA.

EAA # 52697

Aircraft Judge 24 years with a GEE BEE QED at Arlington, WA. Fly-in.

Aviation interests, full scale and model aviation all forms. Latest is FPV, first pilot view piloting models and drones on board as if in the aircraft.

Joined EAA January 1970, private single engine land license rating.

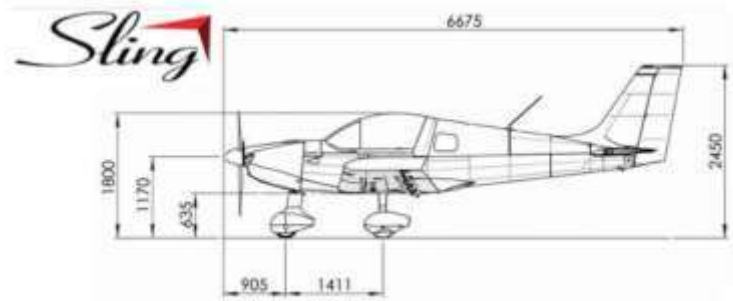
Member of AMA, Academy of Model Aeronautics #55225 Olympic RC.

Modelers safety officer and instructor, member of Sequim RC Aeronauts.

PROJECT UPDATE

Building a Sling 2 Experimental Aircraft

By Richard Howell EAA 430 Member



First Project: Building my metal workshop with Mary Ann from a custom kit . Finished September 2019



For me, the Sling 2 was love at first sight. I took a trip to TAF USA in Torrance, CA. The goal was to test fly a Sling 2 with the Rotax 912iS engine.

My workshop is ready for business

Empennage Kit – Inventory and Inspection



PROJECT UPDATE (continued)

I ordered my quick-build kit in July and I've had my empennage sub-kit since August, but had yet to pull my first rivet. I'm finding that it's taking many hours for research to learn enough background information to make confident choices that will set the direction and metrics I will endeavor to satisfy as I build. I think that's part of the fun.

In December I was privileged to have a visit from a fellow EAA Chapter 430 member and Technical Counselor – Harry Cook. Together we reviewed my build environment and progress. I was pleased to receive positive feedback relative to my understanding of what I'm doing and workmanship involving the vertical stabilizer to the point immediately prior to covering.

Vertical Stabilizer



The horizontal stabilizer assembly started by fitting together 2 sections of rear spar channel with the center section sandwiched by doubler plates – front and back.



PROJECT UPDATE (continued)

I've been tracking the progress of my shipping container since it left the factory at Tedderfield Airpark, near Johannesburg, South Africa on December 1. The container found its way aboard the *Xin Ri Zhao* and sailed from Durban on December 24, bound for Singapore where the container was transferred to the *YM Upsurgence*. The *Upsurgence* made several port calls in Thailand, Vietnam and China. Finally, on January 26 *YM Upsurgence* departed Yantian, China. Next stop – Tacoma, Washington USA! It looked like it would enter the



Strait of Juan de Fuca during daylight hours on February 10. Mary Ann and I drove to nearby Ediz Hook in Port Angeles, WA and had a perfect view of the strait. There she was!

After nearly two months from the day she left the factory, my Sling 2 quick-build kit found its way to my shop. The fuselage, two wing panels and four wooden crates were sequenced out of the container.



This is a brief summary of Richard's project. You can view details of each step in the building process on his website: <https://sling2.slantalpha.com/>

You can also contact him at rhowelljr@hotmail.com with questions or plan a visit to view his Sling 2.

I will continue to update his project in the newsletter.

If you have a building or refurbishing project and would like to see it featured in the newsletter, please contact me at newsletter@eaa430.org (Editor: Skip Brown)



Airplanes R Us

by John Meyers



AIRPLANES I HAVE KNOWN (CERTIFIED, LEGACY LIGHTPLANES)

In the last month installment for this column, I scoured my logbooks for experiences with airplanes of the Experimental, E-AB category. For this month, I will again scour logbooks and jog my memory of certified factory-built ships which I flew, some of which were uncommon.

PIPER AIRPLANES: In Summer 1961, I soloed a PIPER CUB. This was the legacy J-3. From there, my log is fully decked-out with most all the Piper singles and twins of the 1950's and '60's. I occupied those various Piper pilot seats as student, instructor, and owner at various times.

CESSNA AIRPLANES: From 1963 when I became a Private Pilot, I began my exposure to Cessna singles. Eventually I flew or instructed (or rode in) all the models. Its funny that my only Cessna twin experience has been the Push-Pull 337. I never owned a Cessna until now, owing to the recent acquisition of a 1963 Cessna 150C with tailwheel conversion.

AERONCA CHAMP: These were common airplanes in my younger era. The model that I flew was an L-16, military surplus unit acquired by the Newark Ohio CAP Squadron to which I belonged. The L-16 had an 85 hp fuel injected engine, and lots of glass. The CUB also belonged to the CAP, so I could fly either for \$5 bucks an hour, wet price.

CHAMPION AIRPLANES: In addition to the L-16, I seem to have sampled many Champ-variants. Later on I was part owner of a Decathlon whose manufacturer was calling itself BELLANCA-CHAMPION.

TAYLORCRAFT: I especially remember flying T-Craft on floats. This was in 1968 when I got a seaplane rating with Kurtzer on Lake Union, Seattle. One of these ships in on display at PT Aero Museum. That says something about my age.

WARBIRDS: I can claim a bit of warbird experience with the BEECH T-34 and NORTH AMERICAN T-6 in 1972, '73. This exposure was mostly due to the airplane horse-trading skill of my friend Barry Halsted.

MONOCOUPÉ 90A: I was owner of a 1940 ship in mid-1970's. This one was converted from radial engine to a Lycoming O-290 sometime around 1950. It was cute, fast, aerobatic, and antique.

RYAN PT-22: I found one of these for rent at the old Bellevue airport east of Seattle in 1967. Flew it some but the engine blew on a flight with another renter.

ALON ERCOUPÉ: I was part owner in this one. It had full instrument panel, rudder pedals and C-90 for engine power. Unfortunately this was in Denver. The high density altitude degraded performance thus one had to be careful flying around the area, even over the prairie.

AIRPLANES I HAVE KNOWN (continued from previous page)

COMMONWEALTH SKYRANGER: The name sounds like a Canadian radio serial program. Plane was another partnership for me. This one had a C-85 engine. It was not very fast but seemed to have a wide-body cabin, seating two side-by-side with exceptional comfort.

COLONIAL SKIMMER: Another unique name... but this one was in the family tree of LAKE AMPHIBIAN. As I recall, it was a 2 or 3 seater with O-320 engine. It had nasty water characteristics (porpoising) so I was content to ride with skilled friend and owner. I did fly it solo on a few occasions, off and onto dry land.

There are likely a few more types that I have skipped over... but its time to wrap-up this little trip down log-book-memory-lane.

John Meyers



Beginning in October 2020, EAA 430 will be holding our Gatherings on the last Saturday of each month at Port Angeles Fairchild Int'l airport in the meeting room at the terminal. This will provide a warm and comfortable room during the Fall and Winter months. According to Dan Gase, Airport Manager and EAA 430 member, an 82" TV with great picture and more than ample sound was just installed. The room will adequately accommodate our membership. There is also plenty of airplane parking for anyone flying into the meetings.



EAA Chapter 430 Monthly Gathering Minutes

February 29, 2020

Call to Order 1008

Location: W28 #15

The monthly gathering was called to order @ 1008 by President Ken Brown with the Pledge of Allegiance to the flag of the United States of America

Introduction of Guests: The following guests were introduced: John Dolan. Rick Smith and Al Gross updated their guest status by becoming new members! Welcome!

This month's presentation was "Pass the mike" – What did you learn that you can share? Ken kicked off the discussion with a cross-country flight into MT that resulted in an FAA ramp check (with no action taken). Fifteen different pilots offered tales of yore with a surprising number of them connected with skydiving. From using a Beaver on floats to drop a skydiver to forcing one off the strut, we tumbled through the topic until we learned of "Captain Hook and his Pirates." Rick Smith provided instruction on doing spot landings on skis with a hang glider while being filmed.

Andy Sallee provided a briefing on the status of Sequim Valley Airport. He said the airport board is working on road repair. Pot hole patches were put in yesterday. He has a bid of \$75,000 to repave the road. He has applied for a 2% State loan which is expected to be awarded in April. Paving is planned for May, 2020. Andy said the underground fuel tank will be removed the first week in April for \$15,000. He plans to replace the wind sock today, and has plans to repair the rotating beacon. Until then, look for the marijuana farm grow lights on Carlsborg Rd. (visible from 28,000 feet). Andy anticipates runway painting, crack filling and mowing this summer. When asked if the airport is for sale, Andy said he would like to buy out several small investors and partner with someone. But if you have an extra \$4.2M, you too can be an airport owner.

Board Summary Reports:

Minutes are on the web site under ABOUT US – CHAPTER BUSINESS PAGES

The minutes published in the Newsletter stand approved as published.

Overview – Financial balance \$3951 in the bank.

Membership is 101 with our new members.

VMC announcement EAA430 VMC Club is a qualified Wings program. Next month will be: "What would you do?"

Young Eagles – Joan Miller is making another quilt to auction for YE scholarships.

Thanks, Joan, for such a great and generous project. This year's YE events will be: May 23 at W28, June 13 at KCLM, August 8 at W28, and September 19 (KCLM Airport appreciation day).

EAA Chapter 430 Monthly Gathering Minutes (continued)

EAA Flying Start – EAA430 is sponsoring Flying Start at the KCLM conference room on May 16, 2020. Flying Start is an EAA program to reach out to the local community and provides a pathway to invite interested people to the world of flight. It's a four hour program that includes video and a presentation, followed by aircraft rides with EAA members. Tell all your friends who say "I've always thought about flying"

Winter Meeting location change – The board of directors have taken action to use the KCLM conference room for monthly gatherings from October 2020 to April 2021. Thanks to Dan Gase for his outstanding help and efforts. Continued thanks to Bud Davies for the use of his hangar. This will reduce Bud's efforts to provide us a home, and give a break to the Port Angeles people who have faithfully driven to Sequim. It may be a long way from Diamond Point, but at least you can fly there, and it will be warm :-).

Gold Chapter Award – EAA430 has displayed outstanding commitment to EAA by growing grassroots participation in aviation, as well as a desire to improve their chapter by using EAA-provided resources. In total, 214 EAA chapters were recognized in 2019: 63 Gold, 67 Silver, and 84 Bronze. EAA430 scored a 10 out of 10 on the criteria for an outstanding chapter. Congratulation to all, and let's keep on being excited about aviation.

Food – The pizza's are working well during the winter, but if we want to have burgers in the summer, who will lift his spatula and volunteer?

50/50 Raffle was won by Bill Shepard. Even though he needs the money to resurrect the Yak 3, he donated back the majority of his winnings to the scholarship fund.

Upcoming events:

VMC meeting March 11, 2020 7:00 p.m. Mariner's Café in the Sequim Penny's parking lot.

Chapter gathering on March 28, 2020 in Hanger 15 Sequim Valley Airport.

At the end of the presentation, the pizza arrived and a fine time was had by all.

Respectfully Submitted,

Ray Ballantyne

Ray Ballantyne, Secretary





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	Open	4	treasurer@eaa430.org

Class II Directors

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



"It's settled. We put out a press release saying we can't remember what we decided."



Serving the Port Angeles & Sequim Area

EAA 430 FLYER

APRIL 2020



Dedicated to having fun with airplanes and promoting General Aviation

CHAPTER CHATTER

With President Ken Brown



Here we are in April. Normally this would be the time we are setting out an active flying agenda, event planning and preparing for a busy summer. Instead, we are talking to friends from a distance of 6 feet, and being very careful with whom we come in contact.

As such, we have cancelled our April VMC, Board Meeting and Gathering. The Governor's Stay-At-Home order extends, at this time, until May 4, 2020. As we approach this date, we will revise our calendar and see which events will still be doable.

On a brighter side, we can still fly our airplanes, keeping in mind social distancing. Unless you fly like a Blue Angle, a six-foot distance will not be hard to do. Unfortunately, airport restaurants are closed so pack a picnic lunch and enjoy a wing top for a table. (Applicable only to low wing airplanes.)

The Pave the Way to the Future web site is up and open for any brick order you would like to make. This program is the major fundraising opportunity for our scholarship program. If we are to help young people with the passion to fly, we will need funds. It is also our intent to help those individuals who wish to pursue a career as an A&P. Please consider a memorial brick for our patio while helping the next generation. All donations to this program are tax deductible via our 501c3 status.

www.polarengraving.com/ea430

EAA Chapter 430 will resume a normal active schedule as soon as we possibly can and again enjoy the fellowship our chapter is known for. In the meantime, take time to smell the flowers, go for a walk and stay safe.

Until we can meet face to face, be well, clear skies and tailwinds.

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April 2020
ALL EAA Meetings are CANCELLED
Until further notice

Since we did not have our monthly gathering in March, there are no Minutes.



“Say ... what’s a mountain goat doing way up here in a cloud bank?”

Student pilot to instructor: “Relax. This is an amphibian and we’re making a water landing.”

WELCOME NEW EAA 430 MEMBER**John "Wally" Wallace**

The reason I've joined EAA Chapter 430 is to find a potential aircraft ownership partner (s) in a light sport two seater. I currently fly a 1947 415 C/D Ercoupe at Shelton Flying Club. The club is considering selling it, but I am considering other options. I would like to find the club's advice on a tricycle gear choice (could also be amphibious). I have co-owned a PA28 150 HP Cherokee with great success in the past.

I have about 4000 hours total time, but less than 400 as a single engine PIC. I started flying in college, but after an Air Force vision test, I was offered a rated navigator position as a WSO (Weapon Systems Officer) in the F4C Phantom. That part of my career was pretty short lived as my squadron was slated to change to the single seat F-15. I went back to school and became an HC-130 (Lockheed Hercules) Rescue Navigator for the Air Force Reserve. It was a great career that lasted over 25 years in various jobs and organizations.

After retiring from the Air Force in 2007, I took a job as a FEMA funded Emergency Management program manager. This was a great job working exciting issues with great people in Vancouver, Washington, but I was commuting almost every week to Olympia where my wife was working. I did this for about five years, but enough was enough ... It was time to go back to school to return to aviation!

I started Clover Park Technical College's Aviation Maintenance Technician program (AMT) in the Fall of 2012. I was the OLDEST member, but almost half the class were veterans using the GI Bill. This two year program specializes in helicopter maintenance. I really enjoyed both the instructors and classmates. They really helped me understand basic mechanic principles that I had never been exposed to before. I was able to help out with aviation operations expertise and what the pilot knows about his aircraft and what "broke" looks like.

After graduation, there were the FAA written, oral, and practical tests. With both Airframe and Powerplant Ratings, I worked for a small Olympia aviation company. I was the Soloy Aviation Solutions Parts and STC (Supplemental Type Certificate) Representative. Soloy specialized in turbine conversions of various small helicopters and fixed wing aircraft. I did get to go to one AirVenture in Oshkosh, Wisconsin as an exhibitor. Unfortunately, the company descended on hard times and was sold in several pieces. I retired in 2018 and we've been traveling about. My wife found a home here in Sequim late last year and we moved in February.

This is my first EAA Chapter membership, but I've belonged to both the EAA and AOPA nationally for a while. I'm also a Wing member of the Washington Civil Air Patrol (CAP). I have a resume that I submitted to CAP that is available for anyone who might want it. I can best be reached via email at: star-teck@comcast.net. I hope I get to meet you all soon after the Coronavirus problem is solved.



