



EAA 430 FLYER

JANUARY 2022

Serving Port Angeles, Sequim & Diamond Point

Dedicated to having fun with airplanes and promoting General Aviation



FROM THE LEFT SEAT

With President Ray Ballantyne

We closed out 2021 in great fashion with the annual holiday party at The Cedars at Dungeness. Thanks goes out to all those who helped make that such a great party.

I am honored to be elected as president of this great chapter. My career involved 34 years in all three options of ATC. I'm an EAA lifetime member; I've been a 430 member since moving here in 2010. I served as secretary for four years and started facilitating the VMC club over three years ago.

I'm really excited about the coming year for our chapter. We've had some last minute changes to the Board of Directors as Jim Bess has resigned as treasurer, and Tracy Halsted has graciously offered to take over that position. I have asked Richard Howell to serve as our new secretary, and he has accepted the position. Thanks to Harry Cook for taking the lead for VMC club. We're lucky to have such an experienced airman leading the discussions. He may explore alternating the IMC club with the current VMC club. If you haven't been to a VMC meeting, you might want to give it a try. It can be a really fun hour.

Now that the holidays are behind us, it's time to think and plan our flying season for this year. Of course, Barry Halsted has been doing a fabulous job of offering places to fly every month. He may be thinking of another poker run, and even an overnight trip. Our first Young Eagles event will be on May 21st at Fairchild international Airport in Port Angeles. During the open house, we will also be soliciting participants for our first "You Can Fly" program which will be conducted the following weekend. Sometime in the spring, when warm breezes make you look up, we plan to have a para-motor fly-in breakfast and invite the community. Adding these events to our regular Young Eagle rallies and Air Affaire should make the coming year full and fun. Please consider becoming involved in one or more of these events that interest you.

As I write this column, my wife Lisa and I are still in Delaware providing care for my brother John. Being 2500 miles away means I have to rely on others to help keep the chapter moving. Thank you to those who are stepping up. I was planning to host a Ballantyne's Valentine Party at my hangar on February 14, but COVID concerns have overcome my best efforts. Maybe we'll do it next year.

Speaking of COVID, the Board has worked hard to find a warm comfortable venue for the January Gathering to no avail. We tried the conference room at KCLM, KONP radio station conference room, and private hangars. **Therefore, our January Gathering will be held on ZOOM starting at 0930 on Saturday January 29, 2022**, with the business meeting starting at 1000. I hope it is the only one of the year.

(continued on next page)

I will also report that there have been conversations with Sequim Valley Airport about construction of a new hangar that can serve as our meeting facility. More information to come as specifics come to light.

There will be the 2nd annual EAA Homebuilders Week for 5 days between January 24-28, 2022. There will be 6 webinars each day, and you can pick and choose what’s interesting whether you’re getting started or want to learn more. The webinars will be recorded and members will be able to replay them from EAA.org.

Keep your airplane flying this winter, and invite someone to go fly with you!

Mike Patey says:

For all you young aviators, get into aviation. It is so fun, and it’s one giant, happy family. It’s a wonderful place and I promise you the first time you get your aircraft two inches off the ground—it’s going to be fun that time—and 10,000 hours later, too.” “Flying is unreal. Go do it.”

2022 Northwest Aviation Conference & Trade Show

February 26 - 27 Puyallup, WA

SATURDAY 9:00 AM - 5:30 PM | SUNDAY 10:00 AM - 4:00 PM

ADMISSION is \$5/day. Kids 17 and under FREE.

Event is hosted at the Showplex Exhibit Hall, Washington State Fairgrounds, Puyallup, WA.



| IN THIS ISSUE | Page |
|-------------------------------------|------|
| From the Left Seat (Ray Ballantyne) | 1-2 |
| Calendar of Events | 3 |
| VMC Club (Harry Cook) | 3 |
| Fly-out to PTAM | 4 |
| Getting to Know Maria | 5 |
| Aviation From My Rocking Chair | 6 |
| Good Ice ALASKA HAS IT ALL | 7 |
| December Gathering Minutes | 8-9 |
| 2022 Board and Directors | 10 |

JANUARY & FEBRARY 2022

- **VMC Club Meeting**
2nd Wednesday of the Month
Jan 12 & Feb 9
7 - 8 pm Mariner's Café
- **EAA Chapter 430 Board Meeting**
Jan 21 & Feb 18
9:00 am ZOOM
- **EAA Chapter 430 Gathering**
Jan 29 9:30 - 12:00
ZOOM

NO EAA 430 FEBRUARY MEETING

2022 Northwest Aviation
Conference & Trade Show
February 26 - 27 Puyallup, WA

Thank you from our new treasurer, Tracy Halsted, for all those who have paid their dues for 2022. A reminder if you have not sent in your \$20/\$25, you can do this via PayPal on the EAA 430 website, or send your check to EAA 430, PO 13, Carlsborg, WA 98324.



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.



Fly-out to Port Townsend Aero Museum



1946 Globe Swift GC-1A

Produced from 1946 to 1961, the Globe Swift is a sporty general aviation design whose beauty and superior flying characteristics have made it a favorite classic. The 'W' model was the only multi-seat, complex, nonexperimental aircraft of its time in the United States under 100 horsepower. With its sleek lines and retractable gear, it handles like a fighter and was a major advance over wood-and-fabric designs. It was superbly economical to fly.

Prior to purchase by its present owner, this 1946 Swift spent 20 years in the Swift Museum Foundation collection on display in Athens, TN. It retains most of its acid skin, early production magnesium engine cooling grill and fabric-covered rudder. The interior is vintage as well, with its art deco-style instrument panel and instruments, cream and blue color scheme, and original control wheel, yokes and seats.

Gift of Ernest Hansen



1937 Beech C17B "Staggerwing"

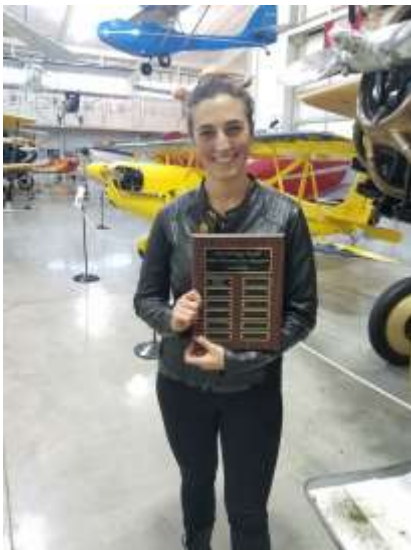
One of the outstanding intermediate designs of the 1930s era, the nickname "Staggerwing" was due to the unusual arrangement of the wings, which was traditionally with the top wing ahead of the bottom wing. Fast, high altitude, aerobically efficient, this 8-seat retractable gear airplane was named for the efficiency.

Engine: Lycoming 300 hp
Top speed at sea level: 188 mph
Cruise at 7,000 feet: 175 mph
Landing speed with flaps: 45 mph
Empty weight: 1850 lbs
Gross weight (maximum): 3165 lbs

Gift of William Helzell



Getting to Know Maria By Mike Mason



Maria Morrison's first volunteering experience at the Port Townsend Aero Museum was many years ago on the day of our annual fundraising dinner auction event. She was ten years old! She worked the entire afternoon and evening helping with the event, keeping pace with the kids twice her age. In the weeks following, Maria joined our ranks as our newest youth volunteer, showing up at least once a week where she would spend a full day (7 hours) helping to restore aircraft, maintain aircraft, give tours, teach ground school, run the front desk of our display building and mentor the young volunteers following in her footsteps. Maria is now 22 years old, and in the time from her waiting tables at her first PTAM dinner auction event to present day, she has earned her private pilots certificate, multi-engine rating, float rating, ground school instructor certificate, and mastered the art of covering an aircraft with new fabric among many other aviation maintenance skills. In her life outside of aviation and the Port Townsend Aero Museum, Maria received a scholarship to Duke University where she is graduating this year with honors. In her time at Duke, Maria served as one of the youngest editors ever on the Duke Chronicle newspaper.

This last summer Maria was accepted in Harvard Law School, where she will begin her study of law. I'm hopeful her law degree from Harvard will have an aviation slant, because we sure could use some one like Maria on our side!

Maria is the eldest of two daughters, whose parents are Linda and Neil Morrison of Port Townsend. Linda is retired from the airline industry and currently works part time as a flight instructor at OS9. Neil is a 747 captain for UPS where he flies international freight when he isn't flying or working on the EAA B-17 or at home with his family.



Editor's Note: Maria was our tour guide at the PT Aero Museum when EAA 430 members spent the afternoon enjoying the many antique airplanes. We also got to see the area where the kids do the restoration of the planes and the paint shop where the finish work is done on the planes.





Aviation From My Rocking Chair

By Rick Vaux

All That Sucks Is Not Bad

Hello again to all in Chapter 430, and I hope you and your families are healthy and warm. The subject for this month's column is...(drum roll please) Pneumatic Instrument Systems: Attitude Gyros, Directional Gyros, and Rate of Turn Gyros such as Ball/Bank and Turn Coordinators.

If we wanted to check the FAA requirements for gyro instruments, where would we look? I know I heard everyone say, "FAR 91.205(b)", and you are all correct. Reading down the list of required gyro instruments for VMC flight either day or night, the total is 0, none, zip, zed, nil. Wow, that should save a lot of money, eh? Well, yes it could, but, for the sake of yourself, family, and friends, please consider at least a venturi-driven Ball/Bank. From personal experience, the horizon really does disappear on a moonless night in the Texas panhandle, or that under-cast may have grown after your 180 degree turn.

Now, let's complicate things a bit. FAR 91.205(d) covers gyros required for IMC flight. These are: (1) Rate of Turn. (2) Artificial Horizon (3) Directional Gyro. They can be either pneumatically or electrically driven. All aircraft which operate IMC, also require a back-up power source for air-driven gyros, or a back-up electric Rate of Turn indicator. Normally, the Gyro Horizon and the Directional Gyro are vacuum pump driven, and the Ball/Bank or Turn Coordinator are electric. In this way, a failure of either system leaves at least partial panel for emergency navigation.

Also installed in the panel is a Vacuum Gage (or Suction Gage). When the system is operating correctly, the normal range is 4.5 to 5.5 Hg. As you have probably noticed, the Vacuum Gage is usually very small. This becomes a problem, in that pneumatic system failures may happen very suddenly or very slowly, and slow failure is much more dangerous unless you constantly cross-check ALL instruments, including the Vacuum Gage.

If gage pressure is low, suspect a dirty air filter, dirty screen, sticking regulator, worn air pump or a system leak. Zero vacuum pressure points to a pump failure, collapsed line or an inoperative gage (I should be so lucky!)

O.K., Rick. Why do I even need to worry about vacuum pump problems? I just bought a new 0-320 with a 2400hr TBO. My answer, dear friends, will possibly shock you. Of the two types of pumps (wet and dry), the "wet" type is longer lasting due to being lubricated by engine oil. Unfortunately, it is also much heavier, and more expensive. Note: not all engines can be equipped with these pumps. The "dry" type pump has a much simpler mounting, and is considerably lighter and cheaper. The problem being that they must be kept free from oil or they will fail very quickly.

The following is the recommended AIRBORNE pump replacement schedule:

- (1) Any Model# beginning with 200-212. 1100 hrs.
- (2) E211cc or E212cw. 1200 hrs
- (3) Any Model# Beginning with 215-216. 1200 hrs.
- (4) Any Model# Beginning with 220-242. 600 hrs.
- (5) Any Model# Beginning with 420-442. 450 hrs.
- (6) 832cw or 842. 300 hrs.

If you are surprised by this information, that is a good thing. Occasionally include the Vacuum gage in your scan, cross-check the other instruments, fix any problem as soon as you land, and fear not that "dark and stormy night." Well, troopers, if you see a shuffling guy hanging around this aviation neighborhood, wave and say "Hi." It's probably me. Rick Vaux TC 4130

GOOD ICE ALASKA HAS IT ALL

Reprinted with permission AOPA Pilot January, 2022

By Peter Fraser

There are only a few places in the world where you can learn to fly on skis and even fewer where you can learn to land on glaciers, high in remote mountains. One such place is Alaska Floats and Skis, offering ski flying instruction in the winter, and float and bush flying courses in the summer.



Late February through early April is the time for ski flying in Talkeetna, Alaska. Your base will be the five-bedroom lodge on Christiansen Lake, just a stone's throw from the charming little town of Talkeetna, which in the summer is bustling with tourists, but in the winter is almost left to the locals.

The area is beautiful. To the east Denali and the Alaska Range burst out of the flat surroundings, shouldering away the sky, and peaking at just above 20,000 feet. It is a mesmerizing sight on a clear, crisp day. Snow covers everything here, foot upon foot of it. This is dry snow, it creaks under your tread, it glistens in the sun. Gliding around silently on skis, trudging along on snowshoes, or noisily careening along in a snow machine, it is a pleasure experiencing this untamed, wild land.

<https://www.aopa.org/news-and-media/all-news/2021/december/pilot/postcards-good-ice>

On a rocky outcrop beside the glacier is an emergency shelter hut. A single room about 15 square feet. Large glass windows warm it on a sunny day. It has a log fireplace and is fully stocked for any emergency, including huge sleeping bags, folding camp beds, and a mattress. If you get the chance to overnight, take at least three days of supplies just in case the weather changes and you are stuck. A night here on the glacier with the clearest star-filled sky and perhaps the aurora borealis is unique and awe inspiring.

EAA CHAPTER 430 GATHERING MINUTES

DECEMBER 11, 2021



Date: December 11, 2021 Christmas Party Gathering at Cedars of Dungeness. 41 attendees.

Ken opened the gathering at 6:12 pm with the Pledge of Allegiance, followed by Jim Bess offering Grace. Dinner was then served.

Chapter Awards: Ken presented the following annual awards:

Barry Halsted - Fly out coordinator/ Tech Counselor

Bud Davies - Young Eagle Coordinator

Dave Miller - Scholarship Coordinator

Ernie Hansen - Tech Counselor

Harry Cook - Tech Counselor

Jim Bess – Chair Builder

Ray Ballantyne - Secretary & VMC lead

Mary Brown - Treasurer & Newsletter Editor

Tracy Halsted - Facebook / Young Eagle Coordinator

Rick Vaux - Tech Counselor Vice President and Chair Builder

Rick Vaux was also awarded the Presidential Award for driving to Oregon to deliver a donation, and for driving to Oshkosh to deliver the chapter chair that he and Jim Bess built.

Ken introduced Ray Ballantyne as the incoming president and turned the meeting over to him.

Ray thanked Ken for his three years of dedication as president. Then he gave a short speech on how happy he is to serve as our new president, and talked about the fun things he has planned for 2022:

Valentines Party at Ballantynes – Mandatory Karaoke.

Flyout poker run

Spring breakfast with Para motors, powered parachutes.

May 21st W. Fairchild Airport Appreciation Day. In addition to Young Eagles, Ray is planning to have a Flying Start booth at the event.

Pancake breakfast

Complete the Paver Pilot recognition plaza in the spring.

Tech counselor parties in the hangars of those requesting help.

(Continued on next page)

Board of Directors: Transition meeting for new board members has been completed. New Class I Directors:

President – Ray Ballantyne
 Vice President – Rick Vaux
 Secretary – Tracy Halsted
 Treasurer – Jim Bess

Changes in Class II directors:

VMC/IMC – Harry Cook

Communication - This new position will be filled by Scott Fitzgerald. He will also maintain the online membership roster.

Membership and Build-N-Fly remain vacant.

Volunteers needed for Gathering meals. For 2022, members can volunteer for one time, not the whole year.

The Scholarship program has been increased from 2 to 3 recipients.

Chapter dues are \$25 family or \$500 for a Lifetime Family membership; \$20 for an individual or \$400 for a Lifetime Individual membership.

Ray discussed some other worthy aviation programs in the area:

WPA - Dave Miller is the President of the Clallam County Chapter. Talk to Dave for more information.

RAF – Talk to Ray if interested.

Andy Sallee is planning to build new hangars at Sequim Valley Airport, and there is a possibility EAA430 could use one for meetings. More on this later; it's just in the planning stage.

The January Gathering will be held January 29, 2022 at KSQM radio station, in the JC Penny Plaza at 10 am.

Ray adjourned the meeting at 7:30 pm.

Program: Bud Davies and Rick Vaux led the group in a 15 minute sing-along of Christmas music.

| | |
|--|-------------------------------|
| Financial Status 2021: Total funds | \$ 15,740 |
| Checking | \$ 2,778 |
| Scholarship: | \$ 11,790 |
| General Funds: | \$ 1,196 |
| Previous year Financial Status 2020: Total funds | \$ 9,189 |
| Checking | \$ 519 |
| Scholarship: | \$ 6,238 (plus Pavers \$1238) |
| General Funds: | \$ 1,194 |
| Increase in overall funds 2020 – 2021: | \$ 6,551 |

Respectfully submitted,

Tracy Halsted, 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 | Richard Howell | 3 | secretary@eaa430.org |
| Treasurer | Tracy Halsted | 4 | treasurer@eaa430.org |
| Class II Directors | | | |
| Programs | No Candidate | 5 | programs@eaa430.org |
| Membership | Tracy Halsted | 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 |



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FROM THE LEFT SEAT

With President Ray Ballantyne

As we move into 2022, I look forward to the chapter hosting a flying start event and having a light aircraft pancake breakfast. But as we plan these future events, I think it's worthwhile to look back at some of the things the chapter accomplished in 2021 with Ken Brown as president.

During this past year, we greatly increased our scholarship fund through direct donations, donation of a helicopter project by Wayne Simpson, sale of the chapter trailer, and the recognition Plaza paver project. Because of these funds we were able to add another scholarship recipient for a total of three.

Barry Halsted did a fantastic job of providing opportunities for fly-outs. In the past year or so we've had fly-outs to Thun Field in Puyallup, Forks, Whidbey Airpark, Packwood, Concrete, Hood River, Chehalis, Skagit Co, Friday Harbor, and Port Townsend. On top of all of that, we also had a poker run!

Before he encountered physical issues, Al Gross did a great job connecting with youth providing simulation and Radio Control training last year. The program has languished in his absence.

Under Rick Vaux's leadership, an Adirondack chair was donated to the Blue Barn at EAA Oshkosh. The chair was constructed, painted, and decorated, then driven to Oshkosh. Also presented was a directional sign showing we are the farthest Northwest chapter in EAA. Helping accomplish these things was Rick, Jim Bess, Madeline Patterson, and Collette Miller. Rick received the new chapter MVP award for his efforts.

We held three Young Eagles rallies which gave a glimpse of the world of aviation to over 150 young people. Because Bud Davies and Tracy Halsted prepare so well, the team of volunteers and pilots pull these events off extremely well. 2022 looks to be an even more productive year. Please help.

We celebrated with the community at Air Affaire, awarded Dave Woodcock and me the FAA Master Pilot Award, and married off the Halsteds and the Hansens.

Thanks to the following members who stepped forward to help the chapter: Tracy Halsted took on not only the Treasurer position but also Membership; Richard Howell is our Secretary; Harry Cook leads the VMC/IMC club; Scott Fitzgerald is the communications person; Rick Vaux continues as Vice President; Skip Brown continues to put out a top-notch newsletter every month; Bud Davies continues as our Young Eagle Coordinator; Dave Miller remains our Scholarship Chair; Andy Sallee is still our Web Editor; Mike Gawley is housing and managing the Tool Crib. Thanks everyone. You keep the chapter Gold!

This month the first Tech Counselor meeting has been scheduled for Rick Stoffel's RV-10 project. Let me know if you have a project that could benefit from a Tech Counselor party....I mean meeting.

(continued on next page)

What a great chapter we have, and it’s our 50th anniversary! I hope you find someone to go to the Northwest Aviation Conference and Trade show in Puyallup on February 26-27. I hope we meet next at the KCLM conference room on March 26 at 0900. Until then, keep your airplane flying this winter, and invite someone to go fly with you!

Ray Ballantyne

| IN THIS ISSUE | Page |
|-------------------------------------|-------|
| From the Left Seat (Ray Ballantyne) | 1-2 |
| Calendar of Events | 2 |
| January Fly-out / Drive-To | 3 |
| Award Presentation to Ken | 3 |
| Fly-out to Tacoma Narrows | 4 |
| VMC Club (Harry Cook) | 4 |
| A Piece of Your Soul | 5 |
| Welcome New Members | 6-7 |
| Aviation From My Rocking Chair | 8-9 |
| Update from Scholarship Recipients | 10-13 |
| January Gathering Minutes | 14-15 |
| 2022 Board and Directors | 16 |

- | FEBRUARY & MARCH 2022 |
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| <ul style="list-style-type: none"> VMC/IMC Club Meeting 2nd Wednesday of the Month March 9 7 - 8 pm Mariner Cafe |
| <p>EAA 430 Chapter Board Meeting Feb 18 & March 18 9:00 am Mariner Cafe</p> |
| <ul style="list-style-type: none"> EAA Chapter 430 Gathering <u>NO EAA 430 FEBRUARY MEETING</u> March 29 9:30 - 12:00 TBD |
| <p>2022 Northwest Aviation Conference & Trade Show February 26 - 27 Puyallup, WA</p> |

2022 Northwest Aviation Conference & Trade Show

February 26 - 27 Puyallup, WA

SATURDAY 9:00 AM - 5:30 PM | SUNDAY 10:00 AM - 4:00 PM

ADMISSION is \$5/day. Kids 17 and under FREE.

January 25 Fly-out / Drive-to



Weather prevented a safe VFR flyout to Tacoma Narrows. Plan "B" was a local lunch at Las Palomas in Sequim. A call there at 11:30 gave little notice that a bunch of frustrated fliers was about to descend on their restaurant but they graciously set us up in their banquet room.

The gathering was well attended and made the lunch fun, albeit without flying. Those attending were Johnny Johnson, Colette Miller, Rick and Donna Stoffel, Bud Davies, Dave Moffitt, Richard Howell, John Meyers, Emily Westcott, Dave Miller (and me, of course).

Barry Halsted, Fly-out Coordinator



President, Ray Ballantyne presented Ex-President, Ken Brown, with a gold trophy at an EAA fire pit which reads:

***Ken Brown EAA 430
Board member 2003 -2021
President 2019 -2021
You made our Chapter turn Gold***



February 11, 2022 Fly-out to Tacoma Narrows



The weather finally cooperated and for those of us leaving from the Sequim area, our flight began under grey skies but good visibilities. Tracy and I flew our PA-11 next to Dave and Joan Miller in their Cub replica at an astounding 80 mph. John and Alliree Meyers circled around us on the trip at a much faster 105 mph in his tailwheel C-150. Lower scattered clouds at Tacoma Narrows were at 1600 ft and the flight was fine. Our group included Dave and Joan Miller, John and Alliree Meyers, Richard and Mary Ann Howell (Cherokee Warrior), Ernie and Jeanne Hansen (Super Cub Clone), Bud Davis (C-152), Jeff Smith (RV-8A), Barry and Tracy Halsted, and Tim Alentiev (RV-10). We all lunched at The Hub restaurant, and managed to sit at one table. Mike Payne texted me about a museum at the airport, saying we should check it out. So after lunch most of us walked over and met Bob Johnson. Bob works full time for the owner of the Point Fosdick Antique Airplane Hangar and he graciously gave us a very special tour. Just being completed is an early Mono-coupe and the work is first class. After we ran out of questions about it, we went through a hangar that had several antique cars, both restored and waiting. Some of these had been in Bob’s family forever! Or nearly so! Then on to a larger hangar that contained a C-195, two Waco’s, a pre-Boeing Stearman, a Taylor E-2, and several other airplanes. These are flying airplanes and they are beautiful! On our way home, skies were quite clear and the early morning bumps were gone. Today’s was a worthy fly-out, and more will surely come in 2022. Barry



WHAT: VMC/IMC - Meteorological Conditions (flying VFR - IFR)

Discussions involving flying airplanes led by Harry Cook

WHERE: Mariner Café

WHEN: 2nd Wednesday of the month starting at 7:00 pm.

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

WHY: The one-hour meetings use real-world scenarios to engage members and allow a free exchange of information that improves awareness and skills.



Designed to provide organized “hangar flying” focused on building proficiency in VFR & IFR flying. We hope to create a community of aviators willing to share practical knowledge, nurture communication, improve safety and build proficiency.

A piece of your soul

If you have ever danced with the clouds in the sky, chased your shadow across the plains and seen the blackness of the night from the air.... seen it streaked with flashes of light in the distance as the day refuses to die, then you know the glory of flight. Once you have been bounced about while skirting thunderstorms, flown through the middle of round rainbows and piloted an aircraft all alone on a sunset flight.... once you have done all that, flying becomes a piece of your soul.

When you are 20, life is eternal. When you reach 40, you begin to sober up. If you are a pilot at 60, you pray every time your medical comes due. At 70, you realize the day will come when you have to give up that little piece of your soul.

You cling to it, relish every flight. As you cinch the ropes tight after every flight, you wonder how many more times you will do that. Then someone tells you about a group of aviators who flew at age 80 and beyond.

You set a goal, a goal to stay in the air until you can join that unique band of brothers and sisters who proudly call themselves United Flying Octogenarians. The rocking chair can wait. You watch your health, keep your mind active and your flying current. Then with a little bit of God-given luck, you make it. What a joy! What an accomplishment! You are 80 and you flew.

Now and forevermore you have a seat at the table where old pilots go to reminisce and tell each other how good they used to be. Life is good. You are a UFO.

© Bob Barker

Bob Barker is a 90-year old UFO pilot from Stamford, Connecticut. He published a book *Fuzz, Feathers, and Flight*, and is a contributor to the magazine *Maine Seniors*. featheredflights.com

What is a UFO? Anyone who is still flying and is 80 or over can become a United Flying Octogenarian. This worldwide organization has over 1600 members. Ken Brown is the editor of the monthly newsletter (SQUAWK). Email him at brownie.ufo@gmail.com if you would like to be added to the subscription list (free).



WELCOME NEW MEMBERS

ERIK, ELISA & AVA PETERSON



When did you move to Sequim and from where?

Lifelong Washingtonian from east of the mountains, transplanted to the wet side in 1977. We moved to Sequim in November from Everett, smack dab in between Paine and Harvey.

How long have you been a pilot and what kind of flying do you do?

ASEL Private in 2016 (Harvey), been flying since I was a teenager. Started with gliders out of the Issaquah Skyport before it was closed down in the late 80's. Life happened and flying fell off the radar until we moved in between Paine and Harvey in 2010. More life happened until my father passed in 2015 when I decided it was time. I picked Harvey to train from as I enjoy a good challenge, short, narrow and bumpy (I guess no longer since resurface). I'm currently studying for IFR, ready to re-engage. Most of our flying is local within the Pacific Northwest. In addition, I formerly held a Section 333 exemption and a day zero 107 holder.

What airplane(s) do you fly?

Currently I am a partner in a 172, (N172BE). I also have access to another 172 and Cardinal through Puget Sound Flyers where I am Vice President of the club.

Prior to moving to Sequim, I was a partner in a T206H where we used N456DP in DART exercises.

I have a hangar at Fairchild where I will be moving the Wheeler Express Series 90 Auriga that I am building, 90% done, 90% to go.

I have time in 172's of various models, 170, 177, 182, T206, Cherokee 160, Drones of many types, quad, octo, manufactured, self built.

Have you been an EAA member in another chapter?

I have been a member of chapter 84 since 2015, still am a dual member between 430 and 84. Life-time EAA member.

Any hobbies you have besides flying?

Electronics, robotics, and systems tinkering; Ham operator (KG7NOC); 3D printing; Chess; Lego; Skating; Bowling; Learning Guitar; Golf; Woodworking/Metal work; Bicycle riding; Volunteering (FIRST Robotics, Young Eagles); tracking Electric Aviation where I run one of the oldest discussion groups for electric aviation (<https://facebook.com/groups/electricaviation>); and Hanging out with my lovely wife and daughter.

Elisa enjoys reading, networking, volunteering where she is deeply involved with organizations helping those less fortunate.

(continued on next page)

Your previous career (if retired) or present occupation

I am a software engineer for a little software company in Redmond, WA, focused on disaster recovery clustering. Elisa is a Vice President of Operations for a hearing aid/system company that will bring hearing to millions having no other resources for hearing loss. Ava is an elementary student, homeschooled.



Wheeler Express Series 90 Auriga



172 (N172BE)



Cessna T206H



Co-piloting T206H on rescue mission



Ava's Young Eagle Flight



Aviation From My Rocking Chair

By Rick Vaux

Aircraft Oxygen Systems (Breath in, Breath out)

Howdy again, everyone. Being basically a low and slow type guy, you may have noticed a lack of articles from me about systems related to fast, and/or high altitude aircraft. So, from time to time I will try to cover subjects that relate more to these high performance birds. This month, let's discuss Oxygen systems and safety.

As you may remember from High School science class, oxygen constitutes about 21% of the gases in our atmosphere. This percentage remains constant with altitude. Unfortunately, as altitude increases, air density decreases. In order to survive, we humans need supplemental oxygen. The first thing required to provide this life support is a container to put the gases in. This is provided by a pressure cylinder of which there are 3 types, each with different Hydrostatic Test and Service Life requirements.

The types are:

- (1) DOT 3AA 1800 (3AA)- Standard industrial steel cylinder, usually installed in older aircraft. Hydrostatic tests must be done every 5 years, and service life is indefinite as long as service life and inspection criteria are met. Weight is the prime disadvantage of these cylinders.
- (2) 3HT- High-Tensile, thin wall, steel cylinders. These are lighter than 3AA. Hydrostatic test every 3 years, and service life of 24 years after which the bottle must be destroyed.
- (3) Composite- Typically aluminum lined cylinders with a Kevlar™ over-wrap. Hydro test each 3 yrs and must be destroyed after 15 yr. Service life.

All cylinder types have identification marks stamped around the neck. The first letters Must be DOT, which indicates Dept. of Transportation approval. Without this, you may not be able to have the cylinder filled commercially. The 4 numbers after DOT indicate rated bottle pressure (typically 2015 or 2216 psi). After the rated pressure will be 2 numbers followed by an inverted capital A and then 2 more numbers. These indicate the date of manufacture. The first numbers are the month and the last 2 are the year. Hydrostatic test dates will also be stamped on the cylinder, and it is illegal to charge a bottle which is past its due date. Note: Hydrostatic dates for new cylinders are based on date of manufacture, not on date of purchase or installation.

