



Serving the Port Angeles & Sequim Area

EAA 430 FLYER

JANUARY 2021



Dedicated to having fun with airplanes and promoting General Aviation



CHAPTER CHATTER

With President Ken Brown

In this space in 2020 I said:

"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."

As it turned out, I am not a prophet or sage. We could not see the dark cloud on the horizon and what an impact it would make for us all. To say this year will be different is an understatement.

While many of our activities will slooowly return, we will have to be very vigilant to maintain the necessary safety precautions. I hope we will get vaccinated and can resume a more interactive chapter life style.

The emphasis in 2021 will be like a three-legged stool. One leg is the Interacting, maintaining an active flying pilot group with interesting and challenging places to go. This is high on the list. The second leg, equally as important, is expanding the Young Eagle Program with flights when possible, along with workshops, R/C building and flying. The third leg of the stool is expanding to the Ultra-Light community as members and flying partners.

As you may already be aware, the February Northwest Aviation and Trade show in Puyallup pulled its schedule for 2021. Looking for alternative aviation fixes and educational programs may be Sun-n-Fun April 13-18 2021 in Lakeland, FL or EAA Air Venture 2021 scheduled for July 26 - August 01.

Until we can safely meet in person, ZOOM will be our channel to stay connected. VMC under the direction of Ray Ballantyne will meet monthly on the second Wednesday so mark your calendars. Chapter Gatherings will continue on the last Saturday of the month @ 1000.

Members, all of our meetings/gatherings are open to everyone. Please invite friends and introduce them at the meeting. Do you have a suggestion or would like to present a program? We want to hear from you.

I am excited to see how this new year turns out. I am excited we have many active pilots flying to destinations. I am excited to see a youth program blooming and expanding. Most of all I am excited to be sharing time with all of you, brothers and sisters in aviation. We are a unique group for sure.

On a closing note, please get your chapter membership renewal completed this month. It makes it so much easier on the Treasurer and Membership. Ken

IN THIS ISSUE	Page
Chapter Chatter (Ken Brown)	1
Calendar of Events	2
One of our own	2
Aviation From My Rocking Chair	3-4
Wright Brothers Master Pilot	5-7
Welcome New Member	8
Welcome Todd & Sheila	9
EAA Homebuilders Week	10
Monthly Zoom Gathering Minutes	11-12
VMC Club (Ray Ballantyne)	13
Board & Directors	13

- JANUARY 2021**
- VMC Club Meeting January 13 7:00 pm
2nd Wednesday of the Month
ZOOM MEETING
 - EAA Chapter 430 Board Meeting
January 22 9:00 am
ZOOM MEETING
 - EAA Chapter 430 Chapter Gathering
January 30 10:00 am
ZOOM MEETING

Editor’s Note: In the April 2020 EAA newsletter, we featured Rachel Sallee as one of our Women Aviators of the Month. The following is an update from Rachel on her current status in the USAF. Congratulations to this amazing young lady. We are so proud of her! Rachel is currently flying a C-17 transport “traveling the globe.”

Rachel Sallee, One of our own Young Eagles.



As many of you know, the last couple years I've been pushing, training, studying, and finally interviewing to hopefully join the ranks of Air Force test pilots. I am overwhelmingly grateful to announce I'll be heading to Edwards AFB later this year to follow that dream. So incredibly grateful to all of the support, guidance, and grace that has led to this opportunity. My unending thanks to the people that have helped me get here - I will not let you down. Never thought I'd want to go live in the desert, but we've never been ones to turn down a challenge. God is good.





Aviation From My Rocking Chair

By Rick Vaux

Auto Fuel and Octanes. Is it smoke and mirrors?

Hello Chapter members.

Have you ever said or written something you just knew was going to cause controversy? Well, I'm about to! For the next 3 months, you and I are going to discuss Autogas vs Avgas, and I fully expect as many opinions as we have members. I originally wrote this series in 2002, at a time when the GAO listed at least 45 Autofuel blends. Now there are at least 140 different recipes. In that time, Avgas went from 3 blends (80/87, 100/130, 100LL) to just 100LL.

Let me get my feet wet with what Mr. John Szmanski and the Zeltex Corp. called, "Octane 101". "It is vitally important for we as pilots to have clean fuel with the proper octane for the powerplant we trust our lives to. With more and more Autofuel STCs all the time, let's take a look at how Octane is determined and some of the possible problems that might be encountered".

Octane rating of gasoline refers to the fuel's anti-knock quality, and Autogas is rated differently than Avgas. Two CFR(Cooperative Fuel Research) knock test engines are used to test Autogas according to ASTM D2699 and D2700. D2699 refers to the Research Octane Number (RON) and is the essential index of Acceleration Knock. D2700 refers to Motor Octane Number (MON) and is a knock index for High engine speeds. The MON method differs from the RON test by using heated fuel mixtures, higher engine speeds, and variable ignition timing, all of which mean more stringent demands on the tested fuel. The MON is typically 8-10 octane numbers lower than RON. According to ASTM D2700, the Autogas MON octane is similar to the Avgas rating up to 100 octane. Now, here is the rub; Autogas octane rating is the average of RON and MON $(R+M)/2$ and that formula will be posted on the pump. You will have no way of actually determining if the MON octane number meets your engine requirements unless you have documentation or a means to test on site.

Contrary to what some people think, high octane gasoline is not more powerful than the low octane stuff. High octane fuel does feature a higher ignition temperature and a slower burning rate. High ignition temperature reduces the chance of Detonation from cylinder hot-spots and helps minimize Pre-ignition. A slower burn rate allows more efficient use of the fuel's pressure buildup to be converted to mechanical energy instead of heat. Gasoline with octane and ignition temperatures too low will cause Pre-ignition. Typical ignition temperatures for Autogas are: 300deg.c (87 octane), 400deg.c (93 octane) Avgas is blended to ignite at 500deg.c.

O.K., gang, before I put this column to bed for the month, let's go over what Pre-ignition and Detonation are and how they relate. A combination of high compression and high cylinder temperature causes a fuel charge to ignite BEFORE the sparkplug fires. In a car it causes that dreaded "pinging" heard during uphill climbs with low octane fuel. Unfortunately, in an airplane you can't hear it due to noise of everything else. Detonation occurs after the sparkplug fires. Normally, when fuel is ignited, an even flame path develops across the combustion chamber and produces a smooth temperature and pressure increase which pushes the piston down. Detonation happens when secondary ignition sources such as red-hot carbon bits and cylinder hot-spots cause 2 or 3 flame paths to develop. The result is an instantaneous fuel charge burn with a violent increase in cylinder temperature and pressure.

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Using fuel with lower than recommended octane for your engine can cause serious damage to pistons, valves, cylinders, and bearings in very short order. Low octane fuel ignites quickly and produces a pressure/temperature peak that can exceed the engine design limits. In addition, the more the engine is run, the worse the problem becomes. Heat buildup can not be dissipated fast enough from the cylinder, causing more pre-ignition (hot spots) and uncontrolled detonation.

One more item. If your engine is designed for low octane fuel, high octane gas will not improve it's performance. The fact is, the retarded timing and slower burn rates of high octane fuel can and will cause burned exhaust valve and seats. This happens because the fuel charge is still burning when the exhaust valve opens. Valve and seat erosion occurs very quickly.

Well, Troopers, I'll let you go for this month. Next time Continental and Lycoming will check in, and after that it's Autogas STC, EAA, and your turn.

Rick Vaux
TC 4130 (gotta love that number!)

PRESENTATION OF WRIGHT BROTHERS MASTER PILOT TO RAY BALLANTYNE

By Lisa Ballantyne



Lisa Ballantyne presented the Wright Brothers Master Pilot award to her husband, Ray Alan Ballantyne at our EAA Gathering on Saturday, December 26, 2020. The Wright Brothers Master Pilot Award is the most prestigious award the FAA issues to pilots that are certified under FAR Part 61. This award is named after the Wright Brothers. The world over recognizes Orville and Wilbur Wright as the first persons to successfully fly a heavier than air, controllable powered aircraft. To be eligible for the Wright Brothers Master Pilot Award, a pilot must meet the following criteria:

- The effective start date for the 50 years is the date of the nominee's first solo flight.
- Be a U.S. Citizen.
- Hold a U.S. CAA or FAA pilot certificate
- Have 50 or more years of flying experience; Up to 20 of the required years may be as a U.S. Military pilot. The 50 years may be computed consecutively or non-consecutively.
- And the nominee cannot have had an airman certificate revoked.

The following is the EAA 430 presentation made by Lisa:

Ray achieved this milestone of having flown for 50 years on his 66th birthday in April of this year which made him the youngest Master Pilot to receive this award.

Ray was born into an aviation family. His father was a troop glider pilot who met his mother at Avenger Field in Sweetwater, Texas where she was receiving training as a Woman Air Service Pilot. After the war, Ray's dad always had a single engine airplane. Ray would fly with him every chance he got.



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Ray learned to fly in a rented Piper Cherokee 140 and could fly by himself (soloed) on his 16th birthday before he could drive himself (driver's license). During college, Ray flew his father's 1969 Piper Comanche C and received his instrument rating, commercial and certified flight instructor licenses. Ray owned the Piper Comanche after his dad's passing and flew it for over 10 years, most of those in Alaska.

In 1977, Ray began his career as an Air Traffic Controller with the FAA at the Cutbank, Montana Flight Service Station. For the next 34 years, Ray worked for the FAA in various facilities. He worked in two flight service stations, five airport traffic control towers three radar approach controls, one air route traffic control center, two regional offices, and FAA National Headquarters in Washington, D.C. During this time, Ray was flying his own airplanes. He also flew as a Part 135 Air Taxi Pilot part time while living in Bethel and Fairbanks, Alaska. Ray flew various single and multi-engine aircraft for over 10 years in Alaska.

After leaving Alaska in 1999, Ray was a part owner in a Beechcraft Bonanza S-35 before purchasing his GlaStar GS-1 in 2009.



Ray has modified the GlaStar with conventional gear and large tires to accommodate his love of flying into many of the backcountry airstrips in Washington, Oregon, and Idaho. It is a summer passion and begins as soon as the snow clears.

Ray was a rookie pilot with less than 100 hours when I started flying with him in 1973. Today he has accumulated over 3025 hours of flight time without an accident, incident, or violation.



Ray's passion for aviation is expressed through his encouragement, recognition and honoring of deserving employees, friends, and family. He enthusiastically shares his love of aviation with everyone and especially has a heart for the next generation of fliers.

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Children are drawn to airplanes and Ray will take the time – no matter where - to let them sit in the plane telling them the joys of flying and letting them touch things.

He is an avid participant in the Young Eagles program of EAA and has given 43 flights. He is an encourager to pilots of all ages to fly their dreams and fulfill those bucket list items. He is a strong advocate for education and works to encourage pilots to continue learning about their aircraft and the environments in which they fly. Ray exemplifies all the Wright Brothers Master Pilot Award implies.



50 YEARS OF FLIGHT
66TH BIRTHDAY
APRIL 10, 2020



[Click here for the video presentation](#)

WELCOME NEW MEMBER (Jeanne Scribner) & ERNIE FLEW HIS SUPER CUB



Jeanne Scribner

I am a recent transplant to the Sequim area, moving here from Philadelphia a little over a year ago. My first exposure to the world of general aviation was through my late husband and his brother who were both private pilots. My two nephews and my oldest son are also private pilots.

I was spending my time in Philadelphia being a loving grandmother to many preschool grandchildren. My days changed dramatically when I joined my partner, Ernie Hansen, in Diamond Point. We have spent many hours in Ernie's Globe Swift. We have attended many unofficial EAA fly-outs together in the Swift as well as enjoying a wonderful weekend of airplane camping in Cavanaugh Bay with our friend, Ray Ballantyne.

Ernie and I spent much of our first year together completing his experimental Super Cub. It took to the skies on its maiden voyage on December 22, 2020.

Despite the hard year Covid has given us all, I am thankful for all the wonderful people and new friends I have met through my aviation experiences with Ernie. Jeanne



My Experimental Super Cub is finished! After five years of work, on December 9, 2020 the FAA DAR (Designated Airworthiness Representative) arrived at Diamond Point Airport to perform the Airworthiness Inspection and issue my Operating Limitations! This went smoothly, and was a positive experience. Following the receipt of my Airworthiness Certificate and Operating Limitations, the real work started; obtaining insurance. But that's another story.

My first flight was December 22, 2020. I have done 5 flights total to date (1/9/2021). These flights have mainly focused on engine break-in, as the engine was newly overhauled. The plane flies very nice with no rigging or control issues. I am looking forward to obtaining more flight information once the engine break-in is completed.

If you hear a mostly white Super Cub droning around the area...Look Up! Ernie



WELCOME NEW EAA MEMBERS TODD & SHEILA TAYLOR



Todd and Sheila were childhood sweethearts who found each other again some 40 years later and married in 2018.

Sheila's first ride in a light plane was an early Christmas gift when Todd took her flying in mid-December - she loved it!

Todd returned to general aviation after a 20+ year hiatus that was spent raising his 3 kids. He saved money from working as a hand at nearby farms during high school when minimum wage was \$3.15/hr then plunked it all down to learn to fly. He was taught stick and rudder by an old Canadian bush pilot (RIP Gord Thomas). He started flying at age 15 and remembers soloing in an Aeronca Champ on ski's in whiteout conditions in a snowsuit even before getting his driver's license at age 16.

Sheila was there to help Todd with studying for ground school and fondly remembers reading *'From the Ground Up'*. After graduating from College and getting a real job, he finally had enough money to complete his ticket just after his 28th birthday. He was recruited from his hometown in Eastern Ontario shortly after that to work in the Silicon Valley and soon bought a Rockwell-Commander with lofty plans to build hours and travel the world. Did he mention kids?

They travel regularly between Sequim and Victoria so now they are in the market for a good bird that will satisfy their mission for regular cross-border hops and extended cross-country adventures (Oshkosh perhaps?).

Sheila is an Alum and works at the University of Victoria. Todd works as a Support Engineer and is a part-time Realtor with John L Scott. Together they have 5 kids and 3 grandchildren.



Homebuilders Week – Online Event Starts January 26

By Charlie Becker, EAA Homebuilt Community Manager

An online opportunity to learn about all aspects of building your own aircraft

EAA is launching a new online learning event for aircraft builders: (www.EAA.org/HomebuildersWeek). It will be five straight days of educational forums covering a broad spectrum of aircraft building topics. It will launch on Tuesday, January 26, 2021, and run until Saturday, January 30, 2021. The live online presentations will be open to everyone interested in building their own aircraft. Sessions will start at 1 p.m. CST and run until 8:30 p.m. CST daily.

This event is an opportunity for a new person to jump in with both feet and learn a lot about the wonderful world of homebuilding. We will cover areas like getting started successfully and techniques when building with sheet metal, composites, steel, and wood. But it won't be just for the newbie; we are offering in-depth talks on panel planning, engine selection, FAA certification, flight testing, and selling a homebuilt aircraft. There will be something for every builder, whether you are just starting out, knee deep in a project, or just received your airworthiness certificate — it is going to be a great learning opportunity.

EAA is working with industry experts, kit manufacturers, and other subject matter experts to provide top-notch material for builders. The sessions will be live and allow plenty of time for attendee questions. Recordings will be archived and available to EAA members for review.

The launch of EAA Homebuilders Week coincides with the 68th anniversary of the founding of the Experimental Aircraft Association in 1953. Those founding members of EAA lit the fuse on the homebuilt movement that provides affordable access to aircraft ownership and today has spread worldwide.

EAA Chapter 430 Monthly Zoom Gathering Minutes

December 26, 2020



Date: December 26, 2020 ZOOM meeting. 25 Zoomers attended including guests John Ballantyne in Delaware, Glenn Ballantyne in Colorado and David Fagre, Dir of Ops Wright Air Service, Fairbanks, AK.

Ken opened the gathering at 10:25 am late due to a bad sign-in link on the email invitation to the participants.

Approved Minutes: The minutes for November meeting were approved.

Financial Status: Total funds \$9,189.10

Checking	\$ 519.36
Scholarship:	\$6,237.71
General Funds:	\$2,432.03

Correspondence:

WA Covid-19 Phase II continues. All meetings will be Zoom

Board of Directors Report: Transition meeting for new board member Rick Vaux, VP, has been completed, and he was welcomed. Ernie Hansen was thanked for his service as the outgoing VP.

Ken reported that the Smith-Miniplane finally left the area headed to CA.

Chapter Awards: Ken announced the following annual awards:

Ernie Hansen V.P. & Tech Counselor
 Ray Ballantyne Secretary & VMC lead
 Mary Brown Treasurer & Newsletter Editor
 Al Gross Build-n-Fly (Sim-n-Fly) Young Eagle Coordinator
 Tracy Singer Bolton Facebook / Young Eagle Coordinator
 Barry Halstead Fly out coordinator/ Tech Counselor
 Madeline Patterson Membership Chairperson
 Deb Cox Programs Coordinator
 Dave Miller Scholarship Coordinator
 Ted Smith Tool Crib
 Andy Sallee Web Editor
 Bud Davies Young Eagle Coordinator
 Harry Cook Tech Counselor
 Rick Vaux Tech Counselor

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EAA Chapter 430 Monthly Zoom Gathering Minutes

Chapter Projects:

Build-n-Fly: Sim-n-Fly – Al said the one-on-one simulator and model airplane flying is going well, and the program has been well received. There are two young people waiting for good conditions to fly.

Projects:

Ernie Hansen said the experimental Cub first flew on December 22, 2020. It was hands free flying and it performed well.

Ray Ballantyne is still waiting for his engine to get to the overhaul shop.

Jim Bess is reworking the exhaust on his Rotax engine which powers his powered parachute.

Dave Woodcock described the rebuilding of his WWII L4 (Piper Cub) after an incident.

They found corrosion, missing parts and poor workmanship. It is now totally repaired, has been repainted, and is now flying better than ever.

Dave Boerigter reported on his new avionics panel in the Mooney. (remember to look out the window)

Fly outs will begin in January weather permitting.

Program: Presentation of the Wright Brothers Master Pilot Award

The Wright Brothers Master Pilot award was presented to Ray Ballantyne by his wife Lisa (who was representing Seattle FSDO). This award is named after the Wright Brothers, the first US pilots, to recognize individuals who have exhibited professionalism, skill, and aviation expertise for at least 50 years while piloting aircraft as "Master Pilots". Lisa talked about Ray's career and flying history and his dedication to aviation. As Ray soloed an airplane on his 16th birthday and received his Master Pilot award on the same day 50 years later, he was the youngest Master Pilot (for a while, anyway).

Ken ended the meeting at 11:10 a.m.



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
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



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EAA 430 FLYER

FEBRUARY 2021



Dedicated to having fun with airplanes and promoting General Aviation



CHAPTER CHATTER

With President Ken Brown

Groundhog Day was on February 2; however, we have had the 2nd every day for over a year now. Does it seem to you like Déjà vu?

Hope is on the horizon, days are getting longer, spring is showing signs that it will arrive on time and we have a vaccine. From the lines at the vaccination centers, many are getting this protection.

Looking forward to a better and more active year for the chapter. There is light at the end of the tunnel.

At the January board meeting, the board decided to expand the scholarship offering to more than one candidate. Two additional very qualified individuals were identified. There was discussion and we have asked each individual to write to the board.

In light of seeing a brighter future, an anonymous donor has given the chapter \$1500.00 for the scholarship fund and has asked we challenge the general membership to match this gift. I think we collectively can do this.

Here are a few ways to contribute. The old standby: write a check or donate via PayPal (from our web site). Another way, which will leave a visible and permanent mark, is to purchase a PAVER. The "Pave the Way to the Future" has always been a means to address the scholarship needs. Pavers do not have to be only a memorial. We could have pavers for LIFETIME EAA MEMBERS, MASTER PILOTS, and ANNIVERSARY MILESTONES etc.

The future of the general aviation starts with getting young people to enjoy the feel of the boundless freedom of flight. We hold their future in our hands. Let us all help the future aviators with a leg up.

Do you have an idea for a presentation at the chapter gathering? Please let us know.

Ken



IN THIS ISSUE	Page
Chapter Chatter (Ken Brown)	1
Calendar of Events	2
Aviation From My Rocking Chair	3
Welcome New Member (Dave Miller)	4-5
Congratulations Barry & Tracy	6
Making an Emergency Landing	7
Minutes of Monthly Zoom Gathering	8-9
Commemoration of the end of WWII	9
VMC Club (Ray Ballantyne)	10
Board & Directors	10

- FEBRUARY 2021**
- **VMC Club Meeting February 10 7:00 pm**
2nd Wednesday of the Month
ZOOM MEETING
 - **EAA Chapter 430 Board Meeting**
February 19 9:00 am
ZOOM MEETING
 - **EAA Chapter 430 Chapter Gathering**
February 27 10:00 am
ZOOM MEETING



In the April 2020 EAA 430 newsletter, Renee Brillhante was featured in our *Women in Aviation* article. In the February EAA Sport Aviation, Renee and her boyfriend, Corben Meyer, are featured in a several page article *An Empowered Couple Empowering Kids*. Renee referenced her first flight as a Young Eagle in a small airplane, an EAA 430 YE flight with Alan Barnard in his 1947 Stinson (*Big Red*) and how it changed and directed her life. She now flies Young Eagles, and, along with Corben (an AP), they have a plan to start teaching kids to fly RC planes and move them forwards. It's always fun to know how our own EAA 430 Chapter influenced a young person and their future in aviation.



Aviation From My Rocking Chair

By Rick Vaux

Auto Fuel and Octanes. Is it smoke and mirrors? Part 2

As promised last month, this time we will let two of the major engine makers, Lycoming and Continental, weigh in on the auto fuel controversy. I originally wrote this article in 2002 and I am stunned by it's relevance 19 years later. As far as I can tell, very little has been changed. In 2002 there were 50,000 auto-gas STC'd aircraft flying (many more today), but reciprocating engine manufacturers and most major oil companies do not approve the use of auto gas in airplanes. The problem is not so much Octane rating (which appears to be adequate) but automotive fuel quality control standards which may vary enough to put aircraft at risk (read LIABILITY)

Lycoming Service Bulletin 398, Service Instruction 1070, and Service Letter 199 all refer to the company's position on using auto fuel in their products. Specific reasons for non-approval are:

- (1) Its use reduces safety. Fuel quality may not be the same from supplier to supplier, or from day to day, even though the same specific grade is purchased.
- (2) It's use can void warranty or result in cancellation of the owners insurance.
- (3) Storage characteristics of auto fuel are less desirable than Avgas. After several months, auto fuel may lose octane rating, cause hard starting, and form gum deposits that cause sticking valves.
- (4) Additives in auto fuels are chemically different from those in Avgas. They contain scavengers which are very corrosive and under continued use can lead to exhaust valve failures. They can also cause rust and corrosion on internal engine parts. Note: One fuel company adds a detergent to clean carburetors which creates an affinity for water in gasoline. This can cause fuel filter icing problems at low temperatures.
- (5) Auto fuels have higher vapor pressure (sometimes double!) than Avgas, which can cause vapor lock during flight.
- (6) Even though octane ratings on Auto gas and Avgas appear to be the same, ACTUAL octane is not due to different rating methods for the two fuel types. Avgas has a Rich and Lean rating (i.e. 100/130) while Auto gas is not tested for a Rich rating.
- (7) Auto gas used in an aircraft engine may lead to pre-ignition and destructive detonation.
- (8) Auto gas fuel requirements range from meeting ASTM or government specifications in some states to few or none in others. Avgas has uniform requirements in all states.

Whew! That was Lycoming's take on the Mogas v Avgas problem. Here is what Teledyne Continental TCM bulletin M77-9 has to say: "TCM does not recommend or authorize the use of Automotive fuel in any of their engines. The engine warranty and Pro-Rata policy will be voided if such fuels are utilized. Fuels must conform to ASTM-D910 or MIL-G-5572F if satisfactory engine service life is anticipated.

Automotive fuel can contain additives that act as corrosive agents, formulate gum deposits, and increase combustion chamber deposits. Continued operation on automotive fuel can lead to detonation, pre-ignition, and sticking or eroded valves.

The vapor pressure of automotive fuel exceeds that allowable for aviation fuels. This increased vapor pressure increases the tendency to vapor lock at higher altitudes. A vapor lock condition can cause complete power loss. The use of any fuel that does not conform to the above specifications may abuse cylinder assembly, valve, piston, and/or piston ring damage/failures."

As can be seen, the engine people are quite adamant about not using auto fuel for anything except cleaning parts! O.K. Troopers, next month I'll attempt to show the other side of this argument. Until then, blue side up and brown side down.

Rick Vaux TC 4130

GETTING TO KNOW DAVE MILLER

I grew up on the top of a hill located between Renton and Boeing fields. I could see the Renton airport by walking across the street so airplanes were a constant sight. In the early 1950's there was very little controlled airspace and the Blue Angels then, as now, came to town every year for Seafair. But in those days they flew all over town with few restrictions. One afternoon, at age 8 or 9, I was in my back yard watching one of the Blues flying an F-9 Cougar, when he saw me (or so I thought), and he dove directly at my back yard. He pulled up and proceeded to do victory rolls. At that point I decided I was going to be a Navy jet pilot.

As a practical matter we couldn't afford flying lessons so becoming a Navy pilot was also my chosen path to a pilots license. From that point on when anyone asked what I wanted to be, I told them. The response was pretty universally "yah, right kid" or an expression that conveyed the same meaning.



I soloed at age 22 in 1969 and received my Navy wings on March 24, 1970, flying in advanced training the F-9 Cougar just like the Blues had flown. Shortly after that, I took an FAA written test for designated military pilots and received a commercial/instrument pilot's certificate. I received orders to F-4 Phantoms in Virginia Beach by way of Legal Officer School in Rhode Island. I spent six weeks or so in training for the F-4 when the squadron Admin Officer pulled me aside and accused me of trying to "sneak through." Turns out the squadron had been promised a Legal Officer but none had shown up. When they called BUPERS they found out that person was me.