Airplanes R Us

by John Meyers

AIRPLANES I HAVE KNOWN (TRANSPORT CATEGORY)

I have searched some old photos and came up with these images of an “exotic” airplane that I “flew.” Thankfully it didn’t fly at all but it did taxi quite nicely. The machinery was created by the Boeing Co. and was used in early 1994 to simulate the geometry of the new (at the time) B-777. I recollect my mission on this rig was in February 1994. There was a lot of anticipation and excitement regarding the REAL Boeing Triple-Seven which actually rolled out in April 1994, and flew its first flight June 12, 1994.



<Boeing taxi rig for B-777, at Paine Field in February 1994>

I was a United Airlines “project pilot” at the time. A small team from UAL plus Boeing staff were supporting this particular day’s mission. The rig had an elegant acronym for a name which I have long-since forgotten. It was built to test the wheel geometry of the B-777-300 which was the next-in-line production effort planned for 1995. The -300 would be a lengthier version of the airplane and although United was a launch customer, we bought only the -200 (in that era).

(Continued on next page)



John M is far left in the line-up, holding white paper. Pic includes John Cashman, Chief Test Pilot

In the case of the taxi tests, Boeing and the airline customers had some concerns about the wheel geometry and the very long wheelbase of the -200 and -300 airplanes. This rig was fabricated at KPAE with a diesel hybrid hydraulic drive for locomotion with forward and reverse action. The steering resembled the actual airplane's nose wheel response. The cockpit cab was arranged with realistic seating and window views of the real plane. Behind the pilot crew were benches where observers or tech's could strap in and watch.

The objective for us was to follow a truck around a pre-determined course laid out on various taxiways and also the big runway at KPAE. (the truck got ATC clearances for us)

Ship's cameras were mounted on the LT/RT "stabilizer" plus one behind the nosewheel. These 3 views would provide an instrument panel screen-view of left & right main gear, plus the nosewheel.

Among the questions: Could average pilots keep the B-777 on taxiways without cameras? Were the camera-video views necessary? Could the airplane do a 180-turn on a 150' wide runway?

For United's part, we nixed the idea of cameras on the -200 airplane. Others said yes, so the cameras became standard on -300 versions ordered by other airlines. As far as the 180 degree turn on a runway, the answer was NO, unless there was a reverse segment at the 90 degree mark. This was easily done with diesel hybrid motors and cameras. Our engineering rep said that UAL would never consider the 180 maneuver by reversing real P & W engines so we nixed that one. Apparently in some parts of the world, other customers had interest in that possibility given that certain airports were lacking parallel taxiways.

After the ride, Cashman took us to lunch in Mukilteo and we debriefed. Everyone was "high" on anticipation for the rollout and first flight of the real plane. In my case, I got to fly the Triple-Seven in October 1994 (one leg, Moses Lake to KBFI). United participated in the ETOPS (overwater long-legs) certification in Spring 1995, with first revenue flight June 7, 1995.

John Meyers

WOMEN IN AVIATION

From the Editor



According to a Women in Aviation International (WAI) study, there are gender gaps, not only in the pilot population but throughout the aviation workforce, with women accounting for less than 10 percent in key roles. The study, a first of its kind, was conducted with the University of Nebraska at Omaha Aviation Institute with a NASA Nebraska Space Grant. The study of 1,323 respondents from a variety of occupations, found women account for 3 percent of the CEOs in the world's top 100 airline groups, 2.4 percent of the FAA-certified maintenance technicians, and 5 percent of airline pilots. Only 1 percent of airline pilots are female captains. Respondents cited expense and perception of a boys' club as potential obstacles to an aviation career.

The bios of Women Aviators & Members of EAA 430 were published in our 2019 EAA newsletters: Dava McNutt (May), Deb Cox (September), and Colette Miller (December). In this issue, you will meet two of our local aviators, Rachel Sallee and Renee Brilhante. I asked them to write a bio of their experiences in realizing their dreams & goals despite all the obstacles and hindrances they overcame in the years leading up to accomplishing the title of Woman Aviator. Their stories also include the role EAA 430 had in fulfilling their dream of flying. Emily Westcott was also going to be featured in this month's newsletter, but because of the restrictions of meeting face to face for the interview, her bio will be in the May newsletter.

Each woman's story is unique. I hope you enjoy reading them.

Mary (Skip) Brown, Editor

The difference between a Pilot and an Aviator:

A Pilot is a technician while an Aviator is an artist in love with flight.

Which are you?

Woman Aviator Rachel Sallee



My love affair with aviation started right here among EAA Chapter 430's ranks. As a young impressionable thirteen-year-old, I was offered a first flight birthday gift by dear family friends, Ken and Mary Brown. I remember being nervous but excited as Ken allowed me to operate the Piper Archer through some basic turns, climbs, and descents. Not even old enough to drive, I couldn't believe the feeling of absolute control over not only two, but three axes of motion. My mom's airsickness as she watched anxiously from the back seat couldn't even put a damper on that feeling. After that day, I spent every Young Eagles weekend "volunteering." Of course, my

version of volunteering was looking forlornly at those lucky kids getting rides until someone felt sorry enough for me to take me up.

When I was finally old enough to start taking lessons of my own, I was able to convince family friend Mike to trade me flying lessons for website development for his school. His ever-patient instruction fueled in me an obsession for tail-wheel and aerobatic flight as I trained in his Citabria. After making it through solo, I had to put my flight training on the back burner when I headed off to college. Although I wasn't logging hours, my flying continued after I began dating my now husband, Daniel. Before we got together, I didn't think



anyone could love aviation as much as I did. Boy was I wrong. We purchased our first airplane together shortly after getting married. We could barely afford our rent and had to keep the fuel purchases to a minimum, but it was worth it to continue fueling our passion.



After graduating engineering school, I excitedly began work at Boeing designing airplanes as Daniel worked his way through the regional airlines. One of my coworkers was a retired C-17 Loadmaster out of McChord AFB, and suggested I look into joining the reserves. When Daniel landed his dream job at a major airline, I finally had the flexibility to finish my private pilot's license and apply to be an Air Force pilot. Seven years after my initial solo, I had finally achieved the first tangible step in my journey. I loved being an engineer at Boeing, and

the opportunity of the Air Force Reserves allowed me to keep that job, continue my training, and fly big gray jets at the same time.

(continued on next page)

What I never anticipated was how incredible of a ride Air Force Undergraduate Pilot Training (UPT) would be. I couldn't have dreamed that a few short months later I would be strapped to a 1200 horsepower engine, doing aerobatics 10 feet away from my wingman. The T-6 Texan II was (and still is) the most incredible aircraft I've had the pleasure to fly. After the T-6, I completed my UPT training in the T-1 Jayhawk which was the first jet experience of my life.

Aside from the incredible flying, the friends I made at UPT will continue to be my brothers for life. The day I graduated with my Air Force wings was by far the proudest of my life.



Just when I thought things couldn't possibly get more exciting, I started flying the mighty C-17. Over the last eighteenth months flying missions, I've travelled the globe multiple times over. The aircraft is a true work-horse, and has allowed me the opportunity to deliver troops, ammunition, supplies, drones, VIP's, bomb-sniffing dogs, food, aeromedical personnel, and patients (to name a few) to locations all over the world. The first time I landed the massive jet on a 3500ft dirt strip while on Night Vision Goggles, I had to scrape my jaw off the floor. It's truly been the most exciting and humbling experience.



(Continued on next page)

While I've been spending most of my time these days up above FL350, both Daniel and my love for general aviation have continued to hold strong. A typical week at home for the two of us (if we happen to be there at the same time), will often involve 3-4 aircraft and countless hours maintaining, cleaning, and continuing to build as much proficiency as possible. It's an incredible honor to now have the ability to give back the gift of flight - taking someone on their first ride is still my absolute favorite way to spend a beautiful Pacific Northwest day. I am grateful every day for all the incredible people in my life who have inspired and helped me along the way, and to the EAA 430 for teaching a young girl to dream!

NOTE: Since writing this story, Rachel informed me she has been upgraded to Aircraft Commander in the C-17.



Continued on next page



Woman Aviator Renee Brilhante

A week before my 13th birthday, sitting in the living room with my father watching a documentary on Navy Test Pilots, I saw an F-18 recovery from a spin. That was the moment I was hooked to be a pilot. The following day, my father showed me a newspaper article on the Port Angeles Civil Air Patrol and I signed up that week, which led me to the Young Eagles.



1st plane I flew

The following summer I was walking up to Sequim, Washington's local airport to a stunning 1947 Stinson when Alan Barnard, the owner and pilot, greeted me and another teenager. Shortly after take off, Alan, calmer than I expected, told me to take the controls and guided me through my first few moments of flight. Fourteen years later, I can remember how that control wheel felt just as vividly as the wheel feels of the Embreair 175 I fly today. There was an article shared over a year ago about my story, validating the purpose of Young Eagles. Again, I want to personally thank Alan and all those who fly for the Young Eagles. I also want to thank our perfect Washington State Community who raised me to be the resilient, accomplished, and happy woman I am today. It truly takes a village to raise a child.



Renee with her parents, Charlie & Laurie, and the pilot who first inspired her to pursue a career in aviation, EAA member, Alan Barnard. (2019)

Ken and Skip Brown, I want to thank both of you for getting me back in touch with my roots. It was wonderful hanging out with both of you on my visit home and I cannot wait to see all your hangar and airplane improvements on the next visit.

My first flight confirmed I was destined to be a pilot and from there I hit the ground running to become the best Fighter Pilot the world had ever seen and to become a Test Pilot. The big question was how to afford it. To the young future pilot, this is the best advice I can give: Apply for every scholarship out there, start working to make money, become an airport bum and never stop learning. I used scholarships from the beginning, and all the way to a Certified Flight Instructor. I applied for over a hundred and I was awarded 4, but that was all I needed. From High School to this day, I've always had at least two jobs. If you have time to sit on your sofa, you have time to get involved in something new!

(continued on next page)

I want to forewarn the future pilot: You will find challenges, disappointing times, and you will find yourself choosing routes that you did not expect. Welcome all of it because the journey is what makes the destination so sweet. Take my zig zag journey as an example.

I wanted to be a Air Force Fighter Pilot and go to the Academy, but I had to be 4 inches taller to make the cut for AF pilot. For the Navy, I only needed 2 inches to make the cut, so I applied for the Naval Academy and NROTC. While I was not accepted to the Naval Academy, I earned a Naval ROTC Scholarship for the fifth out of five schools where I applied. After getting into Jacksonville University NROTC as a Mathematics Major, my next two fights were my Height Waiver and getting the Navy to approve Aviation as a Technical Degree. I won one fight and switched from a Math Major to an Aviation Degree at the end of my sophomore year. This meant I carried about 26 credits a semester and did 3 flight lessons a day through my Instrument rating. It was a sweet victory to be the only Certified Flight Instructor earning her diploma at JU in 2013.

My battle against Navy Medical was not as fruitful. Under the mentorship and assistance of Tamera Senz, a Sequim local who fought and won the same fight with the Air Force, I was able to get my Anthro waiver signed and approved, a well worth three-year battle. However, two days before graduation and commissioning, while driving back from the airport and picking up my parents, I received a phone call to meet with my Commanding Officer. That's when I received the hardest slap in the face to date. I was medically disqualified from Naval Aviation based on a note from a doctor saying I may have scoliosis based on a chest x-ray. I delayed my commissioning and began another fight, writing letters, phone calls, and paying for tests on my back from spinal surgeons who disagreed with the level of degree of spinal curving. But the Navy didn't bend, and I became a Surface Warfare Officer (Ship Driver) for the next four years, flight instructing on the side to keep my flying itch.

Looking back, I'm happy my younger years played out as they did. The change in naval careers meant less years of commitment. I enjoyed all four of them and wouldn't trade them for the world, but this allowed me to get back into an airline and future Airshow Pilot Career in my 20's opposed to my 30's.



Right seat, just starting out at Republic Airways in the E-175



At Captain upgrade simulator training 11 years after I earned my Pilot license.

(Continued on next page)

So at 28 years old, I'm sitting in an airport home with my Extra 230 sitting in our garage/hangar. I am a Captain for Republic Airways. I'm training in Competitive Aerobatics with the goal to be a US Aerobatic Team Member at Worlds within the next 5 years, flying in Patty Wagstaff's Extra from the 90's, built by Walter Extra himself. I'm training to be an Airshow pilot flying SNJ's with the GEICO Skytypers. I also instruct in Loss of Control Recovery with Prevailance Aerospace, coach Aerobatics, and I'm President of South Florida's Aerobatics Club.



Posing for a Prevailance Aerospace Instructor t in front of one of our Extra 300's in which we teach UPSET and Loss of Control Recovery

Pinch me! I'm blessed and raised well. All of this takes time and hard work. I fly about 1000 hours a year, and when I'm not doing the full time job, I'm still promoting aviation and working hard at my personal goals. I understand this is not for everyone, but we all have something we love and we just have to work hard to have it.

We are all going into this new fight we are calling COVID 19, a fight for our health and our economy. We are flying through tough skies that may get more turbulent. I hope my story is a reminder to be resilient and to use this time wisely. Having little to no work this month is pushing me harder to train in my Extra 230, to be a better leader in my Chapter, and to be a Stewart to those I love most.

My goals are still present, although there's been a change in the plan, but this month brings more time to train because, when all of this passes and our lives come back, I will be better than my past. In the PNW, we are used to the rain, we track on harder than before, and we will get through it to clear skies.

Continued on next page



My boyfriend, Corben, outside our airport home in Indiana. Taken after I landed after my 7-hour cross-country bringing the plane from South Florida after the Florida Mayor announced Florida's stay-at-home order. I work out of Kentucky so found it best to bring my plane near work. I'm still at home when I fly so I'm respecting COVID recommendations.





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	Open	4	treasurer@eaa430.org



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Web Editor	Andy Sallee		webeditor@eaa430.org
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Tech Advisor	Ernie Hansen		techh@eaa430.org
Tech Advisor	Rick Vaux		techrv@eaa430.org



Serving the Port Angeles & Sequim Area

EAA 430 FLYER

MAY 2020



Dedicated to having fun with airplanes and promoting General Aviation

CHAPTER CHATTER

With President Ken Brown

The question this month is all about our EAA chapter. Do we want to be

A PERSON OF INCLUSION

Versus

***One who supports separation, disconnection, isolation, remoteness,
indifference and exclusion?***



After answering the question then we need to decide, what must I do to make this happen?

Tough question considering all that is happening right now. More polarization within the society, more people talking and very few listening. In typical conversations, I believe we are considering our response rather than hearing or listening to the words being spoken. Conclusions are predetermined before the question or situations are presented.

As trying as the first half of this year has been, we need each of you to pick up a piece of the task of running our chapter. We need more than just a couple of members carrying the burden for all we wish to accomplish.

Ask yourself, WHAT AM I REALLY PASSIONATE ABOUT OR INTERESTED IN DOING within our EAA family? You can start a new “whatever” and bring excitement, new experiences, joy and energy to the group. We would love to hear all about it. Present your idea to any board member or, better yet, ask to present your idea to the board at our next BOD meeting.

This month we will have a “ZOOM” gathering and we will see how it goes. Each of you can cook your burgers the way you like and have your favorite beverage on your patio. Just remember to social distance and be safe.

Until we can meet at the airport --- Tailwinds and Clear Skies. *Ken Brown*

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Since we did not have our monthly gathering in March, there are no Minutes.

The following EAA meetings and Gathering for May will be held via ZOOM. You will be notified regarding how to sign onto ZOOM if you are an attendee of the Board Meeting, VMC or the EAA Gathering (last Saturday of the month). We hope you will join us.

- VMC May 13, 7:00 PM
- BOD May 22, 10:00 AM
- Gathering May 30, 10:00 AM

From the Editor: The EAA member bio for May has been postponed until an in-person interview is possible. Meanwhile, if you have not had an opportunity to read our member bio's, check out the ones which have appeared in the past newsletters. All newsletters are online at EAA430.org.