There are four types of commercially available oxygen, Aviators Breathing Oxygen (ABO), Medical, Welding, and Research. Be certain to only use ABO. While Medical and ABO are both pure oxygen, only ABO has a control on moisture content and is tested for it. ABO is very dry with a dew point of about -85deg(f). Moisture must be kept out of aircraft O2 systems because of possible damage to valves and regulators. Depending where they are mounted, O2 cylinders may be exposed to sub-zero temperatures in flight. Then as system pressure is dropped from 1800psi to 70psi across a pressure reducer, the expanding gas will further reduce the temperature to -80 or -100deg(f). Any moisture in the system is instantly ice, and this ice can badly damage regulator and valves as well as plug lines. In order to keep moisture out of aircraft systems, always be certain to cap lines and ports during maintenance, and leave components in their sealed containers until use. Also be certain to leave some pressure in the O2 cylinder to exclude moisture entry and rust.

As y'all know by now, I can't finish this article without going over some cautions and safety tips to keep in mind when working with oxygen. In itself, oxygen is NOT flammable. However, it is such a powerful oxidizer that virtually anything can act as a fuel for a fire, including metal shavings, wood chips, sawdust, or dirt. That said, the most dangerous mix of all is Oxygen and Hydrocarbons of Any kind. This is known as a Hypergolic mix and violent fire can erupt without any other ignition source. **(continued on next page)**

To prevent injuries, all tools, rags, work areas, and your hands must be cleaned completely before beginning maintenance on an oxygen system. Use only cleaners specifically intended for oxygen components. When a lubricant is required for 'O' rings or fittings, the only one approved for use by Scott is Dupont Krytox™, which must still be used sparingly.

As a pilot, you will probably not be servicing your own aircraft O2 system, but, don't allow anyone to do the job without the following:

- (1) Using a clean service cart, free from contaminants--- especially oil or grease.
- (2) Making sure all service hoses, fittings, and protective covers are being used to guard against dirt and dust.
- (3) Being sure the service person purges delivery lines before hooking up to the aircraft.
- (4) Monitoring the fill process to be sure the O2 bottle is filled S-L-O-W-L-Y. Excess heat buildup due to fast compression can elevate the gas temperature hundreds of degrees nearly instantly, possibly causing extreme damage to the aircraft and people around it. Besides, if you are lucky enough to avoid disaster, it will be under-filled when it cools.

In closing, I have been around long enough to have made nearly every bonehead mistake that can be made around aircraft. So far, the Lord has seen fit to frighten me just enough to stay alive. I cannot recommend this technique!!

Please work safe
Rick Vaux TC4130

This month's Sport Aviation had an article on applicability of AD's to experimental aircraft. It referenced AC 39-71. The relevant paragraphs are Para 9 on pg 3 and para 9(b) on page 4. The example given in Para 9(b)(2) makes it clear when an AD applies to an experimental aircraft (seldom). Dave Miller

9. APPLICABILITY OF ADs. Each AD contains an applicability statement specifying the product (aircraft, aircraft engine, propeller, or appliance) to which it applies. Unless stated otherwise (see subparagraph 9b of this AC), ADs only apply to type-certificated (TC) aircraft, including ADs issued for an engine, propeller, and appliance.

9 b. Non-TC'd Aircraft and Products Installed Thereon. Non-TC'd aircraft (e.g., amateur-built aircraft, experimental exhibition) are aircraft for which the FAA has not issued a TC under part 21. The AD applicability statement will identify if the AD applies to non-TC'd aircraft or engines, propellers, and appliances installed thereon. The following are examples of applicability statements for ADs related to non-TC'd aircraft:

(1) "This AD applies to Honeywell International Inc. Auxiliary Power Unit (APU) models GTCP36-150(R) and GTCP36-150 (RR). These APUs are installed on, but not limited to, Fokker Services B.V. Model F.28 Mark 0100 and F.28 Mark 0070 airplanes, and Mustang Aeronautics, Inc. Model Mustang II experimental airplanes. This AD applies to any aircraft with the listed APU models installed." This statement makes the AD applicable to the listed auxiliary power unit (APU) models installed on TC'd aircraft, as well as non-TC'd aircraft.

(2) "This AD applies to Lycoming Engines Models AEIO-360-A1A and IO-360-A1A. This AD applies to any aircraft with the listed engine models installed." This statement makes the AD applicable to the listed engine models installed on TC'd and non-TC'd aircraft.

Update from Scholarship Recipient Madeline Patterson



Fall 2021 Recap

Hello EAA 430!

I am sorry it has taken me so long to send an update! I was waiting until I had some good news. I finished my Instrument Rating and in what could be anywhere from 2 weeks to 2 months, UND will process my records and I will get my Instrument Rated License. Unfortunately, I don't have any pictures from the check ride because the real feel was around -35 F so we didn't want to spend any extra time outside. I will be honest; it didn't go as well as I had hoped but I passed and that's what matters. It's just hard knowing I could have done better.

I have loved instrument flying in the Piper Archers with the G1000. We also use Foreflight to hold all of our approach plates, and it is such a smooth system. If any of you haven't used this combination before, you can plan and calculate performance through Foreflight, then sync your iPad through Bluetooth to the G1000 panel and send your flight plan directly to it so the actual aircraft has the flight plan you created.

I think since I have had over 100 hours in steam gauges without GPS, I can now revel in the technology that the glass cockpit provides.

Mid-October, on a sadder note, we had an aviation student flying solo intentionally fly his aircraft into the ground to commit suicide. There was a scary period of time where an email had gone out to the college, informing us that there was a fatality accident, but we didn't know that it was intentional. We all checked in with each other, trying to figure out if it was one of our friends. After his name and the cause of the incident was released, we all had to deal with our emotions surrounding the incident. Flight Operations was halted for two days and solo flight was suspended for a week while we sorted through our sadness, anger, and confusion. The details of everything that followed the incident can be found online, but UND responded well to the incident, and launched an initiative to figure out how we can best approach mental health in aviation, nationally as well as within our school.

This semester I happily declared by second major- I will be getting a BA in Spanish, as well as my BS in Commercial Aviation. I already had some credits from high school and I love language learning so I am excited for the next couple years. I hope to do a study abroad this upcoming summer, but it all depends on whether or not I need to do some flying this summer.

I really appreciate all of the support from the chapter and I wish I could attend more meetings but I keep myself pretty busy! I wish you all the best and hopefully I will be able to fly with you all soon.

Blue skies, tailwinds, and positive temperatures, Madeline

(continued on next page)





EAA Virtual Ultralight Days Coming February 22-24

Experts from throughout the ultralight community will share their knowledge to those engaged in the lighter side of recreational aviation on February 22-24, as the inaugural EAA Virtual Ultralight Days hosts webinars open to all at no charge.

The 15 total webinars — five on each of the three days — are based on the highly successful format used during EAA Homebuilders Week and EAA’s popular webinar series. The live sessions will be hosted by well-known subject matter experts in

the ultralight community, with question-and-answer periods to address specific questions.

“As we celebrate the 40th anniversary of the FAA Part 103 regulations that created the modern ultralight movement, EAA Virtual Ultralight Days is a way to make our community stronger, safer, and more fun,” said EAA Ultralight and Light Plane Community Manager Timm Bogenhagen. “This three-day event connects well with EAA’s mission to grow participation in aviation by sharing The Spirit of Aviation, inviting everyone to learn and develop their own skills and knowledge.” Topics covered will include how to get started in ultralights; how-to instructions on a variety of ultralight aircraft like gyroplanes, powered parachutes, and trikes; and overall informative topics on maintenance, airport operations, safety inspections, and more.

All sessions are free of charge to everyone, with the archived presentations available to EAA members afterward. Pre-registration is encouraged, with registration links and additional schedule information available at EAA.org/UltralightDays.

Update from Scholarship Recipient Daniel Weaver

I have been fully enjoying the return to in-person classes at UW. The junior year curriculum for Aeronautics and Astronautics is heavily lab based, and it has been really nice to be able to carry out the experiments in person rather than trying to write reports off of data collected by other people. One of the highlights of this quarter has been getting to perform wind tunnel tests on various bodies.



The picture is from a recent lab where we measured the pressure distribution on an airfoil (NACA 0016) in the wind tunnel. The wind tunnel we have been using has some historical significance because it is located in a building which was constructed in 1918 to house a wind tunnel for the then brand new Boeing Airplane Company.

Another benefit of being back in person is that I have been able to be much more involved in clubs this year. One of the clubs that I am a member of is Design, Build, Fly, which, as its name suggests, is an engineering club where the team competes with other schools to design, build and fly a remote control aircraft to meet a certain set of mission requirements laid out by the parent organization AIAA. This year the mission is to carry a simulated vaccine shipment. Teams score higher by completing more laps and carrying more syringes at the competition. The competition will take place in Wichita in April. This will be the first year that the competition is held on site since I became a student at UW and I am lucky enough to have been selected as one of the team members who will get to attend the competition in person.



My R/C aviation roots have come in handy this year. The current “chief pilot” for the club is a senior this year and so I have been serving as the “backup pilot” with the intent of becoming the “chief pilot” next year after he graduates. The picture I included shows me and two of my teammates at a recent test flight of our aerodynamic prototype. The aerodynamic prototype is a foam and tape version of our competition plane that allows us to evaluate our aerodynamic performance without risking the expensive components that go into our competition aircraft.

(continued on next page)

To round up this update here are some specifications for our airplane:

Cockpit Crew: 0

Wingspan: 8ft

Wing area: 7ft²

Length: 6ft

Takeoff distance: 25ft

Empty weight: 10lb

Powerplant: 2 x T-Motor AT4130 2500W (3.35hp)

Thanks for reading, Daniel

Editor’s Note: Our Scholarship Director, Dave Miller, wrote the following regarding Daniel in January:

“Received a note and transcript from Dan and he is doing great, fantastic grades. Other than lab work, his course work is still virtual but he’s enjoying wind tunnel experiments. He thanks the Chapter for our support.”

Welcome to the Virga Community!

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Get notified when your friends share a PIREP! See where they are flying and what the view is out their cockpit window!

Draw geographical areas on the map page to create Geo-Alerts (you can set altitude and time limits)! Get notified any time a PIREP is shared within your Geo-Alert.

To create a Geo-Alert, tap the upper left button on the Map Page and get started!

Make sure you don't miss a thing your friends are experiencing in the air

If you can't view a friend's PIREP immediately, no worry! You have a Notifications tab that you can reference later.

EAA CHAPTER 430 GATHERING MINUTES

January 29, 2022



Zoom meeting social sign-on available 0930

President Ray Ballantyne called the Membership Gathering (Zoom) to order at 1000.

Ray led The Pledge of Allegiance to the Flag with 11 members attending.

Approve Minutes: December 2021 Membership Gathering (Christmas party) Minutes were approved as published.

Correspondence: None.

Old Business:

Service pins have or are being distributed to those who earned them last year.

Treasurer Tracy Halsted reported that a few more have paid dues since the January BOD meeting and that she plans to send a reminder note to those who haven't yet paid.

Ray made a VMC/IMC plug for the club on behalf of the absent club lead, Harry Cook.

Ray offered several creative ideas to encourage member purchases of the remaining 2 helicopter blades.

Fly-out Coordinator Barry Halsted reported that the January Tacoma Narrows trip had to be canceled due to weather, but that a local lunch venue was quickly organized and attended by 11 people.

Scholarship Coordinator Dave Miller shared news that recipients Dan Weaver and Madeline Patterson were doing well with their studies.

Rick Vaux offered to "dust off" a past presentation of his for a future gathering.

New Business:

Ray Ballantyne suggested an event rebranding, "Sport Aviation Breakfast" tentatively scheduled for late April or early May at Sequim Valley Airport (W28) and was hoping for ideas about logistics.

Young Eagles - first event is scheduled for May 21 at W. R. Fairchild Airport (KCLM)

Ray asked about possibly following up with past Young Eagles, perhaps 5, to see if and how their participation had affected their aviation trajectories?

In preparation for 2022 YE events, Tracy Halsted will follow up with YE pilots to make sure that their Youth Protection renewals are up to date.

Flying Start will reportedly be hosted by Dave Woodcock soon after the YE event - possibly on June 4 at KCLM meeting room. There were questions about logistics - volunteers, flights, planes, pilots, etc. It was pointed out that scheduling of flights for adults could likely be made individually, after the event.

(continued on next page)

Membership Roster - Tracy Halsted shared plans about how to maintain and distribute the updated chapter membership roster as a pdf attachment to an email to members, quarterly.

EAA Chapter 430 50th Anniversary

There was a request for party ideas and suggestions?

There was enthusiastic reception of Dr. Scott Brooksby's suggestion that perhaps a banner could be made and then displayed at chapter gatherings and events throughout the year.

☑ Ray Ballantyne quickly volunteered to get a banner made.

Project Reports

Rick Stoffel - Ray mentioned Rick's RV project in his absence.

Richard Howell - mentioned current tasks for his Sling 2 project.

Dave Moffitt - Richard mentioned Dave's RV project in his absence.

Award Acknowledgement - Ken Brown shared a look at his trophy - "You Made Our Chapter Gold", awarded to him for his years of dedicated service to EAA Chapter 430, from 2003 through today!

Ray adjourned the meeting at 1032.

Presentation

Ray Ballantyne shared his video about the 2021 EAA AirVenture event that he and Lisa attended in Oshkosh.

Ray Ballantyne also shared a presentation about his brother John's numerous and impressive flying accomplishments including founding and leadership of United States Ultralight Association (USUA).

Respectfully submitted, Richard Howell, EAA 430 Secretary



On January 26, 1953, EAA Founder Paul Poberezny called the first official meeting of the Experimental Aircraft Association at Curtiss-Wright Field (now Timmerman Airport) in Milwaukee, Wisconsin. The group originally gathered together to share ideas and encouragement as amateur aircraft builders. But EAA quickly grew to support all kinds of recreational flying, building, and restoring, and the promotion of aviation safety.

Today, 69 years later, EAA is still focused on making a positive impact on the aviation community. Through programs and initiatives such as AeroEducate, Young Eagles, our new training facility opening this spring, and working with the FAA on government advocacy efforts, EAA helps pilots, enthusiasts and the next generation to live out their aviation dreams, all while maintaining grassroots access to the sky.

2022 BOARD AND DIRECTORS

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

| Position | Name | Phone Ext | Email Address |
|---------------------------|---------------------|------------------|---------------------------|
| President | Ray Ballantyne | 1 | president@eaa430.org |
| Vice-President | Rick Vaux | 2 | vicepresident@eaa430.org |
| Secretary | Richard Howell | 3 | secretary@eaa430.org |
| Treasurer | Tracy Halsted | 4 | treasurer@eaa430.org |
| Class II Directors | | | |
| Programs | No Candidate | 5 | programs@eaa430.org |
| Membership | Tracy Halsted | 6 | membership@eaa430.org |
| Newsletter | Skip Brown | 7 | newsletter@eaa430.org |
| Scholarship | David Miller | 8 | scholarship@eaa430.org |
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| Tech Advisor | Rick Vaux | | techrv@eaa430.org |



EAA 430 FLYER

MARCH 2022

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FROM THE LEFT SEAT

With President Ray Ballantyne

As the days grow longer, and the warm breezes of spring begin, it turns our thoughts to flying our personal aerocrafts wherever we want. What a freedom we have! Although Lisa and I are still in Lower Slower Delaware (LSD) (sometimes it feels like that), I have connected with local aviators and find the bond of aviation is strong all across this nation. Around the time you're reading this, I will be flying to an aviation gathering in the cockpit of "Buttercup," an Alon Aircoupe owned by a new friend I met here.

I was sorry to have missed the Northwest Aviation Conference and Tradeshow last month. I saw many of our members in the pictures from the conference. I hope a lot of you got an opportunity to attend.

As you will read in Barry Halsted's report, the tech counselors looked over Rick Stoffel's RV10 project with great success last month. We're looking for the next victim!

If you saw the email about the MiniMax project, you will be pleased to know that Dave Woodcock is following up with discussions about finishing the airplane at his KCLM hangar. That should be a fun build.

Deb Cox has donated several numbered prints of Alaskan airplanes, which will be put up for sale, with the proceeds going to our scholarship fund. Look for more information in the future, and hopefully you'll be able to view and purchase them at our Gathering on March 26. The program in March will be "How to do a condition inspection on a one-of-a-kind aircraft," and we will be meeting in the Fairchild Airport International Conference room.

Get ready for all the young-uns who would like to experience aviation at our first Young Eagles rally of the year on May 21, at the Port Angeles Airport Appreciation Day. Following the monthly gathering on May 28th, we will host our first Flying Start program for people who want to learn how to get into aviation. Start thinking and reaching out to invite people you know who might be interested in learning what it takes to get a pilot's license and fly your own plane. Following the presentation, we would like to offer Eagle flights (sometimes called Bald Eagle flights), and will need some aviators to fly them later in the day.

We continue to celebrate our 50th anniversary this year with a new banner shown in this newsletter. What a great history of service the chapter has provided aviation in the Sequim/Port Angeles area. It's an honor and privilege to be a part of this great chapter. *Ray*

| IN THIS ISSUE | Page |
|-------------------------------------|------|
| From the Left Seat (Ray Ballantyne) | 1 |
| Calendar of Events | 2 |
| Welcome New Member George Kuhrts | 3 |
| VMC Club (Harry Cook) | 3 |
| Aviation From My Rocking Chair | 4-5 |
| Getting To Know Dave Boerigter | 6-7 |
| Rick Stoffel's RV-10 | 8 |
| NW Aviation Trade Show | 9 |
| Board of Directors | 10 |

- MARCH & APRIL 2022**
- VMC/IMC Club Meeting
2nd Wednesday of the Month
March 9 & April 13
7 - 8 pm Mariner Cafe
 - EAA 430 Chapter Board Meeting
March 18 & April 22 9:00 am
Mariner Cafe
 - EAA Chapter Gathering
March 26 & April 30 9:30 - 12:00
Fairchild Airport Meeting Room



The creativity and community behind fanfiction

Chapter 430 member, Cecilia Aragon, gave a TED talk on March 9. To view her talk, go to [TED talk](#) . Not only does Cecilia do TED talks, she is a featured speaker at EAA chapters, universities and organizations all over the USA. She is a professor at UW and, in her spare time, she flies her airplane upside down and sideways. She gave a presentation to our chapter in October 2021, introducing herself and her book **Flying Free**.



WELCOME NEW MEMBER

GEORGE KUHRTS



I am a co-owner of a Cessna 172 with 4 other partners. We keep it hangared at Fairchild airport and mostly fly it locally, to the San Juan islands and Seattle area airports.

My spouse and I are snowbirds who spend part of the year (the colder months of course) down in San Diego, the other part up here in Sequim.

Prior to retirement a few years ago, I co-owned a 1978 Cessna P210 which I flew around the Southwestern US for both business and pleasure. I loved that plane and miss it a lot. I have also owned and managed a Cessna 182 which spent a number of years on a lease-back with the coun-

try's largest flying club, PlusOne Flyers in San Diego (2,100 member pilots). My interests also include foreign languages (French and Spanish which I used to teach) as well as international travel.



WHAT: VMC/IMC - Meteorological Conditions (flying VFR - IFR)

Discussions involving flying airplanes led by Harry Cook

WHERE: Mariner Café

WHEN: 2nd Wednesday of the month starting at 7:00 pm.

WHO: Anyone interested in flying is welcome to attend.

It is a great place to meet new people and have some fun.



WHY: The one-hour meetings use real-world scenarios to engage members and allow a free exchange of information that improves awareness and skills. Designed to provide organized "hangar flying" focused on building proficiency in VFR & IFR flying. We hope to create a community of aviators willing to share practical knowledge, nurture communication, improve safety and build proficiency.



Aviation From My Rocking Chair

By Rick Vaux

When you need a good tool

Hello, troopers. This month I thought we'd talk about tools, and if there was ever a subject with more opinions as to which is good or bad, I'd like to hear it! Most all of you are aware that only my ideas seem to appear in this column, right? Not this time my skeptical friends! I've worked all my life with tool experts and never even asked what works best for them.

Let me introduce our panel beginning with:

Nelson Carbonell- QA Inspector and sheet metal man.

Paul Tarr- QA Inspector, avionics tech, and former FBO owner in Chino.

Steve Eddy- Line maintenance, and avionics tech.

Ray Baba- Line maintenance and avionics tech.

Me- QA Inspector and line maintenance tech.

We all worked for American Airlines (Los Angeles), and we all began our careers as A&P mechanics.

Now, three cautions before we start:

- (1) Most of the tools on this list are expensive, but they resist wear, will hold their value, and will always get the job done. Your grand children will probably be using them.
- (2) Make certain the tools you select fit your hands. Nothing is more frustrating than spending good money and finding out the dumb things hurt to use.
- (3) I am going to use Brand Names. If your favorite is not here, don't despair. Just share the information with the rest of us.

So, here (at last) is our preferred tool list, and believe me, the consensus was amazing!

Metal working:

- Air ((drill) Motor---Aro (1/4-3/8" cap.) small and light. Cleco (3/8"cap.) lots of torque. Sioux (1/4"cap.) small and light.
- Rivet Gun--- Chicago Pneumatic X series (3 or 4x). Note: 4x seems to be preferred. It will drive a 1/4" rivet.
- Angle Motor--- Chicago Pneumatic, Pan American Tool. Uses threaded drill bits.
- High Speed Cutter/Grinder---Chicago Pneumatic, Sioux.
- Rivet Squeeze--- Chicago Pneumatic #214 style (2"), Tatco or Avery (hand).
- Bucking Bars--- Best to buy a kit from U.S. Tool, Brown Tool, Aircraft Spruce, etc.
- Rivet Sets---A kit is probably best again. Note: Short shanks= more control. Rubber guards around flush sets reduce slippage.
- Metal Snips--- Wiss Aviation Snips (Lt. And Rt.), Diamond straight tin snips.
- Countersinks--- Microstop. Usually available surplus. Check swap meets.
- Deburring tools.--- Any kind, but recommend the fastest possible as you will be doing a lot of it!
- Clecos--- Use wing nut type for job setup (they hold tighter). Should have at least (100) 3/32"), (125) 1/8", (50) 5/32", and (25) 3/16" spring type clecos + 2 or 3 pair of cleco pliers.
- Misc. Tools--- Drill gauges (decimal, number, and letter), Dial Caliper (Starrett, Mitotoyo), 6" steel ruler (.10 & .010" markings), Dividers, Compass, Files (vixen for aluminum, and bastard for steel and aluminum), and Fluting Pliers.

(continued on next page)

Electrical:

- Soldering Guns or Irons--- Weller Pistol 100/140w (best for open areas), Master Appliance UT 100SI or 200SI (really neat, butane soldering irons). Very fast heating and can be used to install heat shrink tube in tight areas.
- Solder--- Kester 40/60 Rosin Core. Note: Use small diameter for light gauge wire.
- Wire Stripper--- Kline #6 Multisize.
- Terminal Crimper--- Ratcheting type. Various manufacturers.
- Volt/Ohm Meters (Multi Meters)---Simpson analog, Fluke digital. For continuity checks, any VOM can be used, even the cheapest ones.
- Tie Wrap Guns--- Not normally used because of tight spaces. Use nylon tywraps instead of plastic. Consider using waxed or unwaxed tie cord instead. Lighter, faster, and can be tied in continuous strings.
- Nutdrivers--- Not often used. Consider 12 point 1/4" drive deep sockets instead. Snap-on is preferred.
- Diagonal Cutters (Dykes)--- Small Snap-on, Kling, Proto, Channelock.
- Ratcheting Screwdriver--- Snap-on works best, just don't look at the price.

Mechanical:

- End Wrenches--- Snap-on, S-K Wayne, Proto, Mac, Craftsman(new). Old Craftsman are strong but may be too thick in confined spaces.
- Sockets and Ratchets--- Snap-on (especially 1/4 " drive), Craftsman, Proto, S-K Wayne, Mac.
Buy 12 point for tight places and restricted ratchet clearance. 6 point sockets work best for open
- Adjustable Wrenches--- Channelock, Crescent, Proto.
- Screwdrivers--- Snap-on reversible and ratchet, Kline, Craftsman, Mac.
- Pliers and Diagonal Cutters--- Channelock, Proto, Snap-on, Mac, Cornwell.
- Safety Wire Pliers--- Malibar
- Hammers--- Dead Blow (1 and 2#), Ball Peen (8 oz and 16 oz), Magnetic Tack Hammer. Various Manufacturers. Check Harbor Freight for good deals.
- Torque Wrenches--- Craftsman, Snap-on, Mac, Cornwell. Click type torque indicating, Dial type. Deflecting Beam type. Of the three, Deflecting Beam and Dial type are faster if they can be viewed directly.
- Measuring Tools--- Starrett (1 and 2" micrometers), Starrett, Mitotoyo (dial calipers).
- Allen/Spline Wrenches--- Various Manufacturers. T-Handle type are especially useful.
- Strap/Chain Wrench--- Ridgid, Craftsman.

As y'all probably noticed, the original article was written more than twenty years ago, and I was concerned the information was no longer valid. Using due diligence, I found all the tools and manufacturers listed are still in business and available. I would also add that Harbor Freight 18v Cordless Drills were well liked then, and 2 out of 2 1/2" drive Torque Wrenches were found to be within American Airlines limits for torque calibration.

Well, Troopers, as I said earlier, if you have tools, products, or procedures that work, let the rest of us know!

Rick Vaux
TC 4130

GETTING TO KNOW

DAVE BOERIGTER

During my first year in college in 1955/56, I became interested in the Air Forces Aviation Cadet Program. I took the entrance exam in the summer of 56 and passed, although my eyes tested at 20-25, so I could not apply for pilot training. I opted for navigator training which I started in October of 56. I graduated in December of 57 and was assigned to the 68th Air Refueling Squadron in SAC, what was then known as Bunker Hill AFB. I joined the Aero Club and made my first solo in a J3 Piper Cub in 1958. I was then transferred to Harmon AFB in Newfoundland where I was assigned to a C 54 squadron doing Arctic resupply. I did not fly as a pilot again until I was attending the Air Command And Staff College at Maxwell AFB in Alabama, where I joined the Aero Club and got my private license in 1966.

I later used the GI Bill to obtain my Commercial, Instrument, and Multi-engine ratings in 1973/74.

I belonged to Chapter 430 early on, then switched to Chapter 1026 in Port Townsend until they disbanded, and rejoined 430. I'm a UFO and a QB and have been an EAA and AOPA member for over 30 years.

I have been to numerous NW Fly-ins at Arlington and have been to Oshkosh four times, participating in the Mooney Caravan to OSH.

I grew up in Holland, Michigan. With the Air Force and later the US Department of State, where I was a Foreign Service Officer (FSOs hold Presidential Commissions, the same as regular military officers), I have lived all over the world, as well as in several different states. My wife, Barbara, (who flew as a flight attendant for American Airlines back in the early 60s) and I moved to Sequim in 1994.

My flying experience includes having flown in Canada, Trinidad, Australia (a lot) and even Morocco. My only other claim to fame was carrying out a successful forced landing after suffering a catastrophic engine failure while in training for my commercial license.



My 1967 Mooney M20C N9668M

(continued on next page)

The fun thing most people don't know about Barb and me is that we met on a beach in Bermuda in 1963, went our separate ways, and when we got to see each other in person again in March of 1965, I proposed to her in the parking lot of O'Hare in Chicago. Barb didn't say yes in that parking lot, but then she didn't say no either. She got on the plane and flew to Seattle where she enrolled at the UW. She was living with her grandmother in Everett. I talked my pilot into a mission to Paine (we were flying RB 57s with the Michigan Air National Guard which had a two man crew, a pilot and a navigator/camera/photo operator) in April, when she said yes. We got married in Everett in June and have been married 56 years. Barb is the founding and only original member remaining of the Blue Whole Cooperative Art Gallery in Sequim. She has a degree in Fine Art from Concordia University in Montreal, Quebec. Although she started out as sculptor she now does what is called found object art.



We have two kids, Dean and Honor. Barb and I love to travel.



Barb & I eating scones on a visit to Cornwall in the UK

My partner for 56 years



**Formation picture of a Michigan ANG RB 57A
taken by Dave out the navigator's window**

Tech counselors check out Rick Stoffel's RV-10

Rick Stoffel asked the EAA 430 chapter group of Tech Counselors to visit and look at the work he has done on his RV-10 project. Harry Cook, Ernie Hansen and Rick Vaux and I descended on his Discovery Trail home by the Sequim Valley Airport on Sunday, February 20 and had the chance to also see his beautiful RV-4.

After a social period, we all walked the twenty or so steps to Rick's hangar. Inside was the horizontal tail and fuselage tailcone for the RV-10, components that are part of the empennage kit Vans Aircraft provides for RV-10 builders. At this point Rick has completed the assembly and riveting of the horizontal tail, and his workmanship is excellent. The tailcone is assembled and partially riveted. The remaining panels are clecoed in place, allowing access for controls and wiring to be added later. Vaux busied himself examining rivets before all of us walked over to see the RV-4.



This airplane was finished about ten years ago and again, workmanship is excellent. The polished aluminum finish doesn't allow for mistakes to be covered up.

Another short walk back to the house took us to the garage where Rick has the vertical tail and is working on the fuselage structure ahead of the tailcone. The two halves of the fuselage will later be combined using bolts and rivets. At this point a majority of the structure has been assembled, but most skins have not been riveted in place. Again, this allows access for

additional fuselage work to be performed. As with the earlier pieces we looked at, all have been primed and workmanship is first rate. Rick is currently working on the rudder pedal assembly and aircraft entry steps. Vaux had a suggestion regarding the master cylinder attachment, and we were all impressed with the attention to detail of Rick's work. Rick asked us a question about the washers used in part of the fuselage assembly, managing to stump us all. Looks like a call to Van's is coming up!

While in the garage, we all took notice of the Lycoming IO-540 sitting there. Rick has a small pump that circulates air throughout the engine from a desiccant filled chamber to reduce rust and corrosion by keeping humidity low.