At the time the Navy was graduating far more pilots from training than they had fleet seats for so being assigned a non-flying billet wasn't unusual, but for me it was at this point, to put it mildly, a major disappointment. Upon being identified as a Legal Officer, and not an F-4 replacement pilot, the squadron CO also decided I was "too short" to fly "his" airplanes. What a crock and it still pisses me off. Anyway, I eventually became a Supply Officer in the Navy, completed eight years active duty, resigned my commission, and joined the reserves for another 14 years.



My first airplane was a Cessna 120 purchased at Felts Field, Spokane in 1976 in my first year of graduate school after leaving active duty. In 1978 I flew that 85 HP Cessna from Pullman, WA, to Oshkosh, on to Norfolk VA, and back home with nothing but a 19 channel radio and sectional charts. Seemed like a normal thing to do. Other airplanes owned, either individually or as a club member, include two Cubs, a Super Decathlon, Globe Swift, C-172, Cherokee 140, Christian Eagle, RV-6, and an RV-14. Current ratings include ATP AMEL, Commercial ASEL/ASES, Private glider, and type ratings in F-27 and B-737. Still need a recreational pilot license.

After graduate school I had GI money left and used it for flight instructor and multi engine ratings. Started teaching, flying charter, co-owned a small FBO, did a few airshows, and finally was hired by Horizon Airlines. After becoming an F-27 captain, the FAA started hiring Aviation Safety Inspectors so I applied, was hired, and spent the next 20 years with the FAA. Retired in Seattle and moved to Port Angeles in 2006.

(continued on next page)

In March 2016, along with partners Bill Benedict and Ken and Leslie Gross, we ordered a Vans RV-14 kit. After three years we were ready to test fly the plane. (see EAA Newsletter February 2019)



Dave & Bill
RV-14



Dave 's Cub



Dave & Joan



Besides flying my RV-14 and Super Cub as often as possible, my other two hobbies are cars and guns. My wife, Joan, and I were avid motorcyclists for 25 years. We enjoy traveling throughout the world and have a list of several countries we still intend to visit.

I am a member of DART, WPA, and a treasurer of CCPA. I have been the Scholarship Chair for EAA for the past six years and enjoy meeting young people who are deserving of our scholarship. During this time we have helped with the college tuition of three young men.

Philosophical thoughts: On my first solo in the Navy, flying a T-34, I was supposed to perform a one turn spin and fly a loop. As I came over the top of the loop, another T-34 passed right over the top of me, I'm sure the pilot never saw me but both of us came very close to landing as twisted metal. That flight convinced me that no matter how much you prepare, or how careful you are, it's either your day to die or not and we really aren't in control.



Congratulations Tracy Boulton & Barry Halsted
on your marriage January 22, 2021



Photo Credit: Andy Sallee

Reprinted with permission

Making an Emergency Landing as a Student Pilot



On January 14, Ryan Majors, EAA 1255943 and recipient of a [Ray Aviation Scholarship](#), experienced every student's worst nightmare when he was forced to make an emergency landing during his cross-country solo.

"On the leg from San Marcus to Burnet, I was flying level at 4,500 feet when I felt the plane jolt and then proceeded to hear loud clanking coming from the engine bay," Ryan said. "It was later discovered that a stuck exhaust valve led to the incapacitation of one of the cylinders and led to a significant loss of power from the engine. Per training from my instructor, I consulted the required procedures/checklists for the situation in hopes of correcting the issue to no prevail. With an adequate field in my sight, I followed the procedures my

instructor had trained me for and was able to complete a successful landing in the field with no damage to the field or the airplane; except for the obvious issue with the engine."

Upon landing, Ryan inspected the aircraft and noticed there was a small amount of oil leaking onto the nose gear, as well as some oil leaking out of one of the exhaust pipes. While it's easy to lose your cool in a situation like that, Ryan remained calm and thought back to his training with his CFI. "In my mind I was able to remain fairly calm as my instructor had trained me for this exact situation along with many others," Ryan said. "I would advise other students to remain calm in situations such as this and focus your thoughts on what your instructor has trained you for. This being said, I believe it is especially important for students to learn and understand emergency procedures and know how to apply this training in real-life experiences." Ryan showed exemplary aeronautical decision making, something that every CFI hopes their students will do.

Ryan continues to push forward in earning his private pilot certificate with excitement. While Ryan's checkride was originally scheduled for January 25, which had to be postponed until another aircraft becomes available for him to continue his training in, he is working hard to achieve his dreams at LeTourneau University in Longview, Texas, where he hopes to earn a degree in professional flight with maintenance. "I plan on working my way up to a commercial license in addition to obtaining an airframe and powerplant license," Ryan said. "I hope to one day fly cargo for companies such as FedEx or UPS."

Ryan always knew he belonged in the sky. His inspiration to become a pilot came from two of his idols, his father and grandfather, who both served in the Air Force. "I have always known that this is what I want to do," Ryan said about becoming a pilot. "A few years prior [to soloing] I received a free [Young Eagles flight], and this caused my excitement for aviation to grow."

In March 2020, Ryan was awarded an EAA Ray Aviation Scholarship. This was great news for Ryan, as it meant he could start flight training much earlier than he anticipated. "This scholarship has greatly helped me pursue my passion for flying," Ryan said. "It is a great honor to be a recipient of the James Ray scholarship and it is a great feeling to be a part of this amazing opportunity."

Ryan said his flight training coupled with support from his EAA chapter has made for an amazing experience. "My flight training has been going great, I enjoy learning something new with each and every lesson," Ryan said. "I have received unconditional support from the EAA Chapter 1088 in Fredericksburg throughout the entirety of my training thus far. I enjoy giving updates on my training during the monthly meetings they hold at my local airport, and I know that I can reach out to any one of them with any questions I might have."

EAA Chapter 430 Monthly Zoom Gathering Minutes

December 26, 2020



Date: January 30, 2021 ZOOM meeting. 24 Zoomers attended.

Ken opened the gathering at 10:05 a.m.

Approved Minutes: The minutes for December 2020 meeting were approved. The minutes are posted on the EAA430 website.

Financial Status: We have received the Young Eagle (YE) credits from EAA for \$831 Total funds \$10,194.00.

Checking	\$2,214.00
Savings	\$1,194.00
Scholarship:	\$6,786.00

Only 60% of the membership has renewed their dues. Please renew on the website or mail a check. Let's keep our Chapter going strong.

Correspondence:

WA Covid-19 Phase I. All meetings will be via Zoom

Board of Directors Report:

Scholarship: There was an anonymous donation of matching funds up to \$1500 for the scholarship fund. After the meeting, David identified two additional candidates for scholarships. Daniel Weaver and Madeline Patterson have both been asked to submit a request for consideration. Each scholarship will provide \$1500 annually. The board will decide on the scholarships at the February meeting.

Build-n-Fly: Sim-n-Fly – Al said there are two young people waiting for good conditions to fly. The yearly YE flight program has a tentative start date of May 22nd.

Fly outs will begin in February with a flight to Thun Field. Be sure to join the email list at the EAA430 website: Flyout@eaa430.org

A chapter survey was sent out previously, and 34 people responded. The results will be in the February newsletter.

Presentation: David Richardson -“75 Years Ago War Came to our Shores”. Dave provided an outstanding video and slideshow presentation of his experience with John Johnson taking Johnny’s AT-6 to participate in the Hawaii commemoration of the 75th anniversary of the end of WWII in the Pacific. He described how it took an act of congress to put it together and all the logistics involved to get the airplane to San Diego, aboard the USS Essex, and off loaded in Hawaii. Although they got to do one air tour around the island, a ground accident with a Bearcat ended their flying. Dave gave tribute to venerable Pratt and Whitney radial at the first of the talk, and later praised it when the engine protected them from significant damage and injury. It was an epic tale significantly affected by COVID-19 issues. Thanks, Dave, for the great presentation.

(Continued on next page)

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EAA Chapter 430 Monthly Zoom Gathering Minutes

Chapter Projects:

Bud is working on his instrument rating and upgrading the C152 for instrument flight.

Dave Boerigter reported he was flying with Jeff Wells working out avionics issues when the C170 from Ketchikan went down in the Strait. He admonished everyone not to push fuel time.

Dave Moffitt reported he needs assistance with the avionics installation in his RV-12. Richard Howell offered to help.

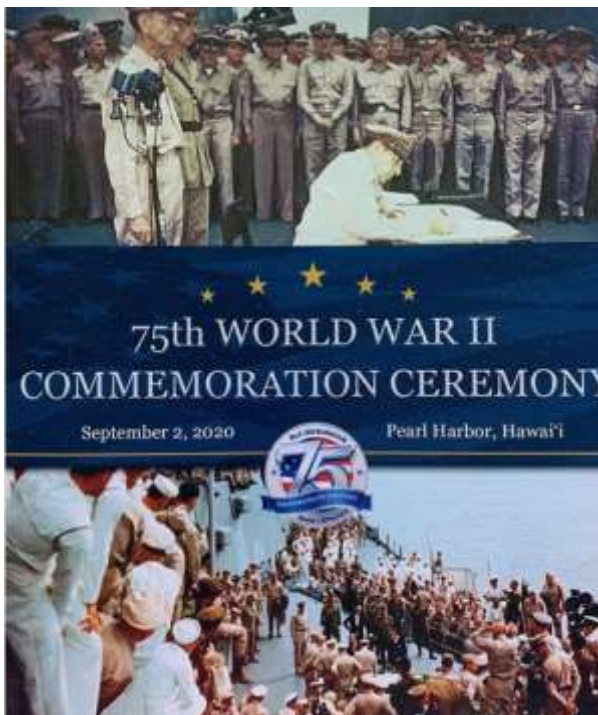
Collette Miller asked for help with a rip in the belly of her Citabria. Barry Halsted and Rick Vaux offered suggestions.

Ken ended the meeting at 11:35 a.m.

Respectfully submitted,

Ray Ballantyne,

EAA430 Secretary



Our Saturday Gathering for January was a presentation by Dave Richardson - "**75 Years Ago War Came to our Shores.**" Dave provided a riveting video and slideshow of his experience with John Johnson, taking Johnny's AT-6 to participate in the Hawaii commemoration of the 75th anniversary of the end of WWII in the Pacific. He described all the logistics involved to get the airplane to San Diego, aboard the USS Essex, and off loaded in Hawaii. They got to do one air tour around the island; however, a ground accident with a Bearcat ended their flying. Dave gave tribute to the venerable Pratt and Whitney radial engine which protected them from significant damage and injury. The entire trip was a monumental undertaking, drastically affected by COVID-19 issues.



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
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

MARCH 2021



Dedicated to having fun with airplanes and promoting General Aviation



CHAPTER CHATTER

With President Ken Brown

Daylight Savings has sprung us forward, at least on the clock.

Some are still stuck in “Ground Hog Day” mode. We have been on a gate hold since March 2020 with the uncertainty of the effects of the Covid-19 virus.

Well the good news is, thanks to the Jamestown Tribe, the county is vaccinating more people, providing an end of shut downs and total isolation. As of Friday 3/12/2021, 33% of the county have had their first dose of the vaccine. In addition, the county on 3/22/2021 will be in Phase III of the reopening plan.

It has not yet been decided when we will have in-person monthly gatherings. We will have to work out the logistics for our chapter. Social distance, masks and other requirements need to be enforced. As of now, there will be a ZOOM gathering on the last Saturday of the month, March 27, 2021 at 10 o'clock.

What is on the horizon? A survey was sent out about Air Adventure 2021. We want to determine if there is interest in making this a chapter event. I will report the results at the ZOOM gathering this month.

There are openings in several areas of the leadership:

Ted Smith (**Tool Crib Coordinator**) is moving, so we are looking for a new home for the tool crib.

If you would like to be the “tool person,” let one of the board members know. See page 6.

Programs is still lacking a “Lead” and this is a very important part of our total package. Again, each of us has a role to play so how about taking on this task. It is a very important part of the chapter.

Pave the Way to the Future – open. A very important position funding our scholarship program. See the article on our expanded scholarship program and the recipients.

See pages 7 - 11.

Hospitality / Food & Beverage Wrangler – when we meet again, we need a coordinator, because we like to eat.

We have a lot on the calendar to achieve this year, and with your help, we can accomplish it and make a difference in the lives of others. Ken

IN THIS ISSUE	Page
Chapter Chatter (Ken Brown)	1
Calendar of Events	2
Recognition Plaza	3
Aviation From My Rocking Chair	4-5
Tool Crib Inventory	6
Scholarship Recipients (Dave Miller)	7
Scholarship Recipients (Madeline & Daniel)	8-11
Minutes of Monthly Zoom Gathering	12-13
VMC Club (Ray Ballantyne)	14
Board & Directors	14

- MARCH 2021**
- **VMC Club Meeting March 10 7:00 pm**

2nd Wednesday of the Month

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

March 20 9:00 am

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

March 27 10:00 am

ZOOM MEETING

EAA March and April webinars that you can enjoy from the comfort of your home. EAA webinars are free to all aviation enthusiasts. Preregistration is recommended, as space is limited. Register at eaa.org

Rolling Fear Upside Down with Aerobatics
TUESDAY, MARCH 16, AT 7 P.M. CDT

Sling Aircraft Kits
WEDNESDAY, MARCH 17, AT 7 P.M. CDT

SNAGGED! Dealing with Defects Safely and Legally
WEDNESDAY, MARCH 24, AT 7 P.M. CDT
Qualifies for FAA WINGS and AMT credit.

Engine Care Items Every Pilot Should Know
WEDNESDAY, MARCH 31, AT 7 P.M. CDT
Qualifies for FAA WINGS and AMT credit.

Wittman Tailwind & Buttercup
TUESDAY, APRIL 6, AT 7 P.M. CDT
Homebuilders Webinar Series

How Risky is Maintenance
WEDNESDAY, APRIL 7, AT 7 P.M. CDT
 Qualifies for FAA WINGS and AMT credit.

The E-1 and the Pursuit of a Record
TUESDAY, APRIL 13, AT 7 P.M. CDT
 Museum Webinar Series

Canadian Airspace 101
WEDNESDAY, APRIL 14, AT 7 P.M. CDT
 Qualifies for FAA WINGS credit.

Flying Clubs – Getting Started
TUESDAY, APRIL 27, AT 7 P.M. CDT

Flying Safe with BasicMed
WEDNESDAY, APRIL 28, AT 7 P.M. CDT
 Qualifies for FAA WINGS credit.

Recognition Plaza

By Ray Ballantyne

Wouldn't it be fun to watch teenagers learn how to accomplish something involving an airplane? And then be able to connect with them during the process and share some of the things you've learned along the way. I wondered if there was a way to promote aviation education for the young and, low and behold, there IS a way to provide scholarship money to selected recipients, which is also tax deductible. By purchasing a brick in the EAA Recognition Plaza, not only will you be providing scholarships, but you will also be able to commemorate that you were a member of EAA430, honor a fellow airman, or celebrate a personal milestone... in stone!

Back in June of 2019, Ken Brown came up with a Fund-Raising Activity for Scholarships. Ken reached out to Polar Engraving and provided a Paver sample. The Board of Directors called for the pavers to be offered in 2 sizes: 4x8 for \$250 and 8x8 for \$500 with 4 colors available. The orders will go through the chapter. The net funds will go to support the scholarship fund. The motion was seconded and unanimously approved. Since that time there have been 15 pavers purchased and placed in the Recognition Plaza. All these pavers have been in memory of someone. Although the "Pave the Way to the Future" was announced at multiple chapter gatherings, no one has stepped up to take the lead. As a result, the program has become a bit murky.

It is not exclusively a memorial garden, but a Recognition Plaza which will celebrate accomplishments of the members. Master Pilot and Master Mechanic awards can be honored, as well as being a United Flying Octogenarian. A first solo or new instrument rating could honor individual pilot advancements. EAA 430 plans on recognizing our founding members, as well as previous scholarship recipients.

Currently, you can order a paver through the EAA430 website, but there will also be a way to order and pay through the chapter. There's a chance the board may soon offer some reduced prices for a short period of time to get the plaza expanded, so figure out what you want on your brick and be ready to strike when the iron's hot!

I had the opportunity to buy a brick in the Anchorage Performing Arts Center courtyard back in the 1990's but decided against it. My wife frequently brings up that we should have done that. It is fun to return to someplace and see you made an impact for good. I hope you don't miss this opportunity to celebrate someone (even if it's you) and pave a path in aviation for someone new. Remember we need new aviators so we can sell our planes to them when we're done.

Ray



Aviation From My Rocking Chair

By Rick Vaux

Auto Fuel and Octanes. Is it smoke and mirrors? Part 3

Hello again troopers,

I'll try to finish the discussion about auto-fuel in airplanes this month. I would remind you this original article was written in 2002, so the numbers will not be the same. At the end of our exercise, I'll bring it up to date. I think a good news/bad news format might work so...first the bad news (everyone likes to end on a good note.)

- (1) Auto-fuels often contain oxygenators during winter months (So-Cal has them all year). These chemicals are often alcohol, although MTBE or ETBE (ethers) are also used. Alcohol has a great affinity for water and can hold amounts in solution sufficient to cause pre-ignition and detonation due to degraded octane ratings. Corrosion on internal engine parts can also be a problem. MTBE and ETBE do not have the same problems, but they cause pollution to ground water and may not be available in auto-fuel for the future.
- (2) Alcohol and Aromatics (Ether) tend to dry rubber O rings and Neoprene seals or components. This drying causes seals to swell and deteriorate faster with auto-fuel. O rings and rubber parts must be changed on a regular basis. No more "Wait until it fails."
- (3) With older engines (especially radials) lack of Tetraethyl Lead cushion causes increased wear to exhaust valves and valve seats.
- (4) Unless auto-fuel is available on the airport, you must transport it to your aircraft.
- (5) Fuel quality is the direct responsibility of the pilot/owner. This may require testing for Octane, Water in fuel, and Vapor Pressure. Note: If alcohol is present in fuel, water will be in solution and not show up in a sample as it would with Avgas.
- (6) Manufacturers warranties may be invalid if using auto-fuel.
- (7) On a certified aircraft an STC must be purchased in order to legally use auto-fuels. Not all aircraft are approved.
- (8) Range when using oxygenated fuels is reduced by 3-5 % due to BTU output levels lower than Avgas.

Are there enough advantages to outweigh these problems? You must be the judge. Some advantages are:

- (1) Cost! On 9/6/01 fillupflyer.com reported auto-fuel sold on airports for \$1.88 per gal And the average cost of 100LL was \$ 2.53 per. Gal. A difference of \$0.65 per gal. The FAA finds the average single engine piston aircraft consumes 10.8 gal/hr of fuel. They also report the average yearly hours flown is 70. The EAA, using a more conservative 50 hours a year, has determined the average amount of money saved per aircraft/per year is \$325.00 (50 hrs x10gal = 500gal x .65 = \$325.00).

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(2) Fuel is available everywhere, even at “No Service” airports.

(3) Once modified for no lead fuels, both the aircraft and the engine will be ready when 100LL goes away.

Let me update the above information as of 3/1/21.

Avgas (100LL) at Sequim Valley was \$5.09 per gal. The Sequim CO-OP was selling 93 octane no alcohol for \$3.80 per gal. A difference of \$1.29 per gal. 100LL cost ($\$5.09 \times 10 \times 50 = \2545). 93 octane auto-gas cost ($\$3.80 \times 10 \times 50 = \1900). The difference is \$645 per year. Also note that unlike #2 above, fuel is not available everywhere. There are only two places that sell no alcohol premium in Sequim.

Personally, I did not believe in 2002, nor do I believe in 2021, that the cost difference between 100LL and auto-fuel is sufficient to outweigh the increased maintenance and fuel quality problems. That said, I think the EAA deserves a round of applause for giving us the choice.

Now, before I check out for another month, please read Ben Vissor’s column in the February 18, 2021, issue of General Aviation News titled “Still no answer on unleaded avgas.”

Regards to all and remember brown side down and blue side up.

Rick Vaux. TC4130

EAA Chapter 430 has a very extensive Tool Crib which is available for all members to borrow. Unfortunately our current Tool Manager, Ted Smith, is unable to continue in this role. We need someone to step up and volunteer to take this over. The tools in Ted's hangar will need a new home. If you are interested in helping out the chapter in this position, please notify one of our Board members.

EAA 430 CHAPTER TOOL & MATERIAL INVENTORY

TOOLS

Rivet set tool ATS deep set
 Volt meters (2) old style
 Brake rivet tool
 Digital optical tach
 Magnetic tool Multi-mite
 Aircraft fabric iron (new) Black Barron
 Piston ring compressor set KD tools # 850
 Heat gun Coleman cold heat
 DC power supply 7 Amp Trippe Mfg Co. precision
 Drop light with extension cord
 Metal stretcher
 AC spark plug tester and gapper
 Gas generator AC & DC 400W Northern Light SG500
 Drill motor old cord type
 Metal brake Pro Former 36"
 Tool box Store House with 2 upper chests
 Digital Aircraft Scales (three points)
 Miti-Mite magnetic tool

AIRCRAFT COMPONENTS

Vertical Speed Indicator, old type
 Magnetic compass, Airpath (2)
 Turn & Bank D.C. Electric, Electro Gyro Corp.
 Accelerometer Falcon Gauge CO.
 Oil Pressure Sender plus harness
 Narco Nav-12
 Narco Escort 110 Nav/Com
 Narco Comm 111B TSO (base unit setup)
 Attitude Indicator Narco 101
 Attitude gyro electric Falco Gauge
 Oil Temp Sender new K35 Westach

Carb Temp Sender new K30 Westach
 VSI Navy Lackner Company, 68 Bellanca
 Tachometer Mitchell
 Auto Pilot Type 3A Jahco
 Continental Cylinder used
 Alternators (2)
 Vacuum Pump used Airborne Model 211CC
 Magnetos used Bendix (4)
 Oxygen Bottles (3) and (1) new
 ADF, Omnigator MK III
 KB Electronics KBHN-13BV

MATERIALS

Aluminum Stock, flat, tubing, extruded
 Wall clock Young Eagles
 Life Vests (2)
 Refrigerator compact, Ward
 Prop Guard Aerospace
 Box of Fiberglass
 Ammo Can

HARDWARE

Hardware Bins and Boxes with misc. A/C hardware
 Small DC motors
 Small Bearings
 A/C Switches and other components
 Strobe Beacon 14V light bulbs (2)
 Aircraft Actuators & Servos electric and hydraulic

Chapter 430 Scholarship Program

By Dave Miller

The future of general aviation, especially private flying just for the love of flying, is dependent upon attracting young people. For this reason, our Chapter supports young men and women with an aviation scholarship. As Scholarship Chair, I've been successful in identifying candidates from the Port Townsend Aero Museum where high school age students dedicate one full day a week to supporting the museum's work. By working, they learn valuable work ethics, in addition to learning aircraft maintenance and restoration. In return for their work, they learn to fly in the aircraft they've maintained and restored. Our current scholarship recipient from the museum is Jacob Kirschbaum who has one and a half years to go in the University of North Dakota's aviation program.

Recently two additional young adults, not associated with the museum, have come to the Board's attention. The first is Madeline Patterson who is familiar to anyone who attended past EAA 430 Chapter meetings because she is our Membership Chair. She is continuing to fill that position even while attending the University of North Dakota in her freshman year. The second is Daniel Weaver who came to my attention while learning to fly at Rite Brothers during his senior year of high school. Daniel earned his private certificate and is now a full-time student at the University of Washington studying aeronautical engineering. But what convinced me of his commitment to flying is that, while attending the UW (virtually at the moment), he also works as a line person at Rite Brothers to pay for more flying lessons. To top it off, as a young man of thirteen, he included the numbers 747 in his email address and yes, those numbers refer to a Boeing model. He likes to think big.

Bottom line is the Board would like to extend scholarships to both Madeline and Daniel for the last three years of their college education. Our scholarships are \$1,500 per year and are sent to the registrar's office for tuition and fees. This in turn frees up funds for flying lessons and advanced certificates.

The ongoing bill comes to \$3,000 per year for both. One member has made a contribution of \$1,500 and a challenge to the remaining membership of Chapter 430 to match or exceed that \$1,500. With 100 members I think we can meet that challenge.

David Miller, Scholarship Chair

EAA Scholarship Recipient Madeline Patterson

Greetings EAA Chapter 430 Scholarship Board,

I appreciate the consideration for this chapter’s aviation training scholarship. While I first caught the aviation bug through the love I have for flying and the freedom it provides, I have found that the true value to being in aviation is that of the community. The aviation world builds and supports itself by mentoring students and sharing resources and experiences, and I have always been grateful for the people who have helped me along my path to where I am today, learning at a top aviation university and getting to spend every day immersed in the aerospace world.

After my graduation from the University of North Dakota with a Bachelors of Aeronautical Sciences with a Major in Commercial Aviation in Spring 2024, I intend to apply to Officer Candidate School for the United States Coast Guard. If I were to receive a guaranteed flight billet, I would attend OCS in New London, Connecticut and become a Coast Guard aviator and fly whatever mission I am assigned, be it Search and Rescue in a HH-65 Dolphin or Support the International Ice Patrol in the Arctic Circle in a C-130J Super Hercules. This career path would be my primary choice, because I grew up in the Emergency Services environment, my ideal day-to-day life would include a variety of operations and missions, and it is part of my fundamental ideals to live life in service of others.

Other careers that I am considering while I am still in school includes commercial aviation for a Part 121 carrier or flying for an air ambulance service. At the University of North Dakota, the Aviation College hosts career fairs multiple times a year and offers career counseling and assistance. This is why I do not have a concrete 10-year plan: I believe it is important to remain open to different opportunities that I may find and mentors I may meet over the next three years while I am a student at UND.

No matter the country, the career, the operation, or the employer, I am a pilot, and I will be flying for a living.