2019

2020

January <i>Ken Brown</i>	July <i>No bio</i>	January <i>Bill Shepherd</i>
February <i>Ernie Hansen</i>	August <i>Barry Halstead</i>	February <i>Rick Vaux</i>
March <i>Ray Ballantyne</i>	September <i>Deb Cox</i>	March <i>No bio</i>
April <i>Harry Cook</i>	October <i>Jerry Tonini</i>	April <i>Rachel Sallee &</i>
May <i>Dave McNutt</i>	November <i>Gerry Mahoney</i>	<i>Renee Brillhante</i>
June <i>Bob Hicks</i>	December <i>Colette Miller</i>	May <i>No bio</i>



Airplanes R Us

by John Meyers

AIRPLANES I HAVE KNOWN (TRANSPORT CATEGORY)

In 1983, my employer, United Airlines, was on the cusp of becoming an international air carrier. This came with new routes awarded to UAL which included SEA to Tokyo and Hong Kong. In particular, the SEA-HKG route was a long-range deal which required a long-range plane. Nothing like this was in United's inventory so a leasing plan was cooked-up to acquire three CP-Air (Canadian Pacific) Douglas DC-10-30's to cover that route.



I was lucky enough to help staff the flight crew as an International Relief Pilot (IRP) for this mission. The IRP was really a flight engineer position with pilot seat privileges during cruise flight. This enabled crew relief intervals which would comply with regulations and contracts which existed in the era. Total flight deck compliment was four.

The DC-10-30 was heavier and more range-capable than the stock dash-10 version but still needed a belly tank addition to make the SEA-HKG route workable as non-stop westbound. The Dash-30 version was easy to spot on the ground because it had an extra landing gear. This was a centerline unit which helped spread the extra weight of the version.



continued on next page

The CP airplanes were repainted in UAL livery. Cabin décor was United-sized to some extent. For the flight crew, a crew-rest area was fabricated in the door 2 RT entry bay. This rig was a folding cot which allowed one to get horizontal. Privacy was granted by a pull-curtain.

This was a new type of flying for most of us as staff. It all seemed new and exciting, especially the destination. Personally I had little knowledge of Asia and the Pacific so my learning curve was big.

For some reason, the CP airplanes retained their Canadian registry and “numbers” (letters actually, like C-GFPL). This required some extra paperwork for us... US pilots flying a foreign-registered plane. So, I possess a Canadian crew “license” pertaining to these specific planes. That won't buy much in the current era.



The airport at Hong Kong was very interesting from a piloting standpoint. Old Kai Tak airport was built on landfill... started in 1925 according to history books. By the time I flew there (1983-84), its one runway and limited terminal area were somewhat overburdened. (Eventually HKG built a new airport at a different location which opened in Summer 1998).

The runway was “13-31.” The “31-direction” was ILS straight in, over water ... easy enough. As for the “13-direction,” that was more complicated. Owing to the prickly mountain terrain that defined Hong Kong, the ILS approach was offset by 40 degrees or so. Simply put, the ILS ended at about 600' over a high rise neighborhood and required an aggressive right turn to align for the runway. Every plane would present its belly to the neighborhood as seen in this photo.

Later in my career, I would get to re-visit HKG (both airports, old & new) as Captain on B-747-400 trips from SFO or LAX.

Sling 2 Project Update

By Richard Howell

My Sling 2 E/A-B quick-build project has been progressing in slow, but deliberate steps. The end of the structural metalwork is almost in sight.

There are several fiberglass components for tail and wings, that need finishing and fitting. Each of the factory-assembled 20 US gallon fuel tanks must pass final leak testing. Once I'm satisfied with their integrity, they'll get permanently bolted and riveted to the wing panels. Soon, work will shift to the center fuselage for controls, wiring and fuel plumbing.

The exciting step of choosing the suite of avionics and placing an initial deposit for a slot in the production schedule of the custom panel provider, was done in April. There's quite a lead-time from my vendor -- [Midwest Panel Builders](#), in Lapeer, MI. The upholstery and firewall-forward kits, with engine and propeller have big lead-times too.

Here's a question. How do you know if a builder has opted for an advanced IFR integration of dual Garmin 10.6 inch G3X Touch panels with GTN 650Xi GPS/NAV/COM navigator, G500 2-axis autopilot, backup G5 flight instrument, remote COMS, audio, ADS-B transponder, VP-X electronic circuit breakers, dual IBBS and Rotax 912iS engine monitoring? Just ask him!

As much as I would like to open my workshop and to share the build firsthand, the COVID-19 risk is too great - at least for Mary Ann and myself. We miss our chapter gatherings and VMC Club.

Web log: <https://sling2.slantalpha.com>

Richard's Sling 2 Build Log | Building a Sling 2 Experimental Aircraft

The current version of the Sling 2 Empennage Construction Manual leaves much to the imagination of the builder. Build sequence details are very important. The written steps are basically in the proper order, but the labels (numbered bubble call-outs) are not to be relied upon.

sling2.slantalpha.com

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Richard's Sling 2 Project



DAVE WOODCOCK'S Piper 1944 L-4H



I am very proud to be the owner of Piper L-4H, N9217H (43-30430), a veteran of WWII in Europe. She could easily be part of a museum. I purchased her from Kris Nastro, a Navy F-18 pilot who has a passion for Cubs and military history. All the paint, markings, and stencils are authentic to the year and unit. "44" is the designator for the 30th Infantry Division, Ninth Army, and B is the second of the 12 units in that division.

The following is some of her war record: 6 APR 1944: 43-30430 is "Factory Complete" @ Lockhaven. PA 10 - 19 APR 1944. Accepted by USAAF, crated and put on a train to Newark, NJ. 21 APR 1944. Departs as ships cargo 16 MAY 1944. Arrives @ US Forces Receiving Attlebridge, England 23 MAY 1944. Receives AGF (Field Artillery) Conditional Inspection 31 JUL 1944. Assigned to Ninth AAF in England 30 NOV 1944. Transferred to 30th Infantry Division 16 DEC 1944 - 25 JAN 1945. Battle of the Bulge Artillery spotting and recon during the great Ardennes - Alsace Offensive, near Malmedy, Belgium against the German 1st SS Division. 31 JAN 1945 L-4H was turned into Mobile Reclamation and Repair by 30th ID 01 MAR 1945. Returned back to 30th ID 24 MAR 1945. 30th ID assault at the Rhine River 07 APR 1945. 30th ID takes Hamlin then Braunschweig.

After the war she was purchased by a former USAAF L-4H pilot for \$300 and eventually returned to the U.S. in 1947 where she was converted into a J-3C - 65. Kris found the plane 10 years ago and was committed to restore the aircraft to make her as authentic as possible but yet flyable. The A-65 was replaced with a C-90-8, no electrical system. Hand propping is part of the charm. Nearing the end of the restoration Kris met a 96-year-old young man who was a retired USAAF L-4 aviator. He told stories of sitting on his flak jacket and returning fire with his 1911 Colt 45. He told him, "We were just young men with nothing but the bare essentials." That conversation led to the name above the nose art.

The C-90 engine was majored by Don's Dream Machines - only about 175 hrs since the major and the restoration. Lots of power for this light airframe. Flies hands off beautifully - just takes some getting used to the rear seat solo, very light rudder feel and heel brakes. The plane was based at Meadow Lake, Colorado. My ferry pilot was Brooks Mershon. He lives in Boulder and specializes in ferrying tail draggers. It took him 22.7 hrs of flight time over 4 days. He really lucked out with the weather through Colorado, Wyoming and Idaho. He arrived here Monday evening after 11.5 hrs from Idaho Falls! Oh to be young again!

(continued on next page)



This an actual photo of an aircraft assigned to the Ninth Army, Battle of the Bulge, but different Infantry Division. These were the conditions they were flying in that December.

EAA Chapter Member Survey Summary

A few months ago, a survey was sent to all EAA chapters. The following is a brief summary of the questions asked and the answers given for Chapter 430. 52 of our members took the survey.

Question: On a scale of 1 to 10, how likely are you to recommend your chapter to a colleague or friend?

34 people answered 10. Here are a few of those answers: We have an active chapter with a wealth of experience and knowledge in our membership; I think every pilot or aspiring pilot should belong to EAA; Good people, knowledge, entertainment and friendship; It is a great way to connect with fellow aviators, and to ask questions and get answers; It is an active chapter with a wealth of talent; Like minded people involved in aviation; Monthly guest presentations; Tech advisors and the aviation tools available; Good meeting location on airport; Good programs.; Good human resources; It is the premiere aviation organization in our area.

Question: On a scale of 1-5, how satisfied are you with your chapter's monthly gathering?

28 members rated this a 5; 13 members rated it a 4; 6 members rated it a 3

Question: Why did you decide to join your chapter?

Educational programming, Aircraft building resources, Connect with other Aviation Enthusiasts

Question: How did you hear about your chapter?

Word of Mouth; Local Chapter Event; EAA Website

Question: On a scale of 1 to 5, how interested are you in aircraft homebuilding?

16 members said they are interested; 11 members are not interested; 12 members gave this a 3 out of 5 rating.

Question: What is one thing you would recommend to improve your chapter? Here are a few of the 32 responses to this question.

We need more volunteers stepping up to help run/maintain the chapter; Maybe hosting a fly in? More educational, safety related subjects about real flying; More hands-on building activities/skill development; A poker run would be fun; Encourage additional members to become EAA tech counselors and flight advisors; Encourage more sport pilot aviation activity; Greater selection of tools in the tool crib; List members with specialized tools they will loan; Hands-on building experience; I think Ultralight chapters should be merged into local chapters. No Ultralight chapters exist in this state and other states; Encourage youth to build RC aircraft. It is a good intro to aviation; Increase fly-outs or other flying activities; More focus on and visibility of active build projects; More suitable location other than a hangar.



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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. **This will be a ZOOM meeting**

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

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JUNE 2020



Dedicated to having fun with airplanes and promoting General Aviation

CHAPTER CHATTER

With President Ken Brown



June is the month that signals summer; however, in the PNW, July 5th is typically our first day of summer. This year has been filled with many surprises and disappointments. We have spent months socially distanced from friends and family to prevent the spread of Covid-19. On the rare occasions we ventured out, we gowned ourselves as masked marauders. Hand washing has become a great social activity.

Life will not be the same now, but we have coped with other life changing events before. Most of us in EAA 430 are old enough to remember bits and part of the Great War, while others remember or served in Korea or Viet Nam. 9/11 occurred as well on our watch as did Columbine and the other 11 tragedies of that nature which followed. (Virginia Tech, Sandy Hook, Marjory Stoneman Douglas High School, Santa Fe High School, Umpqua Community College, Red Lake Senior High School, Oikos University, West Nickel Mines School, Northern Illinois University, Santa Monica College, Marysville Pilchuck High School).

As I write this article, we have witnessed marches and protests over the murder of George Perry Floyd Jr in Minneapolis Minnesota on May 25, 2020, concluding with his memorial service in Houston TX. A complete cycle of events, but not the end of the story. Rather just the beginning. For some, it will be a major shift in thinking, while for others, it will be the expansion of our belief system of fairness.

I have missed seeing all of you during this time. It seems very odd not to be hob-knobbing over coffee and donuts, burgers on the grill and lots of airplane talk. I miss flying to airports for lunch or pie, as well as flier-fellowship.

While June still finds us grounded, we can hope July will provide the opportunity to gather and have a burger bash. It will all depend on the Washington State Public Health announcements. Provided we get an all clear, we could have an outdoor gathering at the airport on the grass area between the fuel farm and the office. Hoping this will happen.

In the meantime, be safe and social distance, wear your mask, and enjoy each day.

Ken

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- July 2020**
- **VMC Club Meeting July 8 7pm - 8pm**
2nd Wednesday of the Month
Mariner's Café JC Penny Plaza
 - **EAA Chapter 430 Board Meeting**
July 17 9:00 am
Mariner's Café JC Penny Plaza
 - **EAA Chapter 430 Chapter Gathering**
July 25 TO BE ANNOUNCED
Sequim Valley Airport

- June 2020**
- **EAA Chapter 430 Board Meeting**
June 19 9:00 am
Mariner's Café JC Penny Plaza
 - **EAA Chapter 430 Chapter Gathering for June has been CANCELLED**

Airplanes R Us *by John Meyers* will return in July.

Scott Fitzgerald: On June 7, Scott was involved in a plane crash in Lander, WY. He was flown to a hospital in Salt Lake City and is in stable condition after undergoing surgery to repair extensive facial damage. His wife Tasha is with him at the hospital. She is posting updates about his condition on Facebook in *Scott Fitzgerald Updates*. Scott and Tasha are very grateful for all the prayers and support of friends and members of the community. There is a GOFUNDME page on Facebook at *Scott Fitzgerald Medical Fund* for anyone wishing to contribute to their medical bills and expenses. You can also contribute to the *Scott Fitzgerald Fund* at any branch of First Federal. Scott is a Registered Nurse in ICU and ER at Olympic Medical Center and has been a member of EAA 430 since March 2019. Scott's bio is in the February 2020 EAA 430 Newsletter.

From the Editor: If you have not had an opportunity to read our member bio's, check out the ones which have appeared in the past newsletters. All newsletters are online at EAA430.org.

<u>2019</u>		<u>2020</u>	
January <i>Ken Brown</i>	July <i>No bio</i>	January <i>Bill Shepherd</i>	
February <i>Ernie Hansen</i>	August <i>Barry Halstead</i>	February <i>Rick Vaux</i>	
March <i>Ray Ballantyne</i>	September <i>Deb Cox</i>	March <i>No bio</i>	
April <i>Harry Cook</i>	October <i>Jerry Tonini</i>	April <i>Rachel Sallee & Renee Brillhante</i>	
May <i>Dave McNutt</i>	November <i>Gerry Mahoney</i>	May <i>No bio</i>	
June <i>Bob Hicks</i>	December <i>Colette Miller</i>		

RV-12 PROJECT UPDATE

By Dave Moffitt

My wife gave me an anniversary card that read, "They say love is blind. But marriage... now there's an eye opener! But on the inside the card said, "And I still like what I see." That seems an apt description for my RV-12 project.

My love affair with Van's RV-12 began with a demo ride in late 2011 down in Aurora, OR. The eye opener began in January of 2012 with assembly of empennage kit. For the next five years building proceeded at a reasonable pace since I was in retirement. Then I got called back to work and that has slowed progress considerably. All work thus far has been accomplished at our home – actually in our house, in what we call "The Orville-Wilbur Room." Very convenient, and impossible to ignore.

This is an all-metal side-by-side tricycle gear Light Sport powered by the hundred-horse Rotax 912 engine.

Vans has done an excellent job with the kit assembly manual, with clear and concise instructions. Most of the sheet metal work is joined with pulled rivets – the idea being that a single person can do the construction solo, which is not possible with driven rivets which need one person with a rivet gun and another with a bucking bar. However, I soon learned that a second set of eyes and hands are often necessary to get the job done accurately and safely. Vans has an excellent and easily accessible support program to help with any problems encountered so far.

I soon found that if the parts do not line up precisely, then I have misread the manual. Accurate fitting prior to riveting saves a lot of headaches later on. The sheet metal work has been a true joy – so long as enough clecos are handy. However, the fiberglass work is rather tedious, probably because I don't have a lot of experience with the stuff. But eventually the cowling and canopy began to fit, after multiple trial and error efforts with lots of trimming and sanding. Hydraulics and electrical are pretty straight forward and all the necessary parts are easily identified. Following the assembly manual step by step is essential. Pretty much everything, except the fluids and the paint are supplied in the various sub kits, but there is always the need for some new tool or device to complete the job. Sometimes the hardest work has been fitting my aging carcass into some rather confined spaces.