All in all, we had an enjoyable afternoon and Rick got a Tech Counselor report for his builder's log. Rick said the next day that he had slept well that night! Barry Halsted



Northwest Aviation Conference and Trade Show



AOPA President Mark Baker briefed Northwest Aviation Conference and Trade Show attendees on AOPA. He shared successes within the association like the AOPA Pilot magazine redesign, the AOPA Air Safety Institute’s influence on the low accident rate, the successes of the You Can Fly program, as well as the potential of the new AOPA Flight Training Advantage app. Baker highlighted advocacy wins in the region at airports like Boeing Field/ King County International Airport, Renton Municipal Airport, and Glenwood Springs Municipal Airport, where

AOPA helped save hangars, protect the only public-use seaplane dock within 1,000 nautical miles, and maintain the length of the runway.

Baker also teased future AOPA fly-ins, noting that while the exact location is still a mystery, one of this year’s fly-ins will likely be in the Pacific Northwest.

In the Q&A session, several questions focused on the rising concerns around 100LL, and the real and threatened ban at some local airports. When asked what this transition looks like, and what obstacles the industry faces, Baker said, “We have to recognize that general aviation, unfortunately, is the largest polluter of airborne lead.” An amount, he noted, that “is very, very small, but one we need to get rid of.”

“I don’t want us to run out of 100LL and stop distributing that until we have a replacement that’s economical, and that’s why we all signed up for ‘no later than eight years,’ “ continued Baker, referencing the recent initiative for a non-leaded alternative fuel by 2030 led by AOPA and the General Aviation Manufacturers Association. “We believe that it’s going to happen faster than that.”

He went on to state that pilots “are going to have a safe fuel first, and a safe transition, that keeps low lead available until we have a solution.”



The new Himalayan salt livery for the sixth generation of the popular Cirrus SR22 series

Article & Pictures by Alicia Herron, Publications Content Producer, for AOPA Aviation eBrief.

Editor’s Note: The conference was well attended by several Chapter 430 members

FOR SALE

2022 BOARD AND DIRECTORS

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

| Position | Name | Phone Ext | Email Address |
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EAA 430 FLYER

APRIL 2022

Serving Port Angeles, Sequim & Diamond Point

Dedicated to having fun with airplanes and promoting General Aviation



FROM THE LEFT SEAT

With President Ray Ballantyne

Although I write this in Delaware, I hope to join you for the April gathering on April 30th. As we get closer to our Young Eagles events, I thought I would offer some suggestions for conducting a successful Young Eagle flight. I know there are many of you who have given more YE rides than I have, and may have even more suggestions.

The excitement of the youth that are preparing to go for a ride comes in many different ways. They will probably remember this day for the rest of their lives. I remember a sullen young man in a hoodie and I was glad he had to take his hood down to put on the headset. He ended up having one of the best experiences of all the kids that day.

Before arriving at a Young Eagles rally, take a little time to prepare your aircraft. Weight and balance should not be a major factor, have enough fuel so you don't have to refuel before the end. Take some cushions that might be needed, and don't forget the airsickness bags. I have learned the bag needs to be opened and ready before it is needed. Although I've never had to use one, it made sense to me.

Once you've been paired with your Young Eagle, find out what experience, if any, they have had in a small airplane. As you are doing your walk around, show the control surfaces and explain how they work. Brief them on where to step and where to grab before they start to get in. I always tell them I will close the door, but brief them on how to open it. Don't forget FAR 91.519 passenger briefing which includes no smoking, use of belts and shoulder harnesses, exits, and survival equipment.

Once in the cockpit, narrate your actions as you start the airplane, taxi to the runway, and take off. Once airborne, be attentive to your passenger's comfort. Try to be as smooth on the controls as you can, and limit banks to 25 degrees or less. After you level off offer to let them fly. If they would like to take the controls, encourage them to look out the window instead of staring at the instruments. After they've flown a little bit ask them if they would prefer to continue flying or just look around. Have good situational awareness and listen for and make radio position reports. When returning to the airport explain the landing procedures such as the traffic pattern and warn them if you are equipped with a stall warning horn.

After shutdown, share in their excitement (or not). This may be a good time to get pictures. We don't take pictures of the kids but you can use their phone to take their picture. As you get back, give a quick briefing of the flight to the parents or guardians. Remember no job is finished until the paperwork is done!

Now celebrate what a great human being you are! And thanks for helping EAA430. If you have never flown Young Eagles, please consider doing it. It's a really good group of pilots – and you may find a new friend.

| IN THIS ISSUE | Page |
|-------------------------------------|------|
| From the Left Seat (Ray Ballantyne) | 1 |
| Calendar of Events | 2 |
| EAA 430 Gold Status | 2 |
| VMC Club (Harry Cook) | 3 |
| Welcome New Member | 4 |
| Keeping History Alive | 5 |
| Aviation From My Rocking Chair | 6 |
| Getting To Know Richard Howell | 7-9 |
| March Flyout to Harvey Field | 10 |
| April Flyout to Skagit Valley | 11 |
| March Gathering Minutes | 12 |
| Board & Directors | 13 |

| APRIL & MAY 2022 |
|---|
| <u>VMC/IMC Club Meeting</u> 2nd Wednesday of the Month April 13 & May 11 7 - 8 pm Mariner Cafe |
| <u>EAA 430 Chapter Board Meeting</u> April 22 & May 20 9:00 am Mariner Cafe |
| <u>YE Rally & Airport Appreciation Day</u> May 21 10-2 Fairchild Airport |
| <u>EAA Chapter Gathering</u> April 30 & May 28 9:30 - 12:00 Fairchild Airport Meeting Room |
| <u>Flying Start</u> May 28 1:00 Fairchild Airport |

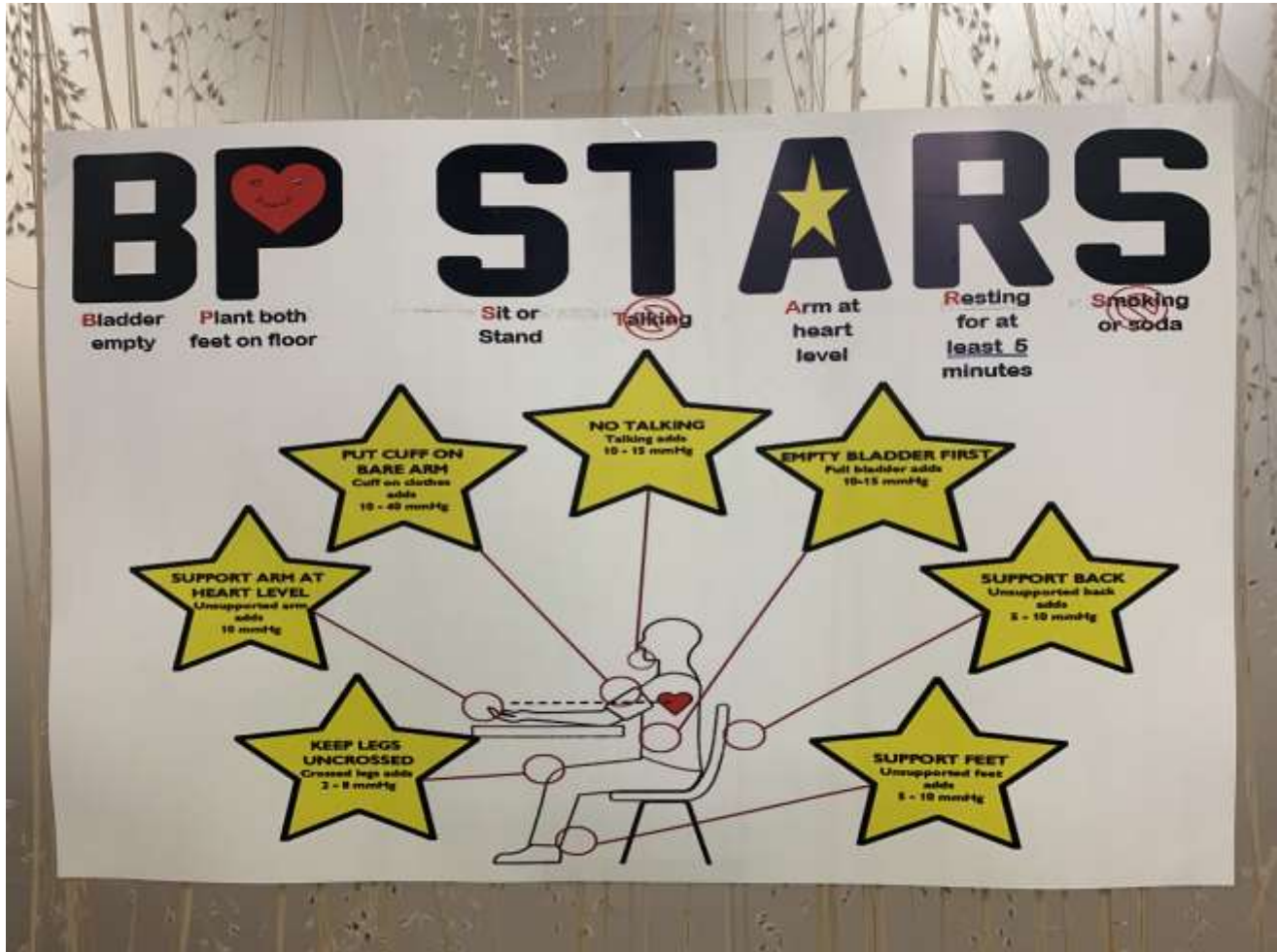


Congratulations to your chapter in successfully reaching the GOLD level status recognition level for the combined 2020 and 2021 years. This program is based on 10 criteria that are consistently found in active and highly engaged chapters. Due to 2020 and 2021 being challenging years for chapters to maintain a high level of engagement, these years have been combined into a single recognition period. An additional 11th criteria point was included this year to help offset the unique challenges associated with limited social engagement, and to observe unique chapter approved activities.

1. Attends a chapter leadership training session
2. Growing or steady membership
3. Offers IMC or VMC Club programs
4. Participates in Young Eagle or Flying Start programs
5. Has EAA-approved Flight Advisor or Technical Counselor
6. Participates in EAA's Annual Chapter Member survey
7. Participates in Young Eagles Build and Fly, Young Eagles Workshops, Ray Aviation Scholarship program, or sends a youth to EAA's Air Academy
8. Requests an EAA ChapterBlast email
9. Hosts at least two public events each year
10. Owns/leases a facility
11. Extra credit activity, such as a chapter build project, youth build project, chapter scholarship, a chapter tool crib, IAC competition, etc.

John Egan, Sr. Manager, EAA Chapters

Concerning flight physicals



Thanks, Ray Ballantyne, for sharing this medical information.

***Eligible for FAA Wings Credit

WHAT: VMC/IMC - Meteorological Conditions (flying VFR - IFR)

Discussions involving flying airplanes led by Harry Cook

WHERE: Mariner Café

WHEN: 2nd Wednesday of the month starting at 7:00 pm.

WHO: Anyone interested in flying is welcome to attend.

It is a great place to meet new people and have some fun.

WHY: The one-hour meetings use real-world scenarios to engage members and allow a free exchange of information that improves awareness and skills. Designed to provide organized “hangar flying” focused on building proficiency in VFR & IFR flying. We hope to create a community of aviators willing to share practical knowledge, nurture communication, improve safety and build proficiency.



WELCOME NEW MEMBERS



Mike Niewiarowicz

I first got interested in aircraft when I was about 4 years old when my father would take me to the airport. I currently am not flying, but I flew a Cessna 182 for the past 15 years, along with anything else I could get my hands on. I have a private single engine land ticket that I got back in 1976.

I was a member of the Boulder, Colorado EAA chapter and was one of their technical counselors. I retired from Northrup Grumman at the end of 2021 and worked on SBIRS (space based infrared systems).

My wife and I moved to Sequim at the end of 2021, moving from Golden Colorado. We are now both retired and enjoy meeting new people and making friends here in the PNW. I am an avid model builder, photographer and like doing things outdoors.

When asked what is an unusual experience I've had as an aviator, It is hard to pick one, but I have landed at Leadville, the highest airport in North America, as well as flown into many other high-altitude airports.



Bio Pending

Mark Long

Keeping History Alive

By Dave Woodcock

John Gussman (well known local photographer and videographer) took these photos on Saturday at Blue Ribbon. We are working on an article for EAA Warbirds magazine. I'm on the right in the garrison cap and my friend Dave Gaston is in the AAF crush cap on the left.

Dave owns the 1945 Jeep and lives in Little Rock, WA. The Jeep is a 1945 Willys MB that came off the assembly line March 6, 1945. It was restored in Pennsylvania to honor triple ace Bud Anderson and his 357th Tactical Fighter Wing in England. It's signed by Bud with his Old Crow logo. Also signed by Paul Tibbits (Enola Gay), Bob Hoover (fighter pilot, POW, test pilot) and Dick Cole (Jimmy Doolittle's Tokyo raid co-pilot). Dave is a member of Friends of Willie and Joe and will be at the May 21 Airport Day at Port Angeles along with other vehicles and members in uniform.





Aviation From My Rocking Chair

By Rick Vaux

Shut er' down

Hello, again troopers. Let me ask you a question. When you park your aircraft, do you pull the mixture to idle/cutoff, shut off the mags and master then head for home? If so, let's take a little time and explore this seemingly simple procedure and look at some tips which may prolong the life of that noisemaker up front.

Any engine will benefit from a short cooling cycle at idle before shutdown. Turn the airplane into the wind and idle for one or two minutes with the cowl flaps open. Turbocharged engines require a much more extensive cooling period. They are subject to a problem called, "Turbine Coking." After landing, the turbine rotor is still very hot (usually 1000 degrees F. or more), and the only cooling for the rotor, bearings, and shaft is circulating engine oil. If the engine is shut down at this point, mineral oil (which carbonizes at 600degf) will turn to coke in the center bearing area which can lead to turbine failure on the next startup. So, be sure to run the engine at idle 4 minutes at least before stopping. Good news, taxi time counts which means 4 minutes ain't bad. By the way, if you own a turbocharged car, this procedure will greatly extend the life of the turbo.

Now let's shut this baby down by the numbers:

- (1) Turn off the boost pumps
- (2) Pull mixture(s) to idle/cutoff
- (3) Shut off mags/ignition switches after prop comes to a complete stop.

These first three items accomplish several functions; they keep excess fuel from accumulating in the cylinders where it can mix with oil and foul the bottom sparkplugs. They reduce the chance of prop strike injuries if the aircraft is moved while touching the propeller, and they eliminate "Hot spot" run-on or Dieseling after shutdown.

- (4) Remove ignition key (Put it in your pocket now. It may prevent a prop strike accident sometime.)
- (5) Turn all electrical accessories off. This will help reduce electrical loads at startup.
- (6) Turn off master switch.
- (7) If a Bendix Pressure Carb (not many left) is installed, return mixture to halfway in position. This prevents internal rubber diaphragms from taking a set and effecting fuel flow on next operation.

Everything should now be quiet except for the gyros spooling down, and the metal tinkling coming from up front. Before I take my leave once again, here are a few more tips:

- a) If you pull the mixture to idle/cutoff and the engine fails to shutdown quickly or "Diesels" suspect internal carburetor or fuel injector leakage (or maybe you forgot item #1 on the shutdown list?)
- b) Once in a while shut down the engine with the magnetos. If the engine continues to run, P leads are either disconnected or broken.
- c) Consider not shutting off the fuel selector between flights. It is far to easy to forget to turn it back on.
- d) If sparkplug fouling has been a problem, try running the engine at 1800rpm for 30 seconds prior to momentary return to idle and then shutdown. Sparkplug cores scavenge well only at temperatures in excess of 800 degrees F.

GETTING TO KNOW

Richard Howell

As a young boy, 3 or 4, my dad's love of airplanes rubbed off on me. My first airplane ride, which I'll never forget, was in a Piper Tri-Pacer. It was at a little airport open house event - I think maybe in Williamson, NY. I was probably about 5 or 6. In the late 60's and early 70's, my dad and I did control-line and R/C models together. I think I expected to grow up to be an airline pilot. As I got more into my middle teens, I realized I wasn't military material. I also (ignorantly) thought that was really the only path to an airline career - so I pretty much gave up on that idea.

I got my private pilot's license in 2001, after 9 months of Part 141 training at Class C, John Wayne Airport in SoCal. Since August of 2002, I've had a Piper Warrior II, 1984, PA-28-161, which roosts in its wonderful hangar at KCLM.

At the present time, I'm building a Sling 2 with an anticipated first flight in late spring or early summer 2022. I'm hoping to use my new plane to add instrument and maybe commercial ratings in the next year or so. Sadly, gotta sell my trusty Warrior :-). For me, the Sling 2 was love at first sight. I took a trip to The Airplane Factory USA in Torrance, CA. The goal was to test fly a Sling 2 with the Rotax 912iS engine. My kit was ordered as a quick-build and I received the empennage and started building in November 2019. When I received word the rest of the kit was on its way in December 1, 2019, I tracked the progress of the shipping container after it left the factory at Tedderfield Airpark, near Johannesburg, South Africa. The container found its way aboard the Xin Ri Zhao and sailed from Durban on December 24, bound for Singapore where the container was transferred to the YM Upsurgence. The Upsurgence made several port calls in Thailand, Vietnam, and China. Finally, on January 26, 2020, YM Upsurgence departed Yantian, China. Next stop - Tacoma, Washington USA! It looked like it would enter the Strait of Juan de Fuca during daylight hours on February 10. My wife, Mary Ann, and I drove to nearby Ediz Hook in Port Angeles, WA and had a perfect view of the strait. There she was!



After nearly two months from the day she left the factory, my Sling 2 quick-build kit found its way **to my shop.** “Never underestimate the amount of procrastination required to get something done.”

For anyone interested in the progress of building this airplane, check the Weblog:

<https://sling2.slantalpha.com>

I was a member of EAA Chapter 92, Orange County, SoCal and pretty much a wallflower. I've been a member of Chapter 430 since November 2018, and just this year, chapter President Ray Ballantyne somehow talked me into being chapter Secretary.

I'm still permanently embossed by early trips to the Glenn Curtiss Museum and Old Rhinebeck Aerodrome (back in the Cole Palen days). In SoCal, I had Planes of Fame to help keep the fire burning. I'd go to airshows whenever they were around, often with my Dad.

I was sprouted in PA (Philly area) and then a seedling in upstate New York (Rochester area) where my dad was an engineer with Xerox. We moved to Texas (Dallas area) when I was in middle school. We moved to Southern California for my senior year in high school - all really poor timing as far as I was concerned! I spent two years at electronics tech school in Phoenix, AZ and then began my career back in SoCal, (South Orange County), working for MicroData Corporation as an electronic technician. For several years, I was partner in a computer store, and then off on my own as a custom programmer and independent computer consultant. I eventually hired on as software engineer and worked for several companies, eventually with Panasonic Avionics Corporation. Altogether I spent 40 years, living and working in Southern California. I met my eventual wife, Mary Ann, at work. We celebrated our 20th anniversary this past January.

We acquired our PNW nest early in 2015 and finally moved here late in 2018 when Mary Ann and I both retired. I wrapped up my dabbling in electronics, computers and software engineering. Mary Ann capped off her successful career as an electrical engineer, technical communications writer and manager, having also earned her degrees -- AS Electronics, BA Journalism, BA Asian Studies and MS Information Science.



One of our most memorable adventures was the 2005 trip we made in our Warrior to Baja California, Mexico, organized by Baja Bush Pilots International. The purpose of the trip was for whale watching in the San Ignacio Lagoon, a nursery for gray whales. The Pacific gray whale migration from Alaska's Bering Sea to the warm waters of Baja's lagoons is the longest mammal migration on earth. Every spring, hundreds of whales return to traditional birthing and breeding grounds in sheltered San Ignacio Lagoon on Mexico's Baja Peninsula. Our trip took us, along with 35 other airplanes, 600 miles south of **the border, landing on the 50' wide dirt strip at the Hotel**

Serenidad, where we stayed for 3 nights. The town of Mulege was shut down for the first evening so we, along with the local residents, could celebrate with a street party.



The next day, we flew from the hotel, across to the Pacific coast of the peninsula. Our whale watching was done in small aluminum boats, each boat holding 10 people. When we arrived at the "nursery," a huge mother whale swam up and very proudly pushed her baby right to the side of our tiny boat. They took turns putting their giant heads into our boat for pets. We were in awe, totally captivated by their friendly demeanor and behavior towards us humans. At one point *mom* settled down below the boat and for 20 minutes went upside down to scratch her belly on the prop while we babysat the youngster. That was a trip we'll never forget.

Besides flying and our airplane, Mary Ann and I love the PNW outdoors - walking and e-bikes are steady pastimes. Day trips and having nibbles at various venues are always fun. We're looking forward to doing a grand tour of the US in our Sling 2. Then, Lord willing and the creek don't rise - I've long wanted to travel in Europe. Maybe a helicopter rating or building a Kitfox and doing some back-country flying? I've promised to get Mary Ann (and me) a dog [again].

EAA is for me, a way to venture out of my comfortable, insular world to plug in a bit with people - finally put down some roots. I think involvement with airplanes offers a magical opportunity and potential for parents and their kids to bond. Having something interesting and wholesome to be engaged with and be inspired by - and aspire to - can make a huge contribution to growing up - no matter how old we are. Those who know me would say I'm pretty much an open book. I can't seem to surprise anyone. Richard Howell, EAA 1055918



Around the World in 40 days



In 2009, James Pitman and Mike Blyth, the founders of Airplane Factory in Johannesburg South Africa, started a project designing and building an airplane, a Sling two-seater. In 40 days and 45,000 nm, they went around the world, their destination being Oshkosh. To view this incredible flight, go to

<https://www.youtube.com/watch?v=1Fu8PJ4QSYE>

March Flyout to Harvey Field

By Barry Halsted

Despite some low clouds at departure time, we had a nice flyout to Harvey Field for March. The clouds in Port Angeles prevented Richard and Mary Ann Howell and Dave Woodcock (with Charlie King) from getting off, but Bud Davies (C-152), Rick Stoffel and his wife (RV-4), Ernie and Jeanne Hansen (Swift), Bill and Dot Shepherd (Swift), and Tim Alentiev (guest from Norman Grier Airport in his RV-10) all made it. Richard Humphreys and I came in my PA-11. Guess who was the



slowest!

We landed on runway 33R and found a string of small pendants (or something similar) across the runway, just short of the threshold. Turns out, there is a fence there that is not easily seen and the pendants did a good job of assuring we didn't hit the fence.



The restaurant (Buzz Inn) has been recently renovated and we all thought it looked very nice. We were all seated at one table and conversation was constant and lively! Some thought the menu was new; in any case there was plenty to choose from and the meals were excellent. While we were there, our local Olympic Peninsula weather improved and the flights home were under high (20,000 ft) skies with excellent visibility. All in all, I'd say this was a good, spring flyout! Barry

April Fly-out to Skagit Valley

By Barry Halsted



Hello April Flyout group

April's flyout was a flight to Skagit Regional Airport with lunch at the Skagit Landing restaurant. The trip there included a look at the tulip fields in the Skagit Valley near Mt. Vernon. Each year the area holds a Tulip Festival and this year several fields had tulips in bloom.

Flyout participants included Jay Pearlman (RV-6A), Bill / Dot Shepherd (Super Aero), Ken Gross / Leslie Marks (RV-14), Dave / Joan Miller (J-3 clone), Colette Miller (Citabria), and Barry /Tracy Halsted (PA-11). Those

flying from Port Angeles and Rakes Glen left with good visibility and over-cast skies. Clouds lowered with an indefinite ceiling approaching Diamond Point which made it appear visibility was poor, but at 900 – 1000 ft the area to the north showed distant sun and mountains. Those leaving Diamond

Point soon made it to higher ceilings and good visibility. By the time we reached the tulip fields, high ceilings and excellent visibility prevailed and 8-10 tulip fields were in full bloom. What a pretty view we had! Meals at the restaurant were good. Had we known there would be ten of us coming it would have been good to give them notice, but even so they were able to place the ten of us at one table.

Coming home, clouds were high and visibilities were good. There was wind, however, and the air was somewhat bumpy the closer we got to home. Barry watched the Diamond Point group land without difficulty, but he aborted an approach to Rakes Glen's short and narrow runway and landed instead at Sequim Valley Airport. The wind there was strong enough that he called Harry Cook for assistance in getting off the runway. Harry and a local instructor held the wings until the PA-11 was off the runway and tied down in the grass.

All together luncheon socialization was excellent and everyone had an enjoyable flyout.



EAA CHAPTER MARCH 26, 2022 GATHERING MINUTES

Meeting social and sign-in 0930

President Ray Ballantyne called the Membership Gathering (Ray on Zoom) to order at 1000.

Ray led The Pledge of Allegiance to the Flag with 30 (+ 2 new) members attending.

Guest/New Member Intro's: Mark Long, Mike Niewiarowicz

Approve Minutes: There was no February gathering, therefore no minutes - approved nonetheless.

Correspondence: None.

Old Business:

Finances and membership: Checking and savings \$4148, Scholarship \$11,500, 91 (+ 2 new) Members.

Still 1 helicopter blade available for \$75.

Fly-out Coordinator Barry Halsted reported the March fly-out to Harvey had 5 planes and 10 people. Scholarship Coordinator Dave Miller reported we continue to have 2 active recipients and are looking for airworthiness candidates. Rick Vaux has identified contacts with 5 A&P schools.

Ray expects to get the Recognition Plaza activities restarted, perhaps with an April party.

The 50th Anniversary banner is done, but wasn't present at the gathering.

Flying Start will have a banner and sign-up booth at the May 21 KCLM airport day and Young Eagles event. There is a call for pilots. The actual Young Eagles event will be after the May 28 gathering @ 1300, all at KCLM. Early sign-ups should be referred to Ray.

New Business:

Deb Cox generously donated 10 limited-edition Alaska aviation prints to benefit the scholarship program. Dave Miller has researched the print's values and will get photos to chapter communications director Scott Fitzgerald to post/distribute and help spur the interest of prospective buyers.

BOD approved at the March meeting that Young Eagles credits will be used to acquire a printer and 2 iPads for paperless registrations and sign-up at Young Eagles events.

EAA Chapter 406 (Bremerton) reached out for help with their first time usage of the EAA registration and sign-up system for their Young Eagles events. Rick V. led appreciation for Tracy as she has volunteered to provide them a how-to process documentation she's developed.

Membership Roster announcement to members, to check existing info and pictures, take new pictures, sign up for and pick up available badges at sign-in desk.

Ray proposed and the attending members approved starting a building fund for our 501(c)(3) chapter. Rick Vaux announced that he will donate the proceeds from the sale of 2 ultralight projects - Airdrome Dream Classic and Kitfox Lite - to the chapter building fund. He asked for volunteers interested in helping him get the Kitfox put back together.

Dave Boerighter announced that he's going to be putting his M20C up for sale. His Mooney has an extensively upgraded panel. He still has the older equipment and will make items available at the next gathering to benefit the building fund.

Project Reports - Dave Moffett's RV-12 is ready to transport his KCLM hangar, volunteers and ideas welcomed. Richard Howell is working on fuel and oil lines for his Sling 2.

Ray adjourned the gathering at 1034.

Barry and Tracy Halsted presented their video about the condition inspection process for Saffire.

Pizza! (Thanks to Bud Davies for his effort.)

Respectfully submitted,

Richard Howell, EAA 430 Secretary

2022 BOARD AND DIRECTORS

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

| Position | Name | Phone Ext | Email Address |
|---------------------------|---------------------|------------------|---------------------------|
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| Treasurer | Tracy Halsted | 4 | treasurer@eaa430.org |
| Class II Directors | | | |
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| Web Editor | Andy Sallee | | webeditor@eaa430.org |
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| Tech Advisor | Harry Cook | | techhc@eaa430.org |
| Tech Advisor | Barry Halstead | | techbh@eaa430.org |
| Tech Advisor | Ernie Hansen | | techeh@eaa430.org |
| Tech Advisor | Rick Vaux | | techrv@eaa430.org |



EAA 430 FLYER

MAY 2022

Serving Port Angeles, Sequim & Diamond Point

Dedicated to having fun with airplanes and promoting General Aviation



FROM THE LEFT SEAT

With President Ray Ballantyne

Lisa and I are back in Sequim and we received such a great welcome back. Thank you.

Last month I talked about Young Eagle etiquette and best practices. We're looking forward to our first Young Eagle rally of the year on May 21. I hope you will come and volunteer to help. The week following the Young Eagle rally, we host our first FLYING START program on May 28. It will be a busy day on May 28 with our monthly Gathering starting around 0930 followed by the meeting and pizza. After we clean up, it will be time to start the FLYING START program at 1300.

David Woodcock will lead the briefing which includes the joy of flying all things in general aviation: manufactured aircraft, experimental Homebuilt, ultralights, gliders, acrobatics, and balloons. At the conclusion of the briefing and discussions, each participant will be offered an Eagle Flight provided by our generous chapter pilots. The program is intended to be an informal mentoring program that helps expose adults to aviation and guides them toward whatever engagement fits in their lifestyle.

Flying Eagles is similar to Flying Young Eagles, such as asking if they have flown in small aircraft before, and why they are interested in flying. Describe your walk around and the control surfaces. Help them in the aircraft and explain the instruments and controls in a simple and concise way. Narrate your actions of starting, taxiing, and takeoff. Allow your eagle to be an active participant, as you feel comfortable. Describe traffic patterns and communication procedures.

After the flight, congratulate your Eagle and talk about the next steps and how EAA430 can help them. Tell them they get a complementary six month membership both to the national and local chapter and they receive the monthly magazine.

Helping the chapter pull off a successful FLYING START could be a life-changing event for someone and an opportunity to mentor a new aviator into the magic world of flying! I hope you take advantage of this opportunity. Ray

| IN THIS ISSUE | Page |
|--------------------------------------|------|
| From the Left Seat (Ray Ballantyne) | 1 |
| Calendar of Events | 2 |
| April 30th Gathering | 3 |
| VMC/IMC Club (Harry Cook) | 3 |
| Airport Appreciation Day (Fairchild) | 4 |
| Welcome New Member (Mark Long) | 5 |
| Aviation From My Rocking Chair | 6-7 |
| April Gathering Minutes | 8-9 |
| Board & Directors | 10 |

MAY & JUNE 2022

VMC/IMC Club Meeting
2nd Wednesday of the Month
May 11 June 8
7 - 8 pm Mariner Cafe

EAA 430 Chapter Board Meeting
May 20 June 17
9:00 am Mariner Cafe

YE Rally & Airport Appreciation Day
May 21 10 - 2 Fairchild Airport

EAA Chapter Gathering
May 28 Fairchild Airport Meeting Room
9:30 - 12:00

Flying Start
May 28 1:00 Fairchild Airport

EAA Chapter Gathering
June 25 Sequim Valley Airport Hangar 15
9:30 - 12:00



Chapter 430 April 30th Gathering with Presenter, Dan Gase.