Thank you again for your consideration,

Madeline Patterson



Madeline, our EAA 430 membership chairperson, was chosen as a scholarship recipient based on her letter (see above) and her accomplishments to become a private pilot prior to her enrollment in the North Dakota University School of Aerospace Sciences. She is presently in her first year of school, having completed a year at Peninsula College in Port Angeles. On the following page is a letter we received from her thanking the chapter for the scholarship. She will receive \$1500 per year for her tuition through her graduation.

Thank you letter from Madeline

EAA 430,

I hope you all are well, and I wanted to take the opportunity to thank the chapter for the scholarship you have awarded me. I especially want to thank Dave Miller, the Scholarship Chairman, for reaching out to me about this opportunity. I also want to thank Ken and Skip, for making me feel so welcome in the Chapter, and for convincing me to join the Board of Directors. And last but not least, I want to extend my heartfelt thanks to the membership body of the chapter. Every 50/50 raffle and auction that has supported the fund has come through your hard work. Receiving this scholarship means that much more to me because I know all of you amazing aviators are behind me. I will keep all of you updated with my aviation adventures and hopefully I will be able to see all of you during the summers and winters when I flee desperately back to the ocean and mountains of the Peninsula.

Best Regards and Fly Safe,

Madeline Patterson



Daniel Weaver was chosen as a scholarship recipient based on his letter below and his motivation and hard work to achieve his goals. He will receive \$1500 per year for his tuition at UW where he is finishing his first year in Aeronautical Engineering.



I am honored to have been invited to apply for this scholarship. I caught the flying bug at a very young age thanks to a family friend who introduced me to the world of RC aviation. At age ten, with the help of our friend, I built my first RC airplane out of foam-board. I spent weeks gluing together the wings, installing the servos and making sure it had the perfect paint job. Sadly, my piloting skills were not quite yet up to the task and the plane crashed on its maiden flight. Some may have been discouraged, but I was elated. The plane could be fixed, and I had tasted flight for the first time. A few years later as a present for my 13th birthday, my aunt drove me to a Young Eagles rally hosted by EAA 430 at W28. I had flown on the airlines many

times before, but nothing can compare to the pure joy of taking to the skies in the cockpit of a small airplane for the first time. As soon as I took the controls in that little red and white RV, I knew that one day I was going to be a pilot. One of the perks of the Young Eagles flight was a free subscription to Sporty's Private Pilot Ground School, which I started vigorously watching as soon as I got home. Six years of watching Sporty's really came in handy when I took the written test for my PPL. As a 14 year old, the only economically viable way to stay in contact with the aviation community was flying RC model airplanes. I was able to get a reduced price youth membership with Olympic R/C Modelers and started going to the flying field almost every Saturday. At ORCM I met a lot of great mentors, such as 430's very own Al Gross, who gave me the support I needed to continue to grow as an aviator and as a person. I flew regularly at the flying field until my Junior year of high school rolled around and my schedule got too busy for me to indulge in flying. My Senior year of high school I was able to get back into aviation by joining the Aviation Explorer Scouts where I got the opportunity to take my very first flying lesson and meet speakers from different sectors of the aviation industry. Through the Aviation Scouts I was referred to a scholarship offered by the West Sound Pilot's Association which offered to pay half of the cost of my PPL. I was very fortunate to receive the scholarship and I started flight training at Rite Bros. Aviation the summer of my Senior year. Through the connections I made through flight training I was generously offered a summer job as a lineman at Rite Bros. which helped me to pay for my half of the flight training expenses. I got my PPL in the fall of 2019 in the midst of transitioning to attending classes at the University of Washington where I am currently studying Aeronautical Engineering. When COVID-19 hit last spring and I got sent home from college, I was happy to find my old job at the airport job still waiting for me. For the last few months I have been juggling taking online classes, working at the airport, and flying when my pocketbook and schedule allow in order to build time and keep my skills sharp. My ultimate goal is to one day become a pilot for one of the major U.S. airlines. I still don't know how I'm going to build the flight time required for the airlines but I trust that when the time comes I will find a job that suits me. I do know however, that the next step in my aviation journey is for me to get my instrument rating. I was already debating going for the rating sooner rather than later, but thanks to COVID, I am at home with some free time so I have decided that I am going to knock my instrument rating out before I go back to school in September. If I am lucky enough to receive the scholarship from EAA 430, the money will go towards helping me pay for my instrument training this summer.

Thank you for all you do to foster the next generation of aviators, Daniel Weaver

Thank you letter from Daniel

Hey Dave,

Thank you again for making this application process so easy. I'm humbled by all the praise. I'd love to sit down and talk about aviation careers with you sometime. I'm sure you have lots of fascinating stories. If I'm lucky, maybe I could even talk you into taking me up in one of those yellow birds of yours! I would love to get to know some of the other EAA 430 club members as well. The knowledge that can only be gained from the experiences that all of you club members have had is almost certainly more valuable than any scholarship I could hope to receive.

On a different note, I found a picture of 13-year-old me and John Meyers after my first Young Eagles flight in Sequim. I'm not sure if he is still an active club member, but if he is I'd love to thank him for being part of that first flight experience. (Of course I'd like to thank all the people on the ground who make it possible as well, but I don't have pictures of them).



Daniel's first Young Eagle flight with John Meyers

EAA Chapter 430 Monthly Zoom Gathering Minutes

February 27, 2021



Date: February 27, 2021 ZOOM meeting. 19 Zoomers attended.

Ken opened the gathering at 10:07 a.m.

Approved Minutes: The minutes for January 2021 meeting were approved. The minutes are posted on the EAA430 website.

Financial Status: We have received the Young Eagle (YE) credits from EAA for \$831 Total funds \$10,687.00.

Checking	\$2,516.00
Scholarship:	\$6,786.00

16 people have yet to renew their dues. Please renew on the website or mail a check. Let's keep our Chapter going strong.

Correspondence:

WA Covid-19 has moved to Phase II. All meetings will continue to be via Zoom. Ken canvassed the attendees concerning COVID-19 shots and found many have received their first or second shots.

Board of Directors Report:

Scholarship: Daniel Weaver and Madeline Patterson have both been awarded an EAA430 scholarship that will provide \$1500 annually. Congratulations to Madeline and Daniel!

Build-n-Fly: Sim-n-Fly – Al said there are two young people waiting for good conditions to fly.

And he has resolved the water line issue to his house by replacing the 160 foot run.

The Christmas dinner at Cedars has been scheduled for December 11, 2021.

Fly outs – It was a small one to PLU Thun Field in February. March flyout is planning to be to Forks.

Oshkosh 2021 was discussed, and many people expressed interest in going. Rick mentioned that chapter campsites at Camp Scholler are available, and he would investigate reservations. Ken said he would put out a survey to see how many are interested in going.

(Continued on next page)

EAA Chapter 430 Monthly Zoom Gathering Minutes (continued)

Chapter Projects:

Dave Boerigter reported he is getting his instrument competency check with Jeff Well using and learning his new avionics panel.

Ernie Hansen announced he has a new project. He bought an RV-8 project from the estate of an aviator at Diamond Point. It has a brand-new IO-360 engine, the airframe is 85-90% done, but it has no panel. He is planning on going with a full Dynon suite.

Dave Moffitt reported that Richard Howell helped him wire the ELT and get back on track with his avionics and reengaged in completing the RV-12 build.

Richard Howell reported that he has received his brand-new factory Rotax 912is via South Africa, and he is very happy. His panel has been put together and will be sent in the next 3 weeks. He is now trying to find a place to paint his new plane. Several suggestions were offered.

Rick Vaux said that EAA has a program to display and use chapter-built Adirondack chairs at the Blue Barn. He has the plans for the chair and asked if anyone wanted to help. Ray and Jim Bess agreed to get together to plan the build. He also talked about the EAA pancake making machine. He has the plans if anyone wants to build it.

Presentation: Ken provided a short video of flying into Oshkosh in a Mooney in 2019. It also gave an overview of all the activities and excitement at OSH. He also showed a video concerning the recent uncontained engine failure of UA328.

Ken ended the meeting at 11:12 a.m.

Respectfully submitted,

Ray Ballantyne,

EAA430 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
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
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

APRIL 2021



Dedicated to having fun with airplanes and promoting General Aviation

CHAPTER CHATTER

With President Ken Brown



HOPE SPRINGS ETERNAL as more and more of the Clallam County residents get the Covid-19 vaccine shots. We will be having in-person meetings soon. I hope all of our EAA Chapter members are getting their shots so we can *OPEN UP* again very soon. It looks like May 29 will be our first opportunity to once again gather and have burgers and an outdoor meeting. Masks will be mandatory as of now. All the other health recommendations will apply.

We have officially entered “SPRING” and the time of year to stretch our legs and get going again. Airplanes need cleaning after the long winter nap. What a year we have had.

Looking in the rearview mirror gives us a prospective of lots of Ground Hog Days and Fridays.

The RECOGNITION PLAZA has a new design with space for your special PAVER. There was a description of the expanded program in last month’s newsletter. The current pricing for an 4x8 paver is \$100 & an 8x8 paver is \$150. See the web site for details.

Coming up in June will be the first Young Eagle Event. If you plan to participate as a ground crew or pilot, make sure your Youth Protection certificate is current.

Build-n-Fly, headed by Al Gross, will be formulating a team and schedule to kick off a program to build a large Remote Control aircraft. See Al if you are interested in helping.

Fly-outs continue to be a great source of enjoyment for the group.

If you are interested in going to Oshkosh for Air Adventure 2021, see Rick Vaux about what 430 is doing and join the group.

Do you turn 80 this year and are a PIC? See Ken Brown about the UFOs.

Do you enjoy backcountry flying? See Ray Ballantyne about joining the RAF (Recreational Aircraft Foundation).

As I said, *HOPE SPRINGS ETERNAL.* Ken

IN THIS ISSUE	Page
Chapter Chatter (Ken Brown)	1
Calendar of Events	2
Fly-out to Forks	3-4
Aviation From My Rocking Chair	5- 6
Recreational Aviation Foundation	7
Adirondack Chair Project	7
Minutes of Monthly Zoom Gathering	8-9
<i>VMC Club (Ray Ballantyne)</i>	10
Board & Directors	10

- APRIL 2021**
- VMC Club Meeting April 14 7:00 pm
2nd Wednesday of the Month
ZOOM MEETING
 - EAA Chapter 430 Board Meeting
April 16 9:00 am
ZOOM MEETING
 - EAA Chapter 430 Chapter Gathering
April 24 10:00 am
ZOOM MEETING

At our March 2021 gathering, Andy Sallee presented an informative program on *Unique Weather Hazards over the Northeast Olympic Peninsula & Engine Failures & Power Off Glide Options For Pilots.*

Downloads are on our web site EAA430.org



A partially built experimental helicopter was donated to the chapter by Wayne Simpson. George Llewellyn, Rick Vaux, Ken & Skip Brown loaded George’s trailer & moved it to Ken’s hangar at W28. Rick & Ken removed the two engines and Rick took them to Oregon where a friend checked them over and will put them on consignment. When they are sold, the money will be put in the Scholarship Account

MARCH FLY-OUT



The March fly-out to Forks was fun for the 19 people in 9 airplanes flying into S18 and walking to BBG Blakeslee Bar & Grill for lunch.

Photos credit Captain Crystal Stout



Bill and Dot Shepard (Super Aero)



Andy Sallee, Emily Westcott, Crystal Stout (C-172)



Barry & Tracy Halsted (Saffire)



Harry Cook (PA-22)

(continued on next page)

March Fly-out to Forks (continued)



Dave Woodcock (Husky on floats)



Ernie Hansen and Jeanne Scribner (Smith Super Cub)



Ken and Skip Brown (RV-9)



Bud Davies (C-150)



Richard and Mary Ann Howell (Cherokee)

NOT PICTURED: Jay Pearlman (RV-6A) Brendon Carmody & Son (Cherokee)



Aviation From My Rocking Chair

By Rick Vaux



JN4 "Jenny" 1918

Hello again, Chapter 430. I have always been fascinated by history and Aviation history in particular. This month, in order to get away from technical topics, let's take a journey back to Hammondsport, NY where we find the Curtiss Airplane Co. building JN4 "Jennys." The year is 1918 and the U.S. is in it's second year of WW1.

How many Jennys flew away from the factory in 1918? If you answered anything other than NONE, you were wrong! Not a single aircraft ever flew from the factory. They were sent to customers by rail. The following could be the precursor to the modern 51% rule.

"The component parts are packed for shipment in two cases. The case is designated by the name of it's major contents, as: 1. Fuselage 2. Panels"

(1) The fuselage contains the motor set in place. The instrument board and instruments all connected up. The carburetor control and adjustment, throttle control, spark advance control, and magneto cutout switch, all connected up and ready for operation, and the tail skid in place. The control bridge is in place, the leads attached to drum and wheel of bridge for operating the ailerons will be found wrapped around the seat rails. The leads for controlling the elevators will be found attached to the sides of the U-Bridge, with ends passed through fairleads and coiled up in the fuselage, back of the pilot's seat. The rudder control wires are attached to the foot control bar, and leading to the rear end of the fuselage cover, are coiled up ready for leading through the fuselage for attachment to the rudder. The landing gear, completely assembled without wheels and with cross-stay wires connected up but slack, also packed in the case. The wheels for the landing gear, the propeller, and the exhaust equipment will also be found in this box.

(2) The Panel box contains all the panels with sockets and hinges attached. The transverse and longitudinal wires will be found attached to the underside of the upper wing, coiled up and ready for attaching to the lower wing. The aileron control pulleys are all in place on the underside of the upper wing; the aileron control cables are passed through these pulleys and coiled up-- shackles and pin at one end for attaching to the control pylons of the aileron, and turnbuckles at the other end for attaching to the "lead" coming from the control bridge and through the side of fuselage. This case also contains the elevators and rudder, with control or operating pylons removed. All the control or operating pylon for the ailerons, elevators, and rudder are packed in this case. Also, all the panel struts and engine section struts are packed in this case".

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Have any trouble with the nomenclature? Me too! I haven't been able to determine how large these boxes were, but, consider the JN4 fuselage from prop hub to tail post is approximately 22'3" long x 48" deep x 27" wide. The upper wing spans 47' 7 5/16" with a 4' 11 1/2" chord and the lower wing spans 34' 8 5/16". When that UPS truck arrives we are going to need a really big garage.

Well troopers, again I have resorted to plagiarizing other authors' work (this one came from the "Aircraft Mechanics Handbook" dated Mar. 1918) when I have run out of ideas and airspeed at the same time. I wish all blue skies, and I think I'll put my #2 pencil down for another month.

Rick Vaux TC 4130



The 1918 Curtiss Jenny Air Mail Stamps were a set of three Airmail postage stamps issued by the United States in 1918.



The Inverted Jenny is a 24 cent United States postage stamp first issued on May 10, 1918, in which the image of the Curtiss JN-4 airplane in the center of the design is printed upside-down. A single Inverted Jenny was sold at a Robert A. Siegel auction in November 2007 for \$977,500.

The Recreational Aviation Foundation

Montana Volunteers raise the Ryan Barn



The Barn at Ryan Airfield, (2MT1) near Glacier Park is now a reality. A determined group of RAF volunteers made it happen this past autumn. Support for the project came in great part from generous financial contributions. RAF volunteers from all over

the country offered to come and work on the barn, outhouse and two rustic camping cabins. By the end of October, more than 50 volunteers had swung hammers, climbed ladders and driven screws, providing an estimated 2,000 hours of labor.

Each day began with breakfast cooked on a wood stove and a safety briefing. Lunch and dinner together were a good time to catch up on what the day had produced. The crew worked past dark to finish before Montana’s assured snowfall.

Because not everyone could participate in person, there is a video that gives a sense of the spirit behind the project, and the dedication of RAF volunteers and supporters: <https://theraf.org/ryan-barn-video/> (The RAF Winter/Spring 2021)

EAA 430 member, Ray Ballantyne, is a RAF Washington State Ambassador. Watch for his article in next month’s newsletter about his participation in this unique organization.



The Adirondack chair has been built by Ray Ballantyne, Jim Bess & Rick Vaux. Colette Miller has offered to help decorate it with the Chapter logo. The finished chair will be taken to the Blue Barn at Oshkosh Air Venture by Rick and Jim.

EAA Chapter 430 Monthly Zoom Gathering Minutes

March 27, 2021



14 members attended.

Ken opened the gathering at 10:05 a.m.

Approved Minutes: The minutes for March 2021 meeting were approved. The minutes are posted on the EAA430 website.

Financial Status: Checking \$2,516.00 Savings \$2432.00 Scholarship \$6,786.00

Five people have yet to renew their dues.

Correspondence: One-third of Clallam County are vaccinated. Majority of new cases are teens and young adults. We are hoping to be able to meet in-person by May, which will probably be an outdoor meeting.

Board of Directors Report:

Scholarship: Daniel Weaver and Madeline Patterson have both been awarded an EAA430 scholarship and both have 3 years left of school. Rick Vaux and Dave Miller will meet to discuss a possible scholarship/honorarium for someone who is in a program to become an A&P mechanic.

Paver Program: Ray Ballantyne has taken the lead to organize our recognition/honor plaza with a layout resembling the outline of an aircraft. Bricks are available for founding members, scholarship recipients and major aviation accomplishments. New costs for the bricks are 4x8 pavers at \$100 and 8x8 pavers \$150.

Build-n-Fly: Sim-n-Fly – Al Gross asked for a few people to help in the Build-n-Fly program once it starts up @ Fairchild Conference Room. A date for the start-up was not been announced. Al will put together his plan of activities and present it at the next BOD meeting.

Mark your calendar for the Christmas dinner at Dungeness 7 Cedars scheduled for 12/11/2021.

Fly outs: The fly-out to Forks was successful with good weather, 10 airplanes & 19 people attending. The April fly-out will be to view the tulips at Skagit Valley. Barry will let everyone know when the tulips are blooming.

Tool Crib has a new manager, Mike Gawley, @ W28 #18. A list of available tools to borrow was in the March newsletter.

(Continued on next page)

Monthly Minutes (continued)

Project Reports:

A partially built experimental helicopter was donated to the chapter by Wayne Simpson. George Llewellyn, Rick Vaux, Ken & Skip Brown loaded George's trailer & moved it to Ken's hangar at W28. Rick & Ken will remove the two engines and Rick will take them to Oregon where they will be checked over and put on consignment. He estimates they will be worth approximately \$5000.

Richard Howell reported his instrument panel is coming next week. He is waiting until his avionics is mounted and then he will be putting on his engine and landing gear.

Rick Vaux said the materials for the chapter-built Adirondack chairs have been purchased. Ray Ballantyne and Jim Bess will work with Rick to build the chair & Colette Miller will help decorate it with the Chapter logo. The finished chair will be taken to the Blue Barn at Oshkosh Air Venture.

Presentation: Andy Sallee presented an informative program on Local Flying Hazards & the Northeast Side of the Olympic Mountains. The PDF he used will be on the chapter's web site. He talked about the unique weather hazards, combined with the topography of the area, that create severe turbulence, roll clouds, convergence zone, convective activity, small hail, wind shear & low ceilings. There have been six crashes since 1983 with a total of five fatalities. The areas over Sequim Bay, Discovery Bay, Port Townsend and Hood Canal are especially critical. He also talked about prevention of future accidents, over-water engine failures and how to plan for unscheduled landings in case of engine failure. The number one priority for pilots has to be safety for passengers and themselves.

There were additional suggestions regarding the local physicians who do Basic medicals. Andy will update the web site with the physicians who are presently do this.

The next VMC meeting is April 14, BOD meeting, April 16 & Gathering April 24. All meetings will be Zoom.

Ken ended the meeting at 11:00 a.m.

Respectfully submitted,

Mary Brown (for) *Ray Ballantyne*, EAA430 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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Vice-President	Rick Vaux	2	vicepresident@eaa430.org
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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
Scholarship	David Miller	8	scholarship@eaa430.org
Tool Crib	Mike Gawley		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

MAY 2021



Dedicated to having fun with airplanes and promoting General Aviation

CHAPTER CHATTER

With President Ken Brown



Have you noticed the days are getting longer, warmer and more pleasant? I have and with the freshness of spring and its showers, we see the signs of rebirth and revitalization. I am always encouraged with hardiness of the daffodils and tulips and the colors are always refreshing.

Coming out of the hibernation cave of Covid, we will look to resume the activities we enjoy so much as AV8TRS, talking about airplane adventures past and present and being with unique people. Only a small percentage of the population of the United States know what it is like to be a certified pilot or part of the cockpit management. Estimate of certificated pilots is 609,000 with a population of 330,222,224 = 0.001844212.

How will we resume our activities and what will be different. Our gatherings will begin in earnest (as of this writing) with the last Saturday in May (May 29, 2021 1000 meeting starts at Sequim Valley (W28) hangar #15. It will be somewhat different as we are requiring everyone who is not fully vaccinated (plus 2 weeks after your last shot) to wear a mask. Come, help set up, and see everyone.

Social distancing of 6' will NOT be required of vaccinated persons.

If refreshments or lunch is served, it will depend on getting a volunteer in the chapter to head up this activity. (See the job description on page 2 in the newsletter) There is a very good training video on the EAA web site "Webinar- Chapter Food Service in Today's World 2021" to help with the new general safety requirements.

If you like programs, consider becoming the program manager or take on the task of doing one meeting.

As always, I will continue to follow the guidance of the Clallam County Health Department. Protecting all of you is very important to us on the board and we will not be sloppy when it comes to good health. As painful as the ZOOM experiment has been, at least some of us have been sort-of face to face over the last year. Yes, it has been a year since we last met and sure miss all you smiling faces.

Until we meet this May in person, be will and stay healthy. Ken

IN THIS ISSUE	Page
Chapter Chatter (Ken Brown)	1
Calendar of Events	2
Welcome New Member	3
Aviation From My Rocking Chair	4
Getting to Know Dan Gates	5-7
Minutes of Monthly Zoom Gathering	8-9
<i>VMC Club (Ray Ballantyne)</i>	10
Board & Directors	10

- MAY 2021**
- **VMC Club Meeting**
2nd Wednesday of the Month
Mariner's Café
 - **EAA Chapter 430 Board Meeting**
May 21 9:00 am Mariner's Café
 - **EAA Chapter 430 Chapter Gathering**
May 29 10:00 am Sequim Valley Airport

HOSPITALITY CHAIRPERSON

The following are the responsibilities of the person (s) who volunteers for this position:

Friday:

- Order coffee thermos (regular & decaf) from Cracked Bean
- Buy supplies for burger bash & pastries (Costco)

Saturday:

- Pick up coffee
- Set up tables
- Set out coffee & pastry
- Set out condiments, chips, soda, napkins
- Order pizza from Costco (unless having burgers) & pick up pizza
- Clean-up and store paper goods, soda
- Refrigerate condiments
- Submit receipts to treasurer

WELCOME NEW MEMBER RICK STOFFEL



Hi all, I'm happy to finally be a member of EAA Chapter 430! Donna and I moved up here about two years ago, after building a house and hangar at Discovery Trail Farm Airpark at the Sequim Valley Airport. Before that we lived all over the US as I was in the Air Force and AF Reserve for 24 years. Most of our time was spent in Wisconsin and Texas.

I flew KC-10s and T-1s in the Air Force and started flying with Northwest Airlines in 2000, which since merged with Delta Air Lines in 2007. I am now a 737 Captain based out of Seattle and I fly all over North America. Donna is originally from Colorado, and I'm from Illinois.



We have two kids, Max and Abby, who both graduated from college last year and both live in the local area. Donna and I love the outdoors, and we like to hike and bike in the local area and we both like to travel.



I currently fly an RV-4 that we built, along with a C-172 that I fly as part of a partnership out of Port Angeles. I am also working on an RV-10, have the tail kit complete and I'm currently working on the fuselage kit.

Hope to meet you all soon!

Rick



Aviation From My Rocking Chair

By Rick Vaux

What if we had a Maintenance Manual?

Howdy Chapter 430

It's time once again to gather around the fire and talk. Many years ago, I was tasked with finding the original thickness on a DC-10 belly skin because some corrosion was happening and we needed to know how much. The information was finally found in an obscure engineering manual. After that exercise, it occurred to me how difficult this job would be on a homebuilt aircraft.

What appears to be needed is a maintenance manual for each amateur-constructed aircraft, whether kit or plans built. The question then is: Who will write this manual? As Pogo once said, "We have met the enemy, and they is us." The next question is: Why should we do this? My answer has to be because (1) my memory is sometimes hazy, and (2) I may buy your aircraft someday.

Keeping the above paragraph in mind, I would like to make a few suggestions. Feel free to add to them. After all, this is your Aircraft Maintenance Manual.

1) We first need to organize this book. Maintenance manuals for Transport Aircraft are arranged in ATA (Airline Transport Assn.) chapters, each of which deals with a specific part of the aircraft, i.e. Chap. 20-General, Chap. 27-Flight Controls, Chap. 57-Wings, etc. I see no need to be this complicated. Let's just divide the aircraft into, say...Wings, Tail, Fuselage, Firewall Forward, Instruments, Electrical, Landing Gear, and Flight Controls.

(2) Next, each section (wings for instance) needs to be sub-divided. For example: Spar, Leading Edge, Ribs and Covering. For each type of construction, the information will be different. In a Metal wing: What rib thickness? What spar web thickness and alloy? What spar cap thickness and alloy? What skin thickness in-board and outboard? For a Wood wing: What type wood was used in each component (fir, spruce, pine, etc.)? What adhesive? What preservative? What covering material/process? And for Composite wings: What layup was used? What adhesives? What type of foam? What type of filler and paint?

(3) I believe this manual should be developed independent of the plans, kit workbook, and builders log, which you already have. From a mechanic's point of view, there is never too much information. Sounds like a lot of work, doesn't it? But think of the value of knowing how your aircraft was built, even if the builder is not you.