Now comes the avionics, which is my weakest area of training and experience. Everything is pretty much installed, but I have yet to hook up the power. I have these nightmares of letting out the smoke and having to reinstall those funny little boxes. I know I need some help here, but the COVID-19 thing has made contact impossible. I am definitely open to advice on removing d-sub pins and wiring the ELT.

Once all the final details are complete it will be time to move the project into a real hangar at the airport for engine startup and systems checks. My wife already has plans for the Orville-Wilbur Room, so I best get busy.

I do want to express my appreciation to Dan and Linda Masys and to Trent and Donna Sommer who both have built RV-12s and thus provided lots of info and assistance. I miss them all. And appreciation also goes to Harry Cook, Tech Advisor, for inspection and advice.

(Continued on next page)

And yes, this project has been an eye opener. But I still like what I see. *Dave*



**GETTING TO KNOW
EMILY WESTCOTT (WOMAN AVIATOR)**



Emily Westcott, volunteer extraordinaire, first became interested in flying when, after making several many-hour trips to Orcas Island to visit friends, she chartered a plane for the trip. Arriving at Orcas after a 25-minute flight to the island, she told the pilot she was ready to learn to fly. When she got home on Sunday she drove to Rite Brothers and Roger Hansen suggested she attend his ground school at Peninsula Community College the next day, which she did. She took flying lessons in a C-172 with Roger, getting her private pilot's license in 1996.

She bought her C-172 in 2000, the plane she still flies today.

She grew up in Tacoma, became a Cougar at Washington State University, and obtained her Masters in Counseling at Oregon State University and her Administration credentials at the University of Puget Sound. She was the Vice Principal at Port Angeles High School for six years and taught at the Choice Alternative School in Port Angeles for eleven years. She retired from teaching in 1998 and continues as a substitute teacher at Sequim High School.



In 1980, Emily and her husband bought the Red Ranch Motel and Restaurant in Sequim, which was sold in 2003. Emily ran the restaurant by herself the last few years.

Continued on next page



As Christmas holidays approached, once again Emily made plans to beautify the town. The flower baskets which hang on the light posts along Washington Avenue were first started when Emily was a member of the Retail Trade, a merchant association. The objective of the association was to promote the town and its merchants. The creation of 75 flower baskets was originally done by a private company, but was becoming expensive as the number and size of the baskets increased each year.



In 1995, Emily asked the horticulture teacher, Derrell Sharp, at the high school if she could use his students to help put together the baskets. Since then, the students have been making 150 baskets each year with Emily overseeing the project. She also is instrumental in hanging all of the lights in the downtown area during the holiday season. When Christmas is over, she directs the dismantling and goes through all the strings of lights, replacing bulbs when necessary.

She was instrumental in putting up lights at Carrie Blake Park for the Sunshine Festival on the first week-end in March 2020. She has also been a volunteer at the Boys and Girls Club Yearly Auction.

Emily flies EAA 430 Young Eagles each summer. She is one of the organizers of Air Affair at Sequim Valley Airport.

Besides sharing her time, talents and resources with our community, she shares her Cessna 172 with others who need a ride or love to fly but don't have an airplane.





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JULY 2020



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CHAPTER CHATTER

With President Ken Brown



July and summer have arrived, well sort-of. Here in the beautiful PNW we traditionally celebrate summer arriving on the 5th but somehow this year it has slipped. Like so many other events, we are seeing cancellations and postponements.

Thank you all who answered the survey. It is valuable information which we will add to a member's record in the roster listing.

One of the ongoing events still going forward is the annual nominating committee search to fill positions. The chapter chair is Ernie Hansen, VP. If you would like to be a part of the leadership team, we would love to have you join us. Contact Ernie.

Positions are for a two-year term: **Current Officers: * served or completed a two year term**

President* Ken Brown

Vice President* Ernie Hansen

Secretary* Ray Ballantyne

Treasurer* Mary (Skip) Brown

Membership Madeline Patterson

Young Eagles* Bud Davies

Scholarship* Dave Miller

Newsletter* Mary (Skip Brown)

Fly-out* Barry Halsted

Last month I was hopefully over-optimistic, thinking we could gather this month. This will not be possible as Clallam County is still in Phase II for the near future. When we get the All Clear for Phase III, we will plan on an in-person meeting. Until then stay safe, stay distanced and stay well.

***The picture of Ken was taken on July 3, 2019 in Whitehorse. He is throwing a leaf in the Yukon River and will try to race it to the Bering Sea.*

(Continued on next page)

Where are we on projects? The chapter paver project has stalled, but the web site is up and running for you to purchase pavers for the EAA 430 patio. We currently have 15 bricks in our possession and could do a small start to the patio. However, you can go online and look at the bricks and buy a couple for those whom you would like to remember. All proceeds fund the scholarship program.



<https://polarengraving.com/ea430>

The next board meeting will be a Zoom virtual meeting on July 17, 2020 at 0900. Coffee and donuts will be served. If you would like to attend, email president@ea430.org.

Until next time, let's fly somewhere and be socially distanced and safe.

Ken

A Summary of the EAA 430 Chapter Survey of June 28 2020

The survey was sent to 97 members and was completed by 48 members.

- 41 Active Pilots
- 37 have airplanes
- 3 are currently in the build process
- 54 airplanes are owned/partnered
- 16 Young Eagle Pilots
 - 1 would like to be a YE pilot

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- July 2020
- VMC Club Meeting CANCELLED
2nd Wednesday of the Month
Mariner's Café JC Penny Plaza
 - EAA Chapter 430 Board Meeting
July 17 9:00 am
ZOOM MEETING
 - EAA Chapter 430 Chapter Gathering
July 25 ZOOM MEETING
Sequim Valley Airport



Newly asphalted entry road at Sequim Valley Airport

Paul Kuntz's Pipistrel Sinus 912

David LeRoux submitted this photo and note to the Pulse of Aviation (General Aviation News)

"Paul Kuntz landing at Sequim Valley Airport next to his home in Discovery Trail Farm Airpark "



Photo by Mary Kuntz

The Pipistrel Sinus 912 is a two-place, side by side, high wing aircraft, powered by the Rotax 912UL 80 hp engine. This example weighs 715 lbs empty, 1320 pounds max take off, has a controllable-pitch feathering propeller, a 15-meter wing with a 30:1 glide ratio, and cruises at 115 knots while consuming 3.1 gal of fuel per hour, with a range of 900 NM. There's plenty of room and load capacity for two people, luggage and full fuel (26 gallons). All in all, it's just a delightful aircraft. This is the first Experimental Amateur-Built Sinus in the USA. I worked with the Seattle FAA MIDO to have the kit evaluated for compliance with the EAB major-portion rule before starting construction in 2007. First flight was in 2013 after a six-year construction period, minus three years sitting idle while I focused on building a house instead of building an airplane. I logged 750 hours of construction time. It is registered as a glider with self-launch capability, so although it is a full-function advanced aircraft, it can be legally soloed at age 14. I flew it to Oshkosh for the fifth time in 2019. Since I am no longer physically capable of flying due to medical issues, it is currently for sale, listed on Trade-a-Plane.com and WingsandWheels.com. *Paul Kuntz*

Project Update

By Lee Does



*Factory-built Fisher Super Koala aircraft
(Fisher Flying Products)*

My project is a high-wing Fisher *Super-Koala* on conventional gear. While I haven't a clue why the designer named his creation after a small animal that lives in a tree, I can still take comfort that the plane's basic construction mimics that of the Vickers-Warwick and Wellington Bombers of WWII. Thanks to the lightweight wooden geodetic construction, a completed Super Koala (SK) typically weighs in around at a paltry 400-450lbs. Pulled by the standard 52hp Rotax, takeoff is possible within 200ft. Climbout with pilot and passenger aboard would likely be around 500-600 fpm. I'm expecting my plane to cruise at around 55mph, with full-stall landings at or under a comfortable 30mph. Note that SK performance numbers I'm offering here reflect my own experience combined with that of current SK owners.



Vickers geodetic airframe and Fisher Super Koala

The Fisher design evolved long before C&C precision-cut and shaped airplane kits hit the mainstream, and the Super Koala continues to be offered as either plans-only or in kit form. My project officially began when I answered a private ad for a "partially built" plane located in Fairbanks AK. What actually arrived was a set of plans, a jig for wing ribs, and a large crate of spruce and birch lumber. Since that humble beginning, building progress stuttered somewhat as my wife and I updated several old houses, changed careers, and cared for aging parents.

Fisher plans are supplied full-scale, enabling layout and assembly right over the appropriate print. The system works, although organizing and paging through a stack of 16' drawings requires a large room and works best if the family dog is willing to nap in another part of the house. The wings and fuselage structure for my plane were built in the single car garage at our first house. Space was tight, such that a completed assembly had to be winched up to the rafters before starting the next segment of the project .

(continued on next page)

The fuselage was the last major assembly, and seeing it on the gear was a major boost to my motivation. Those of you who have already built will know, of course, that completing an airframe is only the beginning!



Building at our first house was tight!



Main wheels are Piper; tailwheel fork & bearing head are from a friend's wheelchair.

Fisher's approach to controls and general hardware was a bit too casual for my tastes. As luck would have it, my need for hardware coincided with a new employer's requirement for CAD classes. My new-found CAD experience led me to purchase a small digital milling machine, and I soon became my own go-to manufacturing source for all manner of small parts and assemblies for the plane. Learning and working in 3-D is great exercise for your brain. With my CAD work going straight to the vise on my mill, I soon learned volumes about the difference between drawing what's *cool* vs. drawing something that can actually be *manufactured*.



Plane and builder with CAD-designed and machined parts:

- 1. Fiberglass molded panel.
- 2. Cockpit layout w/dual controls.
- 3. Jury strut connector and strut end.
- 4. Engine mounting.
- 5. Flap crank and support bearing.



Oratex process is clean and odor-free; small parts could be done inside on the kitchen table.

Opting for low weight with ease of installation, I chose Lanitz' Oratex for covering my SK airframe. Oratex fabric comes in a variety of colors, and is bonded to the aircraft structure with a heat-activated adhesive. There's no smell with the process, such that I was able to cover, stitch, and tape many parts right on our dining room table.

Wingtip before and after heat-shrinking.



Bonding and heat-shrinking Oratex require strict temperature control, and a digital iron and digital heat gun were used throughout the project. Strong hands are essential for pre-stretching Oratex around compound curves, as the shrink rate on heating is less than with Stits fabric. Pre-colored Oratex doesn't have the gloss of conventional filled and sprayed fabric, but there's a lot to be said for being DONE as soon as the last wrinkle has been flattened under the heated iron. Another tantalizing bonus is in the final weight savings of not having to dead-lift 1½ gallons of paint every time you coax your bird into the air.

As I write this, I've just been awarded N8879D, and have the plane packed up and ready for moving to a hangar. Just finding a hangar has become more difficult than airplane building, it seems, and has become a quest I hadn't contemplated when I first started my project. My as yet unflown aircraft will need a lot of testing and tweaking, so nearby Jefferson County OS9 is really my only option. I've taken to walking the hangar rows every week or so, ready to jump on the first "for rent" sign I see.

Enjoy the pictures, and I promise to reply to any questions or corrections from my fellow experimenters. The question I hear most often is "How long did it take...?" I have yet to provide a straight answer to that one, as I don't consider the project done until it actually leaves the ground. If I'm pushed, I'll admit that I stopped tracking my project somewhere around 2000 hours. A significant portion of that was head-scratching and design work, as I discovered my real passion is in building and learning new skills. As a guy who originally trained in and would still prefer flying a Cub, my flying philosophy continues to be "Low and Slow."

My tail artwork



A Fun Day in Concrete





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AUGUST 2020



Dedicated to having fun with airplanes and promoting General Aviation

CHAPTER CHATTER

With President Ken Brown



August, the month of having outdoor fun with family and friends. Fire pits, picnics, family reunions, hot dogs and s'mores. Instead, we find ourselves socially distanced, masked and untouchable. It is all too surreal.

However, in your airplane you have the ability to socially distance yourself and family member (s) from the humdrum to special places. Even the \$\$\$ burger is still possible if you plan. Many airport and off airport restaurants are open and willing to make it happen.

I have found that always having a mask around my neck allows more mental freedom than I would have thought. Always available and easy to pull up and cover. (We used to practice duck and cover but this is just a little different)

The chapter is not languishing without the gatherings as many of our members are still seeing each other but in smaller groups. The fly-outs provide a destination to enjoy as a group and be separated as necessary.

The board continues to plan on expansion by investing in the Build-n-Fly program headed up by Al Gross. The goal is to interest youngsters 14-17 to be involved in building an r/c flying model and learn how to fly it. More information on this program is located in the newsletter.

The pavers we have purchased are at Sequim Valley airport by the memorial rock as you enter the parking lot. Come by and take a look. You can also go online at <https://polarengraving.com/ea430> and buy a paver for a special person or event.

We will continue to use ZOOM for all of our meetings and gatherings until the county allows in-person gatherings. In the meantime, smile, be thankful, and remember we are pilots and we can get up and go.

Ken

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- August 2020
- VMC Club Meeting August 12
2nd Wednesday of the Month
ZOOM MEETING
 - EAA Chapter 430 Board Meeting
August 21 9:00 am
ZOOM MEETING
 - EAA Chapter 430 Chapter Gathering
August 29 10:00
ZOOM MEETING



The first pavers set in the new EAA Memorial Patio



Young Eagles Build and Fly Program

EAA 430 is now sponsoring an EAA Young Eagles Build and Fly program. This is an intensive RC model building and flying initiative to introduce youth to aircraft construction and the fundamentals of flight. This is a “program-in-a-box” designed for a chapter to partner with local Academy of Model Aeronautics (AMA) clubs. The program can either be a follow-up to or lead to an EAA Young Eagles flight and is intended to further a young person’s passion for aviation.

We have purchased the kit which includes an EAA-exclusive, SIG electric-powered eKadet LT-40 kit, all building materials, electronics, and accessories; a Horizon Hobby Vapor indoor RC model, and a copy of the Real-Flight 9 RC flight simulator. The SIG electric-powered eKadet LT-40 kit is an electric motor version of the traditional SIG LT-40 Glo Plug engine powered model, only available through this program.

Al Gross has agreed to head up the program and would like a couple of volunteers to assist him. Dan Gase, manager of Fairchild airport in Port Angeles, has offered their meeting room for the program. Ken Brown has furnished a computer to run the software, RealFlight 9.

We will start the program when Clallam County is in Phase 3, when up to 10 people can meet together. Meanwhile if you are interested in volunteering, please contact Al akgross2@q.com or 360-928-1064.

For additional information regarding this program: <https://www.eaa.org/ea/eaa-chapters/ea-chapter-resources/chapter-programs-and-activities/EAA-Young-Eagles-Build-and-Fly-Program>

See page 4-5 for Al Gross’s bio



Meet Al Gross ... Our New Chairman

Build & Fly Program



When he was only 3 or 4 years old, Al was fascinated with the NACA (NASA) flyovers from the Cleveland Hopkins Airport as the planes flew over his home. Early on, he remembers seeing the early B35 flying wing and B36 bombers. As he was growing up, his dad worked at Cleveland Model & Supply, producing model airplanes for military identification purposes. During WWII, the company played a pivotal role in the development of true scale models. In his spare time, his dad carved model propellers and sold them to hobbyists. At age eight, Al built his first model plane, a PA 12, learning the principal of nose heavy (*difficult to fly*) and tail heavy (*you only fly once*).