*****Eligible for FAA Wings Credit**

WHAT: VMC/IMC - Meteorological Conditions (flying VFR - IFR)

Discussions involving flying airplanes led by Harry Cook

WHERE: Mariner Café

WHEN: 2nd Wednesday of the month starting at 7:00 pm.

WHO: Anyone interested in flying is welcome to attend.

It is a great place to meet new people and have some fun.

WHY: The one-hour meetings use real-world scenarios to engage members and allow a free exchange of information that improves awareness and skills. Designed to provide organized "hangar flying" focused on building proficiency in VFR & IFR flying. We hope to create a community of aviators willing to share practical knowledge, nurture communication, improve safety and build proficiency.





SATURDAY,
MAY 21, 2022

10 AM - 4 PM

WILLIAM R. FAIRCHILD INTERNATIONAL
ARMED FORCES & PUBLIC SAFETY
AIRPORT APPRECIATION DAY AND FLY-IN
PORT ANGELES, WASHINGTON

FREE ADMISSION FOR EVERYONE

- “Young Eagle” flights from 10am to 2pm
(Free airplane rides for youth ages 8 thru 17)
- “Friends of Willie & Joe” WWII Enactment
 - Cascade Warbirds on display
 - U.S. Army Helicopters
- Area Wide Public Safety Organizations
- Washington State Patrol Aviation aircraft
- Airplane and Helicopter rides *(for a fee)*
 - Life Flight Network Aircraft
- “Black Diamond Junction” Music
- Food and beverage vendors on site
- Private, Corporate, Military Aircraft



Save the Date - Don't miss the Fun!



WELCOME NEW MEMBER, MARK LONG



I became interested in airplanes in high school. I lived in Maine for 20 years, where I built my Sea Ray, with the help of EAA Chapter 87. The plane was first flown in 2012 and is the plane I currently fly out of Blue Ribbon Farms, WN29, where I have lived for the past 3-4 years.

I've been a line pilot, flying a Global 6000 for NetJets, for 20 years. I have an ATP rating.

Skiing, camping and traveling are a few of my favorite past times.





Aviation From My Rocking Chair

By Rick Vaux

What, Another Instrument Column?

For all the wonderful new digital panels available now, there are still a lot of “Steam Gauges” around, and these need handling and testing from time to time. This month, with the help of Mr. Ron Rucker and “Aircraft Maintenance Technology,” I’d like to cover some handling and testing precautions for aircraft instruments.

Remember the first time you looked at an aircraft instrument panel and wondered what all those gauges were used for? And after you knew how they worked, were you amazed at how reliable they could be? I was too. Starting with gyros, let’s see if we can keep them in operation, even if the TV sets go dim.

Gyros:

- (1) A large percentage of problems are caused by shipping/handling accidents or contaminates in the component. A very small drop of only 1/4” onto a hard surface approximates 2G. 6G will damage most modern gyros. The term “Handle like eggs” comes to mind.
- (2) For vacuum gyros, keep all system and gyro filters clean.
- (3) Don’t plumb vacuum gyros in series. This reduces pressure to all units in the system.
- (4) Don’t automatically lubricate fittings on vacuum gyros. The reduced friction may lead to over torquing, with damage to fittings or backplate ports.
- (5) Plug all ports when shipping. This will reduce the possibility of damage or contamination within the instrument.
- (6) Always allow gyros to ‘spin down’ and stop before handling. This will prevent damage to bearings and gimbals due to tumbling. Note: Modern gyros have a bank limit of approx. 100-110 degrees and a pitch limit of approx. 60-70 degrees before they will tumble (Non-aerobatic).
- (7) When gyros have not been used for a couple of months, or have been in storage, power them up for 30 minutes to allow bearings to be exercised and lubricated.

Pressure instruments:

- (1) Manifold Pressure Indicator - Check the accuracy by comparing it with Altimeter baro settings.
- (2) Altimeters- Some have vibrators installed to help reduce inherent friction in the instrument. Make certain they are working.
- (3) Airspeed Indicator- The biggest problem is the capillary tube inside. If it is cracked, bent, or broken, the instrument should be considered beyond repair.

O.k., let’s go over some things to watch while handling, removing, or replacing instruments.

- (1) When sending components in for repair, be very specific about malfunctions:
 - (a) You can’t give TOO much detail about the failure.
 - (b) Tag the instrument.
 - (c) Write discrepancies on the packing sheet.
 - (d) Don’t write on the glass face. Many glasses are coated and replacement costs can be high.
- (2) Simple checks for troubleshooting components still installed in the aircraft.
 - (a) Static instruments (Altimeter, Rate of Climb, etc.) which are undergoing pitot/static tests, often show leaks. This could be caused by improperly sealed test fittings. Make sure this is not the problem before rejecting a part.
 - (b) Resist the urge to tap on the instrument face. I know this looks cool, but needles won’t swing through crushed glass! If you feel a need to tap on something, use the panel.
 - (c) If dual instruments are installed, swap connections and see if the problem follows.

(Continued on next page)

(d) Water finds it's way into static systems from time to time. Send any instrument to the repair shop immediately if the possibility of or actual water is found in it.

(e) On instruments with plastic cases, such as; Airspeeds, Altimeters, or Rate of Climb, don't over tighten the fittings. If the seal between the threaded inserts and the case is broken, the case will require replacement.

(f) Blown diaphragms in the Altimeters and Airspeed can occur while testing pitot/static systems. Be aware that dumping pressure testers too fast, without venting the instruments first can cause this. And finally, **DON'T EVER BLOW INTO THE PITOT TUBES!** It is extremely easy to damage your instruments, and it just looks **WRONG**.

Well, Troopers, I've used up my limited gray matter once again, so be safe out there and since I write this on Mothers Day, bless all the Mothers, Mothers in Law, Grandmothers, and Great Grandmothers out there. Thanks for giving us life and flight.

Rick Vaux
TC4130

EAA Chapter 430 Membership Gathering Minutes
April 30, 2022

Meeting social and sign-in 0930

Chapter President Ray Ballantyne called the Membership Gathering to order at 1003.

Ray led The Pledge of Allegiance to the Flag with 23 members and 2 guests attending.

Guest/New Member Intro's: Jon Picker, Dan Gase. (Dan is soon to be the outgoing and Jon the incoming Port of Port Angeles, Airport Manager.)

Approve Minutes: March minutes were approved as submitted.

Correspondence:

Ray Ballantyne delivered a Flying Start program pep-talk, explanations about available EAA-provided promotional and informational materials and the key processes and effort being put in to ensure that all goes smoothly. Thanks to all involved from Ray!!

There has been ongoing contact with EAA Chapter 406, Bremerton "Rainbirds", to help them with EAA online signups and registrations for their Young Eagles events and potential fly-out coordination with our informal fly-out activities

Old Business:

Bud Davies presented acknowledgment certificates and pins to our numerous and hard working Young Eagles participants

Ray described more details about the Flying Start processes for the May 28 event, starting in the W.R. Fairchild Airport (KCLM) conference room at 1:00pm, after the regular monthly Membership Gathering

call for getting the word out to possibly interested would-be pilots that we may know
call for event pilots

Still 1 helicopter blade available for \$75.

Fly-out Coordinator Barry Halsted talked about the April fly-out to Skagit to see the tulips.

May's destination might well be Friday Harbor. Stay tuned...

A five airport "Poker Run" could be a possibility for July?

Scholarship Coordinator Dave Miller brought two of the Alaska aviation prints, donated by Deb Cox, and kicked off a silent auction with opening bids

Work on the Recognition Plaza is expected to resume imminently, with Ray to be coordinating a work party at W28 Memorial Rock (within the next week or so)

Building Fund - Ken and Mary Brown have made an inaugural donation of \$100.

Ray shared a brief update about [Andy Sallee's] new hangers and other projects at Sequim Valley Airport (W28), including hope and potential ideas for more permanent facilities for the chapter.

New Business:

Armed Forces Airport Appreciation Day and Fly-In, May 21 (KCLM)

Ray talked briefly about our Young Eagles event and Flying Start promotion activities.

W.R. Fairchild Airport manager Dan Gase highlighted the day's events and facilities

Both Ray and Dan called for volunteers

(continued on next page)

Tracy Halsted discussed the May 21 Young Eagles event (KCLM) - the number of ground volunteers seems adequate. There are currently 5 pilots, but a few more would be appreciated.

Flying Start Event (KCLM), May 28 - Ray called for volunteers and pilots

Ray distributed some nifty "Dynon" ball caps - 2 navy blue ones related to a couple of members' Dynon Avionics-related activities, and a pink one to Joan Miller for being so helpful and involved with so many things

Project Reports

Dave Moffitt - RV-12 in the process of moving to his hangar at KCLM

Richard Howell - Sling 2, ballistic parachute mounting and elevator control linkages

Rick Vaux - ultralights

Dave Woodcock - sold his Husky. He and Dave Miller have gone in on a build-position for a brand new Legend Super Cub

Ray shared that Dave Boerigter was able to get his insurance concerns resolved and will be keeping his Mooney!

Ray adjourned the gathering at 1109.

Pizza and other refreshments (Thanks especially to Bud Davies and Joan Miller!)

Dan Gase presented an overview of W.R. Fairchild and Seiku airports, during his time as Airport Manager. Just about any small airport and their airport manager would be thrilled to have just one major improvement project accomplished. The number of significant things Dan has done is nothing short of magnificent!

New facilities and appointments in the main terminal building

Bringing Life Flight Network air medical service to Port Angeles and Clallam County

Initial and ongoing effort to establish Dash Air Shuttle and service between Port Angeles and SeaTac

New box hanger construction - well underway

City sewer extension to new and existing hangars

Negotiations and agreements for runway and taxiway resurfacing and realignment projects in 2022 and 2023

Finding such a capable and enthusiastic airport management successor in Mr. Jon Picker.

Welcome Jon!

That's just a short list from a huge number of wonderful things Dan has been able to do.

Farewell Dan! Thank you for everything!

Respectfully submitted,

Richard Howell, EAA 430 Secretary

2022 BOARD AND DIRECTORS

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

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| Membership | Tracy Halsted | 6 | membership@eaa430.org |
| Newsletter | Skip Brown | 7 | newsletter@eaa430.org |
| Scholarship | David Miller | 8 | scholarship@eaa430.org |
| Young Eagles | Bud Davies | 9 | youngeagles@eaa430.org |
| VMC/IMC | Harry Cook | | vmc@eaa430.org |
| Tool Crib | Mike Gawley | | toolcrib@eaa430.org |
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| Tech Advisor | Rick Vaux | | techrv@eaa430.org |



EAA 430 FLYER

JUNE 2022

Serving Port Angeles, Sequim & Diamond Point

Dedicated to having fun with airplanes and promoting General Aviation



FROM THE LEFT SEAT

With President Ray Ballantyne



It's hard to believe it's already June and we're still waiting for Summer. But EAA430 is ripping through our year of events. We were wildly successful with the Young Eagle event in Port Angeles Airport Appreciation Day. Eight pilots flew 80 young eagles. We could have done more, but ran out of time and airplanes. We had 14 ground volunteers which made the process go smoothly, thanks to Tracy Halsted's preparations.

The following week we had a great presentation at our May gathering from Sam Davies about his local history and the history of Big Andy airstrip west of Port Angeles. After the pizza lunch, we hosted nine people exploring aviation at the Flying Start presentation by David Woodcock. Cecilia Aragon provided great assistance with her colorful history. Unfortunately, the weather did not allow **for their eagle rides on that day, so we're scheduling them for a sunny day.**

Thanks to Barry Halsted for another great fly out to Friday Harbor. It sounds like June may be in the islands also.

We received our gold level status recognition for 2020–2021. Thanks to everyone who lent a hand and that allows the chapter to accomplish so much.

Best wishes to Dan Gase on his retirement and his move to Idaho. Welcome to John Picker, the new Fairchild International Airport Manager.

We're making progress on the recognition Plaza construction project, and hope it will be completed by the end of the month.

Working with Young Eagles coordinator, Bud Davies, we have decided to move our last Young Eagle rally to Pt Townsend in August. We have not yet decided on the date. The Sequim Valley rally will be on July 16 between 10:00 a.m. and 2:00 p.m. More pilots and aircraft are always welcome.

(Continued on next page)

I plan to fly to the GlaStar fly-in at Smiley Creek, ID on the last weekend of June, which will mean I will be gone for the June Gathering. But I've left you in good hands with VP Rick Vaux, and a presentation by Bruce Burris about his history and ultralight flying.

I hope you hook up with a fellow aviator and do some hangar flying and maybe some real flying.

Ray



Sam Davies shares his local history and the history of Big Andy airstrip west of Port Angeles at the EAA 430 Gathering on May 28, 2022.

| IN THIS ISSUE | Page |
|--|--------|
| From the Left Seat (Ray Ballantyne) | 1 |
| Calendar of Events | 2 |
| Presenter for June (Bruce Burris) | 3-5 |
| Flying Start Program | 6 |
| VMC/IMC Club (Harry Cook) | 6 |
| Getting to Know John Meyers | 7-9 |
| Welcome New Member (Stanley Hall) | 10 |
| Aviation From My Rocking Chair | 11 |
| Fly-Out to Friday Harbor | 12 |
| Diamond Point Airport Appreciation Day | 13 |
| Gathering Minutes | 14 -15 |
| Raffle of RANS S-19 | 16 |
| Board & Directors | 17 |

JUNE & JULY 2022

VMC/IMC Club Meeting
2nd Wednesday of the Month
July 13
7 - 8 pm Mariner Cafe

EAA 430 Chapter Board Meeting
June 17 July 22
9:00 am Mariner Cafe

YE Rally Sequim Valley Airport
July 16 10 - 2

EAA Chapter Gathering
June 25 9:30 - 12:00
July 30 9:30 - 12:00
Sequim Valley Airport Hangar 15



Bruce Burris, Presenter for June 25, 2022 Gathering

I grew up in an aviation household. My father was an air traffic controller and general aviation pilot and I saw a lot of the USA and Canada at an early age. We lived in Billings, Montana, and my father was very active in the aviation community. He did flight instruction, charter flying, and owned a Link Trainer (1940's era simulator) in which he provided instrument instruction. I've been told my first airplane ride was at the age of 6 weeks, but I don't remember it for some reason.



The solo-shirt tail photo was at Troutdale OR airport July 18, 1963. The instructor's name is Mike Forsyth and he still flies today at 85 years old. He's a former TWA Captain and currently is a Bonanza Pilot Proficiency Program Instructor.

At the age of 14 my parents and I moved to Oregon where my father became the first chief of the Troutdale tower east of Portland. It was at the Troutdale airport that I soloed a C-150 in July 1963 when I was 16. I flew about 30 hours that summer, but when school started up again, I was more excited about cars and girls.

I worked for the Boeing Company in 1966 and received my Private Pilot certificate in September of that year. The airlines were hiring a lot of pilots that year, but since I was only 19, I had to wait a couple of years. By the time I was 21, the airlines were not hiring as many, and since I didn't have a college degree, I was at the back of the line. I continued flying as many hours as I could afford, and in 1969, I became a flight instructor at the Hillsboro airport west of Portland. By this time I had my Commercial, Instrument, and Multi-engine ratings.

In December 1969, I was hired by the FAA as an air traffic controller at the Seattle Air Route Traffic Control Center (Sea ARTCC) located in Auburn, WA. In 1973, I transferred to the Portland Tower and TRACON and spent 2+ years there before returning to Seattle Center in 1975.

I was fired by President Reagan on August 5, 1981 during the PATCO air traffic controller strike. I then started a business building, selling, and servicing ultralight aircraft. Ultralights were becoming very popular, and in 1982 and 1983 there were more ultralight aircraft sold than Cessna, Piper and Beechcraft combined. But alas, the ultralight boom only lasted a couple of years.

I was hired by United Airlines in 1986, and my first position was as a Second Officer (Flight Engineer) on the DC-10. In 1989 I became a First Officer (co-pilot) on the B727 and in 1991 on the B757 and B767. In 1993, I went to the B747-400 as a co-pilot. In early 1995 I upgraded to Captain on the B737-300/500. In the summer of 1998, I transitioned to the Airbus A-320 and 319. Summer of 2001, I transitioned to Captain on the B757/767 and I retired while on the B757/767.

(CONTINUED ON NEXT PAGE)

September 11, 2001: we all remember this date. The airline industry took a blow and the draw-down in schedules was drastic for a couple of years afterward. At this time, we were living in Montana in a little mountain town called Seeley Lake. I was commuting to Los Angeles where I was based, and the commute consisted of a one-hour drive to the Missoula airport, followed by 2 legs via airline flights to LAX. With the reduction in schedules by all the airlines, it was taking me 24 hours to get to work, and 24 hours to get back home on most of my commutes. As a result, we closed up our house in Seeley Lake and rented a house on Sequim Bay in February 2002. Now my commute was a two-hour drive to Sea-Tac followed by only 1 flight to LAX. Surprisingly, it was much easier. Sequim was chosen because we have some good friends who moved here in 2000 and loved it here.

In December of 2002, United Airlines declared bankruptcy and I decided to retire. I was only 55 and mandatory retirement was 60, but I thought I might save my retirement. Nope.

I decided I was not ready to retire, so I went to work for SERCO Group, a British company that provides services world-wide in several service fields like transportation. They are one of the companies providing contract air traffic control services for the FAA. Since we had a house in Seeley Lake, MT, I called them and offered my services at the Missoula tower and was hired February 2003. In late 2003, I transferred to the Bellingham tower where I retired in May 2006. We then moved back to Sequim where we've been ever since.

My wife and I owned a 1960 "M" model Beechcraft Bonanza for several years. I sold it to a gentleman in Georgia and I delivered it to him in June 2006. I have owned several ultralight aircraft over the years with the latest being an SNS-8 Hiperlight. The Hiperlight was designed and kits were manufactured by the Sorrell family in Tenino, WA back in the early 1980's.



Aircraft I have flown: Paragliders, Hang gliders, Ultralights, Sailplanes, General aviation aircraft – both single engine and multi-engine, Multi-engine jet transport, Some helicopter

I have the following certificates and ratings:

Airline Transport Pilot with type ratings in A320, B737, B747-4, B757, and B767

Commercial Pilot – SEL, SES, Glider

Control Tower Operator – PDX tower and TRACON, MSO tower, BLI tower

Repairman Experimental Aircraft Builder



My 13-year-old son and me with an ultralight on floats.

He was flying these regularly.



Captain McFly

FLYING START PROGRAM



We had nine people attend our first Flying Start program on May 28, 2022 at CLM conference room. Dave Woodcock presented a very entertaining PowerPoint with comments from others in the room. Cecilia Aragon gave a great discussion concerning her personal experience, and flight instruction and aerobatic flight. Dave discussed multiple types of personal aviation, and the afternoon ended with an aircraft review on the ramp. The weather did not provide for an Eagle flight, which will be scheduled for the future.

Ray Ballantyne



***Eligible for FAA Wings Credit

WHAT: VMC/IMC - Meteorological Conditions (flying VFR - IFR)
Discussions involving flying airplanes led by Harry Cook

WHERE: Mariner Café

WHEN: 2nd Wednesday of the month starting at 7:00 pm.

WHO: Anyone interested in flying is welcome to attend.

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GETTING TO KNOW John Meyers

Editor’s Note: John wrote *Airplanes R Us* in the monthly EAA newsletter from December 2018—May 2020. We now get to read the story about his general and professional aviation life.

I grew up in Ohio, near the Cleveland-Hopkins Airport. I was 7 or 8 years old and was impressed by what I was constantly seeing overhead, a sky full of airplanes. Most thrilling was a low pass by a B-36 over our schoolyard when we were outside for recess. After visiting an aunt and uncle in Toledo, Ohio in 1958 when I was 13, I flew home solo from Toledo, Ohio to CLE on a United Airlines Convair 240. About the same time, I got a backseat ride in a Cessna 170, just for fun when I belonged to a neighborhood model airplane club.

We also lived in Columbus/Berea/Elyria/Newark OH. In August 1961, at age 16, I soloed at Newark, Ohio in a J-3 Cub. My parents were neutral to slightly positive about my flying enthusiasm. Mom was near apoplectic the evening I came home and announced that I had soloed a Piper Cub ... but she came around by bedtime.

Two years later, in June 1963, at age 18, I got my PPL in a Piper Tri-Pacer. I was a regular High School grad, thence 3 years of drift thru Arts & Sciences at Ohio State U, trying to find a major. At the end of 1964, I completed my commercial & CFI ratings and was thoroughly career-oriented. I instructed like crazy in '65 and part of '66, working my way through college for a major flight school in Columbus, OH. I applied to Ohio Air National Guard and tested for the Army CWO flight program. This was during the ramp up of Viet Nam. Lucky for me, there was an airline-hiring frenzy which led me to quit Ohio State University and accept United Airline’s employment offer, as of June 1966, changing my direction, thus preempting by last year of college.



**In training, Denver 1966,
as B-727 flight engineer**



**UAL Pilot School Graduate
October 1966**



**Mom knit me a sweater
to match my 1972 Decathlon.**

In the summer of 1968, I bought a PA-18-150 Super Cub which I spotted in Trade-a-Plane. I was a young United Airlines pilot at the time, based in Seattle. I flew the Cub from Ann Arbor MI to SEA ... my first really long X/C flight in a small airplane.



My DC-6 for the day at Detroit-
prepping for departure, ship 6975
May 28, 1968

UAL employment led me to live in Chicago area, Seattle (Kent, Crest Airport), Wadsworth Ohio near Cleveland, & later, Denver. I built both my house and hangar at Crest Airport and in Wadsworth. An interesting & privileged assignment with UAL was as “project pilot” for the introduction of the “new” B-777 aircraft. This kept me busy during 1994 and beyond. The airplane was certified and began line trips at United in June 1995. I retired in 2003 from UAL as having served as pilot, check airman, and sim instructor. I worked as a contract sim instructor/ check airman for Korean Airlines from 2003-2009. That employment venue led us to move from Denver to Sequim (joke... so I could be close to work).

My portfolio is appropriate for a retired airline pilot. Ratings are: ASMEI-IFR typed in B727, B757/767, B747, B777 ... also CFI-I and ASES. On the lighter side, I have owned a Super Cub, several Citabrias, Decathlon, C180, Monocoupe, Piper Pacer, Harmon Rocket, and RV-6. I now own and fly a C-150 tailwheel conversion.

I am an EAA member since 1972 but was not affiliated with any chapter until Sequim EAA 430 from around 2009. With Chapter 430, I served as Y/E pilot and Y/E Coordinator for a couple years. I can claim some unique EAA “seniority” because of attending the precursor to OSHKOSH. That was ROCKFORD 1964 which I wrote about for the Chapter 430 newsletter. Later I attended OSH about 5 times, most recent being 2011. I got to fly in and out with Barry Halsted. He won a repeat LINDY for Saffire. I got to witness some pretty exciting events associated with his recognition.



John M with Barry Halsted & Saffire
Oshkosh 2011

I met my wife, Alliree, in 1972 when she was a United passenger. Sitting in the cockpit, the captain pointed her out to me as she walked up the stairs into the plane wearing a rabbit coat and hot pants. At our next stop, I asked her to join me in getting a cup of coffee. A year later we were married. When we lived in Denver, we bought some property so she could have horses. At the same time she was a piano teacher.

Currently I manage our 5 acres of grass and fruit trees ... and a big house. When asked about my bucket list, my answer is, "I'm just hoping to keep control of the bucket, not kicking it !"



John preflighting Piper Colt December 1964



Now mission-ready in PA-22-108 Colt



In 1964, I painted this mural on an office wall at the Sundin Aviation Company at Newark Ohio Airport.



The rubber glove trick:

For amusement, we pilots liked to demonstrate the "rubber glove autopilot" as pictured here.

Co-pilot on DC-6 based in Detroit May 29, 1968

Welcome New Member, Stanley Hall

Hi EAA Members,

I have been a pilot since 1981. I grew up flying with my father, Barney Hall. He is a pilot and member of EAA430. He took our family on many trips in his Tri Pacer and then in his C-182. I was not too excited about flying at the young age of about 10. I got motion sickness almost every time. I would go to sleep as soon as possible and wake up in fun places. As I got older, I got to sit in front and take part in the flying. That made all the difference. I still would have rather been in a car or riding anything on two wheels. Motorcycles have been my passion forever.

After high school I moved to Alaska and discovered I liked watching the float planes. When I returned home to Los Angeles, my dad took me flying in an Aeronca he had restored. In that 1940 Defender with its 65hp Continental, I learned to love flying. I took lessons, bought the Aeronca and earned my license. I now have 500 plus hours PIC and have a SEL rating and tailwheel endorsement. I owned and flew the Aeronca for a few years. In that plane I learned many lessons: mountain flying, small strips, crosswinds, emergency landing, repairs, Stits fabric repairs and painting. I sold the Aeronca when my first son was born and went on to raise my family, always remaining current by renting Cessna's and Citabria's.

I currently fly my 1943 Interstate S1B1 (L-6). It was given to me many years ago by a family friend's widow when my friend passed away. It had been sitting in a barn for 20 something years, in pieces. I had planned to restore it myself and seemed to never have the time. I had it restored by Al Bird. He is one of those lovely people who says what he'll do and does what he says. Al made restoring my plane his occupation until it was complete. He did all the customizations I requested and did a fine job. Al lives on the Chewelah Municipal airport in Washington.



My wife Lesley and I flew the plane home to L.A., going over the Grand Coulee Dam and Mt. St Helen. We've done some other great trips, Air shows, and we flew to Oshkosh in 2014.

Lesley and I moved to Sequim 6 years ago after I retired from the power company that kept me employed for 37 years. I worked as a Lineman/Cable Splicer and then climbed the corporate ladder. I truly loved my career, and now love my retirement phase.

I got involved with EAA 430 flying Young Eagles and have met some wonderful people. I hope to do some of the fly outs and more. Thanks to all of you for your support.

Oshkosh in 2014



Aviation From My Rocking Chair

By Rick Vaux

Hello again, my friends. I have a confession to make. Most (not all) of the columns I've produced for this newsletter were originally written 20-25 years ago and updated as needed. It seems my old material is about exhausted, so...buckle in and cinch up tight as these new flights of fancy may be bumpy.

Last week I was looking in my toolbox intending on writing about the most important tool I have. Is it the wrenches? How about screwdrivers, drills, hammers, ratchets? Talk about an impossible chore and a dumb idea for a column. As I was idly holding a pair of safety wire pliers, it **struck me that it wasn't the tools, but the hands that use them!**

I love anything mechanical and hands are the ultimate mechanical wonder. However, if you are **anything like me, the only time you think of your hands is when they are hot, cold, or hurt.** Let's take a little closer look at these ultimate tools.

Each of our hands contain 27 bones, 20 forearm muscles (15 of which actually move the hand), 11 muscles in the hand to move the fingers, 33 tendons attaching muscles to bone, over 100 ligaments holding bones together, 3 main nerves along with hundreds of branch nerves which actuate the muscles and provide our sense of touch.

Unlike most animals, we have 4 fingers, and an opposable thumb on each hand. And what is an opposable thumb? Try this; Turn your hand palm up and with your thumb, touch your little finger and then your ring finger. Notice how the fingers oppose the thumb. The ability to do that is called **opposable and makes our hands "prehensile," or able to grip objects. Objects such as; scalpels, babies, jackhammers, control sticks, throttles, or the love of your life's hand.**

Forgive me a philosophical moment as my brain struggles with this column and my hand forms the letters and sentences exactly as it is told, right or wrong.

Let me conclude with asking you to be very careful with your hands. Keep them warm, wear gloves to protect them from injury and harmful chemicals. Read all tool instructions, and be alert to **where your hands are at all times. As a proud, blue collar mechanic I have always bragged, "I work with my hands." Yes, I do, but, the truth is, so do we all.**

That will do it for another month, Troopers. If you have questions I might help answer, please feel free to contact me, and remember; blue side up/brown side down.

Rick Vaux TC4130

P.S. Check out YouTube Institute of Human Anatomy.

MAY FLY-OUT TO FRIDAY HARBOR



Well done, All!

The May flyout was great, especially given the short notice. With weather here in the greater Sequim area finally cooperating, fifteen of us (in ten airplanes) had an enjoyable flight to Friday Harbor and lunch at two different restaurants. Bill and Dot Shepherd, Dave Gardner and Tim Alentiev (from the Norman Grier airport) lunched at **Ernie's Café on the airport**. **Ray Ballantyne, Leslie Mark with Ken Gross, John Ward, Jay Pearlman, Bud Davies with Harry Cook, Rick and Donna Stoffel, and Barry and Tracy Halsted** walked into town and ate at the **Dockside restaurant in the Marina**. **John and Alliree Meyers flew the trip but didn't dine** on the island.

Andy Sallee had attended a chapter board meeting before the flyout began and insisted that we take pictures of people having FUN, so Ray stepped up to the bar and did his best. His photo is proof. The rest of us HAD fun but failed to provide a photo. Oh well. One highlight of the Dockside lunch was watching a seagull chase a golden eagle clear out of the marina. He was relentless!

With lunch over, the fastest aircraft zipped home directly while the slowest aircraft took a more circuitous route across Lopez Island and past Whidbey NAS and Diamond Point Airport. The fast airplanes, of course, **didn't have time to enjoy the scenery, but then there wasn't much scenery for them to see anyway on their route...**

These flyouts are fun! More are coming – please join in!

Barry

Diamond Point Airport Association



Reminder

"Diamond Point Airport Appreciation Day"

Mark Your Calendar !!!

When: Saturday, August 13 2022
10 am -3 pm ish

What: Food W/Drink \$5.00 11am - 2pm ish

Food ticket includes drawings for door prizes

Aircraft and Car Displays

Helicopter Rides \$60 \$/Visa/MC/AmEx

Flight demos: Swifts, Blackjacks & gyroplane

Logowear For Sale

Where: Diamond Point Airport 2WA1

Contact: Gordon Tubesing 360 683-0108/386 569-6524

gordotube@earthlink.net

EAA Chapter 430 Membership Gathering Minutes May 28, 2022

Meeting social and sign-in 0930

Chapter President Ray Ballantyne called the Membership Gathering to order at 1017.