O.K. gang. Now's the time to let me know what you're thinking. Maybe we can come up with a good outline for a Maintenance Manual (modified for each construction) which could be used by all builders and owners out there.

Until next month,
Regards to all.
Rick Vaux TC4130

GETTING TO KNOW DAN GASE

At age 8, Dan went to the Crawford County Fair in Meadville, PA and sat in a Piper Cherokee. He was hooked. Ten years later, at age 18, he was the owner of a PPL. As a member of the Explorers, he would go out to the Coast Guard base for weekly ground school, then fly a C-150 and J-3 Cub that were owned by two of the USCG pilots...and for just \$8.00/hour. At age 10, he went with his parents on a trip to the World's Fair in Los Angeles. They took him up to the roof of the hotel where they were staying and surprised him with a helicopter ride off the roof of the hotel and a tour of LA. He presently holds a helicopter rating. Using his GI bill, he also has ratings in Commercial, Instrument and Multi-engine planes. The first plane he owned was as a partner in a 1980 Turbo Saratoga. He is currently a partner in N172BE, a beautiful C-172. He has logged time in about 30 airplanes, including a Pilatus PC-12 and T-34 and Robinson R-22, R-44 and R-66 rotorcraft.



Dan was born in Cleveland and moved to Pennsylvania. In 1967, when he was thirteen, the family moved to Port Angeles. His father opened up a real estate agency and Dan joined him when he graduated from high school. He attended Peninsula Community College and Arizona State University.

His working career began as a *“Kool-Aid stand proprietor at age six, a residential landscaping modification specialist (I mowed lawns) and then as a mobile newspaper distributor (paper boy on a bike). During high school, I worked as an apprentice baker at the Lincoln Street Safeway. I actually went a full year without eating a donut after the initial over indulgence.”*

He was in the US Air Force for four years and worked as a maintenance technician/crew chief on the F-111A and F-111F fighters.

He owned NW Appraisal Service, a company in Forks, for a couple years. He was president and co-owner of Coldwell Banker Uptown Realty in Port Angeles and Sequim and worked as a real estate broker for 30 years. When available during a six year time period, he worked on a variety of Personal/Executive Protection details for various companies, individuals and government entities.

(continued on next page)

One exciting week included being with Bill Gates on Tuesday, the President of China on Thursday and the Seahawks on the week-end. He even spent one day with Bruce Springsteen and got a free signed copy of his new book.



**King 5 Evening Magazine Co-Hosts
John Curley & Dan Gase**

He began working at the Port of Port Angeles in May 2017, the first year as manager of the real estate department and the past three years as the airport manager for CLM and Sekiu airports. In his words, *“I was the only one who held up my hand when they asked ‘Who wants to be an airport manager?’”* Over the years he has been involved in volunteer work: president of the Realtors Association, Port Angeles Kiwanis Club, member of the Port Angeles City Council, and current board member of the Washington Airport Management Association.



He and his wife, Cynthia love to travel and have visited over 25 countries around the world, including Africa, Egypt, Europe, Thailand, Philippines, Japan, South America and the Bahamas. In Africa they were accompanied by armed guards because of the animals and in Egypt they were accompanied by armed guards because of the terrorists.

He enjoys photography, especially airplane/airport photos. He loves music and played keyboard in his church’s contemporary choir for 30 years. *“I used to blow a pretty mean trumpet back in the day.”* Cooking was a favorite pastime but has grown to be major activity the last couple of years. *“With much modesty I’d claim my pastas, seafood and steaks on the grill are outstanding with unreachable levels of sensory satisfaction!”*

His bucket list includes losing 30 pounds and getting back into shape after sitting at his desk for the last 14 months and fixing an excess amount of pasta (see above). He and Cynthia would also like to spend a couple months in Hawaii and also visit the Maldives. He also hopes to get a seaplane and glider rating some day.

(continued on next page)

When asked about any exciting experiences he'd like to share, he offered the following: *"One exciting time I was flying a Piper Seneca from Moses Lake to Port Angeles. I had three guys with me who had just finished their firefighting recurrent training. We had a landing gear malfunction on final with no gear movement when the handle was positioned 'down.' First thing that crossed my mind was to circle around long enough for the guys to put on their asbestos suits so they would be ready to save me if we crashed."* Obviously they did not crash.

Asked if he has any philosophical thoughts or instruction for EAA members, he suggested the following: *"If you have a problem and can do something about it, then do it. If you can't do something about it, stop worrying about it."*



First helo solo



Life Flight lands at 85WA, Delta Golf Lz at his home in Port Angeles



"A lot of people did not know I sometimes went to work dressed like this"



Dan, his wife Cynthia and daughter Vanessa

EAA Chapter 430 Monthly Zoom Gathering Minutes

April 24, 2021



Date: April 24, 2021 ZOOM meeting with 20 members attending. Ken opened the gathering at 10:10 a.m.

Approved Minutes: The minutes for March 2021 meeting were approved. The minutes are posted on the EAA430 website.

Financial Status: Checking \$2,584.00 Savings \$2433.00 Scholarship \$9,345.00
There was a \$3800 increase in Scholarship fund due to anonymous donations.

Correspondence: 65% in Clallam County have been vaccinated. We are hoping to be able to meet in-person by May, which will probably be an outdoor meeting.

Board of Directors Report:

Scholarship: Dave reported that we have three scholarship recipients and funding is secure for at least two years. He provided a historical overview of the funds.

Paver Program: Ray Ballantyne showed the proposed recognition/honor plaza with a layout

Build-n-Fly: Sim-n-Fly – Al Gross says he's still limited by weather. He also said they've been losing connection with some of the RC planes lately and that is still a mystery. He continues to ask for a few people to help in the Build-n-Fly program once it starts up @ Fairchild Conference Room. A date for the start-up has not been announced. Al will put together his planning of activities and present it to the next BOD meeting.

Blue Barn Adirondack Chair- Rick Vaux described the status of our chapter chair he will take to OSH. He said he is working on assembling the chair with Jim Bess and is working with Collette for a logo on the back.

Fly outs: The fly-out to Whidbey Airpark W10 was successful with good weather, 7 airplanes & 9 people attending. The May Fly-out will be to view the tulips at Skagit Valley and lunch in Friday Harbor. Barry let everyone know the tulips are blooming and he's looking at May 2nd. There was discussion of weekdays vs weekends.

Young Eagles – Bud Davies gave the following days for EAA430 events: June 12 at W28, July 10 at KCLM, August 14 at W28, and possibly September 18 at KCLM. Al Gross said he would have some program for Build and Fly to display at the events.

Continued on next page

Project Reports:

A partially built experimental helicopter was donated to the chapter by Wayne Simpson. George Llewellyn, Rick Vaux, Ken & Skip Brown loaded the EAA430 trailer & moved it to Ken's hangar at W28. Rick & Ken removed the two engines and avionics and Rick took them to Oregon where they are on consignment.

Richard Howell showed the new panel for his Sling II project. He mounted the pitch autopilot servo and things are starting to work! The engine is ready for installation and things are progressing.

Jay Pearlman looked at the Pietenpol Air Camper for sale and found it had no shocks, and there are insurance issues - so he's probably not interested in purchase.

Dave Moffitt is going to the RV factory to pickup a new nosewheel due to a Service Bulletin. Next is avionics installation and then a move to the airport!

Ray talked about his overhauled engine arriving next week for installation.

Barry described the maintenance of his fleet of aircraft and the challenge to fly all three. Life is full of challenges 😊

Rick said he is going in the "wrong direction" in the restoration of his Kitfox Light as he has stripped off all the covering. But it will be a better aircraft when it's done.

Presentation: We had no program, as no one has volunteered to be a program chair.

Hospitality - Ken asked for a volunteer to head up hospitality responsible for coffee/refreshments & organizing a burger bash.

Dan Ramberg joined us from his new town of Blackfoot ID. He's happy to be associated with EAA407 as U02 is his home base, and he found a nice hangar. They just had an EAA407 breakfast meeting this morning with 35-45 people. He described the planned events for EAA407 including hosting the Puget Sound Antique Aircraft Association in July, several Young Eagle events, and Mountain airstrip repair projects.

The next VMC meeting is May 12

BOD meeting May 21

Gathering May 29

All meeting locations will be announced later.

Ken ended the meeting at 11:20 a.m.

Respectfully submitted,

Ray Ballantyne, EAA430 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.

2021 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
Scholarship	David Miller	8	scholarship@eaa430.org
Tool Crib	Mike Gawley		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

JUNE 2021



Dedicated to having fun with airplanes and promoting General Aviation

CHAPTER CHATTER

With President Ken Brown



Greetings to all EAA 430 members and guests. Can you believe we have had our first IN-PERSON meeting since March 2020? In the last fourteen months we have managed to see one another via the marvels of modern technology AKA Zoom. While I personally love technology, it is not a replacement or substitute for the good old in-person greetings and smiles. It was so good to meet on the grass and talk about what we are working on. Then we ate pizza together. More of the same to come.

June's meeting will have a presentation by Alan Millet on LLC and aviation. It should be very interesting. Come out for this and burgers on the Barbie.

Young Eagles Day (June 12, 2021) at Sequim Valley got our program back on track and we had a great turnout. See pictures on page 2. Our next Young Eagles rally will be in July at Port Angeles. Come out and support the pilots and ground crew and talk to the kids. They are the future.

The long-standing Paver sales program is in full swing at the steady hand of Ray Ballantyne The new design is very attractive so get your spot. (ray.ballantyne@gmail.com)

The youth Build-n-Fly program needs a lead to head up this great program. We need you to take on this project and teach the young aspiring youths about airplanes. If you have or are building a plane or own/fly one, you are qualified to help with this program. It will be very rewarding for all who participate.

Fly-outs are in full swing and Barry Halsted has a great destination planned for us in June. Packwood WA. Contact Barry. (barryhalsted@aol.com) for more information if you are not on his mailing list.

I encourage everyone to come to the June gathering and invite a friend to join you. After all, we are a friendly bunch who eat, breath and think about airplanes. We always look up when we hear one coming.

Until next time, be well and let us go flying.

Ken

IN THIS ISSUE	Page
Chapter Chatter (Ken Brown)	1
Calendar of Events	2
Chapter Gathering & YE Rally	2
Aviation From My Rocking Chair	3-4
A Tale of Two L-Bird Chicks Hatched	5-8
Minutes of Monthly Zoom Gathering	9-11
VMC Club (Ray Ballantyne)	12
Board & Directors	12

- JUNE 2021**
- **VMC Club Meeting**
2nd Wednesday of the Month
Mariner's Café
 - **Young Eagle Rally**
June 12 10 - 2 Sequim Valley Airport
 - **EAA Chapter 430 Board Meeting**
June 18 9:00 am Mariner's Café
 - **EAA Chapter 430 Chapter Gathering**
June 26 10:00 Sequim Valley Airport

EAA Chapter 430 Gathering May 29, 2021



Young Eagle Rally June 12, 2021





Aviation From My Rocking Chair

By Rick Vaux

Instrument Markings can make or break you.

Howdy again, Chapter 430

I am constantly amazed at all the things homebuilders must accomplish to finish their projects. Welding, gluing, fabric sewing, sanding, painting, riveting, instrument range marking. Oh...O.K., maybe range marking isn't one of the major projects, but it is very important. Here is a review. I must warn you, There Will Be A Test!

(1) Airspeed Indicator.

- a) White Arc- Flap operating range. Low end=Flaps down stall speed. Upper end= Max airspeed flaps down.
- b) Green Arc- Normal operating range. Low end=Flaps up stall speed. Upper end=Max airspeed in rough air.
- c) Yellow Arc- Structural warning area. Low end joins green arc and extends to Never Exceed Red Line. Permissible speed range in smooth air, but gusts could cause exceeded structural loads.

(2) Tachometer

- a) Red radial line- Maximum permissible RPM.
- b) Green Arc- Max. permissible RPM for continuous operation down to minimum recommended RPM for continuous operation except for restricted ranges.
- c) Yellow Arc- Max. RPM for continuous operation up to Maximum RPM.
- d) Red Arc- Range or ranges where operational speed is restricted, except to pass through.

(3) Oil Temperature Indicator

- a) Red Radial Line- Max. or Min. permissible operating temperature.
- b) Green Arc- Normal operating range.
- c) Yellow Arc- Cautionary ranges indicating potential hazard due to overheating, etc.

(4) Oil Pressure Indicator

- a) Red Radial Line- Max, or Min. permissible pressures as established by Engine Manufacturer.
- b) Green Arc- Normal Operation Range.
- c) Yellow Arc- Cautionary Ranges indicating potential hazard due to low pressure at idle, over pressure during cold start, etc.

(5) Manifold Pressure Gauge

- a) Red Radial Line- Max. permissible Absolute Manifold Pressure for wet or dry operation (whichever is greater)
- b) Green Arc- From Max. permissible pressure for continuous operation down to Min. pressure selected by Aircraft Manufacturer for cruise power.
- c) Yellow Arc- From Max. pressure for continuous operation to Maximum permissible pressure.

(continued on next page)

And for all the Helicopter people out there (Me included),

- (1) Dual Tachometer
 - a) Red Radial Line (engine)- Max. permissible RPM
 - b) Red Radial Line (rotor)- Max. and Min. rotor RPM for power Off operations.
 - c) Green Arc (engine)- From Max. RPM for continuous operation to Min. recommended RPM for continuous operation.
 - d) Green Arc (rotor)- Min. to Max normal operating range.
 - e) Yellow Arc- Engine precautionary ranges.

- (2) Torque Indicator
 - a) Red Radial Line- Max. permissible torque pressure for wet or dry operation (whichever is greater).
 - b) Green Arc- From Max. torque pressure for continuous operation to Min. torque pressure recommended.
 - c) Yellow Arc- From Max. torque pressure for continuous operation to Max. permissible torque pressure.

Awww, forget the test. Just review your instrument markings, and be safe out there.

Until next month,

Rick Vaux
TC 4130

Daniel Weaver, our scholarship recipient, fueling V22 Osprey at KCLM



A Tale of Two L-Bird Chicks Hatched on the Same Day

By Dave Woodcock

Grasshopper was the nickname given to the J-3 Cub military liaison aircraft. L-4H 43-30426 S/N 11717 and L-4H 43-30430 S/N 11721 were built during the first week of April 1944 at Lockhaven, PA. They were completed on April 6, test flown, accepted by the USAAF, crated and likely shipped to England on the same vessel. 43-30426 ultimately became famous as “Rosie the Rocketeer.” As part of the D-Day build-up, “Rosie” was assembled in either England or France and was assigned to the 4th Armored Division as part of General Patton’s Third Army. 43-30430, my “Bear Essentials” was assembled in England and assigned to the Ninth Air Force. She was flown to France and then transferred to the 30th Infantry Division, Ninth Army on November 30, 1944. She flew during one of the worst winters of the century and in one of the bloodiest battles of WWII, the Battle of the Bulge, where the 30th ID was pitted against the German 1st SS Panzer Division north of Bastogne near Malmedy, Belgium. She was doing reconnaissance and artillery spotting as weather and conditions allowed. 44 is the identifier for the 30th ID and J is for the Battalion (one of twelve) this bird below was assigned to. B was picked by the former owner as the Battalion for “Bear Essentials.” Each of the 12 battalions was assigned two L-4s. Unfortunately, in all the research done on 43-30430, we have yet to find a photo, but key elements are seen on the L-4 in this one.



The aluminum wing root fairings (eyebrows) on many L-4s were replaced with Plexiglas (evident in this photo) for better pilot visibility, especially when spotting and evading German fighters in mid-1944.

L-4 operational losses were well over 50% just due to the conditions that winter. 43-30430 was active throughout December 1944 and January 1945. During the month of February, she was turned into the 50th Mobile Reclamation and Repair Squadron for repairs. She was returned to the 30th ID March 2 and in combat for the push into Germany until wars end.



After the war she was purchased by a former L-4 pilot but remained active in France in a liaison and training role until shipped to the States in 1947 and re-registered as J-3C-65 N9217H. The vast majority of these aircraft were surplus to European countries, as they weren’t worth shipping home. Not many have survived 76 years.

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43-30426 was moved to France sometime after D-Day and assigned to Major Charles Carpenter for reconnaissance and artillery spotting in September and October 1944. Being a true warrior, he got approval to mount 3 bazookas on the wing struts of each wing which were controlled by a simple electrical panel in the wing root. He managed to kill two German Tiger tanks, four other tanks and several armored vehicles. He earned the nickname "Bazooka Charlie."



Visible in this photo are the Plexiglas eyebrows as well as the standard L-4 air box - different from the air boxes generally seen on J-3 Cubs. Carpenter even added a P-38 mirror above the windshield to watch his 6.

The invasion stripes painted on for the D-Day Invasion were mostly painted out within a couple months after D-Day for better camouflage from German fighters. "Rosie's" were completely removed in this later photo, but the museum elected to match the stripes based on the previous black and white photo that had them partly painted over. The 4th Armored Division moved into the Ardennes later in December 1944 with General Patton and the Third Army to support the Battle of the Bulge, but there is no documentation after November 1, 1944 about "Rosie."



In 2017 it was discovered that she went to Switzerland after the war and in 1956 was re-registered in Austria where she towed gliders. She was acquired by the Osterreichisches Luftfahrtmuseum at the Graz Airport and was found there by the Collings Foundation where she was being restored as a static display.



"Rosie" in storage awaiting restoration.

Collings Foundation photo / American Heritage Museum

(continued on next page)



“Rosie” restoration to flying status completed in 2020

American Heritage Museum

Working with the Port Townsend Aero Museum, my good friend Dave Miller and I completed the restoration of 43-30430 following structural problems discovered in the right wing last August, poor fabric work and areas of corrosion found in stabilizers and elevators. My goal was to complete the restoration started in 2013 where just the fuselage and rudder were done and everything else just repainted. Both wings, ailerons and horizontal control surfaces and landing gear were rebuilt, repaired and recovered. A L-4 air box was purchased from a Cub owner in the Czech Republic and WWII air filters were purchased from Fresno Air Parts. The exhaust system was redone to L-4 standards in seam welded stainless steel by Dawley Aviation in Wisconsin and the aluminum “eyebrows” were replaced with Plexiglas formed by a shop on the East coast. Mike Payne and Kevin Vogel supervised the project, doing a beautiful job on the fabric and Mike doing the color matching and painting. Mike did the initial test flight on December 4, 2020 to give her his blessing to fly home here in Sequim.



All the paint, markings and stencils on 43-30430 have been researched and are authentic to the year and unit.

(continued on next page)

My thanks to Joe Scheil who spent a lot of time with me discussing the history of both our aircraft in Europe for this article but, in particular, the history of the 4th Armored Division, its commander, Major General John S. Wood, and Major Carpenter's contributions to the unit. The 4th Armored Division spearheaded General Patton's Third Army drive across France and General Wood realized the benefit of the L-4 aircraft early in the campaign. They used the L-4s to find the Germans during the armored advance, not so much for artillery spotting. The dug-in anti-tank weapons in place at junctions designed to stop tank columns were critical to find. The Army did not want static battle lines to develop into a WWI trench warfare which could favor a defender. The armored columns were the spearhead through France which continued from July into November.

Joe is a warbird researcher and historian, as well as a J-3 Cub owner. He assisted in the restoration of "Rosie" and flies other warbirds, including the B-17 and B-24 as a pilot working with the Collins Foundation. He initially searched records, intrigued by stories of 43-30426 and "Bazooka Charlie." He eventually tracked her down, linking her with the Piper serial number to an aircraft stored in Austria. The Collins Foundation was looking for a combat aircraft to restore that could capture the fight through France and into Germany. What could be better! He emphasized the extreme rarity of these two L-4H aircraft with combat records and how fortunate I am to have our documentation and own this piece of history. Of all the members of the Cascade Warbirds Chapter and their many listed aircraft, there is only one World War II combat veteran - "Bear Essentials."

Dave Woodcock EAA 48244, Warbirds of America 611262

The Final Restoration



EAA Chapter 430 Monthly Zoom Gathering Minutes

May 2021



Date: May 29, 2021 Gathering in-person meeting with 27 members and 1 guest attending.

Ken opened the gathering at 10:15 a.m. Ken reported that Dave Miller had a heart attack yesterday and was helicoptered to Bremerton Hospital. A stent was inserted and Dave is doing well and is expected to be home tomorrow.

Approved Minutes: The minutes for April 2021 meeting were approved. The minutes are posted on the EAA430 website.

Financial Status: Checking \$2,200.00 Savings \$2400.00 Scholarship \$9,600.00.

Correspondence: Covid-19 Update. As of 5/25 Cases are reducing ~ 83,755 doses of Vaccine given.

Guest: Guest Kevin Jensen from Port Townsend introduced himself. He wants to get a pilot license and build his own plane someday. He has extensive experience in RC models.

New members were also introduced. John Wallace is looking for a partner in a light sport airplane. Rick Stoffel lives at Discovery Farms and works for the airlines.

Board of Directors Report:

Scholarship: We have three scholarship recipients and funding is secure for at least two years.

Paver Program: Barry Halsted reported on the Paver Program, for Ray Ballantyne. Spots on the "airplane" layout are being reserved, and orders taken for pavers. Through June 30th, costs for the bricks are 4x8 pavers at \$100 and 8x8 pavers \$150. Four orders were taken at the meeting today. Ray is accepting orders for the pavers with location selection as first come, first served. Contact Ray at ray.ballantyne@gmail.com. Don't delay, order today!

Build-n-Fly: Sim-n-Fly – Al Gross has resigned as RC Coordinator, due to health issues. We need a new lead in order to re-start the program.

Blue Barn Adirondack Chair- Rick Vaux reported on the chair status. He and Jim Bess have completed the build, and Collette is working on a logo for the back. The chair, along with several design suggestions, were on display today. Rick will be driving the chair to Oshkosh. Per the EAA, our EAA430 chair will be the "furthest west chair at the Blue Barn". Rick suggested incorporating that into our logo on the chair.

(continued on next page)

Fly outs: The fly-out to Friday Harbor was led by Ray Ballantyne, in Barry Halsted's absence. Collette Miller and Ray Ballantyne were the only participants. Barry reported that he hopes the June fly out will be better attended. June fly out will be to Packwood, which was our most popular fly out last year. He will be sending out information later in the month, taking into account the weather.

Young Eagles – Bud Davies reported that for the June 12th event at Sequim Valley there are enough ground volunteers, but more are always welcome. We are short on pilots, and he will start calling people requesting their help. The August date was changed to August 21st so as to not conflict with the Diamond Point event. 2021 Young Eagle Event dates are: June 12 at W28, July 10 at KCLM, August 21 at W28, and September 18 at KCLM (Airport Appreciation Day). The local RC group will have some airplanes out at the RC field, and kids will be directed over to look at them while waiting for their YE flights.

Announcements:

Membership: Ken reported that our membership chair, Madeline, has completed the work to allow online access to EAA Roster for current members of 430. The link is <https://www.eaachapters.org/main.aspx> Username is your EAA# and the initial password is "mustang". You will be prompted for a unique password at your first sign in.

Sequim Valley Air Affaire – Emily reported that the Air Affaire will be Saturday only this year, August 28th from 9-4. It will be similar to previous years.

Diamond Point Airport Appreciation Day – Gordon Tubesing reported that the DP event will be held on August 14th from 9-4. It too will be similar to previous years.

Next month's Gathering speaker will be Alan Millet, Sequim lawyer, speaking on LLC's and aviation.

Project Reports:

Richard Howell reported on his Sling II project. He is thinking of doing the painting himself, possibly with water-based paint. Jay Pearlman offered a spray system he could borrow. There were multiple comments about water-based paint, and a recommendation that he talk to Mike Payne before making a decision.

Ernie Hansen has finished his Super Cob clone, and it had its first flight December 22nd. He flew it over today for members to look at. He has also purchased a new project, an 85% complete RV8 build. It needs an instrument panel, and he is thinking of Dynon because it is well integrated. He plans to sell the RV8 after completion, as he has enough airplanes already.

Rick Stoffel – Has an RV4 with polished aluminum that he built. He is working on an RV10 slow build now. He has the empennage done, and the fuselage is in progress. He anticipates another 4-5 years to complete.

Dave Moffitt is in year 9 of his slow build RC12. He is planning polished aluminum with vinyl accent. It is being built at home, but he is looking for a hangar.

Dave Boerigter– is putting new panels in his Mooney, for IFR. He noted that insurance on complex airplanes increases tremendously when you are over 80.

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Ken mentioned the Sequim Valley airport is for sale.

Bill Shepherd— reported on his YAK3, which he flew over today. His is the second of a small group specially built in 1994. The Yak went to the US, New Zealand, Australia, and eventually South Africa where Bill purchased it and had it freighted here. Test flights were at Port Angeles, but it now resides at Diamond Point. It has an Allison 1710 engine and is very expensive to fly.

Rick Vaux – Held up two books to display and recommend regarding aircraft maintenance, a field he is very knowledgeable in. The first book was AC43.13-1A & B and can be bought at Aircraft Spruce or downloaded as a PDF for free from the FAA. The second was CAM 18, no longer in print.

Bud Davies has a new Young Eagle banner which he needs mounted at the airport entrance next week. Looking for volunteers.

Jim Bettcher – Was asked to report on his new red Tesla model Y. He loves it. It is easy in and out, very economical, and high tech.

Ray Ballantyne was not present to report on his GlaStar engine overhaul status because it is complete and he is off on a back country trip with it.

Hospitality – Bud Davies provided coffee, donuts, and pizza from Dominos for today's refreshments. Need a volunteer for June refreshments.

The next VMC meeting is June 9, Mariners

BOD meeting June 18, Mariners

Gathering June 26, Hangar 15 SV airport.

Looking for presenters for the remainder of the year. Contact Ken if you know anyone.

Ken ended the meeting at 12:00 a.m.