At age 24, he had his first flight in a Cessna, and in 1972, he received his private pilot's license in Cleveland. When he did his first solo cross country flight, his VOR seemed inoperative and, as he climbed to 6000 feet, he could still see the ground but was flying in marginal VFR conditions. Luckily he looked down and saw the iron compass (railroad tracks) and a lake he recognized, so he followed the road back to the airport. After landing, he realized he had the wrong frequency. When he had read his paper map, the frequency was written in a crease, which caused him to read a wrong number.

Al's first plane in which he received his instruction was a tail dragger Citabria. He then went on to obtain his license in a Cessna 150. He has built two ultralights, one from scratch and one he assembled. Along the way he has gained experience with experimental and production aircraft through family and friends.



He attended Cleveland State University, majoring in business and graduating with a BBA, which took him to GE and Honeywell, first in Minneapolis for two years, then to Sacramento for 6 -7 years. From there he went to Seattle where he worked as a manager.

When he retired in 2003, he and his wife, Kitty, had acreage and a small house on Freshwater Bay west of Port Angeles where Al would spend week-ends fishing with friends and enjoying the property. In 2004, after a week-end on their property, Kitty said she didn't need to return to Seattle, so they decided to move to Port Angeles permanently. (continued on next page)

One of the activities Al enjoyed was taking Zoey, his chocolate lab therapy dog, to the local hospital to visit patients, to nursing homes and to schools and libraries to read to the children. He also enjoys hiking, kayaking and anything that takes him outdoors. For 24 years he was an aircraft judge at the Arlington Fly-In. He has been a member of EAA (#52697) since 1971 when joined the Cleveland EAA 325 Chapter. He was a member of a Minneapolis chapter and joined EAA 430 in February 2020. He attended Oshkosh in 1974.

Al is a member of AMA (Academy of Model Aeronautics) and Safety Officer of Olympic RC Modelers in Port Angeles. One of the many RC models he is currently working on is an RC Horton IX, a German prototype fighter/bomber flying wing, initially designed by Reimar and Walter Horten late in World War II. It was the first World War II combat flying wing and was to be powered by jet engines. His model RC Horton IX will also have electric ducted fan jet engines. He enjoys mentoring the building and flying of model planes and has years of experience with radio control flying. He flies model planes almost every day, explaining it's an addiction or "way of life." He brings his enthusiasm and experience to this new program for our chapter.



Besides airplanes, two of his favorite things are food & being outdoors. On his bucket list is food, flying and completing his Wing Horen IX. He and Kitty have three children and two granddaughters. He lives by his motto "Every day needs to be a good day " and "Keep moving ahead."



CONGRATULATIONS MADELINE PATTERSON



My interest in aviation stems from my family's love for travel. I took my first commercial flight when I was two and a half to be a flower girl at my Aunt's Hawaiian wedding. For several years my family made it a priority to take a family vacation, usually to Disneyland or to Florida to visit my great grandmother and I began to fall in love with the SeaTac airport. My sister and I would call dibs on the bed closest to the window at a nearby hotel and we would watch the air traffic come and go. Growing up, I didn't consider aviation as a career. I joined the Civil Air Patrol when I was 12 and set my sights on the Coast Guard Academy.

In the summer of 2016, my grandfather said he had an airplane and proposed I begin flight training at Port Angeles Airport. I took my first flight July 25, 2016, and through several ups and downs, starts and stops, and three CFIs, exactly four years later, on July 25 2020, I passed my PPL check ride. Along the way I decided to postpone my plans to join the Coast Guard because I knew that flight school wasn't a guarantee for me, and I was hopelessly in love with flying and didn't want to do anything else. I decided in November 2019 I wanted to go to the University of North Dakota for a Bachelor of Aeronautical Sciences in Commercial Aviation. After applying and being accepted into the program as a sophomore transfer student, I met with my new (and amazing) CFI Keith to make plans to finish my PPL before August.

I have no harrowing tales or life stories to add to this biography, as I have many more years to gather nuggets of wisdom. I write this brief biography on Highway 200 traveling through the Montana wilderness enroute to Grand Forks, North Dakota. I will remain the membership chair, as long as it's possible through digital connectivity, and will continue to represent Chapter 430 all the way out here in the Northern Plains.



EAA Chapter 430 Monthly Zoom Gathering Minutes

July 25, 2020



Ken opened the gathering on Zoom teleconference at 1005 and greeted the 14 participants. Ken provided a summary of the July Board of Directors meeting on July 17.

The treasurer reported \$6419.20 in the bank.

Paver Project: there will be a project to lay the 15 paver stones, already purchased, at the memorial rock at W28. Work has begun on a brochure to outline and explain the paver project.

Flyout Chairman Barry Halsted reported that 10 airplanes and 17 people joined the fly-out to Friday Harbor on July 14, 2020. A fine time of social distancing was had by all. The August fly-out will go to Packwood, WA. More information to follow.

Build and Fly Program – Al Gross introduced himself as an EAA member since 1971, and an avid Radio Control (RC) enthusiast. Al has accepted chair of this model aircraft project for youth. The board agreed to use Young Eagle credits to purchase the program. Tracy Boulton agreed to help with the EAA430 Facebook page for advertising.

Election of officers - Vice President, Programs, and Tool Crib chair will be vacant at the end of the year, and in need of candidates.

Backcountry Flying/ RAF – Ray Ballantyne gave a presentation discussing flying in the backcountry of the Pacific Northwest. He described what constitutes “backcountry airstrips” and how to prepare for the flying challenges. He also presented the mission and accomplishments of the Recreational Aviation Foundation (RAF). He ended with a cool video of flying into Moose Creek, ID.

The meeting was closed by Ken at 10:45 am.

Respectfully Submitted,

Ray Ballantyne, Secretary



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.

2020 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	Skip Brown	4	treasurer@eaa430.org



Class II Directors

Programs	Deb Cox	5	programs@eaa430.org
Membership	Madelaine Patterson	6	membership@eaa430.org
Newsletter	Skip Brown	7	newsletter@eaa430.org
Scholarship	David Miller	8	scholarship@eaa430.org
Young Eagles	Bud Davies	9	youngeagles@eaa430.org
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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

SEPTEMBER 2020



Dedicated to having fun with airplanes and promoting General Aviation



2020 – the year that wasn't. The best planning and preparation for a busy EAA year had to be placed on hold. We have wrestled with the never-ending Covid-19 virus and cancelled all events this year. In-person meetings converted to electronic meeting rooms, and the usual small talk among members has ceased, at least at our gatherings.

In spite of all of this, we still have an active chapter that takes the time to individually fly to destinations and respect the social distance norms. Airplanes allow us to keep on – keeping on - and remain skillful with our passion for flight.

I am hopefully confident that a solution for the virus can result in a vaccine, which will be widely embraced, providing protection for the masses.

The PAVE the WAY to the Future has the first set of bricks placed. Plans are underway to start the BUILD-N-FLY program for 14-17 year-old kids in R.C. building and flying. Even in smaller settings, we can get this program started with the basic ground school material and RC simulators.

This year we will be holding a Virtual General Meeting in November and initiating a total mail-in ballot voting system. It is imperative for our members to vote in our election of officers. There are no other measures on the ballot. Details and ballots to be emailed in October.

It is doubtful we will have an annual Christmas Dinner; however, it is still on the calendar.

Chapter members, what do we have to look forward to in 2021? Like every year, we set our sights on the future. We create a flight plan of events we want to have, things we want to do and places we want to go.

Here are my highlights for 2021:

- **January** Build-n-Fly Kickoff
- **February** Northwest Aviation & Trade Show
- **March-April** Sun-n-Fun Lakeland FL
- **July** EAA Oshkosh WI
- **August** Sequim Valley Air Affaire
- **September** KCLM Airport Appreciation Day
- **December** Christmas Party

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- August 2020
- VMC Club Meeting September 9
2nd Wednesday of the Month
ZOOM MEETING
 - EAA Chapter 430 Board Meeting
September 18 9:00 am
ZOOM MEETING
 - EAA Chapter 430 Chapter Gathering
September 26 10:00
ZOOM MEETING

Update on EAA Memorial Patio



One good deed deserves another

EAA430 would like to give a shout out to our own Ernie Hansen. Ernie has served as vice president of the organization for the past two years and has been a great officer. Recently he has gone above and beyond the call of duty by volunteering to provide transportation, storage, and sale of the donated Smith mini plane which brought \$1000 to the Scholarship Program. He also stepped up to help Denny Donovan with the sale of Dan's Bearhawk, the hangar and all the contents after his death.

Ernie was planning a weekend trip to Cavanaugh Bay, ID on Priest Lake on the day of the hangar sale. He was committed to his good deed and stayed until the sale was done in mid afternoon. After hurrying home, he and Jeanne flew the 2 1/2 hours over the Cascades and Eastern Washington to Cavanaugh Bay. As they were landing on the grass strip, his left main tire went flat and pulled him to the left side of the runway. So here he was in a somewhat remote back country airstrip with a flat tire.

What to do? Although he had stopped far enough off the runway for it to be usable, how was he going to fix the tire? Within three minutes eight people had arrived to assist. Two of them jumped in a gator and returned with an air pump. The flat tire was pumped up, Ernie fired up the Swift and taxied to a hanger he was offered where he was assisted in jacking up the wheel, patching the tube, and returning the tire to service in less than an hour!

The aviation community is full of a lot of good and helpful people. With Ernie's good deeds for others, he certainly deserved one for himself.

Ray Ballantyne

Thank you card from Denny Donovan



Denny & Dan

Dear EAA Friends,
I sincerely appreciate Ernie and everyone who helped make Dan's hangar sale a tremendous success. Thank you ALL for your purchases + support!

Over the years, your input + assistance helped Dan realize his dream to build + fly an airplane.

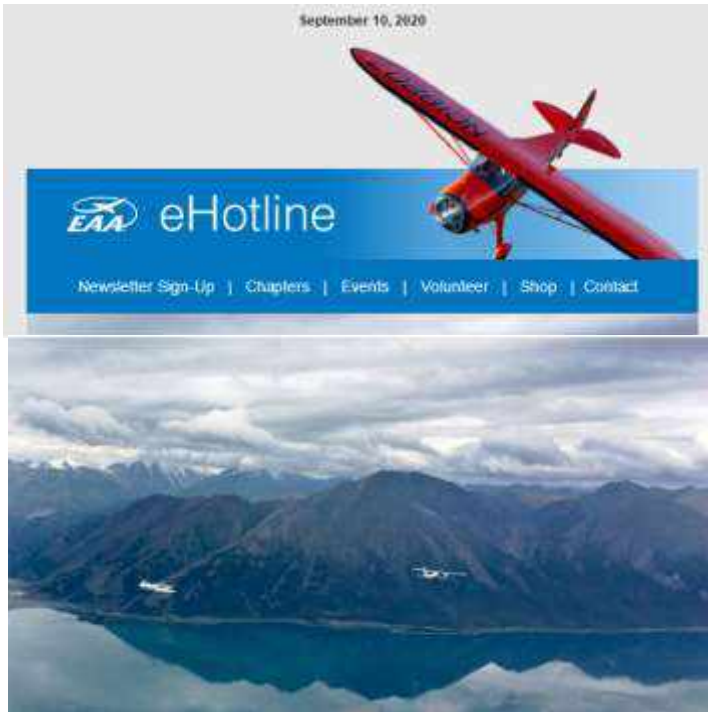
May this check help Young Eagles to become pilots. Your future support + guidance will help young pilots to realize their dreams too.

You have made a difference and will always have a special place in my heart.

Thank you ALL,
Denny
Donovan

If you received your September 10 on-line EAA eHotline, be sure and read the lead article *North to Alaska*, written by an EAA member about 5 EAA members' trip of a lifetime in July 2019. If you aren't signed up to receive this digital magazine, you can go to eaa.org and find it under News & Publications, Hangar Flying.

<http://inspire.eaa.org/>



North to Alaska

Like most great adventures, this one started over dinner. [Read](#)



I WAS THERE AUGUST 25, 2020 The Strangest 45 Minutes In My Logbook by John Meyers

Read the entire article at:

<https://airfactsjournal.com/2020/08/the-strangest-45-minutes-in-my-logbook/>

**LAGOS, the Boeing taxi rig for the 777,
at Paine Field (PAE) in February 1994.**

Update on Richard Howell's Sling 2

In the March 2020 Newsletter, Richard's project was featured. He recently sent me the following: *"I've been doing work with ailerons, flaps and, as of today, permanently mounting the main landing gear! Woohoo!"*

One of his quotes: *Never underestimate the amount of procrastination required to get something done.*

Here is his September update:

How long until you fly it? That's invariably the first thing I hear when someone learns that I'm building an airplane. Apparently, that's normal. I'm hoping for some time next year. A lot depends on the yet pending decision to paint first or fly first.

Since March, the empennage has been completed, the control surfaces and flaps have been (mostly) assembled, fuel tanks have been pressure tested, both seats have been built, and the main landing gear has been bolted into its channel under the center fuselage.

The kit was ordered as a quick-build and it looks like I have an airplane in my shop. It also looks like I have an airplane in my house. Flaps and ailerons are under the bed in the guest room, surrounded by fiberglass cowling, wingtips and the completed horizontal stabilizer. The living room features an 8 ft, 4 in elevator and the master bedroom sports a vertical stabilizer and a beautiful leather-covered glare-shield instrument panel frame.

The world-wide COVID-19 lockdown kept me waiting until June for a bunch of parts that should have been delivered with the main kit, back in February. And, even the June shipment was missing a part which took another 6 weeks to get my hands on.

Once I finally had all of the airframe parts in hand, I went ahead and ordered the upholstery, firewall-forward kit, the Rotax 912iS engine and Whirlwind ground-adjustable 3-blade propeller package from the factory. There's months of lead time. To take advantage of a Garmin rebate offer, I've ordered all of the avionics. My custom plug-n-play IFR panel will be done by Midwest Panel Builders, in Michigan.

The next big tasks are to get the fuselage down off of the workbench and onto the main landing gear stubs so I can have reasonable access for installation of the control sticks, rudder pedals and the control linkages. Sling 2 has push-pull rods for ailerons, elevator and nose wheel and electric motor drive through torque-tubes for the flaps. The rudder uses cables. The pitch trim is electric and there will be 2 servos for the Garmin G500 autopilot, also linked with pushrods.

I have a feeling that the firewall-forward kit is going to ship at the same time as the engine - all from Sling Aircraft in South Africa. That's fine, but most of the firewall component placements and the various firewall penetrations need to happen before the engine gets mounted, so the engine may spend some weeks in its crate after it arrives.

All in all, it's exciting for me to think about things as I move slowly forward. It's almost indistinguishable from procrastination - but with a confident and satisfying payoff. I take whatever time I need to understand what and why. It's all a variation of the wise old adage -- *measure twice, cut once*.

Things are going well. Follow my build: <https://sling2.slantalpa.com>

(Continued on next page)





EAA Chapter 430 Monthly Zoom Gathering Minutes

August 29, 2020



1005 President Ken Brown called the meeting of 11 zoomers to order

Approved Minutes: - Minutes of July 2020.

Correspondence:

WA Covid-19 Phase II extended

Several inquiries for chapter information by both email and phone call. Typically, people who are moving in the area or have aviation related questions.

Build-n-Fly: Al Gross reported that he has received all of the SIG electric-powered eKadet LT-40 kit. He has been talking to EAA National for advertising videos to post on Facebook. He has set up his own RC flight simulator and, if required for COVID, could conduct training on a one-on-one basis. The simulator has 100 different aircraft and helicopters. He has flown the eKadet and says it flies "gracefully". KCLM will be the focal point of the program with the conference room for building and the established RC flying site. Al is looking for a single 2x4 foot ceiling tile.

Fly-out: Ernie for Barry Halsted reported on the fly out to Packwood, WA on August 26, 2020. 11 aircraft and about 20 people participated in the informal flyout. The day was gorgeous and there was \$3.70 avgas at Toledo. Ken couldn't attend but tracked everyone on Flight Aware. Barry is considering Westport, WA for September.