Ray led The Pledge of Allegiance to the Flag with 23 members and 2 guests attending.

Guest/New Member Intro's: Kevin Widdowson, Sam Davies

Approve Minutes: April minutes were approved as submitted.

Correspondence:

Ray gave a trip report for National Recreational Aviation Foundation (RAF) - Biennial Leadership Conference in Pewaukee, WI, including a flyout to Pioneer Field in a Cessna C-185. Ray congregated with luminaries of the general aviation world, including John McKenna, (RAF Chairman), Mark Baker (AOPA President) and Jack Pelton (EAA CEO, COB).

Ray offered some final words of enthusiasm about the Flying Start event that will kick off after the gathering today and reported that an *EAA Chapter Blast* email had been sent to promote the event.

Thanks to Young Eagle volunteers for their tremendous effort and success with the May 21 event!

There was a member question about Young Eagles events vs. compliance with FAR 91.146 - passenger-carrying flights for the benefit of a charitable, nonprofit, or community event. There was discussion and Ray pointed out guidance from EAA HQ and other sources that EAA 430 volunteers and pilots are all completely within the regulations and the member discussion generally affirmed that view.

Chapter member Erik Petterson brought attention to the availability of corporate matching funds programs to benefit 501(c)(3) non-profit organizations (such as EAA Chapter 430) for employee time and expenses towards activities like Young Eagles. Erik pointed out that Microsoft is one company with such a program.

It was noted that some Young Eagles participants may not be getting a full post-flight experience with their generous pilots as some of the kids are rushed away for other activities that are available and ongoing at the same time and place as the Young Eagles event.

There was some discussion about possibly coordinating a Young Eagles event at Port Townsend, Jefferson County Airport.

Old Business:

One more helicopter blade available for \$75 - don't be left out!

Several members were present to finally receive their Young Eagles appreciation certificates and pins for past service. More thanks!

Barry Halsted reported briefly about the May flyout to Friday Harbor. He teased a June flyout destination - Orcas Island - and another fun Poker Run for July.

Dave Miller quickly reported that our 3 scholarship recipients are doing well and that 1 had graduated!

(Continued on next page)

There are still several of the beautiful signed, limited-edition Alaska aviation prints available - please consider purchasing one for a suggested \$20 or perhaps collect some or all of the set for a suitable donation to the Scholarship Fund. Don't miss out!

Ray will be contacting his volunteers in June to complete the Recognition Plaza at Sequim Valley Airport and speculated about the possibility of soliciting a donation (from a local business) of blank bricks to fill out as yet unclaimed positions in the plaza.

New Business:

Gordon Tubesing enthusiastically invited everyone to *Diamond Point Airport Appreciation Day*, Saturday, August 13, 2022 from 10am - 3pm. Lots of fun activities, displays, food and flying. See you there!

Jeff Smith asked for help with FlyQ and Dynon Avionics integration. Volunteers made themselves known.

EAA Chapter 430 Merchandise is available - Mugs, hats, keychains, etc. Don't be shy. Chapter Vice President Rick Vaux has more info. (You're welcome Rick!)

Rick Vaux has a collection of model airplane items that he will be auctioning through a club and donating proceeds to the building fund.

Do we have a volunteer to resume our Build and Fly program? We have the materials, but need someone to take the lead.

Ray provided a brief update about anticipated upgrades coming to Sequim Valley Airport, including new box hangers, runway rehabilitation, tree trimming, and water supply.

We got a look at the new banner to celebrate EAA 430 - Gold Chapter status for 2022!

Our June 25th chapter membership gathering will return to Sequim Valley Airport (W28), hangar 15. VP Rick Vaux will fill in for President Ray Ballantyne who will be at a backcountry fly-in in Idaho. (Oohs and aahs...)

Project Reports

Dave Moffitt - via scuttlebutt, RV-12 into the weight and balance stage.

Richard Howell - Sling 2, FAA registration N842RH in-hand, completing LH flap and aileron closures and fitting of fiberglass wingtip. His 1984 PA-28-161 Warrior II is for sale. :-)

Harry Cook - Sonex Waix B empennage kit received!

Rick Vaux - ultralights restoration (after model airplane items inventory completed).

Rick Stoffle - via scuttlebutt, RV-10 work ongoing.

Ray adjourned the gathering at 1125.

Pizza and other refreshments

Local aviation enthusiast Sam Davies delivered a fabulous presentation about his flying family and especially his remarkable grandfather and the numerous airplanes he built and flew over the years, with many photos and lots of background about Sam's airstrip property - *Big Andy*. Thank you Sam!!

Respectfully submitted,

Richard Howell, EAA 430 Secretary

RAFFLE OF RANS S-19

My name is Jim Steward and I am the President of EAA Bruce McCombs Chapter 72 in Falcon, Colorado. We were gifted a nearly complete and professionally built RANS S-19 with a factory new Rotax engine and propeller still in the box. Chapter 72 members completed the project and it is scheduled to be painted in June. We have elected to raffle this incredible airplane off. The proceeds of the raffle will be used to offer scholarships to future pilots and mechanics. In addition, we hope to acquire a new simulator in which to help these future pilots with additional training and at the same time provide a resource for other local pilots. Our goal is to sell 2500 tickets at \$100.00 each by the drawing date of December 17th 2022.

Would you please consider forwarding the attached flyer to your chapter membership and inserting it in your newsletter? The website for the raffle is www.eaa72raffle.org where you can find more information, official rules and purchase tickets. This would be a huge favor to me and the chapter. Hopefully, we may be able to repay this favor in the future.

Jim Steward
President, EAA Bruce McCombs Chapter 72
719-352-1608



In 2018, a nearly completed RANS S-19 was offered to EAA Chapter 72 as a gift. After we got over the shock and pleasure of this gift, we determined the best use of this extremely well built aircraft would be to raffle the aircraft off. The proceeds of this raffle will be dedicated to scholarships for pilot and mechanic training. In addition, our Chapter will acquire a flight simulator for the region's pilots to use to maintain currency and advanced training.

In the interim, we have completed the aircraft with only final paint to be applied in June 2022.

EAA Chapter 72 will raffle off a brand new 2022 RANS S-19. There will ONLY be 2500 tickets sold at \$100 apiece and sales will begin January 1, 2022 and end on December 16, 2022, or sooner if the tickets are sold out prior. The raffle drawing will occur on December 17, 2022 or sooner if all tickets are sold.

Tickets and details available at www.eaa72raffle.org

Over \$100,000 invested in the totally new 2022 RANS S-19 E-AB.



Equipped with a factory new Rotax 912-ULS, with a Sensenich composite ground adjustable propeller.



Avionics include: Two Dynon D700 displays, Dynon EMS-220 engine monitoring module, Dynon ADHRS primary and secondary, Dynon roll and pitch servos, Dynon AOA/pitot probe, Dynon backup battery, Dynon Mode-S transponder, Dynon GPS-2020 ADS-B OUT and a Garmin SL40 Comm.



General Characteristics:

Capacity: Two
Length: 19 ft 10.75 in
Wingspan: 28 ft 0 in
Height: 7 ft 11.5 in
Wing area: 126.9 sq ft
Aspect ratio: 6.18:1
Empty weight: 820 lb
Gross weight: 1,320 lb
Fuel capacity: 24 US gallons

Performance: (based on manufacturer data)

Cruise speed: 128 mph (206 km/h, 111 kts)
Stall speed: 45 mph (39 kts) flaps down
Never exceed speed: 150 mph (130 kts)
Range: 580 mi (500 nmi)
Endurance: 5.1 hrs
Service ceiling: 14,500 ft
g limits: +4.4/-2 at max gross weight
Rate of climb: 900 ft/min
Wing loading: 10.4 lb/sq ft

2022 BOARD AND DIRECTORS

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

| Position | Name | Phone Ext | Email Address |
|---------------------------|---------------------|------------------|---------------------------|
| President | Ray Ballantyne | 1 | president@eaa430.org |
| Vice-President | Rick Vaux | 2 | vicepresident@eaa430.org |
| Secretary | Richard Howell | 3 | secretary@eaa430.org |
| Treasurer | Tracy Halsted | 4 | treasurer@eaa430.org |
| Class II Directors | | | |
| Programs | No Candidate | 5 | programs@eaa430.org |
| Membership | Tracy Halsted | 6 | membership@eaa430.org |
| Newsletter | Skip Brown | 7 | newsletter@eaa430.org |
| Scholarship | David Miller | 8 | scholarship@eaa430.org |
| Young Eagles | Bud Davies | 9 | youngeagles@eaa430.org |
| VMC/IMC | Harry Cook | | vmc@eaa430.org |
| Tool Crib | Rick Stoffel | | toolcrib@eaa430.org |
| 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 |



EAA 430 FLYER

JULY 2022

Serving Port Angeles, Sequim & Diamond Point

Dedicated to having fun with airplanes and promoting General Aviation



FROM THE LEFT SEAT

With President Ray Ballantyne



Summer has finally arrived and the flying season is in full bloom. The clouds parted enough in June so that Lisa and I participated in the Stehekin Airport work day. The State Aviation Department hosted the event with the Recreational Aviation Foundation (RAF). We cleaned off some of the bigger rocks, trimmed brush, and installed new tie downs. Later in the month we attended the GlaStar fly-in at Smiley Creek, ID. From there we flew into 6 different airfields, staying 4 nights at Wilson Bar.

Speaking of airfields, several chapter members visited Big Andy (after Sam Davies' great presentation), and I was invited to fly into Olympic airfield by Discovery Bay, which is a great grass strip that may be supported by the RAF. THE Disaster Airlift

Response Team (DART) also flew this month with a major training exercise.

Members have also enjoyed Barry Halsted's fly-out destinations, and he is upping the game with a Poker Run this month that ends at the July Gathering. Check out the locations to get stamps to exchange for cards and see if you win! (and no bluffing). Also coming up this month is EAA Airventure which starts on the 25th. I'm planning on being at Oshkosh, as are several members of the chapter. I know David Orr plans to fly his Zenith 701 all the way to Wisconsin with some friends. Now that's a cross country! August will see the Arlington Skyfest on the 20th and Air Affaire at Sequim Valley Airport on the 27th.

By the time you read this, the Young Eagle rally at Sequim Valley will be in the books, leaving only the Port Townsend rally on August 20th. Please help if you can. Bud Davies and Tracy Halsted have been doing a fantastic job of introducing aviation to our local youth.

Several members got together recently to complete the Pilot Recognition Plaza at Sequim Valley Airport in front of the big rock at the entrance. Come pick your place on the airplane and see me for an engraved paver. The 4x8" pavers go for \$200 and an 8x8" for \$400. These funds go into our Scholarship Fund and support young people going to college for aviation careers.

I'll miss you at the July Gathering as I'll be at OSH, but Rick Vaux and the board will be there to make sure things go smoothly at Bud's hangar.

Let's get out there and turn some Avgas into noise!

Ray

| IN THIS ISSUE | Page |
|--|-------|
| From the Left Seat (Ray Ballantyne) | 1 |
| Calendar of Events | 2 |
| Poker Run | 2 |
| Recognition Patio | 3 |
| Welcome New Member | 4 |
| Getting to Know Keith Kretchmer | 5-7 |
| Young Eagle Rally | 8-9 |
| DART & CERT Training | 10 |
| VMC/IMC Club (Harry Cook) | 10 |
| Aviation From My Rocking Chair | 11-12 |
| Fly-out to Orcas Island | 13 |
| Diamond Point Airport Appreciation Day | 14 |
| Gathering Minutes | 15-16 |
| Board & Directors | 17 |

JULY & AUGUST 2022

VMC/IMC Club Meeting
2nd Wednesday of the Month
July 13 & August 10
7 - 8 pm Mariner Cafe

EAA 430 Chapter Board Meeting

July 22 & August 19
9:00 am Mariner Cafe

EAA Chapter Gathering
July 30 9:30 - 12:00
Sequim Valley Airport Hangar 15

No Gathering in August

YE Rally Port Townsend Airport
August 20 10 - 2

Air Affaire
August 27 9-3
Sequim Valley Airport

The July 30th Presenter will be Ned Floeter

My presentation will center around survival and preparedness. My expertise is training high risk personnel in survival for 33 years. I was in the Air Force for 20 years and a federal contractor 13 years . I am trained in high alpine, arctic, desert temperate and barren land survival skills. I am also trained in rescue and recovery systems. Ned

Hello pilots and friends!

Some of this month’s best weather days are just ahead. What an opportunity to visit the airports on the poker run list (Orcas Island, Lopez, Mears Field, Darrington and Eisenburg)! Each of them has the Washington Pilots Association mailbox containing their passport stamp which is used to verify your visit and qualify you for our poker run entry. Poker hand cards will be drawn at our chapter meeting on July 30th. First and second place winners will be determined at the meeting and will receive their prizes. Don’t miss out on this chance to enjoy some fine flying and a fun poker competition. Each of these winners will receive 20% of the pot, and the first place winner will also receive a \$75 certificate for use at Dupuis Restaurant in Port Angeles. Poker run rules have previously been sent out; however, if you need them again please send me a request (barryhalsted@aol.com).

Please grab your friends (also eligible in our poker run when presenting the required passport stamps) and hustle to the above airports while the getting is good! Barry



June 30th Gathering: Bruce Burris gave a very informative presentation on ultralights.



EAA Work Party Laying Bricks for Paving The Way To The Future Recognition Patio



Thanks to Harry, Richard, Ray, Barry, Ken, Dave for their labor of love. Good job guys!

WELCOME NEW MEMBER Jesse Nichol



I've been a student in the area for a while now and I'm still working on getting my license. As for the future, I've got some more interesting plans. For years I've had a dream of building my own plane, but it always seemed too big of a project to take on if I was starting from scratch, and I wasn't too keen on buying someone else's kit to finish. But I've just run into what I think is a perfect situation for me. I found a great looking Zenith 601 XL that was completed, but still needs its wings updated. With this I should be able to scratch my building itch getting it airworthy again, without quite as big of a time commitment.

When I found it, I knew it was about time I joined the group so I might be able to get some experience while helping others out, and so I can find some help when I end up needing it. By the time the newsletter is coming out, I should be just about to make the final deal.

Looking forward to coming to my first meeting.

Jesse Nichol

The following are also new members: (Bios and pictures are pending)

Charlene ("Charlie") and Kevin Tracy

Cameron Elliot

US Air Force Displays Its Newest Stealth Technology



GETTING TO KNOW KEITH KRETSCHMER

Keith has been a pilot since 1952 when he was a senior in high school. He grew up in Omaha Nebraska and graduated from Wentworth Military Academy and the University of Nebraska, where he flew a Piper Super-cruiser. In his first cross country, he was following a river until he lost sight of the river and ended up landing in a pasture, asking someone where he was. On another occasion, he took off during an Iowa winter, flying a Mooney, but neglected to sump the bottom tank before taking off. When the engine quit, he ended up landing in a field of snow and couldn't get the plane out until the snow melted. The cause of the engine quitting was water from the lower fuel tank.

He was in ROTC in high school and college and also attended jump school. In 1957 through 1958, he was an Army Airborne Ranger in Korea. After active duty, he joined the reserves and 25 years later was a Major. The best thing that happened while in Korea was the day he met his future wife, Adine, a recreational director in the Red Cross. They met at a ribbon cutting ceremony for the first flush toilet in the area. They have been married 62 years.

Keith has a long history owning and flying a variety of airplanes, starting with his '46 hand-propped Piper Cub. In 1967, when the RMS Queen Mary sailed her final voyage to Long Beach, California, Keith and Adine were there in their Piper Cub to greet it, along with hundreds of other planes flying overhead watching the historic ship arrive. Without an electrical system in the plane (radios), Keith had an interesting time avoiding all the air traffic. His next planes were a C182 retractable and a C206 ("Flying Dune Buggy"). He traded his 182 for a P210 which he converted to a Riley Rocket and displayed for 3 years at Oshkosh.



While the plane was being converted, he flew a VariEze, which his son also enjoyed flying.

VariEze

He next converted his Riley Rocket to a Rolls Royce Silver Eagle, which he also displayed for 3 years at Oshkosh. While this plane was being converted, he flew an Osprey. (picture on following page)



Osprey



The conversion of the Rocket to the Rolls-Royce Turbine was a major overhaul since both the engine and the interior of the plane had to match the Rolls Royce standard of quality. This plane was also displayed three years at Oshkosh in the Rolls Royce booth.

Silver Eagle Conversion of a P210 with a Rolls Royce turbine engine

Keith attended the UCLA Graduate School of Management. He has had a 30-year international career in financial services. He was a General Partner of Bear Stearns in Los Angeles and the Senior Managing Director in Boston. He served as the managing director of Oppenheimer & Co from 1993-94 and Oppenheimer Capital with offices in New York and Sydney Australia between 1994–2001. Prior to his investment career, he was CEO of a computer company and helped start a life insurance company. One of his business observations is “Be decisive, right or wrong. The road of life is paved with flat squirrels who could not make a decision.”

He served on the White House Advance Staff during the Ford and Nixon administrations as a volunteer. He would be notified when the president had a trip either in the states or in another part of the world. It was his job to go to that place and plan the itinerary for the visit. He had a staff which included the Secret Service. When the president arrived, Keith would accompany him for the entire trip, advising him of the schedule.

He has served as an officer and director with a number of charities. He served as senior partner of a California farming partnership. He was on the Presidents Council of ACCION International whose affiliates lent money to micro entrepreneurs throughout the Americas as a solution to poverty and underemployment.

He has flown over 100 Young Eagles during the time he has been a member of EAA 430. He has the following ratings: Single engine & glider; instrument single & multi-engine; commercial; seaplane. If there were a rating for landing a plane in a Florida canal, he would also have that rating.

He and Adine have traveled and lived all over the world. Before moving to Sequim, he lived in the following cities: Omaha, Kansas City, Boston, Los Angeles, and Philadelphia. During his career, he commuted to Australia and many European countries.

They have 2 sons, a daughter and 8 grandkids. In 1983, they decided to give their family Christmas presents that didn't have to be wrapped. They now take the entire family on an annual trip to places all over the world. As a family, they have gone on many adventures: an Amazon River cruise in Peru, Australia, Sugarloaf Mountain in Maine, Machu Picchu in Peru, Belize, Bali, a week in the Guthrie Castle in Scotland, Disneyland, several trips to Mexico and to many US states and European countries. They discontinued the trips in 2019 when Covid was an issue; however, in 2020 they celebrated their 60th anniversary in a Zoom meeting with



the family.

At age 87 Keith, a UFO, flies his RV8 every day, practicing an aerobatic routine. If you see a red & white RV8 doing loops, rolls, spins, or hammerheads over the Strait of Juan de Fuca in Sequim, that is probably Keith.

When I asked him what is something his friends don't know about him, he said, ***"I cut my own hair."***



RV-8

Young Eagle Rally July 16, 2022

Paige Biss, 13-year-old Civil Air Patrol Cadet, was our 4,000th Young Eagle. Her EAA pilot was Gordon Tubesing (also a United Flying Octogenarian).



Paige & her mother, April, waiting for Paige's ride as EAA's 4,000th YE.



Getting ready to take off on the EAA 430 #4,000 YE flight.



Ken Brown & Paige with her new EAA cap and certificates.

Paige's mother sent me the following: Paige has wanted to fly since she was three years old. It started with butterfly wings that quickly advanced. You could always find her climbing up as high as she could in a tree just to get an idea of what it was like to be a bird. She built a 10 foot wide glider at the age of nine. When asked how she was going to test her glider, she matter-of-factly said, "I am going to jump off the roof!" Naturally, I put an end to that thought and found her a long hill to run and test her lift. When it failed, she didn't let go of her dreams to fly. She had a Wright Brother's flight for her birthday two years ago. She was in the passenger front seat and could not get enough of the experience. Even the turbulence didn't shake her. She listens for the stunt planes that fly around our home in Port Angeles and searches the sky until she spots them. Her future aim is to fly the helicopter for the Coast Guard. She loves Search and Rescue, and helping people while doing her job is her primary objective. While at school last March, a member of the Civil Air Patrol came to introduce the students to the squadron. She has been a member since April 2022. She has been promoted twice in the last three months. She is now preparing to go to Ground Search and Rescue Academy at Fort Lewis McChord AFB on Saturday July 23rd. She will spend eight days away from home learning repelling, search and rescue skills, etc. In order to be prepared for this academy, she had to read, learn, and test in two FEMA qualifications. She had to obtain her CPR and Basic First Aid certifications, read and test General Emergency Services. She also had to learn ICUT (communications system with radio usage). She is excited to be a part of an organization that has goals and aspirations that line up with her own. Flying runs deep in her desires and she is striving to keep learning all that she can. Thank you for a great and memorable opportunity! April Biss

Young Eagle Rally Sequim Valley Airport July 16, 2022 Total: 55 Kids - 22 Girls 33 Boys



Young boy brings his dad and the plane he made from Legos.

DART & CERT Training Exercise July 9th @ Sequim Valley Airport



***Eligible for FAA Wings Credit

WHAT: VMC/IMC - Meteorological Conditions (flying VFR - IFR)

Discussions involving flying airplanes led by Harry Cook

WHERE: Mariner Café

WHEN: 2nd Wednesday of the month starting at 7:00 pm.

WHO: Anyone interested in flying is welcome to attend.

It is a great place to meet new people and have some fun.

WHY: The one-hour meetings use real-world scenarios to engage members and allow a free exchange of information that improves awareness and skills. Designed to provide organized “hangar flying” focused on building proficiency in VFR & IFR flying. We hope to create a community of aviators willing to share practical knowledge, nurture communication, improve safety and build proficiency.





Aviation From My Rocking Chair

By Rick Vaux

A healthy fan up front is a good thing

Howdy, troopers. Welcome to another installation of “Ricks Playground” (none of this airplane stuff qualifies as work!) This month let’s discuss composite propellers; including their operating stresses, advantages, and disadvantages. I’ll also cover some inspection items you can add to your preflight.

If you look at propellers at rest, it’s hard to imagine what stresses they endure while in operation. There are five forces which act on a propeller...all at the same time, including Centrifugal force, Thrust Bending force, Torque Bending force, Aerodynamic Twisting moment, and Centrifugal Twisting moment. Of these, Centrifugal force (which tries to pull the blades from the hub) is the greatest. Centrifugal force is related to RPM in that as RPM increases, force is increased exponentially.

A typical metal propeller blade load is 25 tons of centrifugal force at the root with a minimum of 20 tons. If a propeller fails catastrophically, not only is there danger from the unrestrained blade, **but, according to Newton’s law of Momentum Conservation, the force the blade is subjected to normally is transferred to the system when the blades depart the aircraft.** It is this amount of force (20-25 tons or more) that can rip engines from mounts and cause severe structural damage.

Now that I’ve scared everyone, I’ll remind you that failures for any propeller are quite rare. Composites do, however, have certain advantages over metal, the first being their much reduced weight. This increases efficiency because less horsepower is needed for the same thrust. Secondly, composite propellers do not shrink dimensionally after rework. They always are the same size after repair. A metal propeller has material removed until it becomes under-dimension and unusable. The real danger of undersized metal props is their susceptibility to resonance. Tap a metal prop and hear it ring like a bell. Each time material is removed, it changes the natural pitch or frequency of **that ring. If a prop finds a sympathetic frequency to respond to, the tip can deflect up to 6” which very quickly causes failure (this is also the reason some propellers have a red arc within the normal green RPM operating range) A prop within dimensional limits can’t do this.**

In order to keep the fan up front healthy, there are some things we need to check on a regular basis. Start with a good visual inspection looking for:

(1) Delaminated areas caused by impact damage or water/oil/grease contamination. Suspected de-lams will need to be Tap tested with a quarter. Good material will have a sharp, light sound. A delamination will sound like a dull thud.

(Continued on following page)

- (2) Loose nickel or stainless steel leading edge protection. Some manufacturers allow re-gluing, but most require returning the prop for overhaul.
- (3) Missing paint or coating due to erosion. Areas where coating is missing could allow fluid to enter and saturate the composite. Fiberglass deteriorates very quickly when exposed to oil and grease. Kevlar degrades slower but just as surely. If water contaminates the laminate and freezes, the expansion of ice will cause delaminated areas.
- (4) Propellers exposed to high heat (140-150 degrees f) can delaminate between plies. Check with the propeller manufacturer for inspection and repair criteria.
- (5) Composites are susceptible to lightning strikes...especially carbon fiber. Several methods are used to protect propellers from this type of damage including, metal spars, erosion sheaths, and special metal coatings. Make sure they are in serviceable condition.

Well, troopers, it's time for this ol' cowpoke to head for the bunk house, and as always I thank you for your support. Writing this column is the best education I could ever get.

Rick Vaux

TC4130



June Fly-out to Orcas Island

Today's picnic flyout to Orcas Island was attended by Jeff Smith and Richard Howell (in Jeff's RV8A), Dave Gardner (Stinson), Harry Cook (Piper Pacer), Colette Miller (Citabria), Ginny Wilken (C-172), and Barry/Tracy (PA-11). The weather was perfect and all had lunch on picnic tables at the airport. The temperature was fine and wind was light – perfect picnic weather. The idea behind the picnic was to allow those not wanting to walk into town a venue for an airport flyout lunch, and all had a good time socializing without background noise. The trip home was just as pretty as the trip out.



Diamond Point Airport Association



Reminder

"Diamond Point Airport Appreciation Day"

Mark Your Calendar !!!

When: Saturday, August 13 2022
10 am -3 pm ish

What: Food W/Drink \$5.00 11am - 2pm ish

Food ticket includes drawings for door prizes

Aircraft and Car Displays

Helicopter Rides \$60 \$/Visa/MC/AmEx

Flight demos: Swifts, Blackjacks & gyroplane

Logowear For Sale

Where: Diamond Point Airport 2WA1

Contact: Gordon Tubesing 360 683-0108/386 569-6524

gordotube@earthlink.net

EAA Chapter 430 Membership Gathering Minutes

Date: June 25, 2022

Meeting social and sign-in 0930

Chapter Secretary Richard Howell, standing in for President Ray Ballantyne, called the Membership Gathering to order at 1000 in Bud Davies' Sequim Valley hanger #15. Summer is here! Thank you Bud!

Richard led The Pledge of Allegiance to the Flag with 29 members and 2 guests attending.

Guest/New Member Intro's: Bruce Burris, L. Carmody and new members Kevin and Charlene Tracy. Welcome!

Approve Minutes: May minutes were approved as submitted.

Correspondence:

There had been some correspondence with EAA HQ related to Flying Start.

Old Business:

Still one more helicopter blade available for \$75.

Barry Halsted reported about the June flyout (and picnic) to Orcas Island. Barry revealed the 5 airports for the July Poker Run - Orcas Island was one of them and flyout participants were able to record the Washington Pilots Association (WPA) stamp on their Poker Run Form: 2022, handed out at the event. Barry described the basics of the Poker Run, pointed out several bonus features of this year's event and distributed entry forms.

Richard mentioned that we have 2 scholarship recipients who are continuing on with their senior year of studies and that there are still several Alaska aviation prints available with proceeds to benefit the Chapter's Scholarship Fund. Please contact Dave Miller.

The Recognition Plaza is done! A couple of work sessions went well - thanks to the hard-working crew! Check it out (where the road forks near W28 parking area). Pavers (and positions) are still available. Please contact Ray Ballantyne.

The Chapter board of directors has been working to explore options for our own clubhouse. Nothing has been decided, but a few possibilities are exciting to think about. Please stay tuned.

Once again, Gordon Tubesing enthusiastically invited everyone to *Diamond Point Airport Appreciation Day*, Saturday, August 13, 2022 from 10am - 3pm. Lots of fun activities, displays, food and flying!

New Business:

EAA Chapter 430 welcomes 2 new directors! Thank you both!

Rick Stoffel has taken over management of the Tool Crib.

Erik Petersen will be our new Membership chair.

We still have an opening for our Programs director position.

There are 2 upcoming Young Eagles rallies being organized by Tracy Halsted and Bud Davies.

July 16, 2022 - Sequim Valley Airport (W28)

August 20, 2022 - Jefferson County Airport (0S9)

Please volunteer yourself and your airplane to be part of the effort. More pilots are needed. Please contact Bud Davies.

(continued on following page)

Project Reports

Dave Moffitt - RV-12, somewhat paused for busy times around the farm, but still poised for upcoming weight and balance activities.

Richard Howell - Sling 2, paint preparation - lots of fiberglass work. Sold his 1984 PA-28-161 Warrior II this week and watched it fly away.

Harry Cook - Sonex Waix B, showed off his first completed sub-assembly!

James Russell told us about his acquisition of the major sections of a Cozy Mk IV project.

John Ward recounted his recent adventures, flying his Sinus Motorglider all the way to Santa Barbara, CA and back! John emphasized the importance of FAR 91.103 - Preflight Planning and especially learning everything about a prospective flight, including availability of fuel at your intended destination - at the time you expect to arrive. Things worked out well.

Other announcements

Upcoming event notices will be distributed in chapter emails.

Sequim Valley Airport - Air Affaire will be the last Saturday of August (8/30).

Scott Fitzgerald has an 18' trailer available for sale, proven suitable for airplane transport.

Richard adjourned the gathering at 1059.

Bruce Burris made a terrific presentation detailing the history of his immersion with ultralights, especially during the formative years of the early 1980s, with cool pictures and fascinating stories.

Burger Bash and other refreshments - Hosted by Barry and Tracy Halsted and cooking duties adeptly handled by Mike Niewiarowicz and Scott Brooksby. Thank you!!