Respectfully submitted,

Tracy Halsted for

Ray Ballantyne, EAA430 Secretary



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

Discussions involving flying airplanes led by Ray Ballantyne



WHERE: Mariner's Cafe

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	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	Need Project leader		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
Scholarship	David Miller	8	scholarship@eaa430.org
Tool Crib	Mike Gawley		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



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EAA 430 FLYER

JULY 2021



Dedicated to having fun with airplanes and promoting General Aviation

CHAPTER CHATTER

With President Ken Brown



Can you believe it is the middle of July already? Summer started with Solstice, plus July 4th in the rearview mirror and Oshkosh starting in a few days.

Longer days bring more opportunity to fly the wild blue yonder and, with more airport diners open, we have an opportunity to buy \$100 burgers. Oh what a great joy!

Our county and state are open for business and the long sleep is all but a memory. The vaccinated ones are safe, while others are still playing a deadly game of chance with the new variant of Covid-19. Be safe and get the VAX if you have been holding out. It is not worth the risk.

July also brings us to the beginning of the administrative time for the chapter. We are seeking individuals to staff the chapter positions. I am very grateful for the current individuals who have been holding down these positions; however, it is only fair to allow others to enjoy the opportunity to fill these offices. We will have a need for you to consider how you want to serve.

As you know, I have been the president for three terms and, for the good of the chapter, we need a different lead. Other positions which will be open are Treasurer and Secretary. The executive board (President, Vice President, Treasurer and Secretary) are the leadership positions you will vote on at the November annual meeting. The Class II directors are appointed by the executive board.

We are still looking for a volunteer to run the Young Eagle Build-n-Fly program. This is a great opportunity to encourage young people to be aviation interested. Who knows, one of these kids might want to buy your airplane.

The last Saturday of the month will be our Chapter Gathering and Burger Bash. I am working to find a speaker so standby. If you have a suggestion, please speak up. The last Saturday in August will be the Sequim Valley Air Affaire and we need you to sign up to spend a couple of hours at the 430 tent.

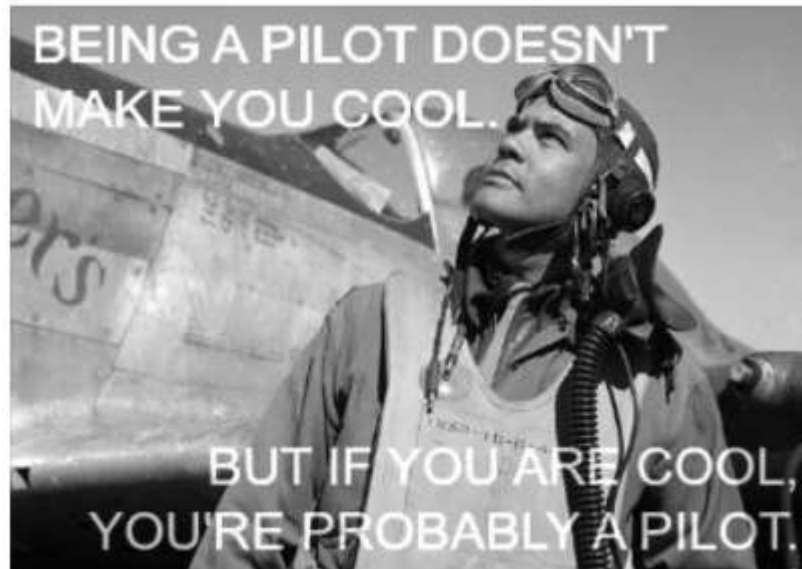
It is not too late to buy your paver. There are still good locations available on the airplane for your brick. Honor yourself or someone else. The proceeds are funding our scholarship program and our current 3 young recipients. I know they appreciate the help.

-continued on next page-

I hope you are participating in the POKER RUN for this month's extended fly-out. It is fun to visit other airports and see what is happening. In the meantime, please visit the weather link <https://weather.wsu.edu/?p=109750> to see the current weather at W28. This wx station is sponsored by WSU AgWeatherNet program. It is the first step to W28 having reportable weather.

A big shout out to Rick Vaux & Jim Bess for completing the chapter chair which will be delivered to the Blue Barn at Oshkosh by Rick Vaux. It is beautiful and will represent us well for years to come. We are the furthest west chapter of EAA. Also a special thanks to Madeline Patterson for the sign post mileage marker which will also be located at OSK. At the "intersection" on the grounds, a pole will be erected and chapter markers will be installed. Like the sign post in M.A.S.H., it will point to our home 1456 nm W true 297.

Ken



IN THIS ISSUE	Page
Chapter Chatter (Ken Brown)	1-2
Calendar of Events	3
Adirondack Chair Goes to Oshkosh	3
CAP Open House; Diamond Point Day	4
Norm Coote's Q2 Project	5
Aviation From My Rocking Chair	6-7
Master Pilot Dave Woodcock	8
Minutes of Monthly Zoom Gathering	9-10
VMC Club (Ray Ballantyne)	11
Board & Directors	11

- JULY & AUGUST 2021**
- **VMC Club Meeting**
2nd Wednesday of the Month
August 11 7—8 pm Mariner's Café
 - **Young Eagle Rally**
August 21 10 - 2 Sequim Valley Airport
 - **EAA Chapter 430 Board Meeting**
July 23 9:00 am Mariner's Café
August 20 9:00 am
 - **EAA Chapter 430 Chapter Gathering**
July 31 10:00 Sequim Valley Airport
No Gathering in August
 - **Air Affaire**
August 28 9 - 3 Sequim Valley Airport



Rick Vaux and Jim Bess have been building the Adirondack chair for EAA AirVenture 2001 in Oshkosh. It will be permanently displayed in the Blue Barn. Rick will be taking it to Oshkosh the end of July. Our thanks to them for all the hours spent building, painting and attaching our Chapter 430 logo to the chair. Great job!



Civil Air Patrol Open House



On the 6th of July, Dungeness Civil Air Patrol hosted its first Open House since its founding in 2014. With 38 people in attendance, including 10 prospective cadets, it was an overwhelming success.

The goal of the Open House was to teach members of the public more about Civil Air Patrol and also recruit new members to fill the ranks of the unit. The main presentation by TFO Madeline Patterson, the Commander, covered Civil Air Patrol history and missions, Dungeness Flight and its plans for the future, the different membership options and the next steps for those interested. C/CMSgt Koda Robinson, the Cadet Recruiting NCO, talked about the Cadet Program and the amazing opportunities that cadets have within CAP.

Diamond Point Airport Day

August 14th from 11AM to 3PM+

There will be aircraft on display (some from the museum), flybys, helicopter rides for purchase, food, paraphernalia for sale and other events.

FLIGHT RULES:

1. Requested arrival before 9:00 a.m. weather permitting.
2. Arriving aircraft should announce their position and intentions on 122.9 MHz while on a 45 degree leg to downwind when using either runway.
3. A right hand traffic pattern flown 1000 ft. AGL (1260' MSL) will be used for runway 29.
4. A standard left hand traffic pattern flown 1000 ft. AGL (1260' MSL) will be used for runway 11.
5. Aircraft departing the runway will announce their departure on 122.9 before taking the runway.
6. Caution! In windy conditions severe downdrafts occur on the approach ends of both runways 29 and 11. High, steep approaches are recommended.

Richard J. Morey

Norm Coote's Q2 Project

This Q2 project was acquired 6 years ago and had been started around 1985 by a builder in Belfair who then gave it to another some time later and then I bought it from him. The "airframe" was constructed but not finished nor was any rigging complete. Nearly 1900 hours later with another year to go prior to any taxi testing or engine starting to take place. The engine is a Corvair with William Wynne's modifications installed. The engine is a "zero" time major rebuild. The prop is a Warp Drive model at least to start with. The wheels tires brakes and brake lines are all new. Panel has Dynon panel and D2 pocket panel, VAL avionics radio. I have built the engine mount, exhaust system, many other parts, and the aux 10 gal fuel tank which brings total fuel to 30 gallons. Should go 5 to 6 hours range.

Major items remain to build are the engine cowling, canopy sealing, top side painting.





Aviation From My Rocking Chair

By Rick Vaux

Comfort and Fit

Hello, Chapter 430, Rick here again. I need to start with a disclaimer; I originally wrote this article 21 years ago and things have changed a little. As most of you know, I'm not an especially small person, and for those whom I haven't met, I'm 6' 2" tall and about 215 lbs. Not only that, I have rather short legs and a long trunk. Not only THAT, I have had 3 back operations in 6 years. My flexibility stinks.

So what does this have to do with anything? Well, I am hereby nominating myself as a rather large lab rat for a series of articles (I hope) to be called; "*Yeah, but does the Jarhead fit?*" (With apologies to all Marines, as I proudly am one.)

I often find myself frustrated by the lack of information available on the physical size of cockpits or cabins for ease of entry and exit, the location and comfort of controls, and many other ergonomic questions. So, here is my deal for you. I promise to squeeze, push, pull, climb, duck, and risk all sorts of bodily injury in the quest to try on any aircraft whose owners are kind enough to let me in. There will be no performance evaluations involved. This will be strictly as the title suggests. I'm told my size puts me above the 90 percentile group, which means if I fit, most everyone will.

I'd like to kick this off with a few gliders and then a couple power planes.

Schweizer 2-33: Two place/ high wing/training glider. The front seat is not too bad. Had to use a real thin cushion on the plywood seat. Not very good on the back. Rudder pedals adjusted full forward. Two locations for elevator trim. One on the left cockpit sidewall nice and easy to use. Other mounted on left floorboard impossible to use with harness and belts on. Spoilers very nice @ Lt. Hand. (approx. throttle position for power plane.) Control stick fore/aft very good. Lt./Rt. Marginal when full throw needed due to interference with thighs. Back seat, suffice to say I can get in only when no one is in the front seat! Left leg in, pull self over front seat back, pull right leg in with right hand while holding for dear life onto diagonal support with left hand. Slide both feet forward (not far) to rudder pedals. At least, there are no instruments to worry about.

Schweizer 1-26: Single place/ shoulder wing/ sport glider. Good cockpit room. Again need thin cushions on plywood seat. Not real comfortable. Rudder pedals adjusted full forward. Seat back in next to last aft notch. Good clearance for control stick, except for extreme Lt./Rt. Aileron when thighs again touch. Spoiler fits well in Lt. Hand. Must set altimeter and radio before belts are fastened as panel is far forward.

Schreder HP-16: Homebuilt/ all metal/ high-performance sailplane. It looks like a large cockpit, and I really wanted to fit, but didn't find it comfortable. Rudder pedals not adjustable and were too short, putting my knees into the back of the instrument panel. Reclined pilot position put head and neck at an uncomfortable angle. Control Lt./Rt. Quite good, Forward stick nice, but, Aft stick contacted, ahem...the "Family Jewels" before the mechanical stops! Flap crank position good. Panel controls hard to reach. Quite claustrophobic in the cockpit with the canopy down.

(continued on next page)

Standard Austria: High performance/ wooden sailplane. Don't try this! A beautiful Vee tailed aircraft, but, my knees got locked behind the instrument panel, the canopy wouldn't come within 6" of closing over my head. My shoulders felt like they were rubbing the paint off of the cockpit sides. The panel was nice and close thorough. It took 2 big men to get me out!

Glasflugel Libelle 201b: High performance/ fiberglass/ mid-wing sailplane. At first glance, I was sure this was another Austria. I dutifully put on a parachute and watched the owners expression as I got into his "Baby". I couldn't believe it. Feet found the rudder pedals way up front, but very comfortable, even though your feet must turn sideways due to narrow tunnels. Control stick fairly high with excellent travel in all directions. Gear lever on right and spoiler handle on left very easy to reach. All panel controls, instruments, and tow release easy to reach. Shoulders rubbed cockpit sides until seat back was moved aft to last notch. This dropped shoulders enough to clear cockpit rim. Plenty of room under canopy. I really want one of these.

Whitman W-10 Tailwind (modified with all-metal, wet wing): High wing/ high performance / 2- place sportplane. Thanks to Earl Trimble, I had quite few chances to try on the beautiful aircraft. With good sized doors and no fuel tank under the instrument panel, I fit very well with one exception; the large spar carry-through tube ended up directly and closely behind my head. Control stick fore/aft movement very good but slightly restricted left/right due to thigh contact. Rudder pedal comfort and travel very good. Throttle, Mixture, and Carb. Heat a bit of a stretch with belts on, but definitely doable. Flap lever and trims well positioned. The seats are great.

Stearman N2-S: 2-place/ open biplane. (As if you didn't know!) Thanks to Mike Hanson for allowing me to fly this beauty for a couple hours. A rather long step over the front cockpit coaming and down to the seat. Grab the assist handles in the top wing cutout and slide into the seat. Once inside, adjust the rudder pedals for comfort, and you'll find the cockpit layout and size nearly ideal. Control stick is tall with plenty of clearance. Throttle, Mixture, and Carb. Heat fall right under your left hand where they should. The seat is very comfortable, just don't drop anything because the floorboard is not large, and it will take some real contortions to retrieve lost articles. Be careful when exiting the cockpit. The wing walk is somewhat narrow, and that radial engine uses oil on the outside to keep corrosion down!

I can no longer do this, but, I had a lot of fun at the time.

Well Troopers, this has been a little bit of a sentimental journey for me. Thanks for coming along.

Rick Vaux
TC 4130



MASTER PILOT DAVE WOODCOCK

Dave Woodcock EAA 48244 received his Master Pilot Award from the FAA in June. He has Commercial, SEL, SES, MEL, and instrument ratings and over 3500 hours of time logged. He has built three airplanes - a Bowers FlyBaby, 1971, Coot Amphibian, 1979, and Seafire Amphibian, 1997. The Seafire won Grand Champion Homebuilt at the 1998 Arlington Fly-In and Reserve Grand Champion Seaplane at Oshkosh that same year.

He currently owns an Aviat Husky A1B that he purchased in 2001, putting it on Wipline amphibian floats 3 years ago and a 1944 Piper L-4H combat veteran from WWII. (See EAA June 2021 Flyer newsletter)

Dave and his wife have a son, a daughter and 3 grandsons. They are celebrating their 50th wedding anniversary August 7. They live on the Blue Ribbon Farms airport.



Dave & his grandson,
Grayson



Husky



Super Coot



Seafire



FlyBaby

EAA Chapter 430 Monthly Zoom Gathering Minutes

June 2021



Date: June 26, 2021 Gathering in-person meeting with 36 members and 1 guest attending.

Ken opened the gathering at 10:15 a.m.

Approved Minutes: The minutes for May 2021 meeting were approved. The minutes are posted on the EAA430 website.

Financial Status: Checking \$2,146.00, savings \$2433.00, scholarship \$10,042.00.

Correspondence: Covid-19 Update. Encourage anyone you know to get the vaccine. It protects us all.

Guest: Guest Barney Hall from EAA #1441 in Idaho. Barney has recently purchased a home in Sequim and will be relocating here. His main interest is Piper aircraft.

Board of Directors Reports:

Scholarship: Will fund by the paver program.

Paver Program: Dave Miller reported on the Paver Program, for Ray Ballantyne. Spots on the “airplane” layout are being reserved, and orders taken for pavers. Through June 30th, costs for the bricks are 4x8 pavers at \$100 and 8x8 pavers \$150. The current layout is available today if you want to reserve your spot. Dave explained that two sizes of clipart are available. Contact Ray at ray.ballantyne@gmail.com for details or to order.

Build-n-Fly: Sim-n-Fly – Need a new lead in order to re-start the program.

Blue Barn Adirondack Chair- Rick Vaux brought the chair to the meeting. It is on display and looks great.

EAA Sign for Oshkosh – Madeline Patterson displayed the sign she made for the EAA Signpost at Oshkosh. It depicts the Olympic Mountains, and shows our chapter is indeed the “furthest Northwest in the lower 48”. Madeline also gave an update on her year at University of North Dakota School of Aviation, and answered some questions. Madeline is one of our scholarship recipients.

Fly outs: Barry Halsted reported that the fly out to Packwood was successful. Nine individuals and about 7 planes attended. We had a nice time and a great burger at the local restaurant. For July the fly out will be different. It will be a poker run, comprised of flying to five different airports during the month of July, and will end at the monthly meeting on July 31st. Since some of you will be at Oshkosh and miss the meeting, Barry has made a provision for that as well. See the mails from Barry for details.

Young Eagles – Bud Davies reported that the June 12th event at Sequim Valley was successful, with 50 kids flown. The next event is July 10th at Port Angeles. Need pilots for the event. Tracy Halsted has sent an email to pilots and ground volunteers, requesting they respond if they can help. The other two events are August 21st at Sequim Valley and September 18th at Port Angeles. (Continued on next page)

Membership – Madeline has completed entering all the information into the EAA online roster. The 430 roster can be accessed at <https://www.eaachapters.org/main.aspx> username is your EAA number. Initial password is “mustang”.

Announcements:

Ken asked for a show of hands who will be out of town for the July 31st meeting. 5 raised their hands. There will be no August meeting because that is the Air Affaire day of August 28th. There is a sign-up sheet for shifts of monitoring our chapter tent at the event. Please sign up.

Project Reports:

Norm Coote – Continues work on his Q2. He has 1900 hours into it, over the past 6 years.

Scott Brooksby – is working on a Comanche rebuild.

Dave Moffit – is working on his RV12 project. He is working on the avionics and Richard and Barry helped him a lot this month.

Ernie Hansen – Is adding ADSB to his recently completed Super Cub. Just attended the Super Cub fly in in Idaho. Lots of great planes were there.

Barry Halsted – Currently has a wing tip ADSB inside the Cub fuselage. The metal paint in the covering is making it get unreliable reads so he is replacing it with a tail unit. The wingtip unit will be for sale and can be used on both certified and experimental airplanes.

Program:

Alan Millet, Sequim Attorney, spoke on LLC’s and reasons to have or not have one. Basically, if you are a sole owner of your aircraft there is no advantage, but if you are in a partnership with others, the LLC makes sense as it limits your liability in case of an accident. In a business situation, an LLC can provide tax advantages as well. Alan also stressed that adequate insurance is critical in any case. He recommends what is known as “million dollar smooth” which is not per seat. Most insurance policies are 100k per seat, which is not nearly enough. Speak to your own insurance broker for more information.

Hospitality – Bud made coffee, Tracy Halsted got the burger bash supplies, and Dave and Joan Miller cooked the burgers. There were a lot of supplies left over, so Tracy, Dave and Joan, will repeat the process for July burger bash. August is dark, but for September a new volunteer will definitely be required or there will be no burger bash.

The next VMC meeting is July14, Mariners
BOD meeting July 18, Mariners
Gathering July 31, Hangar 15 SV airport.

Looking for presenters for the remainder of the year. Contact Ken if you know anyone.

Ken ended the meeting at 12:00 a.m.

Respectfully submitted,

Tracy Halsted for

Ray Ballantyne, EAA430 Secretary



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

Discussions involving flying airplanes led by Ray Ballantyne



WHERE: Mariner's Cafe

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.

2021 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	Need Project leader		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
Scholarship	David Miller	8	scholarship@eaa430.org
Tool Crib	Mike Gawley		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

AUGUST 2021



Dedicated to having fun with airplanes and promoting General Aviation

CHAPTER CHATTER

With President Ken Brown



As the smoke is filling the skies and temperatures are above 85 while I write this letter, I am grateful for all of you.

We have a very diverse community of flying companions from the newest pilots to those of you who are Master Pilots with decades of experience.

The “GLUE” that binds us is aviation in its varied and wondrous forms. The strength of this ‘glue’ transcends all the political noise around us. Plus it is your desire to help each other in times of difficulty, whether in life or on a project. You all are always available when you know there is a need. For that, I am so grateful.

The **FLY-OUT** program (Barry Halsted) is very active, It is fun and the fellowship is revealed by the number of members going. Good times await as we soon fly off into the blue yonder to Concrete.

The **PAVER PROGRAM** (Ray Ballantyne) is wrapping up the big push but bricks can still be purchased from Ray. The new design is going to be wonderful.

Still happening this month is a Young Eagles (21st) rally and Air Affaire (28th). Air Affaire needs volunteers for SETUP / TEARDOWN and working the booth. We can do this team.

Before heading out, be sure to check on the local health requirements as they keep changing daily. Keep a mask handy, wash your hands and social distance.

In the meantime, smile, be thankful, and remember we are pilots and we can get up and go.

See you at the airport.

Ken

IN THIS ISSUE	Page
Chapter Chatter (Ken Brown)	1
Calendar of Events	2
Items for Sale	2
August Aviation Letter (Madeline)	3-4
Aviation From My Rocking Chair	5
EAA AirVenture 2021	6
Bill Shepherd's Yak at AirVenture	6
Minutes of Monthly Zoom Gathering	7-8
VMC Club (Ray Ballantyne)	9
Board & Directors	9

- AUGUST & SEPTEMBER 2021**
- **VMC Club Meeting**
2nd Wednesday of the Month
September 8 7—8 pm Mariner's Café
 - **Young Eagle Rally**
August 21 10 - 2 Sequim Valley Airport
September 18 10-2 Fairchild Airport (PA)
 - **EAA Chapter 430 Board Meeting**
August 20 September 17
9:00 am Mariner's Café
 - **Air Affaire**
August 28 9-3 Sequim Valley Airport
 - **EAA Chapter 430 Chapter Gathering**
No Gathering in August
September 25 10:00

Don't forget to check our Tool Crib on eaa430.org. If there is something on the list you would like to borrow, contact Mike Gawley at c430@mgawley.com. The tools are located in his hangar at Sequim Valley airport.

Items for sale

- Corbin Jr. Ace fuselage frame
- Continental 75--everything except pistons and cylinders
- Wing Spars in the rough
- Plans for the original Baby Ace Model 'E'
- Plans for same airplane, Poberezni version
- Cable pulleys, bolts and fasteners etc.
- Some smaller parts fabricated.

Vern Sprague
171 Mountain View Drive, Sequim 360-683-7571 dollyvern@olypen.com

I have an unused cowl and wing tips for an RV6 if anyone wants them? They are good to have in the event that there is a minor incident with replacement parts needed. I will give them to a new home at no cost (except shipping if needed). I also have some other things like these.

Jay Pearlman
jay.pearlman@yahoo.com
360-452-8745

August Aviation Letter from Madeline Patterson

August 03, 2021

Greetings aviation friends,

As July winds to a close and we all enter August, my favorite month of the year, it seems crazy how quickly the year has passed. We are already in the 8th month of 2021!



The last month I have been out of Sequim every weekend. We started July by going to Ross Lake Resort on our annual trip, then spent the week after that in the New England area for a family reunion. It was my plan to go flying while I was in Maine, and I had set up a checkout flight with an FBO to go flying in a C172. I wanted to explore this new area by air, as well as impress my more distant relatives with the sheer awesomeness of having a pilot's license.

The weather had different plans.

Morning fog rolled in midday followed closely by fast-moving thunderstorms. On top of that, the FBO didn't have the flexibility to accommodate a change in schedule. It was definitely disappointing not to have that opportunity this time, but I hope that in two years, at our next family reunion, we can work something out.

I have been trying to convince my parents that the solution to all our problems would be to buy a plane... but that hasn't worked yet. I will keep you all updated.

I just recently was able to take my mother and her friend up to Bellingham to visit my sister, as she lives up there. It was a lovely flight, although the smoke from Blyn obstructed our views of any mountains. I was also able to get 1.9 hours of PIC/XC time so that was great! We also flew right over Whidbey NAS and got to share the sky with some F-18s. I currently rent out of Rite Brothers and rotate between their 172s.

On the UND front, Aerospace students got a major update just a few days ago. I will try and keep this brief and clear, but the FAA is involved so no promises. The FAA informed UND that our Instrument/Commercial/Multi-Engine TCO (Training Course Outline, essentially the curriculum) was not up to standards and they were going to revoke our self-examining authority. That would mean that UND could no longer do our own checkrides, and they would have to be done by DPEs. Grand Forks ND has only one DPE. UND Aerospace has about 1,000 flight students.

Obviously this poses a serious issue for UND, so they applied for a one-year term to get their TCOs in compliance with the FAA standards in order to retain that self-examination authority. Under the new training curriculums, Instrument students will be able to get their instrument ratings once they complete their training, which was previously disallowed, but UND estimates that it will cost Commercial Aviation students about \$4,000 more.

-continued on next page-

I am lucky enough that I am in a flight course where my training shouldn't be too upended by this change, but I feel for students who are in their multi-engine training and now face the time constraints of the FAA's mandates.

To round out this letter, I have some statistics straight from UND. This last year, UND broke their record for "hours flown safely" and they published some statistics to go along with that:

1,364,326 gallons of fuel pumped by UND Aero Flight Line

25,289 maintenance man hours

400+ airport staff

1,400 flight students

245 flight instructors

126,772 hours flown safely

Clear **skies** and tailwinds to you all.



Aviation From My Rocking Chair

By Rick Vaux

Aerobatics: Special Maintenance and Housekeeping

We all have attended airshows and marveled at the aerobatic performers flying Extras, Pitts, Cap's, and even some Stearmans. Some of these aircraft are stressed to +/- 10g and often near that limit during a routine. As you can imagine, there is some specialized maintenance that must be done in order to keep these machines airborne. Let's go over some of these requirements, bearing in mind that most of these checks could be applicable to any aircraft.

(1) Keep it clean inside (especially) and out. If you drill inside, clean the chips. If you drop hardware, retrieve it. If your feet are dirty, vacuum the floorboards and anything else that may hold dirt. Be sure to count your tools before and after the job...the number must match! I once did an annual on a clipped-wing Cub which belonged to an airline pilot. The airline wouldn't let him roll his DC-9 so he rolled the Cub every chance he got.

As I was removing a belly inspection plate to check the aft stick linkage, a 6 inch screwdriver fell out and hit me in the forehead (probably the safest place to hit me)! The Captain's comment? "Oh, that's where that thing went. I lost it months ago." I still shudder to think what would have happened if that screwdriver had fallen into the control stick assembly while the Cub was blue side down. Keeping everything clean allows you to see fluid leaks early, inspect structure more easily, and helps your engine operate better due to more efficient cooling (clean cylinder fins.)