Tool Crib: Ted Smith: tools have been moved to Hanger 31 Aero Place, Diamond Point Airport. The tools are unboxed, organized, and ready for use.

Announcements:

Smith-Mini update: Ernie the project sold for \$1000 to a guy in Lodi, CA who will pick it up in September. On a personal note, he has sold a Swift to a guy in Chile who is flying it to Houston to crate and ship. Ernie was tracking his progress on Foreflight.

Paver Program design/ installation: Barry Halstead, Tracy Bolton-Singer, Dave Miller, and Ken had a work party and set the current 15 pavers in front of the W28 memorial rock.

Nominating committee headed by VP Ernie needs:
VP and Programs Chair.

Gathering in-person: On hold until Phase IV, due to new state requirement

Project Reports: Ernie Hansen said his experimental Super Cub is in the final stages of completion. The firewall forward is done, the interior panels and windows are cut and ready to install. Then install the wings and fly!

Presentation: Mission of the Civil Air Patrol (CAP) by Madeline Patterson

Madeline Patterson has been in the CAP for six years and is currently the Washington Wing Cadet Activities Officer. She traced the history of the CAP from 1941 to today. Originally formed for coastline patrol, the CAP is now more focused on Cadet development, aerospace sciences, aerial photos and surveillance, and mission search. She described the CAP cellular forensic team who have located over 1000 people. She said there is not much CAP initiated search missions in Washington State due to the presence of the Coast Guard and Navy. The CAP is focusing more on the Cadet Program and works with EAA for flight training. She described the Desert Eagle Flight Academy in Ephrata, WA which provides a concentrated flying curriculum. Our local CAP is the Dungeness Composite Squadron.

The meeting concluded at 10:50 a.m.

Respectfully Submitted, *Ray Ballantyne, Secretary*



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

Discussions involving flying airplanes visually led by Ray Ballantyne



WHERE: ZOOM Meeting

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



Class II Directors

Build-n-Fly	Al Gross		build-n-fly@eaa430.org
Programs	Deb Cox	5	programs@eaa430.org
Membership	Madelaine Patterson	6	membership@eaa430.org
Newsletter	Skip Brown	7	newsletter@eaa430.org
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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

OCTOBER 2020



Dedicated to having fun with airplanes and promoting General Aviation



Here we are already in October. Next month we will have our annual business meeting (virtual) with the election of the board (mail-in ballots). We have two positions where we do not have anyone who has stepped up to be Vice President or Program Coordinator. Both of these positions need willing volunteers. As you know, the Program Coordinator is a vital link to the success of the chapter. The Vice President is a major supportive role to the overall management of the chapter.

This month I want to address the status of our chapter. Where we are, where we want to be, how do we get there and what we are working on during this time of being “socially distanced.”

It has been very difficult for the chapter to maintain it’s normal “head of steam” during this summer. Without the normal fun of monthly gatherings and good social time plus food, we have lost the momentum that normally keeps things humming.

Barry Halstead has done a wonderful job finding and organizing a fly-out program for the pilots. We have visited airports not normally on the everyday agenda.

The VMC meetings had normally 17 attendees but we have seen that number slide as the zoom meetings have had to take the place of actual in-person togetherness. I hope that as Fall descends, the interest and attendance in the VMC program will increase.

For years our chapter has made a valiant effort to provide the local youth with a taste of aviation with Young Eagle rallies. So far, Chapter 430 members have given 3618 Young Eagles flights. We have participated in the Air Affaire and KCLM airport days to encourage the youth to become interested in aviation. I believe we have been successful in our efforts.

We have assisted those attending aviation-related colleges with scholarship funds to individuals who have sought after a career in aviation. I would like to expand this program to provide scholarship funds for A&P training.

This year and next, we will be starting two new programs geared toward the more interested youths in our community: a Young Eagle Workshop as a prerequisite for joining the Build-n-Fly program. Both programs focus on those individuals who have a sincere interest in aviation, not just a free airplane ride at the Young Eagle rallies.

I believe these programs will have a lasting impact on the individuals who attend. Our job is to make sure we find the right candidates for the programs.

(continued on next page)

We are going to need your help with various parts of the programs. We will need presenters for workshop segments. I know you have experiences that can be incorporated in the program to interest the youth. Learning about aviation, the forces that make it work, along with the technology, will need to be introduced in small bites but also be interesting. There is nothing worse than sitting in a ground school (workshop) where all you get are data-filled hours of “stuff” without any practical application.

I hope as you read this message, you will find an interest to be part of the moving parts that make this chapter so special. We have opportunities to serve and be a part of growing/teaching the next generation of fliers and mechanics. We need your expertise to make this all happen.

Ken

From the Editor:

Since December 2018 we have been privileged to have John Meyers’ monthly feature *Airplanes R Us*. He wrote the following in his first article: “I have been asked to contribute some deft writing which would pertain to our Chapter 430. This would presumably mean anything related to aviation, the region, our people, our professions, our hobbies. That’s a pretty big spectrum.” John has informed, enlightened and entertained us in all of those areas. We have been very fortunate to have his expertise and he has now earned a respite. Thank you John!

Taking over for John will be our own Rick Vaux, tech counselor for our chapter. Rick has an abundance of knowledge, adventures and interests so we can look forward to hearing from him each month. Thank you, Rick, for taking on this “job.” You can read his first article on pages 3-4

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- | OCTOBER 2020 |
|--|
| <ul style="list-style-type: none"> VMC Club Meeting October 14
2nd Wednesday of the Month
<u>ZOOM MEETING</u> EAA Chapter 430 Board Meeting
October 23 9:00 am
<u>ZOOM MEETING</u> EAA Chapter 430 Chapter Gathering
October 31 10:00
<u>ZOOM MEETING</u> |

Hangar #4 is for sale.

This is Bill and Ester Littlejohn’s hangar. This hangar is in the middle of the row and faces south. Asking price is \$60K.

Contact David Nuelle 360-461-7150 dnuelle@olympicambulance.com for details.

Tread carefully
or
The proper care of tires

by Rick Vaux

Hello, Chapter 430. My name is Rick Vaux, and the newsletter editor asked me to be our newsletter technical person. To get started, I would like to rerun some articles I wrote for Chapter 7 in Long Beach, CA **many years ago. I will pick ones that are still valid until y'all come up with more questions for me!**

This month I'd like to discuss Aircraft Tires including construction, inspection and a little about care.

There are two basic types of aircraft tires: Bias-ply, which are popular for durability and ease of retreading and Radial-ply, which feature decreased rolling resistance and increased landings due to rigid belts used in their construction. Both of these types have some features in common:

- (1) Tread - Commonly ribbed to provide good traction under varying runway conditions.
- (2) Sidewall - Rubber covering outer casing ply. Extends from tread edge to bead area.
- (3) Bead - High strength steel wire that secures casing plies and provides a wheel mounting surface.
- (4) Tread Reinforcing Ply - One or more fabric layers that strengthen and stabilize tread for high speed operation. This component is part of tread and therefore is replaced when the tire is recapped.
- (5) Buff line cushion - A rubber compound layer which improves the adhesion between tread reinforcing plies and breakers or casing plies. This is thick enough to allow tread removal when retreading.
- (6) Breakers (Bias-ply) - Rubber coated fabric under the buff line cushion which protects casing plies, strengthens and stabilizes tread area. Breakers are part the tire casing and can not be repaired by recapping.
- (7) Overlay (Radial-ply) - Rubber coated fabric placed on top of belts to aid high speed operation.

There are many other components to tire construction, but, for our purposes, these are enough. Let's press on to inspection.

I'll start with a couple cautions. Never probe cracks, cuts, or embedded objects while the tire is inflated, and all defects should be marked with a crayon before deflation.

OK....Let's check:

(Continued on next page)

- (1) Tread wear - Tires should be changed when the tread is worn to the base of any groove (at any spot) or to the minimum depth specified in the aircraft maintenance manual.
- (2) Tread cuts - if no specific information is available in the maintenance manual, use the following rejection criteria:
 - a) Any cut which extends into casing plies on bias ply tires.
 - b) Any cut into the belt of radial ply tires.
 - c) Any cut that extends across one or more tread ribs to the fabric. (Tread reinforcing ply)
 - d) Rib undercutting at the base of any cut or tread splice or tread cap.
- (3) Sidewall damage - Replace tire if cracking, weather check, cuts, or snags extend to casing ply sidewall or bead areas.
- (4) Bulges - Remove from service with bulge in any area.
- (5) Groove cracking - Remove tire from service if groove cracking exposes any fabric or undercuts tread ribs.
- (6) Flat spots - Unless fabric is exposed, flat spots are not cause for rejection. However, they can cause imbalance problems or wheel shimmy and may need to be replaced for that reason.
- (7) Sidewall indentation (Radial ply) Reject any tire with 3mm or greater sidewall indentation.
- (8) Bead - Inspect for heat damage next to the wheel flange, especially if subject to brake drag or heavy braking.

Now a few last items to cover:

- (1) Tire inflation - Ideally tire inflation should be checked before each flight. Over inflation can damage tires by causing reduced traction, uneven tread wear, increased susceptibility to cuts and increased wheel stress. As bad as over inflation is, under inflation is much worse. It produces uneven wear and shortens tire life due to flex heating. The bead area of an under inflated tire can be 50% hotter than a properly serviced one. Nothing can destroy a tire faster than heat.
- (2) Contamination - Keep all oils, greases, and cleaning compounds off of tires.
- (3) Sun - Cover tires when left in the sun. This is probably not as important as it was in SoCal, where a combination of sun and ozone is tough on tires. Still, it makes sense to protect your investment and quite possibly your continued health.

Remember to take care of your tires, Troopers. Axles don't roll worth a hoot without them.

Rick
TC 4130

Jerry Tonini was a member of EAA 430 for many years. His bio was in a previous newsletter. The following is one of the many short stories he wrote about his time in the USAF. He also wrote a book titled Trash Haulers about his year in the Vietnam war. He passed away May 12, 2020.

COLD WAR

THE CUBAN CRISIS 1962

By Gervasio Tonini, Lt. Col (Ret) USAF

I happened to be flying my B-47E Stratojet for the Strategic Air Command (SAC) the day the Cuban Crisis began to boil. After landing, as I pulled into my assigned parking spot, I saw my squadron commander pull up in his staff car. I thought: "Goodness! What did I do now?" Instead of a chewing out, however, he briefed us on the latest goings on. My crew and I were taken aback when he said we were in DEFCON 2 (Defense Condition 2). We had never been at a DEFCON that high before and have never been since. This was truly a serious situation.

As we had just landed, we were sent home for twelve hours crew rest before being recalled. Almost to the minute, the phone rang and we were recalled to the base. We reported as directed to the vault for a briefing and targeting information. Upon arrival, we found the whole ball game had changed. The Lt. Col briefer stated because we were latecomers, there were no tankers available to refuel us along our assigned tracks. We would have to wait until the tankers could re-cycle (fuel up) and meet us along our assigned routes to our targets. The briefer indicated what we all knew, that the fly time of a Russian missile to the U.S. was approximately 15 minutes - and unfortunately it would take much longer than 15 minutes for the tankers to recycle. Therefore, they had decided to deploy us to a non-SAC location as all SAC bases were primary targets. This was all news to us. We had studied our targets for months and months and had never discussed this deployment option.

There were a total of six crews, including us, who were latecomers and would deploy. I was selected to be the flight leader for the six B-47E bombers. The Colonel left the room and came back with what appeared to be two Samsonite suitcases? He opened the suitcases, and lo and behold, they were HF (high frequency) radio sets. Upon arrival at our deployment base, we were to set up the HF radios and antennas and report back to the Command Post at our home base of Shilling AFB, Kansas for further orders. Now we were all well-disciplined crews, knew our airplanes, bombs, targets, routes, enemy defenses, etc., but none of us had ever heard of anything quite like what we were being told. It was never mentioned, even as a contingency.

The Lt. Col pulled out a chart to show us our route to the deployment base. I almost fell off my chair! We were deploying to Detroit Wayne International Airport, Michigan. Wahoo is me! Six bombers, each loaded with four Mark-28 1.1 megatons nuclear weapons, landing at a Detroit Wayne International Airport amongst civilian airline traffic. All the planning and training over the years to develop one of the most disciplined and trained organizations, the Strategic Air Command (SAC), just went to hell. For us it was a whole new ball game and we did not have the time to study, question, or plan for contingencies.

(continued on following page)

The flight to the deployment base was not very long and all went well. We flew a one-mile in-trail formation with one-thousand-foot vertical separation. A tight-wing formation definitely would have been inappropriate with the aircraft carrying a total of 26.4 megatons of weapons. The bombs, however, are extremely safe, but the publicity of even a non-nuclear event would have generated great embarrassment for the USAF.

The B-47 normally carries a crew of three: aircraft commander, co-pilot and navigator. There is a step below and to the left of the copilot's position with a seatbelt for a fourth person to be carried if necessary. Each of the bombers on our mission carried an air policeman to establish a security perimeter upon arrival at our destination.

All six aircraft landed at our destination one by one, with the previous aircraft clearing the runway before the trailing aircraft touched down. Minimum time was spent on the runway. As the aircraft cleared the active runway, they were directed by ground control to the Michigan Air National Guard ramp on the field. The Michigan National Guard was the only organization pre-notified of our arrival and mission. Air Route Traffic Control and the Control Tower received only standard flight plan data concerning our route and arrival time. Though some might have guessed what we were doing at Detroit Wayne - not one questioned our presence.

As soon as we were parked, the security policemen set up a perimeter cable with guards spaced appropriately around the aircraft. A code word for the day was distributed to the flight crews who would require it for subsequent access to the aircraft. My crew took the two suitcases to the National Guard offices, set up the radios, and established communication with the Shilling AFB Command Post.

Our home-base staff had, prior to our arrival, made arrangements at a nearby motel for the flight crews, and the National Guard provided each crew with a station wagon. With our initial mission completed, we departed the airport for the motel and bedded down for the night.

Prior to departure from our home base, we were instructed that our location was classified and we were not to tell anyone, including our families. Each day of our stay we had breakfast and watched TV to get the latest news on Soviet missiles headed for Cuba. We would then drive to the airport and preflight our respective aircraft and weapons. On occasion we would have to start a couple engines and move the aircraft forward just a little to alleviate flat spots on the tires and pressure on the asphalt ramp. This routine continued for over a week.

The civilians we encountered at the motel seemed completely oblivious of how close we were to having a nuclear exchange with the Russians. They followed their daily routine: a coffee and donut in hand as they hustled to their vehicles, totally oblivious of the importance of the exchange occurring between President Kennedy and Mr. Khrushchev over Soviet missiles in Cuba. When we were asked why we were staying at the motel (our greenish flight suits a giveaway that we were Air Force), we merely stated we were conducting military exercises with the Michigan National Guard. No one ever questioned us any further.

(continued on following page)

It was roughly two weeks before the Russians turned their missile-laden cargo ships and war ships back and promised to remove all missiles already installed from Cuba. The U.S. Naval blockade worked. It worked in great part however, because of Navy, Air Force, and Army readiness. All were prepared to force the Russians to retreat from Cuba should Mr. Khrushchev decided to not go willingly.

Once the all clear was sounded, we were ordered to return to our home base. The flight home was un-incident. We landed, parked, and were happy to turn the aircraft and weapons over to the ground crews. The Schilling staff had already alerted our wives of our expected arrival time and they were there to meet us. My wife and my baby daughter Susan Marie were there to give me big kisses and a lot of hugs. Our wives were also oblivious as to what had just happened. They, like the populace, did not realize how serious the standoff this was and the potential consequences of the Kennedy /Khrushchev exchange.