Respectfully submitted,

Richard Howell, EAA 430 Secretary



2022 BOARD AND DIRECTORS

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

| Position | Name | Phone Ext | Email Address |
|---------------------------|---------------------|------------------|---------------------------|
| President | Ray Ballantyne | 1 | president@eaa430.org |
| Vice-President | Rick Vaux | 2 | vicepresident@eaa430.org |
| Secretary | Richard Howell | 3 | secretary@eaa430.org |
| Treasurer | Tracy Halsted | 4 | treasurer@eaa430.org |
| Class II Directors | | | |
| Programs | No Candidate | 5 | programs@eaa430.org |
| Membership | Erik Petersen | 6 | membership@eaa430.org |
| Newsletter | Skip Brown | 7 | newsletter@eaa430.org |
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| Tech Advisor | Ernie Hansen | | techeh@eaa430.org |
| Tech Advisor | Rick Vaux | | techrv@eaa430.org |



EAA 430 FLYER

AUGUST 2022

Serving Port Angeles, Sequim & Diamond Point

Dedicated to having fun with airplanes and promoting General Aviation



FROM THE LEFT SEAT

With President Ray Ballantyne

Wow! July provided some great weather to aviate. Thanks, Barry, for putting on the poker run this year. People are still talking about their experiences. I know at least three members have stories about flying to AirVenture at Oshkosh. I met David Orr there with his Zenith 701. Now that trip would be a story! Rick Stoffel was also there in his RV-4. It was the 50th anniversary of Vans Aircraft so there were RV's everywhere. The Young Eagle season will be complete with the final rally at Port Townsend on August 20. Thanks to Mike Payne for hosting us at the Aero Museum and thanks to Bud Davies and Tracy Halsted for all their work, preparation, and execution for the three rallies. There's room for more volunteers and pilots! I'm confident the efforts will be rewarded in young people's lives.

Also, thanks to Harry Cook for facilitating the VMC/IMC club. It's always a great aviation party with ice cream and pie, if you choose.

I hope to see you at Air Affair on August 27th. I'll probably be marshalling aircraft, but the tent will be set up for social gatherings, so be sure to stop by.

Now that the Pilot Recognition Plaza is in place, find your spot on the airplane to honor an achievement, loved one, or even yourself! The 4x8" pavers go for \$200 and an 8x8" for \$400. These funds go into our scholarship fund and support young people going to college for aviation careers. Contact me to place your paver on the list for the upcoming new order.

Our chapter continues to grow, and the diversity of our new member's experiences is amazing. Mary "Skip" Brown does such a nice job of introducing each new member in the newsletter. Thanks Skip!

Keep the shiny side up! *Ray*

| IN THIS ISSUE | Page |
|-------------------------------------|-------|
| From the Left Seat (Ray Ballantyne) | 1 |
| Calendar of Events | 2 |
| Air Affaire @ Sequim Valley Airport | 2 |
| Flyout To Port Townsend | 3 |
| Welcome New Members | 4 |
| VMC/IMC Club (Harry Cook) | 4 |
| Getting to Know Jim Bettcher | 5-7 |
| EAA Gathering July 30 | 8 |
| Aviation From My Rocking Chair | 9-10 |
| Denney Kitfox | 10 |
| Oshkosh 2022! By Rick Stoffel | 11-12 |
| Trip to Oshkosh 2022 David Orr | 13-16 |
| Update on DART & CERT Training | 17 |
| Minutes of EAA Gathering | 18-19 |
| Board & Directors | 20 |

AUGUST & SEPTEMBER 2022

VMC/IMC Club Meeting
 2nd Wednesday of the Month
 August 10 & September 14
 7 - 8 pm Mariner Cafe

EAA 430 Chapter Board Meeting
 August 19 & September 16
 9:00 am Mariner Cafe

EAA Chapter Gathering
 NO GATHERING IN AUGUST

YE Rally Port Townsend Airport
 August 20 10 - 2

Air Affaire
 August 27 9-3
 Sequim Valley Airport



SAVE THE DATE
 SATURDAY
AUG 27, 2022 9AM-3PM

\$10 PER CAR LOAD

OLYMPIC PENINSULA

AIR AFFAIRE

&

SEQUIM VALLEY FLY-IN

SEQUIM VALLEY AIRPORT
SEQUIM WA

SHOW & SHINE FOR PLANES & CARS
 CAR SHOW CARS CAN START ARRIVING AT 8:15AM \$5 PER CAR



OLYMPICPENINSULAIRAFFAIRE.COM

VISIT OUR WEB SITE FOR THE MOST UP-TO-DATE INFORMATION ON LIVE ENTERTAINMENT, FOOD AND OTHER ACTIVITIES

FLYOUT TO PORT TOWNSEND'S SPRUCE GOOSE



July 27th flyout to Port Townsend may have set a record. The Spruce Goose restaurant was able to provide room for one long table to get all 21 of us seated together! It was a warm, summer day and folks were ready to get out and enjoy some socializing. Those attending were Bill and Dot Shepard, Emily Westcott with Crystal Stout and David Like, Dave Boerigter, Dave and Joan Miller, Keith and Adine Kretschmer, John Ward, Dave and Karen Gardner, Ernie and Jean Hansen, Brendan and Liam Carmody, Gordon and Marquetta Tubesing, and Barry and Tracy Halsted. With the Port Townsend Aero Museum being next door to the restaurant, some members took a good look at the layout in preparation for the chapter's upcoming Port Townsend Young Eagle event August 20. All in all the flyout provided a good venue for our members to get together. *Barry*



WELCOME NEW MEMBERS



My name is Kevin Tracy, my wife's name is Charlene. We live in Solmar, right on the Lake. My interest in aviation has been life long. Right after High school, I enlisted in the USAF, winding up in Georgia Moody AFB, then Warner-Robbins AFB, where I flew with Air National Guard Air refueling Units. Upon leaving the Air Force, I went to Maryland, and managed the Airport Security at B.W.I Nation Airport. Then I returned to Sequim and started building Ultralights and 3 Light Sport Aircraft. I owned my own ultralight, a Quicksilver MX2, for 7 years. Since it was hangered in Sequim for most of the time, I got to know Jack, Winnie, Andy and Jane Sallee, as well as their immediate family. After selling my Quickie, I have wanted another aircraft, but have been so busy working for Olympic Medical Center as a Cat scan tech, the idea was on the back burner. As my career is coming to a close, I have returned my thoughts to getting another plane and have offered on one, with no response. I am going to North Bend to look at a 1946 Ercoupe 415-C, fresh annual done last weekend. Charlene and I are excited about the new possibilities presented by joining the EAA and getting to ya'll. Can I get a "Clear Prop" again?



Herb & Shirley Leckman Bio pending

***Eligible for FAA Wings Credit



WHAT: VMC/IMC - Meteorological Conditions (flying VFR - IFR)

Discussions involving flying airplanes led by Harry Cook

WHERE: Mariner Café

WHEN: 2nd Wednesday of the month starting at 7:00 pm.

WHO: Anyone interested in flying is welcome to attend.

It is a great place to meet new people and have some fun.



WHY: The one-hour meetings use real-world scenarios to engage members and allow a free exchange of information that improves awareness and skills. Designed to provide organized "hangar flying" focused on building proficiency in VFR & IFR flying. We hope to create a community of aviators willing to share practical knowledge, nurture communication, improve safety and build proficiency.

GETTING TO KNOW JIM BETTCHER

Unlike some others, I didn't have more than a passing interest in flying when I was young. After I received an appointment to the US Air Force Academy in 1964 during my senior year at high school in Scottsdale, Arizona, flying was in my future. While at USAFA, I participated in a cooperative Master's Degree program in Aeronautics/Astronautics, so after graduation, I completed my MS at Purdue University before starting pilot training at Moody AFB, Georgia in March 1969. Bob Wallencyk, a civilian instructor in the first phase of AF pilot training, soloed me at Valdosta Municipal Airport on the 8th of April 1969.



As a young lieutenant, I was eager to do my part in Viet Nam and volunteered but was assigned to Instructor Pilot duties at Reese AFB, Lubbock, TX. After four years of training new pilots, new instructor pilots, and giving check rides at Reese and Randolph AFB, TX, the fuel crisis hit and my choices were either a non-flying job teaching AFROTC or separating. By that time, I was hooked on flying and took a three year AFROTC assignment to North Texas State University in Denton, Texas. In Denton, on my off time, I obtained my civilian instructor ratings and flew for the local Piper dealership, ending up with nearly 500 hours of light aircraft time.

T-38 while I was an instructor pilot in 1970 at Reese AFB, Lubbock, TX

The next assignment was 18 months flying the C-141 before being sent to the Air Force Test Pilots School at Edwards AFB, California. In nearly a year at TPS, I flew 28 different aircraft including the F-4,104,-106, the A-4,-6,-7,-37, the B-52,-57,-26 and the U-2.



F-104 with Bill Dana



Pressure suit fitting prior to flight above 50,000' in a U-2

(Continued on next page)



U-2 prior to my high altitude flight

Following graduation, I stayed at Edwards in Flight Test Operations and was eventually the Operations Officer. My next assignment was at Wright-Patterson AFB, Ohio where I was the 4952nd Test Squadron Commander.

Finally, after deciding to leave the Air Force, I moved to Travis AFB, California where I flew the C-5 and commanded Detachment 1 of the USAF Airlift Center while leading operational testing of the C-5B.

In the Air Force, I flew test flights on the C-141, C-5A & B, NKC-135 and the HU-25/Falcon-20. My Air Force flying time totaled 6056 hours in 46 different aircraft, including helicopters and gliders.



I was hired by Delta Airlines immediately after retiring from the Air Force in 1988 and flew the B-727,-737, -757, and -767 before retiring in 2005 as a Captain on the B-767. During nearly 17 years at Delta, I logged nearly 10,000 flying hours. I loved all of my commercial flying, but most enjoyed the three years I flew the 767 to Europe and India from JFK in New York.

Boeing 767 prior to my final flights with Delta

With my experience in flight test and two degrees in Aero/Astro Engineering, a year after starting at Delta, I joined the Air Line Pilots Association, Air Safety Committee, where I volunteered for the next 16 years. I was a member of the team that shared the 1995 Collier Trophy for the B-777 and represented all airline pilots on the FAA's Flight Test Working Group, which included Chief Test Pilots of all aircraft manufacturers. I served on several international committees and wrote standards for transport aircraft flight testing and satellite communications.

My ratings include Flight Engineer-Turbojet; Private Pilot-Glider; Commercial - ASEL; Airline Transport Pilot-AMEL B-707,-720,-737,-757,-767,DC-9; and Flight Instructor-ASEL.

When I was landing a Cessna 210 in Louisville, KY after a 4+ hour flight in constant rain and solid IFR, I lowered my gear and all of my instruments and radios failed. Since I was stabilized on the ILS centerline, just intercepting the glideslope, I flew heading and vertical velocity until the high intensity lead in lights started lighting up the clouds below me. Using them for heading guidance, I continued my standard descent until about 100' when I picked up the threshold and landed NORDO in front of several commercial aircraft holding to take off.

Flying the same Cessna 210, 4 days later, returning to Fort Worth, TX after climbing to VFR on-top conditions at 10,000', with 3 ROTC cadets asleep in the aircraft, a cylinder blew over the mountains of western Tennessee. Unable to maintain altitude, ATC vectored me over the nearest airport before I lost radio contact. There were no navigation aids, so I compensated for the winds I thought I had as I circled and descended into the clouds. Using my Sectional map, I knew the approximate ground elevation and the relationship of the airport to the town. The engine continued to run, but the best I could do was 3 or 400 fpm descent when at about 1500' above airport elevation, I started seeing houses below me. I turned to the northwest and within a minute or two, sighted the airport and landed "uneventfully."

I once decided that a flying club Cessna 150 I had flown to San Antonio a couple days before, didn't sound good on the runup and taxied back into an FBO. The engine was changed before the airplane flew again.

Fortunately I only had to jump out of an airplane 5 times -- at Army Airborne training one summer while a cadet at the Academy.

I have flown over 16,700 hours in approximately 60 aircraft types and as slow as -10 knots in a helicopter, as fast as Mach 1.5 in a F-4, and as high as 80,000 feet in a U-2. The B-52 and F-104 had among the most interesting flying characteristics. The C-5 and B-767-300 were the most stable. Mumbai, India was my most exotic destination, but Barbados in the winter was pretty sweet when I lived in Ohio.

Among my most memorable experiences are flying the U-2 above 80,000'; flying the F-104 at Mach .95 across the desert at a very low altitude with X-15 record holder, NASA Test Pilot Bill Dana; flying the T-38 with Chuck Yeager; and having dinner with General Jimmy Doolittle.

I have attended Oshkosh every other year for about 20 years.

In 2006, my wife, Mary, and I moved from Colleyville, TX to Sequim where we spent 3 years completely remodeling a 100-year home on Sequim Bay that we had purchased 6 years earlier. When time allowed, I again started flying and partnered for nearly 3 years on a Grumman Tiger. After that aircraft was sold, with the encouragement and assistance of Ray Ballantyne, I purchased the only aircraft I have owned, a beautifully amateur-built GlaStar which I flew for 5 years.

I was a runner and skier for most of my life. The mountains have always been my favorite place. Sequim was chosen for retirement because of the ocean for Mary and the mountains for me. I now ride road and mountain bicycles regularly. Mountain biking is a special passion.



Jim & Harley

EAA GATHERING JULY 30, 2022



Speaker Ned Floeter Survival & Preparedness

Rick Vaux presents Gordon Tubesing with certificate for flying our 4,000th Young Eagle



Tracy Halsted presenting winners of the Poker Run: Cecilia Aragon & Harry Cook





Aviation From My Rocking Chair

By Rick Vaux

Wood, you say?

Greetings again, Troopers.

As you may have noticed in last month's column, I completely avoided writing about Wood propellers. That was by design as I needed enough material for two of these exercises in correspondence (and for me, trepidation).

Let's talk first about advantages and disadvantages of Wooden propellers, then I'll list some of the practices that should add greatly to the service life of your prop, and finally we'll cover a little about prop performance.

Advantages:

- 1) Light weight and increase in payload.
- 2) Lower cost.
- 3) Will operate reliably at higher RPM (up to 6000 RPM)
- 4) Very low possibility of failure due to fatigue.
- 5) Can be constructed by amateur builders.
- 6) Damps engine vibration far better than metal props.
- 7) In case of a prop strike, the wooden prop itself will be destroyed, but in most cases, there will be no damage to the engine crankshaft.

Disadvantages:

- 1) Can warp if not properly maintained.
- 2) Can decay if not properly maintained.
- 3) Easily splits when FOD is encountered.
- 4) light weight can cause rough running with some four stroke engines due to less flywheel effect.
- 5) Performance not equal to metal props due to thicker sections required.

O.K., let's press on with things that will extend the service life of your wooden propeller:

- 1) Check prop attaching bolt torque at least every 50 hrs per manufacturers data. More frequent inspection is necessary when climatic changes are extreme such as change of seasons.
- 2) Store propeller in a horizontal position and cover with a waterproof cover if exposed to weather.
- 3) Do not use the propeller as a tow bar to move your aircraft.
- 4) Protect your propeller from moisture and UV exposure by waxing with an automotive type of paste wax at least once a year. Be sure to keep blade tip drain holes clear.
- 5) Avoid run up areas containing loose stones and gravel.
- 6) Finish loss on the leading edge is a normal wear item, and is dependent on the amount operation in rain and grit.
- 7) Touch up worn finish and scratches with spar varnish. Check with manufacturer for wear and scratch limits.
- 8) Inspect often for bruises, scars, and other damage to wood and blade leading edge protection.
- 9) Assume your propeller is un-airworthy after any kind of impact until it has been inspected by qualified personnel.
- 10) If you have any concern about damage on your propeller, contact the manufacturer for limits.

Don't fret y'all. I'm just about done. It's time to select that prop for the performance you need.

The Denney Kitfox is a small side-by-side, two-seat, high-wing, single engine kit aircraft, designed and originally manufactured by Dan Denney and his company Denney Aircraft of Boise, Idaho.

Standard Pitch/ Normal Flying. For normal or cross country flying. A fixed pitch prop that turns between rated engine RPM and 50 RPM over rated at full throttle at sea level.

Cruise Pitch. A cruise propeller will turn 50 to 100 RPM under rated engine RPM at full throttle level flight. Note: While cruise pitches will provide 4-6 mph higher airspeeds at cruise power rpm, maximum level flight speeds are no better than Climb or Standard pitches and takeoff and climb performance will noticeably suffer.

Climb Pitch/ High Altitude Operation. Improved takeoff and climb performance requires a propeller that will turn 100 to 150 RPM over rated engine RPM at full throttle and level flight. Climb pitches will typically reduce flight speeds by 4-6 mph at cruise power RPM's. A climb pitch is also recommended for aircraft operating from high density altitude runways.

Well, my friends, that is it for another month, and since all this typing has erased my finger prints you won't even know who wrote it!

Rick Vaux
TC4130

Rick is restoring his Kitfox Life (single place) to a flying condition. Next is a landing gear change.

Senior Aircraft Wash Day by Rick Vaux & Jim Bess



Denney Kitfox Lite



Photos courtesy of Richard Howell

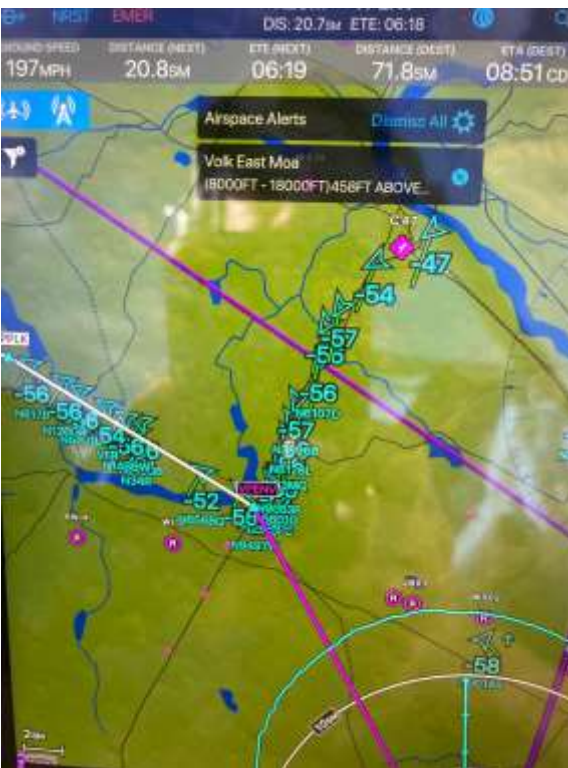
Oshkosh 2022! By Rick Stoffel



I flew a quick trip to the show. I had not been in 12 years so it was about time. Got the RV-4 ready with the majority of my condition inspection complete a month early, then did a decent polish job in order to make the plane look respectable for the show.

My plan was to start bright and early Sunday morning, and depending on winds, weather and my bladder, my hope was to make it all the way to Oshkosh before field closure at 8:00PM that night. But morning brought fog and low ceilings, so back to bed I went. Woke up about two hours later to clearing skies, so I kissed Donna goodbye and off I went. I usually plan about two

to two and a half hour legs, and this trip was no different. Made quick stops in Kellogg, ID, Big Horn, MT, Aberdeen, SD, then finally Menomonie, WI for the night. I took a second mortgage out to pay for the fuel stops, but prices steadily went down slightly as I went east. I made good time, with ground speeds around 215mph most of the way due to a 30 mph tailwind. But by the time I got to Menomonie, I was more than ready to call it a night. No autopilot, cruising a good portion of the way at 11,500 for turbulence, and not having anyone to talk to other than an occasional air traffic controller, made me ready to be on terra firma. Plus, we used to live in Menomonie so it was somewhat of a homecoming.



Up bright and early the next morning, and off I went to get in the conga line for the Fisk arrival. I was thinking I'd beat the traffic jam, but I was way off the mark. Coming in from the West, I was expecting to start at one of the intermediate arrival fixes, only to see a huge line coming up from the town of Portage (see picture). Portage? Didn't even know that was a planned arrival fix! Anyway, I sequenced myself into line, then they announced they were closing the airfield for "just a few minutes" for an inbound heavy arrival. Get ready to hold. Plenty of fuel? Check. Bladder? Not bad . . . ADSB? Thank God, as it was starting to look like a fight scene from the Battle of Britain. Head on a swivel, watch for the occasional pilot unfamiliar with the arrival procedure, clear like a bandit, and start the hold. I'm guessing we had about 200-250 aircraft holding at five different spots, all with new airplanes joining the line from Portage and other random spots. A "few" minutes turned into more than ten, and the controllers started to hear it from the peanut gallery. Finally worked my way in and landed on the yellow dot on 27. Arrival complete!

Even though I arrived on opening day, the parking crew informed me I was lucky to get one of the last Home-built Camping spots, and turns out it was a pretty good spot! Fairly close to the main attractions and not far from the showers. Register, set up the tent, grab a brat. Life is good!

(Continued on next page)



I looked up an old friend (Tim Olsen), and met up with him and his family. We spent quite a bit of time catching up, and they were nice enough to drag me along to dinner a couple of nights out on the town. As Tim is somewhat of an RV-10 “guru”, he and several other RV-10 families gather at Camp Scholler each year. I was fortunate to get to know a lot of wonderful people through this, which is what Oshkosh and EAA is all about!

I did spend each morning perusing items for sale that I need for the RV-10 project, and also enjoyed looking at aircraft I might be interested in some day in the future. Air Cam? Powered Parachute? Electric powered ultralight? Ahh, the choices are endless.



After two and a half days of “everything airplane”, I packed up the tent and my other items, then worked my way back. The departure went fairly quick, as I only had about six airplanes in front of me. I decided I was going to head west and stop when I had had enough. The same winds that helped me on the way were still there, slowing me down to about 160-165 mph groundspeed. And the turbulence was not kind either. At one point I dropped down to 1,000 AGL over Montana, as it was the smoothest ride and offered the best groundspeed. I flew along a road just in case the fan up front stopped working. Mostly the same stops in reverse, with the exception of stops in Baker, MT and Lewiston, MT. Funny thing is, I spent a lot of time studying my plan for getting through mountain passes, but I was most nervous over SE Montana, as at one point I looked down from 8,500 feet and did not see a single sign of civilization. Not a road, ranch, house. Nothing. The thought occurred to me, it will be a long walk to nowhere if I have an engine failure. Hope the phone works if I need it.



Finally figured out I could easily make it back by sundown if I pressed on, so I filled up in Kellogg again and started the last leg. To keep myself entertained, I told Donna I’d be right over the house at 8:40PM right on the dot. I used my old Air Force TOT skills (see picture with timer on right) and figured out 172 to 173 mph would do the trick, so kept that going until over the house, and the timing worked well! Landed at Sequim Valley, taxied to the house, and called it a night. Successful trip and not a single problem with the plane. Life is good.

Another Slow and Low Trip to Oshkosh 2022 by David Orr

Well it all started when my friend in Idaho (another Zenith701 builder) calls and says, “Hey you want to fly to Oshkosh with me.” Of course I said yes. My trip to Oshkosh in 2018 was a solo run and this one would be with three other planes and I was looking forward to it. Then I thought, “Oh that is a long slow trip”, but what the heck let’s do it.

Day 1

So the long journey begins. I wait out the low ceilings on Friday the 22nd and take off late in the day heading to Coure D’Alene, KCOE. I flew the HWY2 route over to Lake Chelan KS10 for a fuel top off and then on to KCOE. Wow, it was really hot over on the east side of the mountains this time of year, and after an eye opening take off from KS10, I told myself to be sure and keep density altitude awareness on this trip. We are spoiled by the cool thick air on the west side of the Cascades.



Day 2

We left early Saturday morning at 5 AM, with nice cool air headed to Deer Lodge, MT K38S. I soon fell behind the other planes, a Kitfox 7 Turbo 912 Rotax, Pacer Racer tail dragger, and an extended wing no slat Zenith 701 100 hp 912 Rotax. My little C85 was chugging along at 90 mph, doing just fine. Our trip legs were limited to around 2.5-3.0 hours max. Thank goodness my bladder time was about to its limit.



Temps were already getting warm by the time we arrived in Deer Lodge. We fueled up and headed on to Big Horn, Mt K00U. I had a little trouble climbing and going directly over the mountains, so I diverted around the high ridges eventually climbing to 9500’. Our speed difference worked out well, each of us arrived a few minutes behind the other and we weren’t all piled up at the gas pumps at once. They let me take off first and they would pass me on the way to the next stop. I will have to say going with a group was really nice from both a safety aspect and added fun.

(continued on next page)

We eventually made our way to Hot Springs SD KSHR to spend the night, sleeping bags rolled out in the pilot FBO lounge with air conditioning and a courtesy car, yes! We did pass by Devils Tower and Crazy Horse along the way.



Day 3

Early wake up alarm and off to see the presidents on Mt Rushmore and head east. We hit several fuel stops, climbed above the thermals and had a nice push from the tail winds. In the back of my head I was thinking, this nice push will be a steady headwind on the return trip! We finally landed at Black River Falls KBCK with a hell of a cross wind (310 at 14 with gusts of 26), landing on runway 24, but we all got on the ground safely. I think I landed three times, no kidding. We grabbed a bite and decided to try and make it on into KOSH before sundown.



The ADSB was full of traffic as we approached the “get in line” point south of Portage KC47; we then heard about a 310 gear collapse crash on the main runway in use. Finally they announced if you were not at the Endeavor Bridge VPENV check point to turn away and spend the night somewhere else. The fastest two of our group made it in, we, the two 701s, turned back and stayed at Adams Cnty K63C. I stayed there on my first trip to KOSH in 2018. We were met by the same two brothers I had met before and they pulled in an ice chest with plenty of refreshments. We had a good time shooting the breeze and solving world problems. I reviewed the 37-page NOTAM book again, and we planned to get an early start. Slow, “less than 90 knot” aircraft could arrive early at 7AM instead of 8AM. We thought that means us.



Day 4

Here we go!

I guess everyone got up early to get in the line to Endeavor VPENV, Puckaway Lake VPPLK, Green Lake VPGRN and then Ripon VPRIP. We were passed by a ton of planes and I turned off my "ASDB In" so I could see my map and keep my head on a swivel. At FISK I heard, "Rock your wings big tire high wing and follow the RR tracks." I was in for arrival. My buddy was right behind me and we were cleared to the base leg of 36L and then final to the Green Dot. Wow, I could not have been happier to have made this trip again in something I built in a garage at my home. We walked about eight miles the first day trying to see a few friends and, of course, the Zenith booth.



Day 5,6

I think we walked a million miles and saw a million aircraft and vendor booths etc. etc...oh and the new Van's RV-15. I was also finally able to see the night fireworks display, which was canceled in 2018 due to weather. It was amazing. We slowly faced the fact we needed to leave on Thursday for the long trip back. It was just us in the 701's traveling back together, so our pace back would be close to the same speed.



Day 7

We left KOSH at 7:30 AM, wind straight out of the west of course, with a ground speed of 67 mph. This was going to be a long day! We spent the night in Hettinger, ND KHEI. They had a nice pilot lounge with a car. Good place to eat in town was the Pastime Bar & Steakhouse. Everyone there asked if we were in the two strange looking planes that just landed. I guess there was not much to see in this town for the folks living there. It was great food and we even got a couple of free beers bought for us. Driving a car with "H SOLO" has its perks!



Day 8

At first light we continued west, stopping a Ekalaka K97M due to the fact I accidentally picked up my buddy's phone. He tore his plane apart looking for it, so I dialed his number in flight and my flight bag rang. We made a quick stop and proceeded to Woltermann K6S3 to fuel up before the pass. It was getting HOT! when we left K6S3. After skirting Bozeman and Butte, we turned north to Deer Lodge K38S. We grabbed a bite in town and decided to continue on to KCOE. Well the density altitude was 9000' and it was in the afternoon, and I was leery of taking off. My climb rate was about 150' to 200' leaned out and turned in the wind, but little by little I was able to get to 8000'. I pointed her west along the highway to Missoula. The other 701 had very little problem with the heat, and the extra horsepower was in his favor. I called him on the radio and said my reserve time was getting close, so I diverted and stopped at Thompson Falls KTHM to top off prior to arriving at KCOE for the night. My little continental oil temp was right at redlining the whole way through the pass. I was glad when the sun started going down.



Day 9

Headed home to KCLM, the temperature was still 89 degrees at 3500' and hotter at 4500', so I stayed 500' AGL all the way to Wenatchee KEAT. It was cooler down low. As soon as I was past Leavenworth, the temps started coming down and my plane was back to normal. What a relief it was to see the Puget Sound and the smoke off the paper mills in Port Townsend and Port Angeles.



Epilogue

I arrived safe and sound with a few oil leaks and a lot of bugs on everything. A total of 58 hours roundtrip and more money spent on fuel than I care to share, but it was a great trip. Maybe in another couple of years I'll do it again.



Update on DART & CERT Training Exercise July 9th

Editor's Note: I received these photos after the publication of the July newsletter featuring the DART & CERT Training.



The training took place at local airports: Fairchild, Sequim Valley, Blue Ribbon, Diamond Point & Port Townsend. Ten pilots and eight ground crew participated in a Clallam County Disaster Airlift Response Team (DART) training exercise packing, weighing, loading and delivering more than 4,000 pounds of donated food and water to five airports on the Peninsula from which it would be distributed to local food banks.



Bob Woodcock checks over the food supplies to be delivered to local airports



Michael Sanford, left, assists pilot Ray Ballantyne of Sequim as he loads a cargo of bottled water and food into Ballantyne's aircraft



DART volunteer pilot Ray Ballantyne of Sequim prepares his airplane for a training airlift to Diamond Point Airport from Fairchild Airport

EAA Chapter 430 Membership Gathering Minutes

Date: July 30, 2022

- Meeting social and sign-in 0930
- Chapter Vice President Rick Vaux, standing in for President Ray Ballantyne, called the Membership Gathering to order at 1001 in Bud Davies' Sequim Valley hanger #15.
- Rick led The Pledge of Allegiance to the Flag with 44 members and 4 guests attending.
- Approve Minutes: June minutes were approved as submitted.
- New Member/Guest Intro's: Herb and Shirly Lockman, Kevin and Charlene (Charlie) Tracy, Jesse Nichol, Ken Aragon, Seth McNutt, Richard Pearlman, David Fradkin
- Correspondence:
 - VP Rick Vaux has been in contact with Peter Becker, who conducts a *Makers Program* through Sequim Library. The program engages kids with hands-on projects such as each building their own electric free-flight glider and using a shop and facilities that are part of the program. Peter's efforts seem to have obvious potential to mesh with our chapter's (currently sidelined) *Flying Start* aspirations. Rick is looking into possibilities.
- Reports:
 - Treasurer - Tracy Halsted reported that all Young Eagles credits have been spent.
 - Membership - Erik Petersen reported 101 members, 1 expired and 17 new! Erik will be exploring avenues for social media outreach and announced his intention to donate a 3D printer to the chapter tool crib. (Thank you Erik!)
 - Young Eagles - Bud Davies reminded us that our 3rd Young Eagles event will be at Port Townsend, Jefferson County Intl. Airport (0S9), August 20. There are 20 sign ups so far. Our last Young Eagles event in July flew 54 kids. More pilots would be very welcome. Bud described the pilot sign up process using the YE-day.org website.
 - VMC/IMC Club - Harry Cook invited everyone to the next meeting on August 10th. An invitation and reminder with details will be emailed beforehand.
 - Fly Outs - Barry Halsted reported that the July fly out, originally to Whidbey Airpark (W10), was changed to Port Townsend (0S9). 21 people attended. The next destination is expected to be Chehalis (KCLS) - stay tuned. There was applause for the poker run!
 - Scholarship - Dave Miller briefly mentioned that we have 2 "A" students doing very well and continuing their studies. Dave purchased the remaining Alaska aviation prints and proceeds went to benefit the chapter's Scholarship Fund.
- Other Business:
 - Mr. Ken Brown briefly mentioned some Sequim Valley Airport improvements that are coming. Contact Ken if you're interested in acquiring a Fuel Card.
 - Gordon Tubesing was presented with a special EAA 430 Chapter - Young Eagle Recognition certificate for piloting our 4000th Young Eagle flight - Paige Biss.