(2) An aerobatic aircraft may go from +10g to -10g in 2 seconds. Airspeed can vary from +200 kts to -50kts. In flat spins and snap rolls, the pitch and/or yaw change can exceed 360 degrees a second. This type of performance puts a tremendous load on the pilot, engine airframe, and especially the propeller. To make matters worse, a hollow engine crankshaft is required for a constant-speed prop, making it much weaker than a solid crank. Any suspicious oil leak in the prop hub area must be investigated immediately. Most propeller manufacturers recommend overhaul twice as often if the prop is used for aerobatics. Most engine manufacturers also suggest the engine TBO be halved for an aerobatic engine.

(3) Engine mounts take a lot of abuse. Check them often for wear and damage. It might be something to add to the preflight.

(4) The oil in an aerobatic engine does not sit in the sump, and neither does the junk that gets in it. Oil changes are at 25hrs, and an Oil analysis program is a must.

(5) Check for security of components and wiring. It is not unusual to find wiring bundles chaffing something several inches away during high G maneuvers.

(6) Flight control attach points, control rod ends and bellcranks. All are subject to increased wear and must be checked often. Figure ... if it moves, it must continue to move, and if it is supposed to be rigid, just make sure it stays that way.

On a personal note, if I don't get on the stick, my grand kids will need to finish my projects. With your kind permission, I'd like to ask for help from time to time. Thank you and I appreciate you.

As always, thank you for your support. Writing this column has been the best education I could ever get and I don't plan to stop anytime soon. Rick Vaux TC4130

EAA AirVenture 2021: A look at the numbers

The first EAA AirVenture convention since the COVID-19 pandemic began is in the books, and officials have released statistics and figures for this year's event.

AirVenture 2021 saw 608,000 attendees, the third time attendance has surpassed 600,000, according to officials.

The following is a list of additional statistics and figures from the event:

Total aircraft: More than 10,000 aircraft arrived at Wittman Regional Airport in Oshkosh and other airports in east-central Wisconsin. At Wittman alone, there were 16,378 aircraft operations in the 10-day period from July 22-31, which is an average of approximately 116 takeoffs/landings per hour when the airport is open.

Total showplanes: 3,176 included: A record 1,420 vintage aircraft registered, plus 1,089 homebuilt aircraft, 354 warbirds, 148 aerobatic aircraft, 112 seaplanes, 33 ultralights, and 27 rotorcraft.

Camping: More than 12,000 sites in aircraft and drive-in camping accounted for an estimated 40,000 visitors.

Volunteers: More than 5,000 contributing in excess of 250,000 hours.

Commercial exhibitors: 747.

Forums, Workshops, and Presentations: A total of 1,055 sessions hosted throughout the week.

Social Media, Internet and Mobile: More than 18.95 million people were reached by EAA's social media channels during AirVenture, with engagement of 1.08 million; EAA video clips during the event were viewed 3.48 million times.

International guests: Despite travel restrictions that greatly limited the number of attendees from other nations, EAA still welcomed visitors from 66 countries during the week.

The Gathering shines: The EAA Aviation Foundation's annual event to support its aviation education programs attracted more than 500 people and raised more than \$1.7 million dollars that will be focused on EAA's mission of growing participation in aviation.

Media: 567 media representatives on-site, from four continents.

Economic impact: \$170 million for the five counties in the Oshkosh region (Winnebago, Outagamie, Fond du Lac, Calumet, and Brown). * - based on 2017 University of Wisconsin Oshkosh economic impact study

Officials say that planning for EAA AirVenture 2022 is underway. Next year's convention is scheduled for July 25-31 in Oshkosh.

Bill Shepherd's Yak displayed at AirVenture 2021



EAA Chapter 430 Monthly Zoom Gathering Minutes

July 2021



Date: July 30, 2021 Gathering in-person meeting with 32 members and 4 guests attending.

Ken opened the gathering at 10:10 a.m. with the Pledge of Allegiance to the United States

Approved Minutes: The minutes for June 2021 meeting were approved. The minutes are posted in the monthly newsletter.

Financial Status: Checking \$1,939.00 Savings \$2433.00 Scholarship \$11,336.00.

Correspondence: Covid-19 Update. Masking is encouraged

Guests: **Alan Millet** just returned from OSH in one day and became a 430 member. George's son **Jonathan Llewellyn** joined us. **Winston Lagergren** just moved to the area, and **Daniel Weaver** spoke briefly about being a scholarship recipient. He got his first airplane ride from John Meyers as a Young Eagle, flew RC planes with Al Gross, accomplished his Private Pilot License with help from a scholarship from WPA, and is working at Rite Bros until fall semester at UW.

Ken also introduced new members **Todd and Sheila Taylor** from Sequim who also live in Victoria, BC and fly a Tecnam Echo.

Board of Directors Reports:

Paver Program: Ray Ballantyne reported that the Paver Program order will be going in soon and encouraged those that have bought pavers need to email Ray with what they want on them. He showed the current layout of the recognition plaza "airplane" and said there will be a work party soon to prepare for paver delivery.

Blue Barn Adirondack Chair- Rick Vaux drove single handedly to OSH to hand deliver the EAA430 Adirondack chair to the EAA Blue Barn. He also presented our signpost from the farthest NW chapter in the lower 48. Well done, Rick!

Fly outs: The fly-out to Arlington was a success and was included in the Poker Run. The August flyout will be to Concrete.

Young Eagles – Bud Davies reported that the July 12th event at Port Angeles had 52 YE's. The next YE rally will be August 21st at W28 to not conflict with the Diamond Point event. The last rally will be September 18 at KCLM (Airport Appreciation Day). The local RC group will have some airplanes out at the RC field, and kids will be directed over to look at them while waiting for their YE flights.

-continued on next page-

EAA Chapter 430 Monthly Zoom Gathering Minutes (continued)

Announcements:

Sequim Valley Air Affaire – Emily Westcott reported that the Air Affaire will be Saturday only this year, August 28th, from 9-4. It will be like previous years. She provided handout announcements and will provide those who help with free parking passes. There was a signup sheet for working the EAA430 booth for 2 hours.

Diamond Point Airport Appreciation Day – Gordon Tubesing reported that the DP event will be held on August 14th from 10am-3pm. There will be static displays from Airlift NW, Sea Air Taxi rides for \$60, a CERT booth, and some fly overs. Please fly in before 9 am with food being served at 11 am.

Poker Run – Barry Halsted said 7 pilots participated in the first annual poker run. Barry won with a flush but deferred the prize to the straight owned by Dave Gardner. Dave received \$54 and a \$50 card for Tedesco's. \$96 went to the scholarship fund, and all participants had a free lunch.

Nominations are open for officers of the chapter for 2022. We need members to step up to leadership and be an officer.

Presentation: Lisa Ballantyne gave a great presentation on her trip to Oshkosh Airventure with Ray. She described the 3000-mile flight to and from OSH and had pictures of the arrival and departure. She also described what it was like being on the grounds and many of the things to see and do.

Hospitality – Bud Davies provided coffee, and Barry and Tracy Halsted were in charge of the lunch. Dave and Joan Miller took care of the hamburger cooking. Who would like to help in September?

The next VMC meeting is August 11, 2021, at the Mariner's Cafe
BOD meeting August 20, 2021, at the Mariner's Cafe
No Gathering in August due to Air Affaire

Looking for presenters for the remainder of the year. Contact Ken if you know anyone.

Ken ended the meeting at 11:40 a.m.

Respectfully submitted,

Ray Ballantyne, EAA430 Secretary



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

Discussions involving flying airplanes led by Ray Ballantyne



WHERE: Mariner's Cafe

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.

2021 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	Need Project leader		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
Scholarship	David Miller	8	scholarship@eaa430.org
Tool Crib	Mike Gawley		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

SEPTEMBER 2021



Dedicated to having fun with airplanes and promoting General Aviation

CHAPTER CHATTER

With President Ken Brown



AND JUST LIKE THAT IT'S LABOR DAY! The leaves on the trees are showing color and the beginning of the seasonal changeover has started. Days and nights are slightly cooler by a few degrees and the sun is shortening its time in our hemisphere.

So far this season we have hatched 152 Young Eagles and the young people got to experience the joy of flight. One more event is scheduled for KCLM but is being reconsidered at this time.

We hope and pray the county, state and country will follow the advice of the health agencies and continue to receive vaccine as well as the booster, so we can cap this virus and it's variant. Otherwise, our continued gathering indoors and meeting at restaurants will cease.

Looking forward to the Port Angeles Airport Appreciation day on the 18th. A fun time to support Fairchild airport and its economic impact, it has on the area. Have you noticed the number of business jets that have been arriving there? Over a 100 so far this year.

The nominating committee will be presenting a slate of officers in October to the chapter, so if you want to be part of the management team contact Rick Vaux, Barry Halsted or Tracy Halsted. Our chapter functions with the ideas you bring to the board and with your help. Please consider serving in one of the positions. November 2022 will be the chapters 50th year serving the Pacific Northwest aviation community.

September will be our last gathering and burger bash at Sequim Valley Airport for the year. Come out and join the festivities and fellowship. Starting with the October meeting until April, we will be meeting in the conference room at KCLM Fairchild airport in Port Angeles. Heating the Sequim hangar is not effective or comfortable.

November we will have the election of the new officers and celebrate the chapters 49th birthday. December we will have our annual Christmas Toy-for-Toys dinner party (December 11, 2021 1700-) at the Dungeness Golf Course. In the meantime be kind to each other and let us fly some airplanes. See you in the pattern.

ROGER

Ken

IN THIS ISSUE	Page
Chapter Chatter (Ken Brown)	1
Calendar of Events	2
VMC Club (Ray Ballantyne)	2
Concrete Fly-out (Barry Halsted)	3
Wm Fairchild Airport Appreciation Day	4
Aviation From My Rocking Chair	5-6
Getting To Know George Llewellyn	7-8
2021 Board and Directors	9

- SEPTEMBER & OCTOBER 2021**
- **VMC Club Meeting**
2nd Wednesday of the Month
Oct 13 7—8 pm Mariner’s Café
 - **EAA Chapter 430 Board Meeting**
September 17 & October 22
9:00 am Mariner’s Café
 - **Airport Appreciation Day Fairchild Airport**
September 18
 - **Young Eagle Rally TBD**
September 18 10-2 Fairchild Airport (PA)
 - **EAA Chapter 430 Chapter Gathering**
September 25 10:00 W28
October 30 10:00 TBD



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Discussions involving flying airplanes led by Ray Ballantyne

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Concrete Fly-Out

by Barry Halsted

Our August fly-out was to Mears Field in Concrete. Attendees were Emily Westcott, Captain Crystal Stout (guest) and Andy Sallee in Andy and Emily's Cessna 172, Ken and Skip Brown in their RV-9A, Dave Gardner in his Stinson, Ray Ballantyne and guest Richard Humphries in Ray's Glastar, John Ward in his Pipistrel Sinus Motorglider, Brendan Carmody and his son Liam in Brendan's Cherokee 140, guest Tim Alentiev in his RV-10 and Barry and Tracy Halsted in the Rocket.

The trip up was a bit hazy but otherwise great. As planned, we walked the ten minutes to Cascade Burgers only to find out that this week they closed on Tuesday and Wednesday. So we started to what was to be a not-to-far-away pizza place but after another ten minutes we all gave up and backtracked to a Shell station that had hamburgers and other supplements. In all, we had a nice turnout and a good time.



MT BAKER





*SATURDAY,
SEPT. 18, 2021*

10 AM - 4 PM

*WILLIAM R. FAIRCHILD INTERNATIONAL
AIRPORT APPRECIATION DAY AND FLY-IN
PORT ANGELES, WASHINGTON*

FREE ADMISSION FOR EVERYONE



- See military, corporate, medical airlift, seaplanes and general aviation aircraft up close
 - “Young Eagle” flights from 10 am to 2 pm
(Free airplane rides for youth ages 8 thru 17)
 - Helicopter rides by *Seattle Air Taxi* (for a fee)
 - *Kokopelli Food Truck* confirmed
 - *Black Diamond Junction* band confirmed
 - *Fogtown Coffee Bar* confirmed
 - *Olympus Hot Dogs* confirmed
 - US Coast Guard helicopter/crew invited
 - Numerous Cascade Warbirds
 - Friends of Willie & Joe WWII enactment
- *Hangar 19/Barhop Brewery* nearby off 18th Street open 2pm - 8pm for food, beverages and live music!



You won't want to miss it!





Aviation From My Rocking Chair

By Rick Vaux

The V.O.M. (Not Vroom, Vroom)

This month let's talk briefly about a piece of electrical test equipment everyone should have. It can be used at home, on your car, boat, or Aircraft! Let's talk about V.O.Ms.

Before we start, let me see a show of hands. Who thinks of electricity as some kind of voodoo, and electricians as practitioners of a very dark art? Hmmm, that many eh? O.K. then, how many of you are baffled by hydraulics? I see a lot of hands went down. Actually, the hydraulics to electricity analogy is a good one. A hydraulic pump does not make pressure. It provides flow, just as a battery or generator does in the electrical circuit. Hydraulic pressure increases as flow is restricted.

Electrical pressure (or Voltage) is produced when the electron flow encounters resistance. Electron flow is called Amperage, and electrical Resistance is measured in Ohms. Think of the V.O.M. as an electrical pressure gauge or flow sensor. V.O.M. stands for Volt/Ohm Meter or since it can measure Amps, it is also known as a Multimeter.

There are two types of V.O.Ms- Digital and Analog, each having advantages and disadvantages. The Analog V.O.M is more prone to impact damage due to its mechanical meter movement and an exotic switching system needed to drive the meter from Volts to Amps scales. As the internal batteries discharge, frequent compensation must be made for voltage drop on the meter. Digital V.O.Ms are harder to break due to integrated circuits and the lack of mechanical parts. The need to watch numbers instead of needle deflections can be a problem, especially when checking continuity on many components in a short period of time. You must also be very careful when using auto-ranging features on digital meters as it is easy to misinterpret the scales.

Which one do I use, personally? The easy answer is both. Most of my working life, Analog meters were the only ones available, and I still prefer them. Because most troubleshooting involves simple voltage or continuity checks, I find it much easier to watch a needle swing than to watch numbers flash on the screen. Be aware, however, an Analog V.O.M applies enough current (from internal batteries) when continuity testing to destroy integrated circuit components.

Now, let's do a couple simple troubleshooting problems. On preflight, you switch on the landing light and get...nothing. You next make sure power is on and either cycle the circuit breakers or check for a blown fuse. Still no help. Turn off all power, get your tools, and bring along that multimeter. Remove the lamp from its holder and select the highest DC voltage scale on the meter. Touch one lamp power wire with the black test lead, and one power wire to the red test lead. There should be no voltage. Swap the test leads just to make sure. Now it is safe to select an Ohms scale. A mid-range is usually O.K. Touch the test leads to both lamp contacts. If the needle moves, the lamp is good. Reinstall the lamp. Next step is gain access to the landing light switch. Connect the red test lead to the positive(+) side of the switch and the black lead to the wire going to the light. Select a Volt scale above battery voltage range. Voltage should read the same with the switch on or off. This tests the integrity of the circuit between the switch and the light. Finally, if you still have a problem, disconnect the battery, set your multimeter to an Ohms scale, attach one test lead to one side of the switch, and the other lead to the opposite side of the switch. Actuate the switch. If there is no needle swing as the switch goes on, the switch is bad. Notice the troubleshooting process follows a logical pattern with the most likely problem first.

(continued on following page)

Let's try one more and then I'll let you go. High resistance connections or grounds can cause really strange problems. I chased a taillight problem on my wife's VW van for days and finally found a loose ground on the right light assembly. O.K., set the V.O.M to a Voltage scale (DC in this case) and attach the red test lead to the component end of the ground wire, and the black lead to a known, good ground. Turn on the system being tested. Any voltage indication on the meter is proportional to the resistance in the ground wire or it's attachment. More observed voltage = More resistance in the ground.

After watering your eyes with my ramblings, I'll let you go. Remember if you see someone wandering in your aviation neighborhood, it's only me trying to come up with next month's column!

Rick Vaux TC 4130



The Adirondack chair and EAA 430 sign arrived at Oshkosh AirVenture via Rick Vaux and was safely installed in the Blue Barn by Rick and Ray. Thank you Rick for co-building the chair with Jim Best and thank you Madeline Patterson for designing and painting the sign.

GETTING TO KNOW GEORGE LLEWELLYN



George runs circles around men half his age. He has traveled the world while maintaining his interests, hobbies and work schedule.

George started life in Philadelphia and as a pre-teen became fascinated with rotorcraft planes as Pitcairn autogyros frequently flew over his home on their way to the Philadelphia airport on mail runs.

After high school, he started Engineering studies at Drexel Institute in Philadelphia and concurrently became a Toolmaker apprentice at Baldwin-Lima-Hamilton Corp (previously Baldwin Locomotive Works) in nearby Eddystone, PA.

He enlisted in the Army during the Korean conflict and after returning from Korea in 1954, he started taking flying lessons at the Westchester Airport in a J-3 Cub. He soloed in three months, getting his PPL early in 1955. He also flew a J-3 Cub on floats at the Philadelphia Seaplane Base in Essington, PA.

In mid-1955 he moved to Los Angeles attending Northrop Aeronautical Institute to get an Airframe and Power Plant Mechanics license (then called an A&E license), but soon learned there was a similar program at the Los Angeles Trade Technical Jr College for a lower cost. During this time, he worked nights for Western Airlines as a baggage handler at the LA International airport. After earning the power plant license he was able to get a job with Pan American World Airways as a mechanics helper. He continued on to get the Airframe license. In 1958 he moved to San Luis Obispo, CA to take Aeronautical Engineering at Cal Poly. One year later he moved to San Jose, CA to attend San Jose State College in their Aeronautics program and worked for Bob Wright (Wright Bros Aviation) at the San Jose Airport as both mechanic and parts manager.

Since Wright Bros did the Lockheed Missiles and Space Corp aircraft maintenance, several of their pilots became friends and enticed him to move to work at Lockheed for a better future. One of the positions was in the Environmental Test Lab where orbital space vehicles and all their equipment went through testing in the high altitude chamber and other environmental testing such as vibration and temperature variations. Some of the equipment was made at a subsidiary location near Hiller Helicopter Co where more rotorcraft were observed to enhance that interest.

In 1963 he became a partner with a friend from Wright Bros Aviation in a 1959 Cessna 172, N4189F. While on a visit to his parents in Philadelphia in 1988, he went back to the seaplane base to get his seaplane rating. On this trip back to CA, a stop at Oshkosh also provided a chance to get a couple more seaplane flights. He has his Combined Seaplane Ratings (ASES and ASEL).

He met his first wife at San Jose State College and they had four sons, three of which are still alive, one passing from suffering serious injuries in a downhill bike accident at the age of 16. George has now seven grandchildren and six great-grandkids.

(continued on following page)

He and a coworker at Lockheed started building two 35-ft Piver-designed sailing Trimarans in 1962 as fun projects. This hobby turned into a business call LASCO Marine, building many partial (kit) tri's and many complete tri's in sizes from 22 to 45 feet in length. One of their 40-foot Victress models became the first to circumnavigate the world. He bought a trimaran while in Guam and spent a few years rebuilding it, while flying back and forth from San Francisco. He sailed it to the Philippines with the man whom he bought it from and who was helping him rebuild it. He then sailed it by himself to Japan where he lived for several months. His plan was to sail it around the world.

These boat building years ended in bankruptcy in 1968 due to a lack of business experience and the economic downturn. After several years selling marine engines, he returned to his other work, the love of aviation. He went to work at TWA, then World Airways, and finally United Airlines where he worked until retirement in 1996, working the final 10 years in maintenance line engineering.

During a 1993 sailing cruise with friends in the Greek islands, a stop was made at Hydra in an isolated cove where they landed to go snorkeling. There he met a German lady, Birgit, who had been visiting a convent on top of a mountain. She had hiked down the steep mountain with a Greek lady, her daughter and a Greek nun with 2 donkeys. Since Birgit was the only one who spoke English, this chance improbable meeting resulted in a lasting friendship and what has just become a 25-year marriage anniversary in August 2021.

In 1996, George and his soon-to-be wife Birgit bought a 1968 Cessna Cardinal in Kentucky which needed work. They found a hangar in Indianapolis where Birgit was then working and living. Working on it to make it airworthy took some time, but in June 1998, George flew it to PA and then to Half Moon Bay CA where he had obtained a hangar for it. Since then, he has owned several Cardinals, one a 1968 model purchased as a "fixer" and restored to good condition and flown. Three other "project" category Cardinals went to new owners to restore.



**George's Cessna Cardinal displayed at Half Moon Bay Airport
Pacific Coast Dream Machines 2003**

(continued on following page)

Another interest has been skydiving with only two unusual events, one with a brand new harness with a misplaced chest strap. The jumps, while exciting to George, would be terrifying to most people. The first jump produced a brief breath-taking moment as he opened head down and proceeded to have the rig come off his shoulders but stopped at his bent elbows, Whew! Had to get that fixed quickly! The other event was years later with a newer model canopy, when he inadvertently installed the capewells which were twisted, resulting in a good opening, but flying backwards. He made the choice to continue backwards rather than cut away his chute. Looking over his shoulder, he managed to land safely, only after going through some tree branches before hitting the ground. He has accomplished over 200 jumps.

Besides flying an airplane, George enjoys sailing and construction work (building, repairing & creating). He is an active member of four Masonic Lodges of Sequim, Port Angeles and Port Townsend. He became a Master Mason in 2019, having served in all of the ranks.

He served as Vice President of EAA Chapter 430. He has been to Oshkosh five times.



SLEEP MEDICATIONS

Obtaining good, restful sleep is a problem for some people in our age range. The FAA will allow the occasional use of sleep medications, but continual use is not allowed. The primary concern should be the diagnosis, treatment, and resolution of the underlying condition. Untreated medical conditions that interfere with sleep are disqualifying.

All sleep aids can cause impairment of mental processes and reaction times. If medication is used, there is a required wait time from the last dose before resuming pilot duties. The number of required hours is: Ambien 24, Edluar 36, Intermezzo 36, Lunesta 30, Restoril 72, Rozerem 24, Sonata 12, and Zolpidem oral spray 48.

Benadryl is an antihistamine that is so sedating it is often used to induce sleep. It is the most common drug found in drug screens in fatal accident investigations. If taken, the required wait time is 60 hours.

Marijuana containing mixtures should never be used by pilots. It will show up on a drug screen for a long time. Although it is legal in some states, Marijuana is federally illegal. The FAA is very much against its use. There would be serious problems if there were a positive test after an accident.

Harry J. Wander, MD

Senior AME

2021 BOARD AND DIRECTORS

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

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Programs	No Candidate	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	Mike Gawley		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

OCTOBER 2021



Dedicated to having fun with airplanes and promoting General Aviation

CHAPTER CHATTER

With President Ken Brown

What is a chapter? In a word, it is MEMBERS.



Our members are the most important ingredient of our chapter. They are the binding element in what happens each month. Members do all the things we need to have done. At a Young Eagle event, the members work as ground crew supporting our pilots. The ratio is about 2.5 to one. The importance is beyond measure.

This month will be the last chance for anyone who would like to serve on or with the board of directors, to make their intentions known. Contact Rick Vaux (email is vicepresident@eaa430.org) and talk to him about your desire. I am sure we will have a place for you to serve.

Our theme for the October meeting, while not “TRICK or TREAT,” will be our featured speaker, Kevin Widdowson. He is captain of the large ship berthed in the Port Angeles Harbor. Its mission is cable repair on the west coast from Alaska to Mexico. These cables are the undersea internet network cables providing our connections to distant places. A very important service. Kevin is a pilot and lives in the U.K. It will be a very interesting presentation. Be sure to come and enjoy the fellowship.

November will be election of officers. Ballots will go out in November.

December gathering will be The Christmas Toy-For-Tots celebration dinner. It is still being planned for December 11, 2021 at the Dungeness Golf and Country Club on Woodcock Road. We are looking forward to a fun evening of fellowship and good food.

As of this writing, we will be gathering at Sequim Valley Airport #15. Watch the emails on the location. The Port of Port Angeles closed the conference room last month due to Covid-19 concerns. We are hoping it reopens for the October gathering date. We had planned to use the facility from October to March for our gatherings. Watch for updates.

Ken

IN THIS ISSUE	Page
Chapter Chatter (Ken Brown)	1
Calendar of Events	2
VMC Club (Ray Ballantyne)	2
Welcome New Members	3-6
Project Report (Richard Howell)	6
Aviation From My Rocking Chair	7
September Fly-out to WAAAM	8
For Sale	9
September 25 Gathering Minutes	10-11
2021 Board and Directors	12

- OCTOBER & NOVEMBER 2021
- VMC Club Meeting
2nd Wednesday of the Month
Oct 13 & Nov 10
7 - 8 pm Mariner's Café
 - EAA Chapter 430 Board Meeting
Oct 22 & Nov 19
9:00 am Mariner's Café
 - EAA Chapter 430 Gathering
Oct 30 & Nov 27
10:00 - 12:00 TBD
- Our Annual Christmas Party
December 11
Cedars of Dungeness Woodcock Road

EAA Webinar - Flying With the iPad — Your Digital Co-Pilot

EAA members can [watch a recording](#) of this webinar or watch any of past webinars online by visiting our [archives website](#).



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WELCOME NEW MEMBER

Cecilia Aragon

Editor's Note: Ken and I met Cecilia for the first time when she flew "Annie" into Sequim Valley Airport. Accompanying her was Jamie, her son's girlfriend, who was having her first flight in a small plane. Cecilia is now a 430 member and I asked her to write a short paragraph to introduce herself to 430 members.