We didn't talk much about the Cuban Crisis after that. We just continued our lives, like the civilians in our community. The Cuban Missile Crisis of 1962 was the closest threat ever of a nuclear war. Let's hope it never comes any closer. It was the highest state of readiness (DEFCON 2) that the United States has ever experienced up till then, and to the present day. Thinking of the consequences is scary. However, we were ready to go. That was what we were trained and paid to do.

The End

EAA Chapter 430 Monthly Zoom Gathering Minutes

September 26, 2020



Date: Sept 26, 2020 ZOOM meeting. At 1005 President Ken Brown called the meeting of 15 zoomers to order.

Approved Minutes: - Minutes of August 2020.

Gone West: Ken reported the sad news that Paul Kuntz passed away on September 10, 2020.

Financial Status: Total funds \$9085.51

Scholarship: 5,200.00 (Denny Donovan donated \$1000 this month)

General Funds: \$3885.51

Correspondence:

WA Covid-19 Phase II extended

Chapter Projects:

Build-n-Fly: Al Gross reported he is still trying to identify the best way to start the project, even with doing just one on one. He plans to setup a Zoom meeting next week for those interested in participating.

Ken discussed planning a special board of director meeting to discuss a Young Eagle virtual workshop.

Projects:

Ernie Hansen and friends have put the wings on the experimental Super Cub. The end is in sight!

Dave Boerigter (the Dutchman) reports his IFR GPS GX-60 died and he is replacing it with a GNC-355 WAAS GPS. Jeff Wells of Rite Brothers is doing the work. He is also installing an EDM730 engine monitor, and an Aspen display in his Mooney M20C. He is also removing his vacuum system.

Fly-out: Ray for Barry Halsted reported on the proposed fly out to Westport, WA on September 30, 2020.

Informal get together at 1230.

Ken called on Adam Jordan who said he has been a member of EAA430 and is hoping to build a Cozy MK IV.

Announcements:

October annual meeting appears to be on Zoom, and the election of officers will take place via Email.

Presentation: Ron Wanttaja from EAA Chapter 26 presented "60 Years of the Fly Baby".

Ron gave the history of this iconic aircraft and discussed how this 'modern day antique' might fit into future homebuilding. He discussed what a Fly Baby is: the history, construction, flying attributes, and the future of the design. Designer Pete Bowers won the 1962 EAA design contest with the Fly Baby. The entire plans for the aircraft were published in a series of articles in EAA Sport Aviation magazine. Ron showed amazing pictures of a Fly Baby as a Biplane and a Seaplane. He also said it did not make a very good aerobatic aircraft.

The meeting concluded at 11:22 a.m.

Respectfully Submitted,

Ray Ballantyne, Secretary



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

Discussions involving flying airplanes visually led by Ray Ballantyne



WHERE: ZOOM Meeting

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.

2020 BOARD AND OFFICERS

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

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



Class II Directors

Build-n-Fly	Al Gross		build-n-fly@eaa430.org
Programs	Deb Cox	5	programs@eaa430.org
Membership	Madelaine Patterson	6	membership@eaa430.org
Newsletter	Skip Brown	7	newsletter@eaa430.org
Scholarship	David Miller	8	scholarship@eaa430.org
Tool Crib	Ted Smith		toolcrib@eaa430.org
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Tech Advisor	Ernie Hansen		techeh@eaa430.org
Tech Advisor	Rick Vaux		techrv@eaa430.org



Serving the Port Angeles & Sequim Area

EAA 430 FLYER

NOVEMBER 2020



Dedicated to having fun with airplanes and promoting General Aviation



October has gone by and we are bracing for the colder months of November through March. Five months of howling winds and cold weather, with a sprinkling of good flying days mixed in.

It is a time to work on all the “squawks” that have accumulated over the spring, summer and fall flying. Upgrades that have patiently been on the back burner and now scheduled for installation. What a great time of the year.

Holidays galore are on the calendar and the end of the year is in sight. Our Annual Business Meeting will be November 28 via Zoom. We will report the results of the chapter all-mail election. The newly elected officers for 2021 will transition at the December Board of Directors meeting.

With continued increases in the count of new Covid-19 cases in the county, we remain in Phase II as outlined by the State Health Department. In short, no “in-person meetings of more than 10 people.”

We have had a good response to the RC Sim program with young people getting a firsthand chance to fly a sim, as well as a remote controlled aircraft. Al Gross is having the time of his life introducing the youth to the world of aviation. Thank you to Tracy for handling the promotional side of this process on Facebook and continued follow-up with interested parents.

What is on your mind? We welcome feedback from each one of our members. Write and tell us what you are doing and what you would like the chapter to be working on.

Remember our current projects:

- * Pavers Program – give a memorial brick in recognition of someone who is important to you.
- * Workshop program for the Young Eagles Program (Looking for a lead)

That's it for this month. Wishing you a happy Thanksgiving

Ken

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- NOVEMBER 2020**
- **VMC Club Meeting November 11**

2nd Wednesday of the Month

ZOOM MEETING
 - **EAA Chapter 430 Board Meeting**

November 20 9:00 am

ZOOM MEETING
 - **EAA Chapter 430 Chapter Gathering**

November 28 10:00

ZOOM MEETING

Our speaker for the EAA Zoom Gathering on November 28 will be Captain Crystal Stout. Her topic will be Micro Meteorology.

Captain-Crystal Stout transplanted to Sequim in 2012. She is a 3rd Generation Balloonist, a world class aviatrix in the lighter-than-air category, Executive Director of an experimental LTA ADA aircraft and nonprofit organization, and a newly crowned Ms. Senior United States 2020-21. She is best known for her Story Telling of her adventures, too many to tell in one sitting. The world is full of possibilities and Captain loves to walk the path of what else is possible.



Hangar #4 is for sale. This is Bill and Ester Littlejohn’s hangar. This hangar is in the middle of the row and faces south. Asking price is \$60K. Contact David Nuelle 360-461-7150 dnuelle@olympicambulance.com for details.

RC SIMULATOR PROGRAM

Our RC Sim (YE Build & Fly) program has been modified due to Covid19 and has started by appointment on a limited basis. One youth (12-17) with a parent/guardian in attendance, will receive instruction on a computer simulation of the actual remote-controlled airplane to be flown. Then the student will experience flying the remote-controlled plane while instructor, Al Gross, coaches the student according to their ability and comfort level.

On November 6, our first student, Max, spent time with Al and this is what Al said about their experience. *“I don't know how this session could have gone better! The weather was the best. Max, with his mother, Stacy, his father, Mike, older brother and the well behaved family dog met at Fairchild Airport. The RC sim session went well and then Max flew nicely. I have never mentored/instructed a better student. While we were there, several club members flew various aircraft while other full size aircraft transited KCLM runways for a perfect atmosphere.”*

A second student, Genna, said (according to her mother) as she was getting in the car after her session, “That was awesome, I want to do more!”

Max on the sim, with Al and Max's father



Max on the simulator



Max and Al flying the RC



Genna and Al



Genna on the simulator



Genna and Al flying the RC





Aviation From My Rocking Chair

Howdy to all in Chapter 430. Last February, Skip and Ken came over to our house to interview me and to introduce y'all to my aviation history. Skip did a great job with the information I gave her. After looking over a column I wrote 22 years ago, it appears my memory has failed me once again. With your indulgence, let me try this once more:

- 1964-1968 I served in the Marine Corps as an A4 plane captain and as a CH-46 crew chief.
- 1968-1969 Attended A&P school at Seattle Comm. College, receiving my license in April 1969,
- 1969-1970 Boeing Airplane Co. Helped assemble first 34 747s.
- 1970-1972 Bell Helicopter. Repair of battle damaged helicopters in Amarillo, TX.
- 1972-1973 Arizona Helicopters and Helitech. Mechanic on CDF and USFS fire contracts in N. California, Utah, Oregon, Idaho, and Montana.
- 1973-1980 Hughes Airwest. Aircraft Tech and Lead Tech @PHX, SNA, and BUR.
- 1976-1981 I was an I/A and operated my own annual inspection service.
- 1980-1987 Air California. Line Maint. Supervisor and Mechanic @SNA.
- 1987-2005 American Airlines. Line Maint. Mechanic, and Line QA Inspector SNA, SJC, LAX, and RNO. Retired to Seattle in 2005.
- 2006-2016 Museum of Flight. Docent and Research Assistant for Assistant Curator, John Little.

And finally, thanks to all of you who were taxpayers in the early 1970's, I also hold a Commercial Pilot License with a Multi rating. Sadly, I can no longer pass a Physical so I am limited to Light Sport and Ultralights.

It is my fervent hope that none of the above comes off as bragging. I only wish to show my dues are paid up. Now I need to change the subject. This column (or any column) lives or dies on input from you, the members. My great loves (aside from my wife, Cathy!) are history and research. If you have a question about aircraft maintenance, parts identification, trouble shooting, I will leave no stone unturned to find an answer. If Aviation history is your thing, you have a friend in me, and I have a lot of friends that can help us answer our questions. So, keep those cards and letters coming or you'll be stuck with my ramblings.

Until next time, I will leave you with this tip:

During a top overhaul on an opposed engine, when the cylinders are off, make certain no one turns the prop or crankshaft! Normally the cylinder base through bolts provide Main bearing "pinch" by holding the case halves together. With this tension relieved, it is possible to "spin a bearing," which means the bearing can turn in its saddle and cover the crankshaft lube holes in the case. When that happens, bearing and/or crank failure occurs very quickly.

Again, I would appreciate any comments, gripes, advice, or just questions. I promise to find an answer to all (or dazzle you with bovine effluent!).

Rick Vaux Tech Counselor #4130 (gotta love that number)
techr@eaa430.org

FLY-OUTS IN 2020

Thanks to Barry Halsted, there have been several successful fly-outs scheduled throughout 2019 and this year. The first one in 2020 was the first of April when we did a fly-over of the tulips in Skagit Valley. May brought a group to Langley W10 on Whidbey Island. In June we went to Concrete. Point Roberts was planned for July; however, because of Covid, the restaurant could not accommodate a group of people, so we went to



Friday Harbor instead. In August a large group of fliers went to Packwood for a fun time. Westport was picked for the September fly-out. Unfortunately weather was an issue which prevented those participating to enjoy the planned day...landing and lunch! Harvey Field was the destination for October. According to Barry, *“Twelve participants took part in the fly-out to Harvey Field in October. Most purchased lunches at the Buzz Inn and then ate out by our parked aircraft. Weather was good, as was the food.”*

Barry is still hoping for a November fly-out and, as always. *“Depends on the weather.”* Meanwhile, we look forward to many more fun times in the coming year. Thank you Barry for your leadership.

Harvey Field



My name is David Leiting, and I am EAA's Manager of Membership Development. I recently moved into this role. However, for the past 4.5 years I was on the Chapters team. Since moving into this new role, one of my hopes was to work closely with the EAA Chapter network. Having seen the strength of the network, while also recognizing the support EAA HQ can provide, I knew there were plenty of opportunities. This article goes into detail about EAA's new Legacy membership campaign, which encourages current members to gift an EAA membership to someone they know is deserving to carry aviation's touch. My thought has always been that introducing a new member to EAA via a local chapter is the best way to show them what the EAA community is all about.

A Challenge to Members to Share the Gift of EAA

The past 10 months have flipped the world upside down for many of us, but they have also allowed us to spend more time focusing on our families and our passions. For all of us, the shared passion is aviation. It is what brought us together, and has been the one constant we can look to when the days get rough.

The flying club I am a member of shut down operations for 90 days as we evaluated how we could safely operate amongst the COVID-19 pandemic. It pained me to stay out of the cockpit for more than three months. This was the first time since I passed my private pilot check ride that I was out of my 90-day currency! Additionally, my local EAA chapter put all of our events on hold. Although we were able to conduct virtual gatherings and board meetings, it wasn't the same as our usual in-person events.

This lack of aviation activity caused me to reflect on my passion for aviation, and remind myself how easy it is to take for granted the aviation opportunities afforded by EAA. Like many of you, much of what I use to fuel my passion for aviation has come from EAA. EAA AirVenture Oshkosh, my Young Eagles flight, the relationships built through my local chapters, and the educational opportunities. Without EAA, I am not quite sure where I would find myself on my aviation journey.

One of the great pillars of EAA is the opportunity to give back, and pass the torch to future members. Perhaps you have given a Young Eagles flight that led to a career aviator, or lent a helping hand to a friend building their own aircraft. There is also a great chance that you have benefited from the generosity of a fellow EAAer. It is the lifeblood of our organization!

We all remember our mentor who introduced us to aviation and are forever grateful for the gift they gave us. That mentor may still be a close friend of yours within your EAA chapter. EAA is now asking you to join us in helping to preserve the legacy of EAA Founder Paul Poberezny, and of all our past and current members, by gifting an EAA membership to someone you feel will continue to carry on EAA's mission within The Spirit of Aviation.

It is EAA members such as yourself that can bring aboard the next generation of members. Your involvement in your local chapter is even a greater reason to introduce them to EAA. Chapter members are the most engaged and passionate members you'll find within EAA. There is no better group than a local chapter to welcome a newcomer to EAA.

Once you identify whom you'd like to sponsor, simply visit www.EAA.org/Legacy to register EAA's newest member. After you gift this membership, invite the individual to your chapter, and show them the opportunities and community that exist in their own backyard. By gifting a membership and becoming a Legacy sponsor, you will receive a Legacy sponsor pin and patch.

EAA cannot thank you enough for your continued support of the organization, and especially of your local chapter. Chapters are the lifeblood of EAA, and without them the impact of EAA would be a fraction of what it is today. Enjoy your holiday season, and we hope to see you in Oshkosh this July!

EAA Chapter 430 Monthly Zoom Gathering Minutes

October 31, 2020



Date: October 31, 2020 ZOOM meeting. At 1007 President Ken Brown called the meeting of 18 zoomers to order.

Approved Minutes: - Minutes of September 23, 2020 were approved.

Financial Status: Total funds \$10,046.55

Scholarship: 6,237.71

General Funds: \$3808.84

Correspondence:

WA Covid-19 Phase II continues

Chapter Projects:

Build-n-Fly: Al Gross is excited to report he has a response to the FB outreach to Young Eagles (YE). He will meet with his new YE and provide simulator training and then actual buddy box instruction with an electric powered foam airplane called "Timber". It is a high wing tail dragger with big tires.

Ken discussed that we also have the Build-N-Fly program and the "Hand's on Workshop", in addition to the "Flying Start" program ready for COVID-19 to go away.

Projects:

Dave Boerigter (Mooney Driver) reports installation of an EDM730 engine monitor, and an Aspen display in his M20C could be done by next week!

Dave Miller has been helping Dave Woodcock repair his WWII L4. Reports are that wing repair was needed and it will be a better aircraft than before. Painting is in progress at PT Aero Museum, and 1 wing is done.

Harry Cook reported his PA-20 is flying straight and true. He has also been helping Dave Gardner with his Stinson 108 replacing a cylinder on the Franklin and installing an EDM830.

Scott Fitzgerald joined our Zoom meeting for the first time since a serious aircraft accident in Wyoming this summer. He was very grateful for the outpouring of support for him. He said he is back to work and has been doing some flying with a friend. Scott said his Kitfox was pretty much destroyed, and he is working with the FAA to get his medical back. Way to go Scott!

Fly-out: Barry Halsted reported on the fly out to Harvey Field on October 27, 2020. The informal get together drew about a dozen members. Barry challenged flyers to photograph a Lake Bucaneer somewhere on the way. Harry Cook ate for free.

Announcements:

October annual meeting appears to be on Zoom, and the election of officers will take place via Email.