- o Emily Wescott gave a quick briefing for this year's Air Affaire - August 27th. ▪ Activities will likely include - Travel Air open-cockpit biplane rides, helicopter rides, classic cars display, food and music. Sponsor a sani-can for \$250. Plane parking helpers needed.
- o Mr. Jim Betcher offered some photos and materials once used for pilot training - including interesting Boeing 737 instrument panel photos.
- o Mr. Jay Pearlman reported selling his RV-6 and expects to make his hangar available for rental at Port Angeles, Fairchild Airport (KCLM).
- o Mr. Ernie Hansen reported that he has a hangar for rent at Diamond Point Airport (2WA1)
- o Ideas for finishing the borders of the Recognition Plaza are welcomed.
- o A pair of Air Venture 2022 full-week wristbands, awarded to Chapter EAA 430, were purchased at their face value by Ray Ballantyne and proceeds donated to the chapter Building Fund.
- o Ideas for Chapter EAA 430 merchandise items would be welcomed.
- Mr. Ned Floeter presented, "Preparedness - Survival of the Mind" - a very interesting talk about key takeaways from his service with the U.S. Air Force Survival School.
- Results of the Poker Run were announced and prizes presented. 1st Place went to Cecilia Aragon; 2nd Place Harry Cook. Details about the 2022 Poker Run, airports, participants, winning hands, prizes and proceeds will be posted to the Chapter EAA 430 website.
- Members and guests enjoyed coffee, donuts and pastries, homemade cake, and another successful summer Burger Bash. Thanks to Dave and Joan Miller! Thanks also to Tracy Halsted for the very much appreciated knowledge and experience handoff to me (Richard Howell) to shop for and prepare the right burger items.
- Diamond Point Airport Appreciation Day, Sat Aug 13th, 10:00a - 3:00p
- No August Chapter Gathering
- o Everyone is invited to Sequim Valley Airport – Olympic Peninsula Air Affaire and Fly In, Sat Aug 27th, 9:00a - 3:00p, \$10 per car load.

Respectfully submitted,

Richard Howell, EAA 430 Secretary

Next Gathering Sep 24th 2022 @ 10 am Sequim Valley (W28), Hangar #15

Next VMC/IMC Club Aug 10th 2022 @ 7 pm Mariner's Cafe

Next BOD Aug 19th 2022 @ 9 am Mariner's Cafe

2022 BOARD AND DIRECTORS

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

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|---------------------------|---------------------|------------------|---------------------------|
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| Secretary | Richard Howell | 3 | secretary@eaa430.org |
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| Class II Directors | | | |
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| Tech Advisor | Rick Vaux | | techrv@eaa430.org |



EAA 430 FLYER

SEPTEMBER 2022

Serving Port Angeles, Sequim & Diamond Point

Dedicated to having fun with airplanes and promoting General Aviation



FROM THE LEFT SEAT

With President Ray Ballantyne

This month I would like to highlight some of the great work that the EAA430 Board of Directors has been doing for you and the organization. There are great people on the board who go out of their way to keep things moving in our chapter.

Vice President Rick Vaux has followed up on an opportunity to work with the Sequim Museum and work with the national Maker Program to help in their aviation efforts and utilize their facilities to present our Build and Fly model aircraft. He'll provide more information at the next Gathering.

Erik Peterson has not only been flying Young Eagles, but is also managing the Membership chair and we now have over 100 members, with more new members every month. He also recently donated a 3D printer to the chapter. He also will tell you more about that at the Gathering.

Harry Cook is leading the monthly VMC/IMC meetings on the 2nd Wednesday of each month. This month he will discuss VMC into IMC which will be very pertinent concerning all the low visibility situations we have experienced with the recent smoke conditions. He and Richard Howell are also working on options for establishing our own club house.

Barry Halsted has kept everyone flying at least once a month and put on a very successful Poker Run this summer. Stay tuned for this month's destination.

And the heart of our outreach has been hosting Young Eagle rallies. What a great year it has been for our three rallies. Huge thanks go out to Bud Davies and Tracy Halsted for doing such great work.

That is just some of what the board is doing and accomplishing.

On the aircraft building front, we're all getting excited about Richard Howell's Sling 2 aircraft that is ready for painting, and Dave Moffitt's RV12 is getting ready for a first flight soon. Well done!

I am looking forward to September's Gathering on the 24th where we have a presentation from Captain Bill Collier about flying for Air America. I'm responsible for the burger lunch this month and I will need some volunteer cooks. Hope you come to the party.

| IN THIS ISSUE | Page |
|-------------------------------------|-------|
| From the Left Seat (Ray Ballantyne) | 1 |
| Calendar of Events | 2 |
| Recognition Plaza | 2 |
| Welcome New Member Carl Peecher | 3 |
| VMC/IMC Club (Harry Cook) | 3 |
| Air Affaire | 4 |
| Getting to Know Gordon Tubesing | 5-7 |
| Project Update RV-10 (Rick Stoffel) | 8 |
| YE Rally Port Townsend | 9-10 |
| Aviation From My Rocking Chair | 11 |
| Flyout To Roche Harbor | 12 |
| UFO Fly-In @ Friday Harbor | 13-14 |
| Board & Directors | 15 |

SEPTEMBER & OCTOBER 2022

VMC/IMC Club Meeting
 2nd Wednesday of the Month
 September 14 & October 12
 7 - 8 pm Mariner Cafe

EAA 430 Chapter Board Meeting
 September 16 & October 21
 9:00 am Mariner Cafe

EAA Chapter Gathering
 September 24 & October 29



The Recognition Plaza is filling in. There is more space for you to add your brick to the layout. What has been started is now ready to be maintained by you, the members of 430. All proceeds from the paver sales, fund our scholarship program. The scholarship program is doing a wonderful job providing funds to our aspiring aviators or engineers.

Like all items in aviation, maintenance is required. We need to keep the funding coming in, so the recipients can count on our word to help them with the expenses associated with their degree. Our plaza is a way of not only providing funds for education, but a chance to share those special people or moments with airport visitors.

What event would you like to memorialize? Anniversaries, birthday milestones, aviation-related, life-related, or just a thought or saying.

Go to the website [click here](#) and order your brick or bricks now.

Be a supporter of the EAA 430 Scholarship program. Thank you. Ken Brown

Questions about the scholarship program, please contact Dave Miller scholarship@eaa430.org

WELCOME NEW MEMBER

Carl Peecher



I live near Diamond Point airport and currently own two aircraft, a 1967 Cessna 150G and a 1999 GlaStar. My primary project at this time is installing a new engine on the GlaStar and converting it back to conventional gear. It was built as a trike, but in 2005 it was converted to conventional gear for a little over a year before they put it back to a trike. One of the main projects I'm facing is installing a T-3 tail system. I'm looking for help and advice with this, so if anyone wants to come do a bit of glass work with me, I would love the assistance!

I was a KC-130 pilot in the Marine Corps and retired from the Navy Reserve, flying the C-9B. I'm currently a pilot for Alaska Airlines based in Seattle.

I very much look forward to meeting the membership and flying with the pilots of 430!

Carl Peecher carl@waterjelly.com

James Westfall jhwestfall@gmail.com Picture and bio pending

***Eligible for FAA Wings Credit

WHAT: VMC/IMC - Meteorological Conditions (flying VFR - IFR)

Discussions involving flying airplanes led by Harry Cook

WHERE: Mariner Café

WHEN: 2nd Wednesday of the month starting at 7:00 pm.

WHO: Anyone interested in flying is welcome to attend.

It is a great place to meet new people and have some fun.

WHY: The one-hour meetings use real-world scenarios to engage members and allow a free exchange of information that improves awareness and skills. Designed to provide organized "hangar flying" focused on building proficiency in VFR & IFR flying. We hope to create a community of aviators willing to share practical knowledge, nurture communication, improve safety and build proficiency.



AIR AFFAIRE Sequim Valley Airport

August 27, 2022



John (Smokey) Johnson's 1942 T-6G



Bob Hicks & Ken Brown manning the EAA/UFO booth



Scott Fitzgerald flying his powered paraglider



John David Crow's plane



Flew in from PTAM



Bill Shepherd's Yak-3

GETTING TO KNOW GORDON TUBESING



As an eight-year-old, Gordon started making model airplanes, sparking his interest in flying. He grew up on the Green River in Kent, WA. His father was a NW aviation pioneer, but left flying after suffering a leg injury in Port Angeles while teaching a member of the Coast Guard to fly. They had an engine failure and crashed in the Fair Grounds. He went to work for Boeing after he stopped flying. After WWII, Gordon's parents established a flower farm in the Kent Valley and grew dahlias. During Junior and Senior High School, his after-school and week-end jobs were helping on his parent's flower farm. They lived several miles from Kent, so to participate in any sports programs, Gordon would ride his bike across the valley to athletic fields in Kent.

Gordon's first ride in an airplane was in college at Central Washington University in Ellensburg, WA. He was in ROTC and got a flight in a DC3 with his CO Colonel Winters. In 1966, he received a BA in Economics after cramming 4 years of college into 6 at CWU. His plan was to have a career at Boeing or in Airline Management.

After he graduated from college, he joined the Marine Corps. After receiving his commission, he went to flight training at NAS Pensacola FL, receiving his wings in September 1967. The Marine Corps assigned him to helicopters, so he was sent to CH-46 Sea Knight training at Santa Ana CA, prior to being deployed to Vietnam. He spent fifteen months in Vietnam, "being shot at" while flying the CH-46A. He left Vietnam as a Captain.

Returning stateside to MCAS New River, NC, he transitioned to the North American OV-10 Bronco. In 1974, he was sent back overseas in the OV-10, but on arrival in Okinawa, he was transferred back to the CH-46D to assist in the Evacuation of Saigon. After this time back in Vietnam, he went back to North Carolina where he was a Post-Production test pilot in the CH-46 and OV-10 at Cherry Point, NC. He was also checked out in the Sabreliner, a mid-sized business jet.

In 1979, he was transferred to San Diego and spent two years with the Navy, teaching Air Control for amphibious landings. He spent six months on a Navy ship, instructing in the air operations phase of the landings. Upon completion of his tour with the Navy, he was assigned to military transport aircraft, flying the C-9B, (military version of the DC-9), which he flew for four years.

In Naval Postgraduate School, Monterey, CA, he completed training to become an Aviation Safety and Accident Investigation officer. While in the military, he also obtained a BS degree in Aviation Management and an MBA in Business.

(Continued on next page)

In 1981, he spent two years at Camp Pendleton, flying the OV-10. He was the Officer-in-charge of the OV-10 unit in Okinawa in 1983. His final tour was at MCAS El Toro, where he was the Director of Safety for Marine Corps Air Stations-West. He retired as a Major in 1986 after 20 years in the Marine Corps.

Dallas (Arlington) Texas was the next place to call home, this time as a pilot for American Airlines. Initially based out of Los Angeles, he flew the DC-10 to Hawaii and Japan for three years as a flight engineer and first officer. In 1991, he made Captain International on the B-727 based out of Miami, so for 11 years, he flew all over South and Central America and the Caribbean, including his upgrade in 1995 to the Airbus A300. He retired from American Airlines in 2002 in Miami.



He stayed in Florida until moving back to Diamond Point where he moved into his current home in 2011. He and his wife, Marquetta, still have a home in Palm Coast, Florida. Gordon has a son and daughter living in Colorado and Marquetta has a son in Portland and a daughter in San Diego CA. Gordon's daughter is a Captain for Southwest Airlines.

Gordon's first plane was a 1969 Piper PA28-140B. He currently has a 1968 Piper PA28-180D and has previously owned a PA32R-300 Lance and a PA28-161 Warrior. He has the following ratings: ATP, Comm SEL/SES, MEL, Glider, HELO, CFI S/MEL, Helo and Flight Engineer.



As a member of EAA Chapter 430, he became the treasurer and helped obtain 501c3 status for the chapter. He has attended Sun-n-Fun every year since 1996 and Oshkosh in 2014.

(Continued on next page)

In our August 2022 YE Rally in Sequim, Gordon was the pilot for our 4,000th YE, Paige Biss.



His special interest, besides flying airplanes, is aviation history. He also enjoys maintaining “my special” cars. He and Marquetta enjoy traveling. He became a UFO (United Flying Octogenarians) after his 80th birthday this year. His plan for life is to stay healthy and continue to enjoy his wife and successful family.



RV-10 Update by Rick Stoffel

Hi all. Still plugging away on my RV-10 project. Right now I'm finishing up a lot of the fuselage interior pieces that close things out. In other words, floor panels, side panels, and things of that nature. I'm getting those pieces ready to prime, as I try to prime several pieces at once for efficiency's sake. Once those get installed, I'll be installing the controls - control sticks, bell cranks, push tubes, rudder cables, etc. This is one of those phases where you need to think ahead about what you want under those panels (if anything) before you close things out. I have four wiring conduits (for the rear of the aircraft) going down the sides and under the floor, so I'm hoping that's enough!

The next major phase will be to install the composite cabin top on top of the aluminum fuselage substructure. At that point, it should look much more like a "real plane" and not an overpriced poorly floating canoe. Donna and I also made a quick trip to Anacortes to pick up an extended-range fuel tank kit. These were designed by the chief designer of the RV-10, so I'm confident in the engineering and functionality. This will take the fuel capacity from 60 to 83 gallons.



Young Eagle Rally August 20 @ Jefferson County Airport

In spite of the late start due to weather, 7 pilots flew 31 kids! 74% of the YE's were taking their first flight. They were from twelve different towns: Aberdeen, Bainbridge Island, Bremerton, Chimacum, Duvall, Port Angeles, Port Orchard, Port Townsend, Quilcene, Roy, Sequim & Tacoma. The pilots who flew were Cecilia Aragon, Ray Ballantyne, Ken Brown, Brian Funk, Gary Lanthrum, Gordon Tubesing, & Robert Weidner. The ground crew registered kids, marshalled the planes, provided safety on the tarmac, manned the computer, printed certificates, and many other tasks. Thank you pilots and ground crew for making this happen.

Tracy Halsted & Bud Davies (YE coordinators)



The Port Townsend Aero Museum (PTAM) offered a free tour of the museum for the kids who flew and their parents.

In addition to the museum, the youth mentorship program offers young adults participation in all aspects of operations, including restoration of planes and flight activities, plus obtaining their private pilot license.



Additional pictures on next page





Aviation From My Rocking Chair

By Rick Vaux

What does 'Pickling' have to do with airplanes?

Howdy to the gang at Chapter 430. This month I'd like to write a little about engine preservation or 'pickling' during extended storage.

Let me set the scene; You have been working on that airframe for a year, but have no engine as yet, and you really need one so mounts, cable runs, controls, and systems can be installed. About this time, a friend calls to tell you he found a great deal on an engine, and do you want it? After inspecting the powerplant and finding it in good shape, you decide to purchase it for your project.

So...you now have an aircraft which still requires months to finish, and an engine which will probably not be operating until the project is completed. In order to be sure your powerplant is ready when the airframe is, it must be protected from corrosion and acid buildup damage. Here is how that can be done. Note: This procedure is slanted toward air-cooled aircraft engines, but will work equally well on any reciprocating engine.

A. Lycoming

- 1) Drain oil from tank and refill with Aeroshell Fluid 2F, or Poly-Fiber ESO (Engine storage oil).
- 2) Remove top spark plugs and slowly turn engine through 2 revolutions by hand. Let engine stand for 10 minutes, and then turn engine back and forth through 90 degrees for 12 cycles. Drain preservative oil.
- 3) Spray exhaust valve and port of each cylinder with piston approx. ¼ turn before Top Center on the exhaust stroke, using preservative oil.
- 4) Spray approx. 2oz of preservative oil in each spark plug hole.
- 5) Seal breather openings with oil and moisture resistant caps.
- 6) All accessory drives which have oil seals must be coated with preservative oil before installing covers.
- 7) Install spark plugs in the bottom holes and dehydrator plugs (AN4062-1) in the top cylinder holes. Attach ignition leads to the lower plugs and ignition cable protectors to the top leads.
- 8) Install covers on exhaust ports and all other openings.
- 9) Exposed cadmium plating or machined surfaces should be protected with a corrosion preventative such as LPS-2 or -3.
- 10) Periodically inspect your engine for signs of corrosion. If you find any, the affected area should be cleaned and the engine re-preserved.

B. Continental

- 1) Remove top and bottom spark plugs and spray preservative oil (same type as for Lycoming) in the upper spark plug hole of each cylinder with the piston down. Rotate crankshaft as each pair of cylinders is sprayed. Stop crankshaft with no piston at Top Center.
- 2) Respray each cylinder without rotating crankshaft. Move spray nozzle from top to bottom plug hole being sure to cover cylinder interior completely with preservative oil.
- 3) Reinstall spark plugs.
- 4) Spray approx. 2oz of preservative oil through oil filler tube.
- 5) Seal all engine openings with plugs and non-hygroscopic tape (don't use masking tape!)
- 6) And lastly, if the engine has been preserved with the propeller on, be sure to hang a sign on it which reads: "Do not turn propeller. Engine preserved."

I realize this all sounds like a big hassle, but when it comes time to install this jewel, it sure is nice to look inside and see nothing but sparkling steel and aluminum!

Well, thanks again, Troopers for your kind attention. Repeat after me, "The blue side goes up and the brown side goes down" till we meet again... Rick Vaux TC4130

Fly-out to Roche Harbor August 24, 2022

The flyout to Roche Harbor was a lot of fun. Attending were Keith and Adine Kretschmer, Ken and Skip Brown, Cecelia Aragon, John Ward, and Barry and Tracy Halsted. The weather was sunny and clear with a gentle breeze from the east. There were no issues, parking (or otherwise), and the short walk to the marina was enjoyable. Of the choices available, we had lunch at the Lime Kiln Café, named for the lime kilns by the marina that dominated the lime industry in the west during the late 1800's and early 1900's. Lime from Roche Harbor was exported as far away as California and Hawaii. Our timing was good; the lunch line was short. After lunch some walked out to look at the boats in the harbor, others to look at the grounds where the kilns were located, and several stopped for ice cream along the way. All in all it was a fine flyout, and it was suggested we make this an annual fly-out destination. *Barry*



UFO Fly-In @ Friday Harbor

September 7, 2022

Forty pilots, partners and friends flew into Friday Harbor for a UFO (United Flying Octogenarians) Regional meeting. Pilots traveled from Calgary, Dayton Ohio, and California and all over Washington. Several of our 430 Chapter members were also present. Those attending were UFO members (pilots over 80 who still fly), Master pilots (pilots who have flown 50 years without an incident), and pilots not yet 80 (ground crew). Lunch was served by Ernie's Café; introductions were made, and pilots were invited to tell their stories to the group.



Barry Halsted, Master Pilot, not yet 80.



Emily Westcott, not yet 80.



Keith Kretschmer, UFO



Bill Shepherd, UFO



Ken Brown, UFO

Ken is a Regional Manager & John is the Area Rep for Friday Harbor. The two UFO members organized the gathering.



John Geyman, UFO

Additional pictures on next page

Pictures from the Friday Harbor UFO Gathering



2022 BOARD AND DIRECTORS

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

| Position | Name | Phone Ext | Email Address |
|---------------------------|---------------------|------------------|---------------------------|
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| Vice-President | Rick Vaux | 2 | vicepresident@eaa430.org |
| Secretary | Richard Howell | 3 | secretary@eaa430.org |
| Treasurer | Tracy Halsted | 4 | treasurer@eaa430.org |
| Class II Directors | | | |
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| Membership | Erik Petersen | 6 | membership@eaa430.org |
| Newsletter | Skip Brown | 7 | newsletter@eaa430.org |
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| Tech Advisor | Barry Halstead | | techbh@eaa430.org |
| Tech Advisor | Ernie Hansen | | techeh@eaa430.org |
| Tech Advisor | Rick Vaux | | techrv@eaa430.org |



EAA 430 FLYER

OCTOBER 2022

Serving Port Angeles, Sequim & Diamond Point

Dedicated to having fun with airplanes and promoting General Aviation



FROM THE LEFT SEAT

With President Ray Ballantyne

Wow! It's hard to believe that we're already in the middle of October looking at the holidays. One thing that we're going to change for the month of October is our food and venue. Starting at 0930 on October 29 at the Fairchild international Airport conference room we are planning a breakfast bash with homemade breakfast casseroles, pastry and coffee. Come early to help set up and then be the first in line!

I'm sorry to report that my oldest brother, John Lee, passed away in early October. I'm writing from Delaware, and it's been kind of a blur since we left Seattle. Lisa and I had a memorial gathering for John here in Delaware and the funeral will be in Frederick Maryland on November 4. That said, I plan to be at the upcoming board meeting and gathering in October.

I'm excited about the energy around working with youth through aviation. We have volunteers ready to help with the Maker lab and then to build our first "build and fly" project. We expect the Maker lab to gear up before the end of the year. Thanks to Rick Vaux, Eric Petersen, and Richard Howell for all their help.

After Halloween, the holidays are here! I look forward to the November gathering at the conference room on the 26th. And get ready for the Christmas party on December 10. There will be a flyer coming out and an electronic RSVP which will really help with our planning.

Thanks to the board for all that they do. They do a great job keeping us a Gold Chapter!

Ray

| IN THIS ISSUE | Page |
|-------------------------------------|-------|
| From the Left Seat (Ray Ballantyne) | 1 |
| Calendar of Events | 2 |
| September Gathering | 3 |
| VMC/IMC Club (Harry Cook) | 3 |
| John Lee Ballantyne has Flown West | 4 |
| Aviation From My Rocking Chair | 5 |
| Welcome New Member Greg Arehart | 6 |
| Welcome New Member Jim Westfall | 7 |
| W28 Runway Paving Is Complete | 8 |
| September Flyout to Harvey Field | 9 |
| Minutes of September Gathering | 10-12 |
| 2022 Board and Directors | 13 |

OCTOBER 2022

VMC/IMC Club Meeting
 2nd Wednesday of the Month
 November 9
 7 - 8 pm Mariner Cafe

EAA 430 Chapter Board Meeting
 October 21 & November 18
 9:00 am Mariner Cafe

EAA Chapter Gathering
 October 29 & November 26
 Fairchild Airport PA
 9:30—12:00

The presenter for October 29 will be Dan Hammer of Legend Flyers in Everett. He will present information about this company which offers complete or partial restorations of military aircraft and gained notoriety in a project that built five full scale ME262 German fighter replicas. For the past several years, they have been working on a Mitsubishi A6M3 Zero; this aircraft has just been completed and Dan will have much to say about this project. This promises to be a very exciting program for experimental aircraft and warbird enthusiasts!



From start



To nearly finished



With lots of work

EAA CHAPTER 430 SEPTEMBER GATHERING



New Members



James Westfall



Greg Arehart



Denny Davitt

President Ray Ballantyne showed a very informative and fun video about the RAF (Recreational Aviation Foundation). The RAF is dedicated to preserving existing airstrips and creating new public-use recreational airstrips throughout the United States.

***Eligible for FAA Wings Credit

WHAT: VMC/IMC - Meteorological Conditions (flying VFR - IFR)

Discussions involving flying airplanes led by Harry Cook

WHERE: Mariner Café

WHEN: 2nd Wednesday of the month starting at 7:00 pm.

WHO: Anyone interested in flying is welcome to attend.

It is a great place to meet new people and have some fun.

WHY: The one-hour meetings use real-world scenarios to engage members and allow a free exchange of information that improves awareness and skills. Designed to provide organized "hangar flying" focused on building proficiency in VFR & IFR flying. We hope to create a community of aviators willing to share practical knowledge, nurture communication, improve safety and build proficiency.





John Lee Ballantyne has Flown West

John Lee Ballantyne passed away peacefully of natural causes on October 4, 2022

John was born in Pueblo, Colorado in 1946 to his father, John Ballantyne who commanded a troop glider in WWII and his mother Ruby Lee who trained with the Women Air Service Pilots (WASPs). John married early in life and had two sons, John Mark (Mark) and Paul Ballantyne. In the early 70's he moved to Los Angeles to pursue a career in music, but in 1975 found ultralight aircraft instead. He went on to be a pioneer hang glider and ultralight pilot and opened his own ultralight store in California in 1978.

Always an advocate for improving the safety culture, he moved to the East coast to work for various pilot organizations. John received the first ultralight instructor certificate issued by the FAA, and was a commercial pilot and certified flight instructor for gliders. He was the only recipient of an FAA commercial and flight instructor certificate in trike aircraft, and was a United States Hang Gliding Association rated master hang glider pilot.

John founded the United States Ultralight Association (USUA) and served as its president and chief operating officer from 1985 to 2000. In 1996, he received the Moody award, the USUA's highest honor for outstanding contributions to American ultralight aviation. In 2000, John was recognized by the Federation Aeronautique Internationale CIMA commission for 27 years as a pre-eminent leader in America for the ultralight and microlight sport. John was also inducted into the EAA Sport Aviation Hall of Fame for ultralights.

Through the decades and his accumulation of hundreds of hours of flying, John said he never bent one, never hurt anyone, and never hurt himself, even performing movie stunts as a member of the Screen Actors Guild

After leaving USUA, he moved near the Delaware coast and renewed his interest in sailing. John was a member of the Indian River Coast Guard Auxiliary, receiving numerous awards, including auxiliarist of the year for 2014. He also served as the president of the local chapter of the American Association of Retired Persons and photographer for Long Neck Shores Association.

John is survived by both of his brothers Ray and Glenn, and his sons Mark and Paul. He will be interned next to his wife Diane in Frederick, Maryland.



Aviation From My Rocking Chair

By Rick Vaux

What's this gray and orange stuff?

Hello again, gang. This month I'd like to start with a little problem, and then preach AC43.13-1b a bit. (We all remember 43.13-1b, don't we?)

Suppose for a moment you are tired of wheels, and decide to install floats on the old "Whiz-bang 150". You happily fly for 6 months or so, until one day to your utter horror, the above-mentioned airplane has just added to the world's bauxite supply. What went wrong? Welllll... the answer can be found...where? That's right; Chap.6, section 13 of AC43.13-1b! Titled "Corrosion proofing of land planes converted to sea planes," it lists two classes of corrosion-proofing standards: Necessary minimum precautions, and Recommended precautions. Just for drill, let's go through these, starting with:

(1) Necessary Minimum Precautions - These procedures are considered minimum to safeguard the airworthiness of converted aircraft and are not in themselves intended to maintain them for an indefinite period.

a) Treat exposed fittings or fittings that can be reached through inspection openings with 2 coats of Zinc Chromate, Paralketone, non-water soluble heavy grease, or comparable materials.

b) Coat non-stainless control cables with grease or Paralketone if not replace with corrosion-resistant cables.

c) Inspect accessible aircraft structure. Clean structural parts showing corrosion and refinish if attack is superficial. If corrosion is severe, replace part with corrosion-proofed one.

(2) Recommended Precautions - Are those which are suggested as a means of maintaining such aircraft over extended periods.

a) Provide additional inspection openings to help detect corrosion, especially in the lower/rear part of the fuselage.

b) Install additional provisions for free drainage and ventilation of all interior surfaces (i.e. Seaplane grommets, etc.)

c) On fabric covered aircraft, slit fabric longitudinally on fuselage lower surface and tail for access. Coat lower structural members with 2 of Zinc Chromate primer, followed by 1 coat of dope-proof paint, and rejoin fabric. This precaution should be done within a few months after starting sea plane operations.

d) Protect the interior of structural steel tubing by air and water tight, or hot linseed oil and plugging openings.

e) Spray interior of metal covered wings and fuselages with an adherent corrosion inhibitor.

f) Place bags of Potassium or Sodium Dichromate in the bottom of floats or boat hulls to inhibit corrosion.

g) Prevent the entry of water by sealing as completely as possible, all openings in wings, fuselage, control surfaces, control cable openings, etc.

As this excerpt shows, there is just a wealth of information in this book. Whether you need rivet spacing data, welding repairs, wood repairs, composite repairs, weight and balance or windshield repair/installation help, you can find it here. Do yourself a favor and add AC43.13-1b and 2a to your library soon.

O.K., Troopers. My mind and my backside are numb, so y'all need to take it from here.

Enjoy the Fall Leaf Extravaganza.

Rick Vaux TC4130

Welcome New Member Greg Arehart



**Greg & Julie Arehart
with their RV-9 traildragger**

My mother had a friend in college who was a pilot and very involved in the Powder Puff Derby back in the 50s. I got a ride in her airplane (can't remember what model) when I was a kid. In high school I took ground school but couldn't afford flying lessons, so that was put off until I was in my 20s and had a real paying job.

My wife, Julia, and I moved here a bit over a year ago for a variety of reasons. We came from Colorado most recently, but before that spent 20+ years living in Reno, NV. I was a professor of geology at the University of Nevada, Reno for 20+ years. Prior to that I worked as a geologist in the US (across the country), as well as several years in New Zealand.

I have been a member of EAA 1361 (Reno-Stead, home of the air races) and 1373 (Delta-Montrose, CO) prior to moving to Sequim. My ratings are a private pilot certificate and repairman's cert for the RV.

Some of my favorite things to do are hiking, camping and exploring, and building things (airplanes among them). I'm presently working on restoring a 1972 VW camper. We also have a summer cabin in northern BC where we spend time hiking, camping, and boating on the lake.

Julia and I met while both learning to fly out of Leadville, CO (LXV), the highest airport in the US. Our son is also a pilot, so it runs in the family.