My husband of 37 years, Dave, and I just moved to Sequim from Seattle, where I'm a professor at the University of Washington. My airplane is a light sport amphibian, a Super Petrel named Annie, and she just moved into a hangar at Diamond Point. I'm also an aerobatic flight instructor and former competition and airshow pilot. We have two adult children, Diana and Ken, who are both interested in aviation. If any members have aircraft for sale or lease, I'm looking for a Cessna 150/152 to instruct primary students, and a Super Decathlon to do basic aerobatic instruction.

For additional information on her extraordinary life as a pilot, go to her web site <https://ceciliaaragonauthor.com> or purchase her memoir from Amazon

Flying Free: My Victory Over Fear to Become the First Latina Pilot on the US Aerobatic Team

You can also attend an EAA Webinar she did March 17, 2021

Webinar- Rolling Fear Upside Down with Aerobatics

<https://www.eaa.org/videos/6241317938001>



**Cecilia, Jamie and "Annie"
at Sequim Valley Airport**

Cecilia was also our presenter at our September 25th EAA Gathering. The following is also published in the current September Minutes:

She mesmerized the audience with her life story where she broke free from low expectations and rose above her own limits by combining math and logic with her passion for flying in unexpected ways. In 1991 she became the first Latina pilot to secure a place on the United States Unlimited Aerobatic Team and earn the right to represent her country at the Olympics of Aviation, the World Aerobatic Championships. She is an author, air-show pilot and a full professor in the College of Engineering at the University of Washington. Her major awards for research and a stint at NASA designing software for Mars missions, led President Obama in 2009 to call her "one of the top scientists and engineers in the country." She recently moved to Sequim Bay, and hangars her Super Petrel LS amphibian at Diamond Point (with the help of George Lewellyn). She would love to have a local flight school. Her latest book "Flying Free" has recently been published.

Published in Sport Aviation August 2021

CECILIA ARAGON

RELUCTANT AEROBATIC AVIATRIX

FLYING AIRPLANES SINCE THE 1990S, Cecilia Aragon is the first Latina to earn a spot on the U.S. Unlimited Aerobatic Team, and she earned bronze medals at the U.S. National Championships and the World Aerobatic Championships. Flying did not come easily, however. As a young woman Aragon suffered from many phobias; she would avoid getting on elevators or even speaking to people for days at a time. She agreed to take a flight with a colleague in a Piper Archer, and from that day she saw how flying could break open her world. Aragon is a professor in the College of Engineering at the University of Washington in Seattle. She continues to flight instruct and teach aerobatics, and she particularly enjoys working with fearful students.

How did you get started in aviation?

I was leading a really narrow life because I was allowing my fears to take over. [Conquering fear] is what flying is for me. That is what the first step of learning how to fly did for me.

Favorite aircraft? I mostly fly in a Super Decathlon, which I believe is the best aerobatic trainer around because it's a taildragger and that's important to teach you to connect and use your feet. You need to be able to use all four of your limbs to fly well.

Your biggest challenges? There's a sequence of maneuvers you have to fly [in aerobatic competition] and you have never seen it before. You have 18 hours to look at it and you're not allowed to practice it. It was set up so that my plane just could not do it. It didn't have the performance, so the laws of physics said it was impossible to fly it and succeed at it. I was sitting in my hotel room and I remembered my dad's

voice...he would say, 'You can do it, just keep trying.' I remembered what I was trying to do was maximize my score, so it was kind of a math problem. I could come up with an algorithm of flying the maneuvers that wouldn't be perfect, but I could maximize the score and I practiced in my head and I went out to the airport and I flew it just the way I imagined it. It was the best my plane could do; it was good enough to make the team.

Favorite aviation-related activity? I specialize in working with people who are afraid, people whose other instructors have given up on. One of my students called me up after 10 years and said he'd gotten the instrument and commercial and said, "I would never have gotten my ratings unless I had you as a first instructor because otherwise I would have been too scared." Or they call me up and say, "I got into an accidental spin today, I heard your voice in my head and I recovered." I want to be the voice of support that my dad was for me. It only takes one voice.

Advice for students? If I can be ranked among the top few pilots in the world, then anybody with fears can learn to fly. They don't have to do aerobatics, but they can get into a Cessna or a Piper or one of these new airplanes and they can learn to fly.



WELCOME NEW MEMBER

Peter Lagergren



Ok....let's see - I'm guessing that my early childhood won't be of interest to anyone, including me. So, shortly before I had to start shaving, I joined the US Army, which was a knee jerk reaction to being turned down for the Naval Aviation Cadet program which had been closed. Since I had always wanted to fly, I kept pestering the Army to send me to flight school, which they finally did in an effort to shut me up.

After graduating as an Army Aviator, I was posted to the Republic of Vietnam as an "advisor" to the South Vietnamese Army. This posting consisted of flying close air support air strikes as a gunship pilot for everyone who needed it, even occasionally the ARVN. After a particularly regrettable mission, I spent a year tucked into a Navy hospital, which I thought was a bit of revenge in a way, before returning to flight duty as an Advanced Phase Instructor Pilot which was fractionally safer than flying combat missions.

Done with that, I went back to college to get a couple of degrees and then became a serial entrepreneur. Long hours, hard work, but at least I got to have my own corporate airplanes which I flew with enthusiasm, building up lots of hours. During this period I had the good fortune to become one of the pilots for a T-28 formation airshow team, which was the high point of my flying career. It was just a thrill being 5 feet apart at 240 KIAS inverted and pulling g's. For me the real thrill was being taught the airshow trade by Neil Anderson, who was the chief test pilot of General Dynamics who had flown the F-16 in at least 1500 airshows.

RIP Neil...

Duty called and I moved to Canada for 15 years where I got reacquainted with flying at the Victoria Flying Club and eventually moved back to the US to Sequim (Skwim I was told). After getting incredibly bored with retirement, I thought I would give flying a go and had a gig as a freight pilot in Dallas, which is like hitting yourself in the head with a hammer because it feels so good when you stop. My next iteration was flying King Air as a medevac pilot, which has been the most satisfying job I have had. However, no one does very much interesting flying with patients aboard, so I bought a Van's RV-8 that I keep at KCLM while my son, Winston, and I are trying to restore it to flying condition. Pretty much the kind of fun a barrel of monkeys have with an old tire, but it has been a blast for both of us and certainly interesting to meet all the kind and helpful folks we have met through EAA.

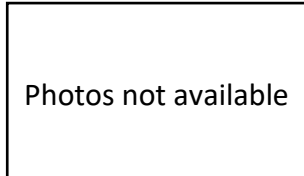
Editor's Note: Peter has the following ratings: USA Commercial, ASMEL, Instrument, Helicopter, Helicopter Instrument, CFI, Type rated T-28B; Canada Commercial ASMEL, Instrument, Helicopter, Helicopter instrument, numerous type ratings.

Welcome New Members



Terry Myers is a retired Army pilot of Gulfstream Executive Jets & Chinook helicopters. He has the following ratings: ATP, airplane multi engine land. BE-200, CE500, G1159 & GV Commercial Single engine land, Rotorcraft Helicopter, Instrument Helicopter BV-234. He is a member of the Sequim RC Aeronauts.

Additional new members include Barney Hall , Alan & Brenda Millet



Project Report Richard Howell's Sling 2 Experimental Aircraft

Richard & Barry mounting the engine





Aviation From My Rocking Chair

By Rick Vaux

Is the battery bad, again?

Wow, you look outside and see a beautiful, Chapter 430-type Saturday. What a great time to put a couple hours on the old flying machine. Though arrival at the airport is slowed somewhat by Sequim traffic (a two minute wait for the light at River Road and 101), you're still in a nice mood as the aircraft is untied and preflighted. That is until you snap on the Master switch, the mags, and hit the starter. Instead of that healthy roar as the engine comes to life, all that is heard is a weak solenoid click. Through superior temper control, you manage to slow the red color rising in your cheeks long enough to do a battery check. Master switch On, Landing Light switch On. Battery voltage drops like a stone! Now you are really ticked. That's the second battery in the last two months. They sure don't make them like they used to.

The preceding scenario may not have happened to you, but if it should, don't automatically blame the battery. Here is a simple troubleshooting procedure for the aircraft battery charging system. (You will need a multimeter, either digital or analog.)

- (1) Charge the battery to full capacity.
- (2) Turn on the Master switch and then the Alternator switch.
- (3) Set the multimeter to DCV and the "Scale" above normal system voltage.
- (4) Place meter Red lead on the Alternator 'Hot' stud (or BAT terminal) and the Black lead on the Alternator case (ground). Voltage should read 12.5v (12 volt system) or 24.5v (24 volt system). If there is no bus voltage, suspect a burned fuse, popped circuit breaker, or a bad connection on the battery lead to the Alternator.
- (5) If the above is o.k., move the multimeter Red lead to the Alternator Field stud and reset the DCV "Scale" to a more sensitive range (such as 5v). This will check the loop from Alternator output to Field input, and includes Alternator feeder, Circuit Breaker and Switch, Voltage Regulator, Connectors, Contacts, Splices, Terminals, etc. If the result is more than 1.5v, there is abnormal drop in the current path from Alternator through the Voltage Regulator and back to the Alternator. Note: 1.25v is normal for the Voltage Regulator.
- (6) If the drop above is more than 1.5v, check the Field circuit breaker, Alternator switch, Over voltage relay, voltage Regulator, and all the connections for failure. Check each of the components by working through the system backwards, starting with the Alternator.
- (7) If the voltage is a lot less than 1.5v (e.g. less than 1.25v), it normally indicates a failed voltage regulator which is usually seen as an Over voltage when the engine is operating.

That's it folks. I realize the beautiful day is shot, but maybe the next one won't be.

Rick Vaux
TC 4130

September Fly-out to WAAAM

The Western Antique Aeroplane & Automobile Museum (WAAAM) in Hood River, Oregon, was the destination for our September fly-out this year. Although the weather there was excellent, the same could not be said for NW Washington. As a result, not all of our EAA chapter members who had planned to go made the trip. Ray Ballantyne left in his Glasair about 9:00 am and texted broken low clouds in Sequim with an overcast layer not far above, but visibility between layers was good and he could easily see better conditions ahead. The broken layer dissipated around Shelton, and soon thereafter the clouds broke up altogether. Ernie Hansen and Jeanne Scribner (in Ernie's Swift) and Tracy and I (in our Harmon Rocket) left about 11:30. We had mostly scattered low clouds with the higher overcast also, but plenty of room between layers and lots of ground visible. John Cuny arrived with his guest Richard Humphries in John's Seabee later in the afternoon.

WAAAM holds their annual fly-in the weekend following Labor Day, hence our choice for this flyout. There were lots of aircraft attending and plenty of volunteers to assist with parking and to answer questions about the airplanes and cars in the museum. This is a place (and event) everyone in the NW interested in vintage airplanes and cars should visit – where else can you find over 80 such aircraft and 100 cars/motorcycles in one location?

The sun was brilliant and the breeze kept temperatures comfortable. We had a good lunch and time exploring, and later just enjoying talking to each other and to the people stopping by to admire John's Seabee. About 5:00, those of us in the Glasair, Swift and Rocket departed for Sequim, leaving John and Richard to camp overnight and enjoy another day in Hood River. The trip home was good, with just a bit of rain north of Bremerton. Clouds and visibility posed no problems although the broken clouds south of Port Townsend to Diamond Point had bases around 1200 ft. Ernie and Ray flew beneath these for a few moments; I flew over them at 3000 ft. These were scattered in Sequim; the scene was very pretty as we arrived at our Rakes Glen airstrip.

This was a great fly-out, and will be on our list again next year.

Barry



EAA Members attending fly-out to WAAAM



John Cuny's Seabee



John Cuny's trophy for Best Classic



Ken sent our EAA 430 patch to Charlie Becker at EAA National. Below are the pictures Charlie sent him of the patch.



“Mission accomplished. Your patch is now up in the Founders Wing of the museum.” Charlie Becker

Reprinted from Port Townsend Aero Museum Sumer/Fall Newsletter 2021

This year’s intern was Jacob Kirschbuam, an exceptional young man who left the Aero Museum two years ago to start college. This fall Jake will be a senior at the University of North Dakota where he is enrolled in their aviation program and well along his way to becoming an Airline Transport Pilot. Jake returned to the Aero Museum this summer with his FAA Commercial and Certified Flight Instructor ratings! Not only was he able to help us in the restoration shop on complicated restoration and repair work, using the skills he learned in the years spent volunteering while still in high school, he was also able to do flight instruction with the kids in our youth flight program. To think, only a few short years ago it was Jake in the student pilot seat, with museum flight instructor, Carl Nepute instructing, and now it’s Jake doing the instruction!



For Sale: Icom A6

In as-new condition, stored in its box and never used, with a brand new battery
\$130.00 Kevin Widdowson kpwiddowson@gmail.com

EAA Chapter 430 Monthly Gathering Minutes September 25, 2021



Date: September 25, 2021. Gathering in-person meeting at W28 Hangar 15 with 31 members and 9 guests attending.

President Ken Brown opened the gathering at 10:15 a.m.

Ken welcomed our guests: Françoise Pearlman, Mary Kuntz and Caroline Graham, Captain Crystal Stout, Dave and Diana Aragon, Kevin Widdowson, Karen Gardner, and Mark Hays. Mark talked about his history with hang gliders and balloons. He has just purchased a Glasair Sportsman.

Approved Minutes: The minutes for July 2021 meeting were approved. The minutes are posted on the EAA430 website.

Reports & Status update

Treasurer Report: The August balances.

Checking account: \$2,163;

Savings Account \$1,196;

Scholarship \$13,046.

Paver Program: Ray Ballantyne anticipates delivery before the end of the year. Once delivered, there will be a work party to lay out the plaza and install the bricks. Bricks can be ordered for \$200 for a 4x8 brick and \$400 for an 8x8 brick on the EAA430 website.

Fly-out: The September fly-out to Hood River WA Air & Auto Museum was a success. Flying weather around Puget Sound was problematic, but 4 aircraft made the trip. John Cuny's SeaBee won the best classic award.

The October fly-out will be to Chehalis early in the month of October.

Hospitality: we were grateful for our host today: Barry & Tracy Halsted, Dave & Joan Miller & Linda Runion. The grill was quickly relit to deliver great burgers!

Other Business: VP Rick Vaux provided the nominating committee Report:

President: Ray Ballantyne,

VP: Rick Vaux,

Secretary: Tracy Halsted,

Treasurer: Jim Bess.

(continued on next page)

Class II directors: Membership & Newsletter: Skip Brown, Scholarship: Dave Miller, YE: Bud Davies, Web wrangler: Andy Sallee, Flyout: Barry Halsted, VMC: Harry Cook, Tool Crib: Mike Gawley, Facebook: Tracy Halsted.

The Boat Trailer currently stored at the Browns will be sold. Ken has listed it for over a month with no interest. He continues to try and sell it.

Ken announced that **George (Buck) Knepper**, a former member, had passed away.

Emily Westcott reported on **Air Affaire** from last month. She said it was the best and biggest event in the 8 years it has been held. Helicopter and Biplane rides did well, the Aero Museum brought 4 or 5 vintage aircraft, Captain Chrystal's Balloon also did a good business. She expressed appreciation for all the EAA430 support, and especially to Barry Halsted and Ray Ballantyne for running the aircraft parking. She said next year will also be 1 day.

Emily also asked if anyone knew where she could get a hangar.

Jay Pearlman said he had a nice wing cradle for sale.

Our **Speaker** and new chapter member was **Cecilia Aragon**. She mesmerized the audience with her life story where she broke free from low expectations and rose above her own limits by combining math and logic with her passion for flying in unexpected ways. In 1991 she became the first Latina pilot to secure a place on the United States Unlimited Aerobatic Team and earn the right to represent her country at the Olympics of Aviation, the World Aerobatic Championships. She is an author, air-show pilot and a full professor in the College of Engineering at the University of Washington. Her major awards for research and a stint at NASA designing software for Mars missions, led President Obama in 2009 to call her "one of the top scientists and engineers in the country." She recently moved to Sequim Bay, and hangs her Super Petrel LS amphibian at Diamond Point (with the help of George Lewellyn). She would love to have a local flight school. Her latest book "Flying Free" has recently been published.

Following the presentation, a fine burger bash was provided which everyone enjoyed.

The next VMC meeting is October 13, 2021 7 pm at the Mariners Cafe

The next BOD meeting is October 15, 2021 9 am at the Mariners Cafe

The next Gathering is October 30, 2021, 10 am at Fairchild Int'l Conference Room.

Ken ended the meeting around 12:00 p.m.

Respectfully submitted,

Ray Ballantyne, EAA430 Secretary

2021 BOARD AND DIRECTORS

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	Need Project leader		build-n-fly@eaa430.org
Programs	No Candidate	5	programs@eaa430.org
Membership	Madeline Patterson	6	membership@eaa430.org
Newsletter	Skip Brown	7	newsletter@eaa430.org
Scholarship	David Miller	8	scholarship@eaa430.org
Tool Crib	Mike Gawley		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

NOVEMBER 2021



Dedicated to having fun with airplanes and promoting General Aviation



CHAPTER CHATTER

With President Ken Brown

The candy corn dish is finally empty and all the Halloween decorations have been stored for another year. The Thanksgiving cornucopia is on the table already and the leaves from the trees are everywhere. The clocks all fell back and the early sunsets have arrived.

All of this means the election of chapter officers will occur this month. The changing of the guard if you will. With this change, we will have a new voice, ideas and direction.

What will be your part in this organization? Will you step up to coordinate one of the youth programs or be a mover and shaker for a breakfast fly-in, or some other program? You have talents and we would like you to share them with the chapter.

Our chapter has continued to grow, in spite of the difficult times the last 18 months. We have expanded the scholarship program to support three students pursuing careers in aviation. Good on us.

Looking to the immediate future, we have this year our November Election (11/27), the Christmas Toys-For-Tots Annual Dinner Party (12/11) at The Cedars of Dungeness and the transition board meeting (12/17) where the gavel and torch pass to the new president. Look for your invitation so you can RSVP for the annual party.

You have already received your ballot. Please vote early by mail. It works really well and only takes a minute or two.

Wishing you a Happy Thanksgiving (11/25) and A Joyful Chanukah (11/28-12/6). Yes, it is early this year.

Ken

IN THIS ISSUE	Page
Chapter Chatter (Ken Brown)	1
Calendar of Events	2
VMC Club (Ray Ballantyne)	2
Review of October 30 presentation	3
Aviation From My Rocking Chair	4
Interview with Tom	5
Fly-out to Chehalis	6
Partnership For Sale	7
October Gathering Minutes	8 -9
2021 Board and Directors	10

- NOVEMBER & DECEMBER 2021**
- **VMC Club Meeting**
2nd Wednesday of the Month
Nov 10 & Dec 8
7 - 8 pm Mariner's Café
 - **EAA Chapter 430 Board Meeting**
Nov 19 & Dec 17 (BOD transition)
9:00 am Mariner's Café
 - **EAA Chapter 430 Gathering**
Nov 27
10:00 - 12:00 TBD
- Our Annual Christmas Party**
December 11
Cedars of Dungeness Woodcock Road

EAA Annual Christmas Party

Don't miss a night out on December 11th with your EAA friends. Social hour 5-6; partake of excellent food 6:00; program and entertainment @ 7:00. You'll be receiving an email requesting the number of people in your party and your entrée preference. Please send a check for your meal prior to the party. We are not accepting PayPal payments for the meal. Proof of Covid vaccination will be required at the door. Bring an unwrapped gift for our Toys for Tots table. This will be a night of good fellowship with your fellow EAA 430 members.



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

Discussions involving flying airplanes led by Ray Ballantyne

WHERE: Mariner's Cafe

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.

Kevin Widdowson presents Boats and Airplanes



Flying his airplane when he is home in England is another favorite pastime.

Kevin, presenter at the October gathering, explains the process of laying internet cable underwater and making repairs when necessary .



Kevin is the Captain of the CABLE INNOVATOR, a deep-sea vessel designed to lay underwater cables for telecommunications, electric power transmission, military, or other purposes. These cables are the undersea internet network cables providing our connections to distant places. It was built in 1995, is currently sailing under the flag of UK and is berthed in the Port Angeles Harbor. Its mission is cable repair on the west coast from Alaska to Mexico.

Global Challenge

Kevin was chosen out of 350 applicants as a member of the 6-person crew on the *Cable & Wireless Adventurer*, the around-the-world voyage encompassing 10 countries and 15 ports in just 73 days. According to Kevin, it was a trip of a lifetime; however comfort was not part of the experience. Below are pictures of the unique boat.



The *Cable & Wireless Adventurer* was designed and built to circumnavigate the globe in less than 80 days, to break the world record held by the US. Equipped with mostly British-designed, state-of-the-art navigation and communications equipment, the unique 115-foot stabilized monohull , twin-diesel powered vessel, left Gibraltar on 19 April 1998 on its pioneering 26,000-mile world-wide journey.





Aviation From My Rocking Chair

By Rick Vaux

Electrical Bonding (What?)

Greetings, Chapter 430. As some of you know, I have been relying on articles I wrote originally in the 20th Century! Thank Heaven some things don't change much. It seems that I have been stuck on electrical problems and troubleshooting lately. Bear with me one more time, and maybe next month will be different.

In a prior life I was an inspector for American Airlines and was asked one night to check a couple bonding jumpers attached to a 757 elevator. Aha! Electrical Bonding, that looks like an easy subject. Man, when I'm wrong, I'm really wrong! However, having already committed to this subject, let's see if it's possible to simplify a little.

An Electrical Bond is defined as any fixed union existing between two metallic objects that results in electrical conductivity between them. This can be either physical contact or from an electrical connection, i.e. bonding straps, clamps, jumpers, etc. O.K., why is electrical bonding so important to our aircraft? As anyone who has witnessed lightning can see, clouds can become highly charged with electrical energy. An aircraft (especially rotorcraft) in flight can also become very highly charged, primarily due to static electricity caused by atmospheric and slipstream effects. If an aircraft is improperly bonded, all metal parts will not have the same amount of charge. This causes a difference in electrical potential between various metal components.

When these charges neutralize along paths of variable resistance (such as intermittent contact caused by vibration or control surface movement) they produce electrical disturbance or noise in radio receivers. If the resistance between isolated metal parts is great enough, charges can accumulate until the potential difference becomes high enough to cause a spark. This could be very detrimental to the airframe, especially sensitive avionics or fuel tanks.

To my dismay, it would take more pages than I have available to cover this subject in our newsletter. However, I can list some of the reasons for electrical bonding in aircraft.

They are:

- (1) To minimize radio and radar interference by equalizing accumulated static charges.
- (2) Eliminate a fire hazard by preventing static charges from building up between two isolated members and creating a spark.
- (3) To minimize lightning damage to aircraft or occupants.
- (4) Provides a ground for proper function of radios.
- (5) Provides a low resistance return path for single wire electrical circuits.
- (6) Aids the effectiveness of ignition or radio shielding.
- (7) Provides a means of bringing the entire aircraft to ground potential and keeping it there when not in flight.

Well, did that water your eyes as much as mine? To find out how to bond an aircraft, check out AC43.13-1c. With that troopers, class dismissed and Rick has left the building!

Rick Vaux TC 4130



Editor's Note: I usually interview a Chapter 430 member for the newsletter; however, now that the holiday season is upon us, most of you are busy, so I decided to interview a special Thanksgiving friend, Tom. I had no preference between male or female, and this interview was based on the turkey who answered the following questions.

Hello Tom. Thanks for taking the time to help us get acquainted with you.

Tom: Thank you for asking me. Although my time during this season IS limited, I'm happy to be here. The alternative for me is that I might meet one of you in quite another way, on your dining room table.

Question: My first question to you: When did you decide on this particular career?

Tom: My career was predetermined. My mother used to tell me I could fly like an eagle but she neglected to tell me how to do this. I did try it on my own, but I could only fly a few feet off the ground before landing.

Question: Have you had a happy life?

Tom: Yes. I live on a farm and have been well fed and taken care of. I've always lived among my own kind and have lots of friends. At this time, unfortunately I seem to run around like a chicken with its head cut off.

Question: Do you have any regrets about how you have spent your life?

Tom: Since you asked, yes. I would like to have seen more of the world. I was pretty well stuck in the barnyard all my life. Not many of us get to have adventures.

Question: What has been your favorite memory as a turkey?

Tom: I always enjoyed eating with my friends. We woke up super early in the morning to get the good corn. The struggle was always worth it, though. We were stuffed by the time the rest of the turkeys woke up.

Question: Did you ever imagine yourself becoming a Thanksgiving turkey?

Tom: I always hoped I would be pardoned and live a long life.

Question: Do you have a favorite song this time of year?

Tom: *Staying Alive* by the Bee Gees

Question: Tom, what are your plans this Thanksgiving?

Tom: Well, honestly, I make it a habit not to plan ahead. One never knows. On Thanksgiving I am hoping for one of those wonderful NW storms when all the power goes out. Then I'll be watching football on my iPhone.

Question: Do you have any last words for our Chapter?

Tom: Yes. Don't be a turkey. Go fly with the eagles and be kind to your friends. Have a happy Thanksgiving, EAA 430.