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Presentation: Mike Payne, Director, Port Townsend Aero Museum presented the history of the museum from 2001 and his involvement with it since 2002. The museum owns and operates a variety of vintage aircraft and display them at the Pt Townsend Airport. The museum also offers hands on training to youth 14-18 including all varieties of aircraft repair. Currently there are 17 young people in the program. With volunteering, there is an opportunity to participate in the flight training program. Students are required to pass their Private Pilot written test prior to solo. Mike said everything shut down from March to the middle of June due to COVID-19, but they are working with the kids now, and they are very busy with contract work. The planned expansion of the museum to the south is becoming a reality. The Hansen Foundation donated \$1.5M for the building and permits have been issued and steel has been purchased. Mike went on to show pictures of the youth working, and he gave an update on the Pt Townsend runway project. Thanks to Mike for a great presentation.

The meeting concluded at 11:00 a.m.

Respectfully Submitted,

Ray Ballantyne, Secretary





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

Discussions involving flying airplanes visually led by Ray Ballantyne

WHERE: ZOOM Meeting

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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Secretary	Ray Ballantyne	3	secretary@eaa430.org
Treasurer	Skip Brown	4	treasurer@eaa430.org



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Programs	Deb Cox	5	programs@eaa430.org
Membership	Madelaine Patterson	6	membership@eaa430.org
Newsletter	Skip Brown	7	newsletter@eaa430.org
Scholarship	David Miller	8	scholarship@eaa430.org
Tool Crib	Ted Smith		toolcrib@eaa430.org
Young Eagles	Bud Davies	9	youngeagles@eaa430.org
Web Editor	Andy Sallee		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



Serving the Port Angeles & Sequim Area

EAA 430 FLYER

DECEMBER 2020



Dedicated to having fun with airplanes and promoting General Aviation



Here we are in December. The time of year where there are many holidays. For some of us we say, Happy Hanukah, Merry Kwanzaa, Merry Christmas or the all-inclusive HOLIDAY GREETINGS. It matters not what we say but that we are wishing someone the very best at this time. Good will and peace on earth, the Golden Rule and love your neighbor like yourself are not mere sayings but rather a way of life.

Let us go forward with a kind word for all those we meet, not for just this season but from now on.

We have encountered too much strife, name-calling and bitterness about “my widget is better than yours” or “my candidate is xyz.” Time to come together and act differently.

It is also time for the membership to join the chapter board of directors for the good of the chapter. We need each of you to pick up a piece of the chapter load in lifting this chapter to its full potential. I see this chapter as a beacon for young people and advancing aviation right here on the Peninsula.

This coming year is going to be challenging as we continue to fight an invisible opponent while trying to maintain some semblance of social awareness. It is a challenge we will overcome. In the short-term, please be well and stay safe.

Wishing you all a very Happy Hanukah / Merry Kwanzaa / Merry Christmas and HAPPY HOLIDAYS.



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- DECEMBER 2020**
- VMC Club Meeting December 9
2nd Wednesday of the Month
ZOOM MEETING
 - EAA Chapter 430 Board Meeting
December 18 9:00 am
ZOOM MEETING
 - EAA Chapter 430 Chapter Gathering
December 26 10:00
ZOOM MEETING

The presentation at our December 26th Gathering will be a Wright Brothers Master Pilot Award.

This is the most prestigious award the FAA issues to pilots certified under Title 14 of the Code of Federal Regulations (14 CFR) part 61. It 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."

UPDATE ON RC SIMULATOR PROGRAM

AL with CJ on the SIM and flying the RC. Al's comment: "He is a natural! "



CJ on the simulator



CJ and Al



CJ flying the RC



Aviation From My Rocking Chair

By Rick Vaux

SUMMER 1973

As can be seen by the heading I have chosen, I want this column to be a mixture of Aviation History, Aircraft Construction, Maintenance, and Musings from my favorite rocking chair. For this last month of a troubled year, I am proposing we tell stories of past and present experiences both flying and fixing we have had. I know full well how these Sea Stories usually go so...there should be some rules:

- 1) An Air Vehicle must at least be mentioned in the story.
- 2) Must be in First person (i.e. friends or relatives may be included, but the story is yours.)
- 3) Must be based on a true story. However it need not be entirely accurate (no fish will be weighed.)
- 4) No Surnames allowed and all witnesses will be protected.
- 5) No Politics!

Since this is my idea, I guess I should be first up, so join me.

It's late July, 1973. GIB and I are parked on a small hill, next to a dirt crossroad, in rolling grasslands about 10 miles NE of Baker (now Baker City) Oregon. The North leg of the crossroad goes down our little hill and about half a mile away sits the only buildings I can see. They include a lopsided barn and what looks like an abandoned farmhouse except for an old pickup in front and a tended garden in back.

Before I get further into my tale, I need to introduce you to my to my service truck I named GIB. He's a big, white Ford 700 with a large steel box behind the cab for parts and tools. Aft of that is a 1200 gal. JET A fuel tank, and finally, there is a large cage for two 300 gal. water buckets. We have been chasing a Sikorsky S-55T (H-19 with a turbine conversion) all over Utah, Oregon, and Idaho on a USFS fire contract. As most of Y'all remember, there was no GPS, no Smart phones, no PCs, and the only radio communications I had was with the Forest Service ground grid. All of our ground and air navigation was done with Sectionals, USGS Contour maps, and Service station road maps. That's probably why GIB was big, and white, as we were easily seen from the air.

I had been sitting in the truck's shadow, trying to stay out of the 89 degree sun for about 2 ½ hours when Rex (our pilot) found us. I refueled the helicopter, fixed a frayed wire on a bucket dump switch, and was released to the motel so we could leave for Thompson Falls, MT the next morning.

I was feeling pretty uncomfortable, being soaked with sweat and now covered with dust from the aircraft landing and taking off, so as I rolled up the fuel hose and put away my tools, I was not a happy camper.

I was just about to climb into GIB's cockpit when I saw an old Chevy pickup come up the road and park in front of me. Out stepped twin 86-year-old farmers and introduced themselves as Tom and John. As we shook hands, John said, "You look like you could use some lemonade. Come on down to the house and rest a little." I thanked them and climbed into the Chevy for a short ride to their farm.

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Sitting under the grape arbor and drinking a tall glass of lemonade, the brothers asked me about the helicopter, and what we had been doing in the area, but soon, the conversation turned to stories of their youth. They were born in Cascade, MT in June of 1887, and loved to play along the banks of the Missouri River. They seemed to delight in each others company and finished each others sentences like an old, married couple.

I had been with the brothers an hour, when I mentioned it was about time for me to return to the motel when Tom (I think) asked if I would like to see the inside of the house. As the sun was still quite high, and my packing wouldn't take long, I said "sure" and followed them in. The house was very clean with faded white walls. It had two bedrooms, one bath, and a HUGE kitchen and parlor. They had electricity, but every room had at least one oil lamp. In the kitchen, there was a large, white, wood burning porcelain stove with polished nickel trim which I mentioned was just beautiful. John said, "If you like that one, look at this." He pulled a huge oilskin cover off of a brand new 1928 wood burning stove. It was 7 feet high, royal blue porcelain with polished nickle trim and legs. The grills were oiled and there wasn't a spot of rust on it. It had been bought for their mother and she died before she could use it. The brothers simply put a cover over it and preserved it.

After the amazing kitchen, the parlor was a lot more subdued. There were two armchairs, a couch, a couple side tables, and a large stone fireplace. It was clean and looked comfortable, but I think the brothers noticed I was getting a little restless...until Tom asked me if I had ever heard of Charlie Russell? Rather stunned I said, "You mean Charles Russell, the western painter?" John said, "Yep, that's ole' Charlie. When we were kids playing on the river bank, we would often see him painting there or at his studio in town. Sometimes he would give us sketches or drawings. He seemed to like kids. Don't know if our mother was aware if how well known he was, but she made us save all those drawings."

John walked to a side table, lifted a rock and oilcloth cover off of a wooden box, and opened it. I have never been able to fully explain how I felt looking into that box. Inside were scraps of paper, sheets of paper, and a wood shingle, all with sketches, ink drawings, and 2 watercolors. There were studies of cowboys, native Americans, horses, bison and mountains that I was told surround Cascade, all given to twin, young brothers by Charles (Charlie) Russell. Some were signed, some not, but, there was no mistaking the artist.

I was instantly aware of two things; that I was looking at a treasure, and if anyone found out about it, my new friends could be in grave danger. As gently as I could I asked the brothers if they had anyone looking in on them and to my relief they said that a nephew in town checked on them weekly. With that, the wonderful gentlemen took me back to GIB, said goodbye, and went back to their farm. What an amazing afternoon.

The next morning I packed ol' GIB, destroyed all my maps and notes from the day before, and headed out for Thompson Falls. That will need to be a story for another day.

Rick

Fly-out to Darrington

December 2 was our group flyout to Darrington (1S2). The skies were clear, winds calm, and the mountains were beautiful. Thirteen people (seven airplanes) made this trip. Most of us walked to the Burger Barn. It was a ten minute walk with beautiful scenery. Thanks to all those who participated. Barry Halsted



End of the Year Dues Blues

By Ray Ballantyne

As 2020 comes to a close (thank goodness), it is now time for the holidays (but we can't get together), a time of gift giving (but we still can't get together), and a time of year-end dues, taxes, subscriptions, registrations, charities, and the list goes on.

So, I don't think it is unusual for people to get a little tired of funding subscriptions/dues for multiple aviation organizations. My own renewals include AOPA, EAA, WPA, RAF, EAA 430, Port Townsend Aero Museum, and the GlaStar group (my type club). While there's no question everyone gets a lot of requests for money this time of year, every one of those organizations that I support does something unique for aviation.

The Aircraft Owners and Pilots Association (AOPA) does a great job representing General Aviation at the highest national levels while still advocating for individual members. The Experimental Aircraft Association (EAA) represents those building and flying experimental category aircraft. They support the local chapters where we interact with fellow members.

The Washington Pilots Association (WPA) advocates for its members in the Washington state legislature. They are currently working on the Community Aviation Revitalization Board which would provide loans to certain public use airports. There is also a bill redirecting 1% of the aviation tax from the general fund to the WSDOT grant program. They have also secured significant savings for members at 13 businesses including Aircraft Spruce. Although the Clallam County Pilots Association is not actively meeting, the President, David Miller, regularly communicates with Port Angeles Fairchild International Airport (KCLM) management and offers suggestions and comments on proposals for change.

The Recreational Aviation Foundation (RAF) is an all-volunteer organization dedicated to preserving and improving airfields. They are especially effective at preserving back country airfields by working collaboratively with state and federal policy makers of public lands.

The Port Townsend Aero Museum/youth program conducts restoration of classic aircraft by teens interested in aviation. What's not to like? I can get behind that. And lastly, aircraft type clubs are fun, educational, and can save you a lot of money.

Frankly, there is some overlap between organizations. Every one of them offers aviation education. Is that a bad thing? But they also can work together: The FAA announced earlier this year that they were planning on removing from the charts all airfields that did not respond to their letter for an update. AOPA asked for the list of non-responsive airfields. RAF offered to make personal contact with all the non-responsive airports across the country. RAF volunteers made efforts to communicate with airport managers nationwide either by telephone or mail. Many airfields were kept on the charts by this effort.

So, just because all the costs show up in one month, let's not get weary of supporting organizations that work to keep us flying, and preserve the amazing freedom we have to fly in America. Truly, the amount of money involved to support these organizations is small, considering the many benefits they provide. Besides that, if you renew or join the WPA (CCPA) you will be entered in a drawing to win "the Best Damn Chocks on the Airport." These chocks are cast from aircraft pistons and feature your N-number on the front. 😊

Ray

EAA Chapter 430 Monthly Zoom Gathering Minutes

November 28, 2020



Date: November 28, 2020 ZOOM meeting. At 1007 President Ken Brown called the meeting of 14 zoomers to order. Ken mentioned that on Nov. 9, 1972 our chapter was established and has thrived for 48 years.

Approved Minutes: The minutes of October 31,2020 were approved.

Financial Status: Total funds \$9,955

Scholarship: 6,328

General Funds: \$2432

Correspondence: WA Covid-19 Phase II continues

Board of Directors Report: Ken said the chapter is solvent and the scholarship fund had several donations from Donna and Trent's mini plane sale, Costco, Denny Donovan, and the Clallam County Pilot's Association.

Election Results: 38 ballots which constitutes a quorum. The Vice President was a write in as Rick Vaux. No programs Chair volunteers were found. No nominations from the floor, so the officers and directors were approved as presented:

President: Ken Brown, Vice President: Rick Vaux, Secretary: Ray Ballantyne, Treasurer: Skip Brown. Class II directors- Build'n'fly: Al Gross, Flyout: Barry Halsted, Membership: Madeline Patterson, Newsletter: Skip Brown, Scholarship: Dave Miller, Tool Crib: Ted Smith, VMC: Ray Ballantyne, Web wrangler: Andy Sallee, Young Eagles: Bud Davies.

Chapter Projects:

Build-n-Fly: Al Gross is excited to report the R/C simulator and flight instruction program is going great. Each one-on-one session takes two hours and is split between flying the simulator and flying the RC airplane with Al on a buddy box. He walks both the parent and Young Eagle through both sessions. There have been great reviews by the first two YE's and another is waiting to be scheduled. He is waiting for good conditions for the next student. He is working on "next steps" for the students to continue RC flying which will go on our FaceBook page (which is managed by Tracy Boulton-thanks!).

Projects:

Ernie Hansen reports the experimental Cub is finished! Yea! Finished after 5 years.

Ray Ballantyne reported he is sending his O-320 to LyCon to get an overhaul and power boost.

Ernie and Barry helped him take the engine off.

Young Eagles has purchased a VHF Handheld with YE year end credits which Ken demonstrated the new radio.

(Continued on next page)

Presentation:

Captain Chrystal Stout presented Micro Meteorology on the Olympic Peninsula. She recently went to LAS to provide hot air balloon rides to Veterans and children with disabilities. She then entered and won the Ms Senior United States pageant! She is in her 36th year of being an Aviatrix. She then described how she forecasts the local weather. Ublastvalve.com, airnet.com, Storm Radar app, deep weather app, forecast.weather.gov, Aeroweather app, and Windy app are some of her tools.

She also discussed upslope/downslope conditions, cloud types, turbulence/windshear, frontal activity, and fog. She then described how to do “contour” flying. Her stories were very entertaining, and her presentation was highly informative.

Last informal fly-out for the year is scheduled for Wednesday December 2 at Darrington, WA.

The meeting concluded at 11:13 a.m.

Respectfully Submitted,

Ray Ballantyne, Secretary



Your current charity
Chapter 430 of the Experimental Aircraft Association
has received

\$60.20
as of November 2020

What is AmazonSmile?

AmazonSmile is a simple way for you to support your favorite charitable organization every time you shop, at no cost to you. AmazonSmile is available at smile.amazon.com on your web browser and can be activated in the Amazon Shopping app for iOS and Android phones. When you shop at AmazonSmile, you’ll find the exact same low prices, vast selection and convenient shopping experience as Amazon.com, with the added benefit that AmazonSmile will donate 0.5% of your eligible purchases to the charitable organization of your choice. You can choose from over one million organizations to support.

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Which products on AmazonSmile are eligible for charitable donations?

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

Discussions involving flying airplanes visually led by Ray Ballantyne

WHERE: ZOOM Meeting

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.

2020 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	Rick Vaux	2	vicepresident@eaa430.org
Secretary	Ray Ballantyne	3	secretary@eaa430.org
Treasurer	Skip Brown	4	treasurer@eaa430.org



Class II Directors

Build-n-Fly	Al Gross		build-n-fly@eaa430.org
Programs	No Candidate	5	programs@eaa430.org
Membership	Madelaine Patterson	6	membership@eaa430.org
Newsletter	Skip Brown	7	newsletter@eaa430.org
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