Fly-out to Chehalis October 7, 2021

What a neat fly-out we had today! There were enough clouds on the way down from Sequim (and over from Norman Grier for Tim) to make the trip interesting and pretty but not an obstacle to getting there. Heading home kept some clouds in the picture but again a fine VFR day. I was surprised to see all the small lakes and rivers down there. I think most of my flying in that area had more clouds, less viz, and not so much time to just enjoy the scenery. This particular fly-out has enough distance to make the trip an adventure but not so long as to make it boring. Even in a Cub! Thanks for coming today. I was really pleased to see all of you, and I think the restaurant was, too! *Barry*





Seeking replacement partner for departing member - \$29,950.00

1971 Cessna 172-L

316 SMOH 4466 TTAF
\$2,892 Engine Fund (Currently)

- ✦ Lycoming O-320-E2D
- ✦ Engine Rebuilt 2019 (160 HP Conversion)
- ✦ New AirTex Interior 2019
- ✦ New Panel 2019
- ✦ New Paint 2019
- ✦ SkyView HDX Glass Touchscreen Panel
 - Primary Flight Display
 - GPS Navigator
 - Full-Function AutoPilot
 - Engine Analyzer
 - Synthetic Vision
- ✦ SkyView EFIS D10-A (secondary)
- ✦ Garmin GNS 430W (Integrated to Skyview)
- ✦ Garmin GNC255A Nav-Com with Glideslope
- ✦ Garmin GMA345 Audio Panel
 - 4 Place inter-com with dual push-to-talk switches
- ✦ 38 Gallon Fuel Capacity
- ✦ Emergency Locator Beacon (406 MHz)
- ✦ Front Shoulder Harnesses
- ✦ STOL Wing Conversion Kit



Partner financial requirements include:
 Maintenance/Insurance/Hangar \$85.00/Mo.
 Engine Tach Time \$20.00/Hr.

AERO Northwest LLC

For more information contact:

Mike Kiltz
360-460-6606

Jeff Davis
210-394-3512

Dan Gase
360-808-7053

George Kuhrtz
619-302-2553

Rick Stoffel
612-239-5128

Aircraft hangared in Port Angeles (KCLM)

EAA Chapter 430 Monthly Gathering Minutes

October 30, 2021



Date: October 30, 2021 Gathering in-person meeting with 25 members and 3 guests attending.

Ken opened the gathering at 10:10 a.m.

Approved Minutes: The minutes for September 2021 meeting were approved. The minutes are included in the Chapter Newsletter.

Financial Status: Checking \$3,352 Scholarship \$12,896. Total assets: \$16,248.

Correspondence: none.

Guests: Kevin Widdowson, our speaker for today. Francoise Perlman, Stanley Hall.

Board of Directors Reports and Status updates:

Paver Program: Order completed, now we are waiting on the delivery. Once delivered, there will be a work party to lay out the plaza and install the bricks.

Fly outs – Barry Halsted reported 13 people and 7 or 8 planes attended the October Challis flyout. It was a good flyout, and the restaurant at the golf course was nice.

Helicopter Blades – The four blades are offered for sale to the membership at \$75 each OBO as a piece as aviation art.

The boat trailer has not yet sold, it is now priced at \$500.

New Business:

Annual Election – Ballots emailed in November. A proxy will be included A quorum is required (30% of the membership.)

Christmas Dinner - December 11 1700- 2000 at Cedars of Dungeness Toys-for-Tots. Survey requested for an early count of attendees. We must have 50 solid confirmed or there is a large room rate applied. Only 11 total responded. 9+ 2-. Please respond to the survey.

(Minutes continued on next page)

Project Reports:

Dave Boerigter – Has secured a hangar at PA and now needs to move his RV12 project from his home to the hangar.

Jay Perlman – has cleaned out his hangar and has leftover parts to give away or sell. See Jay if interested.

Tom Roorda – The motorglider is being flown now, and Tom is in the process of getting checked out in it.

Richard Howell – The Sling II project is progressing. The engine is in and he is working on the fuel system and plumbing now.

Barry Halsted – The Piper PA 11 Cub has been repaired and is flying again, better than ever.

Hospitality – Skip hosted the coffee and pastries today. There was no lunch service. Need a volunteer for November's meeting

Speaker - Our featured speaker was Kevin Widdowson. He is captain of the large ship berthed in the Port Angeles Harbor. Its mission is cable repair on the west coast from Alaska to Mexico. These cables are the undersea internet network cables providing our connections to distant places. A very important service. Kevin is a pilot and lives in the U.K. Kevin provided a fascinating and informative presentation enjoyed by all. Thank you, Kevin!

The next VMC meeting is November 10, Mariners 7 pm

BOD meeting November 19, Mariners 9 am

Gathering November 27, TDB. Election and Birthday Party

Ken ended the meeting at 12:35 pm.

Respectfully submitted,

Tracy Halsted for

Ray Ballantyne, EAA430 Secretary

2021 BOARD AND DIRECTORS

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	Need Project leader		build-n-fly@eaa430.org
Programs	No Candidate	5	programs@eaa430.org
Membership	Madeline Patterson	6	membership@eaa430.org
Newsletter	Skip Brown	7	newsletter@eaa430.org
Scholarship	David Miller	8	scholarship@eaa430.org
Tool Crib	Mike Gawley		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





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EAA 430 FLYER

DECEMBER 2021



Dedicated to having fun with airplanes and promoting General Aviation



FINAL CHAPTER CHATTER

With President Ken Brown

It hardly seems possible this is my last “chatter” for EAA 430. Since joining the chapter in 2001, it has been my pleasure to serve in almost every chapter leadership position. There is no greater joy than serving our members.

As I look at the sunset of my third year as chapter president, I am pleased with all the accomplishments our chapter has made. During the last 1-1/2 years, we have faced difficult times concerning how we could meet. In spite of the obstacles, we managed to *ZOOM* are way through. While this alterative was a workable solution, it was the best we could do.

Our membership has grown over the last three years in spite of the obstacles. The scholarship program expanded to three students. Our paver recognition patio is established. We have increased our members to include R/C fliers, Ultralight and powered parachutes pilots.

We have an active and vibrant VMC meeting each month, and we will continue to hold these informative and educational meetings going forward. Our chapter achieved a GOLD rating in 2019, 2020 and hopefully in 2021. This is a tribute to all of you.

Stepping back from the active leadership positon in the chapter is not the end of my involvement. Rather, the beginning of a new chapter. I have several areas of service in which I am perusing. What is my future?

UFO: As most of you know, I am a certified U.F.O. (United Flying Octogenarians) since October 27, 2019. I am committed to helping this organization expand in both membership and recognition in the flying community, increasing its awareness to the younger pilots of the prestige and achievement of being a P.I.C. after 80, with knowledge of how to best prepare for it, while still in your seventies. The Basic-Med program is a great tool for older pilots who want to fly and will be able to do so with missions less demanding. I am currently on the Board of Directors of this international organization. I am writing the monthly newsletter which goes to 1800 members worldwide. I play an active role in board decisions and, as always, I continue to stretch and challenge their thinking.

(continued on next page)

Some may say I am retiring from volunteering but this just is not so. I am seeking to contribute at a different level to inspire and help more people in the organizations I hold close to my heart. All of you in 430 hold a special place as my brothers and sisters in aviation. To you all I say FAIR WINDS AND CLEAR SKIES.

See you at the airport and at the next *FLY OUT*.

Ken



November Fly-out to Skagit Regional Airport



Photo by Bud Davies

“It was a good time with no lag in conversation.”

IN THIS ISSUE	Page
Chapter Chatter (Ken Brown)	1-2
Calendar of Events	3
VMC Club (Harry Cook)	3
From outgoing to incoming Prez	4
Message from Jacob Kirschbaum	5
Getting to Know Andy Sallee	6-8
Aviation From My Rocking Chair	9-10
Girl Power (Movers and Shakers)	11-12
November Gathering Minutes	13-14
2022 Board and Directors	15

- JANUARY 2022**
- **VMC Club Meeting**
 2nd Wednesday of the Month
 January 12 2022
 7 - 8 pm Mariner's Café
 - **EAA Chapter 430 Board Meeting**
 January 21
 9:00 am Mariner's Café
 - **EAA Chapter 430 Gathering**
 January 29 10:00 - 12:00
 KSQM Meeting Room
 Sequim Village Shopping Center
 609 West Washington Street



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

Discussions involving flying airplanes led by Harry Cook

WHERE: Mariner's Cafe

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.

From our incoming president to our outgoing president:

Ken has been a member of EAA430 since 2001, over 20 years. He has been a board member for the last 18 years. He was in charge of merchandise for 12 years, the web editor for 10 years, the treasurer for seven years, membership chair for two years, and president for the last three years.

During his tenure as president, he and the board were able to establish a build-n-fly program, the VMC club, fly out activities, tool crib, and the paver program. The paver program provided additional funds for a third scholarship.

Ken led the chapter through the COVID-19 pandemic and was instrumental in carrying on the chapter with Zoom and other means.

You can't ask for a better or more talented volunteer.

Ray



From the Editor: The following is a list of President Ken's contributions to the chapter since becoming a member in 2001. He has also enjoyed helping members with computer challenges such as mentoring the treasurer as she learned QuickBooks and helping the newsletter editor as she sent out the monthly newsletter. Thank you Ken.

- President: 2019 - 2021
- Secretary: 2017 -2018
- Treasurer: 2003 - 2009
- Membership: 2010 - 2011
- Merchandise: 2003 - 2014
- Newsletter Ed: 2005
- Programs: 2021
- Web Editor: 2004 - 2012, 2018-2020
- YE Pilot: 2001 - 2009 (312 Young Eagles)
- YE Volunteer: 2001 - 2021
- Mail Chimp: 2018 - 2021

Message from Jacob Kirschbaum

Hello members of Chapter 430,



For the past three and a half years I have been working on my aviation degree at the University of North Dakota. I have earned my Commercial, Multi, Instrument, CFI, and CFII certificates/ratings with help from your scholarship. I am now working at UND as a CFI while finishing up my degree. I will be graduating from UND on December 17th.

I want to thank all of you for your donations and support over the past few years. In my initial application letter to the EAA chapter I said:

“I plan to contribute to the future of aviation by volunteering as an instructor at the [Port Townsend Aero] museum and helping to pass on a love of aviation to another generation of pilots. I don’t think anything else could be as fulfilling as helping kids in the same position as I was to realize that aviation is not out of reach, and to help them find their true passion.”

I am happy to report back that I spent May through July of 2021 working full time at the museum as a CFI. I was able to fly with the kids giving dual instruction and also help Mike and Kevin in the shop. As you will likely see in the next newsletter from PTAM, one of the students I worked with successfully passed his private check ride in October a few months after I had returned to school. With your help I was able to begin what I hope will be many years of helping out at the museum working to mentor and teach the next generation of pilots.

That brings us to my plans for the future. As of right now, I am planning to stay at UND in the spring working as a CFI. While UND is a great school, and I have definitely received a great education here, I am hoping to find a job elsewhere to finish up building time for my ATP. I think the value of the extra experience I could gain flying in a new environment is too valuable to pass up. I do not have anywhere in particular picked out yet, but with the opportunities currently available in the industry, I have been keeping my eyes open.

I will certainly be keeping in touch with you all and updating you as I progress through my career. Thank you again for all of the help you have given me!

Jacob Kirschbaum



Getting to Know Andy Sallee

When Andy was three years old, Santa Claus brought him toy airplanes and from then on, he became fascinated with airplanes. His dad took him to an airport whenever he had an opportunity. After his dad purchased a Cessna 172, Andy took ten lessons at the Port Angeles airport and soloed. At the age of 18 he had his PPL.

His dad, Jack, was a fighter jet pilot in the military and the family lived in Texas and California. On a camping trip to Sequim, on one of the hottest days of the summer, they couldn't find a place to set up their tent until someone suggested they try the Voice of America campground, indicating they probably wouldn't like it because it was foggy and cool. That was exactly what they wanted to hear and ended up spending the week there. Upon returning to California, his parents said they would soon be moving to Sequim, which happened a year later in 1972.

His parents purchased 45 acres off Ward Road and started farming. With five sons, his dad had a lot of help with the farm chores. Andy remembers haying what is now Rakes Glen Air Park. He and his dad also gave airplane rides, along with charter flights, from the grass strip adjacent to their farm. Andy graduated from Sequim High School, Peninsula Community College and Big Bend Community College in Moses Lake. Due to some financial problems, the family ended up losing the farm.



Airport ground breaking ceremony

About the same time, his dad decided to look into the possibility of building an airport and asked Andy to join him to build a "real" airport. They had specific requirements and after spending time looking around the area, in 1983 they purchased 55 acres which is Sequim Valley Airport.

Now it was time to clear the land and using bulldozers, they put in a 2000 ft grass runway. Over the years they gradually added a 3500 ft parallel paved runway, a taxiway, lights, signs, hangars and an office. Sequim Valley Airport has been a family affair for 36 years.



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In 1989 their new venture, Coastal Airways, offered 5 daily flights to SeaTac that met connecting flights. There were also 32 daily flights to Port Angeles, Friday Harbor, East Sound, Bremerton and Skagit Regional Airport. The first Coastal Airways used twin-engine Cessna 402's and was quite successful with over 30 employees. In the 1990's, a second Coastal Airways was an air taxi operation with a Cessna 172 run by Chris Armstrong. In 2010, a webcam and 24-hour, self-service fuel were added. Since 2012 the airport has welcomed hundreds of visitors to the annual Olympic Peninsula Air Affaire/Fly-In. Future plans include a GPS approach, additional hangars, and an event center with a restaurant.

His father passed away at age 66 when a forklift accident took his life in 1997. Andy and his mother, Winnie, took over running the airport until she passed away in 2009. Andy is now the current manager and president. His father and uncle, two brothers, William and Joe, his son, Daniel and daughter-in-law, Rachel, are all pilots. Daniel is a commercial pilot and currently flies B-747s, while Rachel pilots C-17s in the U.S. Air Force. Andy and Jane's daughter Elisa also soloed in 2019.

Andy's first airplane was a C152. He currently flies a C172 and a Beechjet 400. He has the following ratings: ATP, SEL, MEL & BA 3100, B727, MD80, CE EXCEL, BE 400 TYPE RATINGS.

As a young man, Andy had three goals: 1) Become an airline pilot before 30. He was hired by Braniff Airlines at age 29. 2) He would be a Captain of a 727 before age 40. He became a Captain at age 39. 3) He would work for the same company until he retired. This one didn't work out as he anticipated. He worked for Braniff for one year and then worked for DHL for 21 years. He was a line pilot on the 727 for 20 years at DHL. He was a flight engineer for five years, a co-pilot for five years and the Captain for 10 years. He has also worked for United Express and Allegiant. His union work included being the pilot rep which provided input on a new 200 million dollar air cargo hub in Cincinnati while the facility was being built, as well as the International Relations Committee rep. He later went from serving as a projector operator to being Chairman of a pilots alliance which mission was to bring the pilot groups of 5 airlines that served DHL together. He currently works as a corporate pilot on a Beechjet 400 at BFI (Boeing Field International Airport).

When Andy became involved with a charity organization, Global Family Alliance, he made a trip to Belarus and visited a Minsk orphanage. The purpose of his visit was to take photos of the conditions of the orphanage



and the surrounding area where people were living after the catastrophe of the Chernobyl disaster. He was instrumental in securing permission from the Belarus government to bring kids over to the United States where they would spend six weeks receiving medical and dental care while living with host families for this period of time. He also made it possible for three children from the orphanage to be adopted by American families.

In the three years he worked for this organization, he oversaw the arrival of 85 kids per year. He and his wife, Jane, ended up inviting a young boy to live with them for 3 years. In addition, his sister also was able to come to Sequim. Andy would invite the Belarus kids to the Sequim Valley Airport where they would receive airplane rides, an opportunity they would never otherwise have in Belarus. This was an active program until the president of Belarus, Alexander Lukashenko, shut down the program and no children were allowed to come to the United States.

His father-in-law started the Boys & Girls Club in Sequim in 1987 and Andy would bring the kids to the airport, spending time showing them how an airplane flies and then take them for a plane ride. He would occasionally go the club in his pilot's uniform and answer their questions about becoming a pilot. He also did this for the Cub Scouts. He invited pre-school kids to come to the airport to make and shoot off Estes model rockets, something he did with his son, Daniel, when he was young. He was asked by a mother of a six-year-old if she could have his birthday party at the airport and, of course, Andy said yes.

He has attended Oshkosh Air Venture, Reno air Races and numerous EAA 430 Young Eagle events. He is the current webmaster of EAA 430. Besides airplanes and flying, some of his favorite pastimes are hiking, snow skiing, boating, kayaking and spending time with family. The three things on his bucket list are: 1. Floatplane trip to Alaska 2. Six-month adventure to Italy and the Mediterranean with his wife, Jane 3. Helping make Sequim Valley Airport become one of the best small airports in the state.

When asked if he had any harrowing or exciting experiences to share, he mentions flying aerobatics with his son and daughter-in-law and experiencing an engine fire while flying a B727.

His message for EAA members: Continue to educate and share your love of airplanes and building airplanes often with friends and the community.





Aviation From My Rocking Chair

By Rick Vaux

You light up my life or Keeping the spark alive

Hello again, my friends. This month I decided to write about changing spark plugs. Now before your eyes glass over, I think you will find this information interesting and the kicker (at the end of course!) may save you up to 50% in spark plug cost for a flat-opposed engine with dual ignition.

First, the reminders:

- (1) Use only spark plugs recommended by the manufacturer. Incorrect plugs can effect plug life and engine performance.
- (2) After loosening plug leads, pull them straight out of the plug barrels. A side load can damage the barrel insulator or the ceramic lead terminal. If the lead is stuck in the plug, turn it slightly left or right. That should pop it loose.
- (3) Remove plug by holding your socket in alignment with one hand and applying steady pressure to the ratchet handle with your other hand. If the plug will not come out, **DO NOT USE A CHEATER BAR!!** You must put all the plugs back in and run the engine until cylinder head temperatures come up to normal range. The plug should now come out. From experience, it is much easier to do this before you start the plug change, but **BEWARE**; those plugs are going to be very **HOT**. Wear gloves.
- (4) As they are removed, put the plugs in a tray (Champion makes one or you can drill a wooden block to fit) arranged by cylinder number, and position either top or bottom, with the electrodes up.
- (5) Now, you get to be the inspector. Here's what a spark plug can tell you:
 - a) Normal plug- Will be brownish/gray with some slight electrode wear.
 - b) Carbon fouled - Dry/fluffy black deposits caused by rich fuel/air mix at idle or cruise, excessive ground idle, poor carb adjustment, or plugs with too cold a heat range.
 - c) Oil fouled - Black, wet deposits on bottom plugs. If oily deposit is found on top plugs, suspect damaged piston, broken or worn piston rings, sticking valves, worn valve guides, or faulty ignition. On new engines, the rings may not yet be seated.
 - d) Lead fouled - Light tan or brown on firing end of plug. Severe fouling shows as a dark glaze, discolored plug tip, or fused globules.
- (6) Clean the plugs with an approved solvent and then blow dry with oil-free shop air. A spark plug sand-blaster can then be used to remove minor deposits. Be sure to keep plugs in the rack by same cylinder and position as removed from the engine.
- (7) After cleaning, check electrode wear. If within serviceable limits, set the plug gap to the minimum recommended number. For instance, if the range is .016-.021, set the electrode gap to .016 which will allow the gap to wear to .021 and still be in tolerance.
- (8) Rotate the plugs. I have always swapped plugs from top to bottom in the same cylinder and this still works. There is however, a new way (to me) to rotate which may increase plug life by 50%.

O.K. y'all have waited long enough. Here is the procedure (if I can explain it well enough!) A spark plugs firing polarity causes wear either to the ground electrode or the center electrode. A magneto uses a rotating magnet to generate electricity, the north or south poles of which send Positive voltage down one lead, and Negative voltage down the next lead. To equalize wear, let's move the plugs to opposite polarities. But, that's not all; plugs can wear unevenly from lead salt deposits in Avgas. Moving plugs from top to bottom will tend to equalize this wear. And finally, the longer the lead-the greater the capacitance-the greater the electrode wear. Swapping long and short leads tends to equalize this wear.

Continued on next page

So, Rick, What does all this mean? It means, dear friends, that there is a way to ensure that center and ground plug electrodes wear at approximately the same rate and should result in much increased plug life. If I can have your attention, here's how:

4 cylinder (T=Top and B= Bottom). Looking down at your tray with #1 cylinder on your left, swap #1T with #4B, #2B with #3T, #1B with 4T, and 2T with 3B.

6 cylinder. Swap #1T with #6B, #2B with #5T, #3T with #4B, #1B with #6T, #2T with #5B, and #3B with #4T. Rotate your plugs like this every time and it should more than pay for your EAA membership.

(9) Time to reinstall these hummers. Apply a thin coat of anti-seize compound to the plug threads being sure to keep it away from the bottom 2 threads. Put on a New gasket washer. These are cheap blow out insurance and should always be new. Check the plugs one more time and install them. Torque the plugs to manufacturer specs. Clean the plug lead terminal sleeve and plug shielding barrel with a lint free cloth and solvent and then install the plug lead. Finally, torque the coupling nut while holding the lead elbow to prevent twisting.

O.K, Troopers, thanks for hanging around the old rocking chair and from my family to yours... Have a Happy Christmas and a Wonderful New Year.

Rick Vaux
TC 4130



Girl Power (Movers and Shakers)

Today (& every day) we acknowledge the contributions of female pilots to our aviation community. Not all of the women pictured here are pilots, but the majority are. The non-pilot women are also the reason many of the male pilots/builders are successful. We are all an important part of EAA 430, lending our expertise, our talent, and our awesomeness. Kudos to all those who love airplanes and contribute so much to our chapter. My apologies to anyone I might have missed.



Madeline, Tracy, Skip, Lisa



Deb



Adine



Joan



Emily



Cecelia

Continued on next page

Movers & Shakers



Mary Ann



Colette



Leslie



Jeanne



Ginny



Jane



Dava

November 27, 2021 ZOOM Gathering Minutes

The annual general meeting of Chapter EAA 430 officially called to order at 1002 on Zoom by President Ken Brown.

Ken led the Pledge to the Flag of the United States for the 13 members attending.

There were no additions or corrections to last month's gathering minutes as published in the newsletter, and they stand approved as published.

Correspondence: Young Eagle Award pins have arrived, but the service pins will be delayed.

Old Business:

Reports & Status update

Treasurer Report: The November balance sheet reported the following. Checking account: \$2411.62, Savings \$1,196.36, Scholarship \$13,040.61. Our total assets are \$16,645.59.

Paver Program: Order Delivered. A work party to lay out the plaza and install the bricks is on the horizon. Stay tuned.

Fly-out: The Skagit flyout saw 4 aircraft and 5 people who enjoyed the meal from Skagit Landing. Barry is planning a long cross country to Port Townsend for December.

Scholarship: Dave Miller reported that Jacob is graduating the University of North Dakota early which will save us \$750 in scholarship monies. Dave said he is working with Rick Vaux to identify someone from the peninsula needing help to attend an aviation mechanic school.

Helicopter Blades are for sale – The 2 remaining blades are offered for sale to the membership at \$75 each OBO as a piece as aviation art.

New Business:

Annual Election – Ballots were emailed in November, and 55 ballots were received which more than met our quorum. (30% of the membership.) The tally sheet is attached.

Call for additional nominations from the floor received none.

There was a motion and second to close the nomination process which was approved unanimously.

Call the Vote for the slate:

The Slate has been approved by the membership

Ray Ballantyne President

Rick Vaux Vice President

Tracy Halsted Secretary

Jim Bess Treasurer

Congratulations to the new EAA 430 Officers.

Ray took a minute to thank Ken Brown for his over 20 years of being an EAA430 member. Ken has been a board member for the last 18 years. He was in charge of merchandise for 12 years, the web editor for 12 years, the treasurer for seven years, membership chair for two years, and president for the last 3 years. During his tenure as president, Ken and the board were able to establish a build-n-fly program, the VMC club, fly out activities, tool crib, and the paver program. The paver program provided additional funds for a third scholarship. Ken led the chapter through the COVID-19 pandemic and was instrumental in carrying on the chapter business with Zoom and other means. Everyone at the meeting shared their appreciation. (continued on next page)

November Gathering Minutes (continued)

Christmas Dinner - December 11, 1700- 2000 at the Cedars at Dungeness Santa will be there with Toys-for-Tots. 35 people have signed up so far. Be prepared for a sing-along led by Bud and Rick!

The Board has approved the sale of Chapter Lifetime Memberships:

Family membership \$500

Individual membership \$400

There being no additional business, Ken closed the business meeting at 1021.

Project reports:

Richard Howell reported on the progress of his Sling 2. His website sling2.a.com documents his progress. The engine and instrument panel are close, and now it's time to install the windshield and adjust the canopy lock. He talked of painting options and received great feedback from other members. He also mentioned that when it's done, he will be selling his Piper Warrior.

Dave Moffitt said the upholstery is in his RV12 and he discussed painting the fiberglass parts and using vinyl graphics. Again the members provided great suggestions. He expressed appreciation to Richard Howell for help with his avionics.

Jim Bettcher described his recent experience selling his GlaStar to a guy in Texas and flying it to Phoenix to meet him and complete the deal.

Rick Vaux said he has had his ultralight for 2 years, and wants to take it apart for a thorough inspection.

The activation of the DART to provide water and medicine to Seiku was discussed and Dave Miller described the activation process.

The meeting ended at 1115.

Respectfully submitted,

Ray Ballantyne, EAA430 Secretary

2022 BOARD AND DIRECTORS

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

Position	Name	Phone Ext	Email Address
President	Ray Ballantyne	1	president@eaa430.org
Vice-President	Rick Vaux	2	vicepresident@eaa430.org
Secretary	Tracy Halsted	3	secretary@eaa430.org
Treasurer	Jim Bess	4	treasurer@eaa430.org
Class II Directors			
Programs	No Candidate	5	programs@eaa430.org
Membership	No Candidate	6	membership@eaa430.org
Newsletter	Skip Brown	7	newsletter@eaa430.org
Scholarship	David Miller	8	scholarship@eaa430.org
Young Eagles	Bud Davies	9	youngeagles@eaa430.org
VMC	Harry Cook		vmc@eaa430.org
Tool Crib	Mike Gawley		toolcrib@eaa430.org
Web Editor	Andy Sallee		webeditor@eaa430.org
Build-n-Fly	Need Project leader		build-n-fly@eaa430.org
Communications	Scott Fitzgerald		communications@eaa430.org
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