We've had our RV-9 (taildragger) to a variety of places in the US and Canada. Our most recent big trip was to the Canadian Arctic Coast, which Julia wrote about in Kitplanes in 2020.



(Editor's note: Click on the link and read about the exciting adventure to the Canadian Arctic Coast by the Areharts, written by Julia.)

<https://www.kitplanes.com/arctic-flight/>

Julia, ready to go in the RV-9 at Atlin Airport, Atlin, British Columbia, August 8, 2019.

Welcome New Member Jim Westfall



Hi,

My name is Jim and here is a little blurb about me:

I am currently flying a 1947 Aeronca Champ and have a private pilots license with tailwheel, complex and high performance endorsements. I originally started flying after helping restore a Aeronca Chief in 1971 at the age of 16.

I have owned a Cessna 150, 1946 Aeronca Champ, Maule M4, Maule M6, Cessna 177RG, Luscombe 8E, Piper Cherokee 180 and now a 1947 Champ. I have flown solo cross country VFR from California to New York and back and have spent many years flying over the Sierra Nevada Mountains and up and down the Central Valley and coast of California.

Before joining EAA Chapter 430, I was a member of the EAA chapter (now many years defunct) at the Georgetown California airport (E36) which has been my home airport for many years.

I have had to circle in thermals over the Sierras to gain altitude so that I could fly back over the passes, lost partial power during initial climb out twice, experienced loosing power in one cylinder while flying over the mountains and had one of the injector lines break, spewing gas on the engine, causing me to make a emergency landing. I also had landing gear sensors malfunction (sensed gear down and locked when not.... verified by mechanic) causing only minor prop strike after quick recovery.

I grew up on the East Coast and moved to the West Coast in the early 80's. I am in the process of moving to Sequim with my partner, Diane, from Northwest Montana. I am retired from a 39-year career (1978-2017) in the microelectronics industry as a engineer and technical manager.

Besides flying airplanes, I enjoy hiking, biking, skiing and kayaking. I also am a home brewer and have a pottery studio in my garage to feed my creative side.



W28 Runway Paving Is Complete

We are pleased to announce that paving and painting are now complete on the runway at Sequim Valley Airport. We appreciate your patience through this process and the result is a new runway that will serve the flying community for many years to come. *Andy and the Sequim Valley Airport Crew*



Celebrating with champagne and cookies

September Flyout to Harvey Field

Following all the month's planning changes, we had a very nice flyout to Harvey Field in September. Buzz Inn always has good food and our fliers all reported a nice time on their flight there on the 20th. The idea for our flyouts is to entice pilots to get out and fly by providing a group setting for lunch. There are always new things to discuss and stories to tell. The best part of the flyouts is the socialization that takes place.

Attending were Rick Stoffel and his wife Donna (RV-4), Ernie Hansen with guest Gary Eklund (Swift), Dave and Joan Miller (J-3), Emily Westcott with guests Dan and Linda Shultz (C-172), and Ray Ballantyne with me in Saffire. Barry Halsted



Dave & Joan Miller in their J-3



Going home I flew Saffire and Rick flew alongside in his RV4

EAA Chapter 430 Gathering September 24, 2022

- Meeting social and sign-in 0930.
- Chapter President Ray Ballantyne called the Membership Gathering to order at 1009 in Bud Davies' Sequim Valley hanger #15.
- Ray led The Pledge of Allegiance to the Flag with 27 members and 2 guests attending.
- Ray greeted everyone and mentioned a bit about the local production of *Arsenic and Old Lace*, a play featuring our own Bud Davies.
- Ray shared that Ken Brown has taken on serving as the new International President of UFO - *United Flying Octogenarians*.
- Guest/New Member Intro's: Kevin Widdowson and Denary Davitt, and new members - Jim Westfall and Greg Arehart.
- Approve Minutes: There were no August minutes, as Air Affaire substituted for our gathering. The non-existence of August minutes was approved without objection.
- Correspondence: None reported.
- Ken Brown offered a quick W28 brief - airport closure for runway refurbishment and notes about fuel availability.
- Membership director Erik Petersen reported that there are now 104 chapter members.
- Young Eagles director Tracy Halsted reported on a few changes to the program for next year.
 - Pilots who make 30 flights in the first part of the year (1/1 - 7/31) - get a polo shirt (or a pony, or something nice like that.)
 - Ground volunteers are to receive special pins.
 - First time pilots may enter a drawing for a Lightspeed Headset.
 - The Chapter will receive double credits for events between 1/1 and 7/31 2023.
- Flyout director Barry Halsted reported that the September destination was adjusted to Harvey (S43) and was attended by 11 people, conveyed in 5 aircraft. Looking forward to Bremerton and Chehalis as destinations in the near future.
- Ray gave a report about the Young Eagles event held at Port Townsend, Jefferson County International Airport (OS9)
 - 31 kids were flown after a delayed start due to low weather ceiling.
 - Kudos and applause for Bud Davies organizing pilots, signage, food and more.

EAA Chapter 430 Gathering September 24, 2022 (continued)

o Kudos and applause for Tracy Halsted's effort and hard work - getting wifi registration going and so much more.

o Ray mentioned that the 3 city event schedule seemed to be a hit with everyone and to expect that again for next year.

- Old Business:

o Recognition Plaza - Ray shared that the plaza is looking great! It's the perfect time to order a brick or two to acknowledge someone - or maybe even one for yourself. 4 x 8's available for a donation of \$200, and 8 x 8's for \$400.

o Plans for an Ultralight Breakfast seem to have slipped for this year, but we should look forward to an event in the first half of next year - perhaps May.

- New Business:

o Ray led a brief discussion about efforts towards rejuvenation of our chapter Build and Fly Program - topics included a description of the model airplane kit and equipment we have on hand, an outline of the program's purpose and a call for volunteers. Please contact Ray if you'd like to help this effort move forward.

o Erik Petersen gave a short talk about the 3D printer he has donated - what it does and what's needed to make it work.

o John Cuny provided an enthusiastic description and invitation to WAAAM - *Western Antique Aeroplane and Automobile Museum*, Hood River, Oregon.

o John Cuny and Ernie Hansen treated us with their trip reports - attempted and successful - to the most recent Hood River Fly-In. Smoke, wind and turbulence featured prominently.

- Project Reports.

o Harry Cook - Sonex Waix B empennage nearly completed, full kit on the way.

o Richard Howell - Sing 2 project delivered to the paint shop.

o Rick Stoffel - RV-10

o Erik Petersen - Wheeler Express

o Rick Vaux - Denny Kitfox, landing gear replacement

o Norm Coote - Quickie Q2

EAA Chapter 430 Gathering September 24, 2022 (continued)

- Classified Mentions
 - o Jay Pearlman - Deluxe heated Port Angeles T-hangar available for rent, \$375/month, plus electricity.
 - o Erik Petersen - share available in a beautiful C-172 based at Port Angeles.
 - o Scott Fitzgerald - 15' trailer, suited for aircraft transport.
- Quick Announcements
 - o Harry Cook is working on *plans for a plan* - possibilities for a Chapter facility and programs.
 - o The October gathering moves back to the terminal conference room at Wm. R. Fairchild International Airport.
 - o Ray suggested we try pre-gathering breakfast at 9:30a, rather than pizza afterward. That idea met with a favorable response from attending members.
- Ray adjourned the gathering at 1108.
- Bill Collier was expected to make his presentation about Air America, but we had a mix up about time and place. Ray recovered nicely with a video presentation about the mission and work of the RAF - *Recreational Aviation Foundation*.
- Burger Bash and other refreshments - hosted by Ray and Lisa Ballantyne, and once again, cooking duties were expertly accomplished by Mr. Dave Miller. Thank you!!

Respectfully submitted,

Richard Howell, EAA 430 Secretary

2022 BOARD AND DIRECTORS

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

| Position | Name | Phone Ext | Email Address |
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EAA 430 FLYER

NOVEMBER 2022

Serving Port Angeles, Sequim & Diamond Point

Dedicated to having fun with airplanes and promoting General Aviation



FROM THE LEFT SEAT

With President Ray Ballantyne

I'm writing again from Delaware, and it's been kind of a blur since we left Seattle on November 2nd. Lisa and I had a funeral for my brother John Lee in Frederick, Maryland on November 4. Since then we have been at his house in Delaware cleaning out a 2900 sq ft house and garage with a car and motorcycle. We have been able to clear everything out and sell the car and motorcycle in 7 days! **Whew! We plan to be on the 5 o'clock flight home on the 15th** (just in time for the BOD meeting on the 18th).

Just before we left, we got to enjoy the October Gathering and first breakfast bash! This was followed by the spellbinding presentation by Dan Hammer. We also had 6 first time visitors and 36 long time visitors which filled the room.

One new member is Robert Ball, who is our liaison with the American Modelers Academy (AMA) **for the "Build and Fly" project. We already have volunteers ready to help with the Maker lab and then to build our first project.** We expect the Maker lab to gear up before the end of the year. Rick Vaux, Eric Peterson, and Richard Howell continue to work and coordinate to get this project off the ground. (Pun intended).

And speaking of Eric Peterson, he has donated a 3D printer to the chapter which will be housed at **the Sequim Museum. More importantly, he will teach us how to use it! Thanks, Erik, I'm looking forward to seeing what will be created with it.**

It is with reluctance that I report that our own Mary "Skip" Brown has announced her resignation as newsletter editor. Skip has decided to hang up her word processor after four years of outstanding monthly newsletters. Thank you Skip for your dedicated service and great newsletters.

After the end of the year, we will be looking for someone new to help the chapter keep getting the word out about how much fun we have at EAA 430. I know there is someone out there who could do this, even for a short time. Please consider sharing your talents with us to ensure that we have continuity sharing our message.

(Continued on next page)

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I look forward to the November gathering at the conference room on the 26th. I'm not sure if we're having breakfast again, or eating pizza afterwards. There will be a notice out later that will define that. There will also be 3 Viet Nam era aircraft models carved from Teak wood for sale to the benefit of the scholarship fund, thanks to some fancy footwork by Robert Hicks.

And get ready for the Christmas party on December 10! It will be at the Cedars at Dungeness Legends room starting at 5:00. We will be celebrating our 50th anniversary as a chapter!

I close this with the joy and excitement of a new birth. No, not the humankind, but the birth of two new painfully constructed experimental amateur built aircraft. Both Richard Howell and his Sling 2 and Dave Moffitt's RV-12 are in the last pangs of aircraft birth. I wonder what their names will be.

A last thank you to Skip for all your hard work putting out excellent newsletters. But this isn't goodbye, as I know you will continue to support the chapter in other ways.

Ray

PRESENTING THE MASON WING WALKING ACADEMY

The presenters for our November gathering will be Mike and Marilyn Mason. We will learn what it takes to be a wing walker in our beautiful area of the Olympic Peninsula. Flying from Sequim Valley Airport, the Masons create a "thrill of a lifetime" for their students. Watch a video of their student doing a wing walk after several hours of practicing on and around their Stearman in preparation. The Mason Wing Walking Academy is currently recognized as the only "wing walking" school in the world.



| IN THIS ISSUE | Page |
|-------------------------------------|-------|
| From the Left Seat (Ray Ballantyne) | 1 |
| Wing Walking Academy | 2 |
| Calendar of Events | 3 |
| Editor’s Note | 3 |
| VMC/IMC Club (Harry Cook) | 3 |
| Richard & Mary Ann Howell’s Sling 2 | 4 |
| Welcome New Member Robert Ball | 5 |
| Aviation From My Rocking Chair | 6-7 |
| Invite to UFO | 7 |
| Before Oshkosh, Before AirVenture | 8-9 |
| October Gathering with Dan Hammer | 10-11 |
| Hangar Mystery | 12-13 |
| October 25th Drive-out Luncheon | 14 |
| Mystery UFO Member | 15 |
| Minutes October Gathering | 16-17 |
| 2022 Board and Directors | 18 |

NOVEMBER & DECEMBER 2022

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

EAA 430 Chapter Board Meeting
 November 18 & December TBD
 9:00 am Mariner Cafe

EAA Chapter Gathering
 November 26
 Fairchild Airport PA
 9:30—12:00

EAA Christmas Party December 10
 Cedars at Dungeness
 5:00—9:00



From the Editor: I’ve enjoyed being the editor of your newsletter since December 2018 and now it’s time to turn it over to another EAA member. If you have an interest in putting together the monthly Flyer, please contact me or President Ray. Our chapter has members with intriguing backgrounds and I’ve enjoyed interviewing and writing their bios. My special thanks to John Meyers & Rick Vaux who have faithfully written their columns every month. Thanks, Barry Halsted, for contributing articles and pictures of the fly-outs. Past President, Ken, & Present President, Ray, get kudos for having the President’s letter ready for publication. If I’ve missed anyone who has sent articles and pictures, thank you. Thanks to all the members who have agreed to let me get to know you better and write your bios. The various activities of our chapter keep our members involved and there is always something to write about in the newsletter. And finally, thanks to the members of the EAA Board who have always been supportive. My last newsletter will be published in December 2022.

Please consider taking on this role. Mary (Skip) Brown

Back from the paint shop



Richard & Mary Anne Howell's Sling 2

***Eligible for FAA Wings Credit

WHAT: VMC/IMC - Meteorological Conditions (flying VFR - IFR)
Discussions involving flying airplanes led by Harry Cook

WHERE: Mariner Café

WHEN: 2nd Wednesday of the month starting at 7:00 pm.

WHO: Anyone interested in flying is welcome to attend.

It is a great place to meet new people and have some fun.

WHY: The one-hour meetings use real-world scenarios to engage members and allow a free exchange of information that improves awareness and skills. Designed to provide organized "hangar flying" focused on building proficiency in VFR & IFR flying. We hope to create a community of aviators willing to share practical knowledge, nurture communication, improve safety and build proficiency.



Welcome New Member Robert Ball

In 1970 I was drafted and went kicking and screaming into the US Army where I became a helicopter mechanic and crew chief. Upon returning home, I used the GI Bill to attend college and flight school. My first jobs were flying for the oil field in Wyoming; then for a bit over a year, I flew for Pearson Aircraft in Port Angeles before moving on to fly contract for the BLM in Fairbanks AK. After that season was over, I moved on to fly in the Arctic out of Barrow until 1985 when I returned to Port Angeles to raise my family. In the fall of that year, I began my career at DHL, first flying the Metroliner, then moving on to the B-727, and finally the DC-8, where my career ended with a loss of medical. At retirement, I held an ATP with type ratings for the S-227, B-727 and the DC-8. I ended with approximately 20,000, with 13,000 hours of PIC in the larger jets.

My interest in aviation started as a young boy, building rubber powered models and free flight gliders. Over the years, I moved into radio control models and I am still building.

I'm married to a lovely woman and have two adult children and two grandchildren.



I was in flight school with a C-182



In the Carharts at Selawik, Alaska



One of my model airplanes



Aviation From My Rocking Chair

By Rick Vaux

Check your oil, sir?

Hello again Troopers and welcome to a new installment of: "Aircraft...it's a sickness." Let me see a show of hands. How many of y'all maintain an Oil Analysis Program on your aircraft engines, transmissions, or gearboxes? Come on, put 'em way up. Wow! Looks like I have some 'splaining to do.

Oil analysis is the evaluation of lubricating oil and any contamination that is present in a sample. It can be performed on any component lubricated by an oil bath or closed lube system. Did I hear someone ask, "What is involved in testing an oil sample? Thank you for the question and let me try to explain the process, and along the way, provide some other useful information.

Oil analysis is only part of an oil monitoring program. Particle analysis and filter analysis are also included. I'll take them one at a time.

(1) Oil analysis:

- a) Viscosity- Measures the thickness of the sample against new oil specifications. Helps determine condition of oil and is an indicator of water contamination and oxidation.
- b) Water content - Detects water content greater than 1%.
- c) Spectroanalysis- Tests oil for metal content and additives. Checks 19-23 elements (depending on type of tester used) and reports them in parts per million (ppm). Used to check for bearing or bushing wear in the form of copper, lead, or tin. Also looks at dirt levels in the form of silicon. Oil additives can be identified and evaluated. Note: Spectroanalysis will not detect particles in oil larger than 5 microns (25 microns=.001").

(2) Particle analysis:

- a) Particle count- The most important test for filtration efficiency. Measures all particulate in oil larger than 5 microns, including dirt, carbon, metals, fiber, etc. Can determine size, quantity, distribution, and identity of elements found.

(3) Filter analysis-

- a) Used to determine system cleanliness, predict component failure, and determine the source of contamination (internal or external).
- b) Checks particles picked up by the filter or screen, usually 25-100 microns in size (40+ microns for a standard screen).

O.K., we have covered some of the tests done on an oil sample/filter, so let's look at how a sample is taken:

- (1) As oil analysis is based on trends established over time, oil samples should be done at each oil change.
- (2) Run engine or component to bring oil to normal operating temperature.
- (3) Be sure to let about a quart of oil drain before taking a sample. This will limit contamination from the bottom of the oil sump.
- (4) Never take a sample out of the drained oil container.
- (5) Cut open the old oil filter and inspect for contamination.
- (6) You will receive a written report from the testing facility for each sample sent in. If you have more than one engine or component being tested, make sure the reports are kept in a separate file so trends and especially spikes in particle counts are attributed to the correct component.

(continued on next page)

(Check your oil, sir? continued)

Let me cover a couple more things, and I'll let you go for another month.

(1) If you find particles of something in your oil filter or screen, you might try these tests to determine what it is:

- a) Does the particle feel hard? If not, it could be fiber from external sources, like rags.
- b) A strong magnet will indicate ferrous metal such as steel.
- c) Magnesium will flare when exposed to fire.
- d) Tin will melt when exposed to fire.
- e) Aluminum will fizz when exposed to Muriatic acid (HCL).

(2) A good oil sample program should find problems before they end in catastrophic failure, but if your filter shows a large amount of metal contamination, GROUND the aircraft until the source is determined.

Finally, oil sample kits cost \$22-\$43. If you change oil and filter at 25-hour intervals, it will cost you \$88-\$172 per 100 hours. I think this is cheap insurance, don't you?

Well, troopers, I'm shuffling back to my rocking chair, and cogitating on what I can come up with next month. Google is a tough act to follow!

Rick Vaux
TC4130



CALLING ALL 75+ year-old pilots

Would you like to become associated with *"the best-kept secret in all of aviation?"*

Then we have a deal for you!

The 40-year-old United Flying Octogenarians (UFOPilots.org) are licensed pilots who, on or after their 80 birthday, have flown as a PIC. And here is where you come in - as a youngster, you can be affiliated with this very unique group while waiting to join the membership. We call this group *The Ground Crew*.

You can attend all UFO events, help organize or sponsor events, and participate with others who are still too young. Then when that special day occurs, you are ready to submit your application and become a member and get called "KID" by those already in the organization.

What do you say? Are you interested in becoming part of *The Ground Crew*? Call Ken "Brownie" 360-808-3266, share your contact info and come on board this very special organization.

Before Oshkosh, Before AirVenture

By John Meyers, EAA 66692



Reprinted from the **OCTOBER 19, 2022 BY EAA IN HISTORY, MEMBER STORIES**

I was born in 1945 as part of what became the “boomer” population. We lived in central Ohio then, and the sky was always noisy with airplanes.

With a skyward view, I became a true airplane nerd in my early teens. I was fortunate to be close to some aviation-oriented adults who nurtured my interest. At the time, the Civil Air Patrol was an available local conduit for a combination of military and aviation environments aimed at youths and adults. I was keen and took full advantage of my CAP squadron’s Piper J-3 Cub and Aeronca L-16, and managed to solo in summer of 1961, age 16. My parents were clueless about what this endeavor could accomplish, but they eventually became supporters.

By summer 1964, I was a new private pilot, enjoying my last year as a teen. I was free of college for the summer and pursuing my next ratings for an unknown but desired future in aviation. (This is where EAA comes in.) Someone in the Newark, Ohio, airport crowd decided to gather some enthusiasts, youth included, for an overland journey to Rockford, Illinois, the site of the annual EAA fly-in convention, which was supposed to be a big deal!

At the time, I was not very familiar with EAA, but apparently the old guys in the airport gang (40-somethings) thought this trek to Illinois was a good idea. A really old guy (70-something) took the trunk lid off his Hudson Hornet and made it a 5th wheel tow-vehicle for a homemade plywood sleeping trailer of considerable size. This became our lead vehicle for the adventure. I rode backseat in a pretty nice 1957 Chevy Wagon which towed a crank-up camper. It was there I cast my grub-stake. My artistic bent got me a job putting some graphics on the big trailer with poster paint. I had a new \$15 wind-up 8mm movie camera to record the events.

(continued on next page)

Before Oshkosh, Before AirVenture

(continued from previous page)

To make a long story shorter, we made it to Rockford in good order. It was a coming-of-age experience for me, making a grander connection with aviation, camping out, hanging out with old aviator guys, and girl-chasing. There were airplanes galore and air shows with Bob Hoover, Duane Cole, Harold Krier, Bill Adams, and others. We were treated to constant daytime fly-bys of contemporary **experimentals or prototypes like Pete Bowers' Fly Baby and Jim Bede's BD-1**. Later each day, there were air shows, campfires, and story times at twilight. We all got a ride in the Ford Tri-Motor. I am not sure who among us was an actual EAA member, but it was probably old Colonel Fisher, the owner of the Hudson and trailer.

Eventually this long weekend of good fun came to an end. We decamped and trekked toward home. The Chicago Thruway (I-294) was fascinating, including the "oasis" rest stop built over the highway, near O'Hare Airport. Where else could we Ohio Buckeyes get gas, a meal, relieve ourselves, and watch big iron flying in all corners of the sky?

On the way home, we stopped at the Xenia, Ohio, airport where the colonel bought a pair of Cub wings. With considerable effort, the wings were hoisted and strapped to the top of the plywood RV, all of which the colonel carefully supervised. The Hudson got a flat tire and it was late so we camped out at the Xenia airport. At dawn, the crew fixed the flat and we soon got home to central Ohio with many good memories. The Cub wings became part of the colonel's hangar collection of bits and parts.

Epilogue: I owe a lot to those adult enthusiasts who helped me immerse myself in aviation endeavors. Rockford 1964 was a big component. A scant two years later, I was a candidate pilot learning the DC-6 and B-727 at United Airlines in Denver, Colorado. Later, I was based in the Seattle area and joined EAA in 1972. I flew a Starduster Too from Seattle to the Oshkosh event in 1974. That was my first visit to the Oshkosh venue, just 10 years after the Rockford adventure.

<https://inspire.eaa.org/2022/10/19/before-oshkosh-before-airventure/>



DAN HAMMER PRESENTATION AT OCTOBER EAA GATHERING

By Barry Halsted



Dan Hammer, October 28, 2022

The October Chapter meeting included a presentation by Dan Hammer of Legend Flyers, LLC. Legend Flyers was started by Dan’s father, Bob Hammer, and is located on Paine Field. They may best be known for their work completing four full scale Me262 replicas. Dan, a lifetime EAA member, began his presentation with some earlier family history.

His father, Bob, started working at Boeing not long before I did in the mid 60’s. He was a structural engineer and very involved with experimental aviation. He built the T-18 S/N 004 (in which Dan soloed) and had a replica F8H Bearcat project underway in the Snohomish area when I first heard of him.

He and a fellow friend (Dick Hunt) built the Zipper, recognized in 1979 as the first amateur-built jet aircraft. This aircraft had a climb rate in excess of 8000 fpm and holds several records not broken today.



Zipper

During the 80’s, Bob and Dave Woodcock built two Seafires, winning the 1998 Oshkosh Seaplane/Amphibian Grand Champion and Reserve Grand Champion awards.



Seafire



Me262 Under Construction

Bob left his position as a vice-president at Boeing to take on the Me262 replica project which the Texas Airplane Factory had begun in the mid 90’s. The project was delivered to Washington in January 1999, thus beginning the work leading to Legend Flyers aircraft restoration business. The Me262 project took several years and included the restoration of one and the ground-up replication of four ME262s. The flight test program was completed in 2012 and deliveries began shortly thereafter.

(Continued on next page)

Dan Hammer Presentation (continued)



Replica Me262 Taxi



Replica Me262 Replica in Flight

The most recent Legend Flyers project has been the restoration of a Japanese Zero (A6M3). This has been a 7- year project, with a large portion of the aircraft and tooling requiring construction from scratch. The airplane was rolled out for FAA inspection earlier this month and will likely be flown in November. Dan reported that Legend Flyers, having been involved with the FAA on a variety projects, has an excellent relationship with the FAA MIDO, and signoff of the Zero was swift.



A6M3 to be restored



A6M3 Restoration in Process



A6M3 Soon to Fly

Dan's presentation was full of information and photos. Dan has a wealth of experience and knowledge and many questions and answers followed. Legend Flyers is located on Paine Field, across from Paul Allen's museum, and Dan says they are open to visits. The Japanese Zero will be delivered to its owner in Virginia Beach by the end of the year, but be assured more projects will follow.

Old hangar mystery reveals layers of Northwest aviation history



<https://mynorthwest.com/3680363/old-hangar-mystery-reveals-layers-of-northwest-aviation-history/>

BY FELIKS BANEL Courtesy Lee Corbin, military and aviation historian

An old hangar which once stood at Sand Point in Seattle (upper photo) has an amazing history, and the circa 1918 building is still in use at an airport in Port Townsend where it was moved in 1931 (lower photo).

From San Diego to Seattle to Port Townsend, a non-descript sheet metal building might be the oldest, most historic – and most well-traveled – airplane hangar in the Evergreen State.

This breaking history news – and *All Over The Map* exclusive – comes from Lee Corbin, military and aviation historian, and great friend of Seattle’s Morning News. Corbin recently started a deep dive into Sand Point history in advance of the centennial of the “Around the World Flight,” which began and ended in 1924 at what’s now Magnuson Park. The original airfield there was called Sand Point, and in the early 1920s, it was home to both Army and Navy aircraft and was, in many ways, the cradle of aviation history for Seattle.

Visible in many of the old photos from the 1920s that Corbin has been studying is a large hangar – or specialized aviation garage – in the form of a steel-framed structure covered in sheet metal, with a big door and big windows to let in natural light. The hangar, Corbin has determined, measured 64 feet by 140 feet, thus being the most prominent structure at Sand Point for most of the 1920s.

Corbin had also determined that the hangar was already second-hand when it was reassembled at Sand Point in early 1923. It had originally been used by the Army in San Diego, perhaps at a place called Rockwell Field, during World War I.

Once it was rebuilt and put into regular use at Sand Point, Corbin says it probably housed the four “Around the World Flight” Army planes – the Douglas World Cruisers – for several weeks in 1924. And thanks to some old silent film footage in the University of Washington’s collection which he viewed earlier this week, Corbin is convinced that a very famous aviator parked his equally famous airplane in that hangar Sept. 13, 1927.

(continued from previous page)

“If you watch for just about three or four seconds, there’s a portion of it where they’re pushing the Spirit of St. Louis into this hangar,” Corbin told *All Over The Map*. “I mean, the windows match up and everything like that to what the current hangar looks like.”

Charles Lindbergh, after flying solo across the Atlantic in May 1927, toured all over the United States, including Seattle, and, as it turns out, Lucky Lindy parked the Spirit of St. Louis in the Sand Point hangar.

Corbin also figured out that in March 1931, the old hangar was dismantled by troops from Fort Lawton, and then put on a barge and taken to Fort Warden near Port Townsend. It was then shipped several miles south of town to a military installation called old Fort Townsend (a portion of which is now a state park), where a new emergency airstrip had been built and a hangar was needed. By 1931, the Army had moved its aviation operations to Boeing Field south of downtown Seattle and the Navy was poised to build out and expand its footprint at Sand Point.

It’s likely that not many people have heard of the emergency airstrip at old Fort Townsend, because in February 1947, the Army gave it to Jefferson County and it became what’s now the Jefferson County International Airport. The airport is still there and still in operation, south of Port Townsend, right on the edge of the main highway.

Corbin did some further digging, and it turns out that the hangar – which is at least 100 years old – is still standing, still in good shape, and still in near-daily use at the Jefferson County Airport, where it houses an aviation maintenance business called Tailspin Tommy’s.

Michael Houser is a state architectural historian for the Washington State Department of Archaeology & Historic Preservation. Reached by email Thursday, Houser wrote to *All Over The Map* that he thinks the hangar is likely eligible for listing on the state or even the National Register of Historic Places.

“Based on the history that Lee presented to me, it looks eligible for the State and [National Register],” Houser wrote. “Intact pre-WWII hangars are a rare resource in Washington, and its connection to Sand Point and Charles Lindbergh only enhances its history.”

Eric Toews is deputy director of the Port of Port Townsend, the public entity which operates the airport, as well as the harbor in the charming Victorian community. Toews clearly loves Port Townsend’s history and was excited to learn more about the hangar, but his feelings about the potential historic register listings are a little mixed.

“Excited, yes,” Toews told *All Over The Map*, “but very much cognizant of the challenges that historic structures present” in terms of potential extra layers of regulation when it comes to repairs or replacement.

Corbin says more research is required to fully understand the history of the hangar. Late Thursday evening, he determined that what Port Townsend has is called a “United States All-Steel Hangar,” which, according to a report about a similar hangar in Hawaii, was “developed in 1918 as a standard hangar design for WWI airfields and aviation training stations.” Corbin says there also appears to be a similar structure at Pearson Airfield, which was originally part of the old Army base next to Fort Vancouver in Clark County.

October 25th Drive-out Luncheon to Las Palomas Restaurant

October's alternate to a flyout was a "driveout" to the Las Palomas restaurant in Sequim. Seventeen members of EAA Chapter 430 were efficiently served fine Mexican lunches of many varieties. In addition to all the lively talk around a long table, there was mention of the December Christmas party, Saturday's Chapter 430, including breakfast, in the Port Angeles Airport's conference room, and the presentation from Dan Hammer of Legend Flyers on their current Japanese A6M3 Zero project and previous Me 262 project. John Cuny had information on the early work done by Texas Airplane Factory on the five ME262 replicas completed by Legend Flyers, and James Russell had information on the General Electric CJ610 turbojet used in these reproductions. All in all (and in spite of driving instead of flying), we had a good time and look forward to Chapter 430 events ahead this year. Barry Halsted



See more information regarding these airplanes on pages 5 & 6 (DAN HAMMER PRESENTATION)



Me 262 Project



A6M3 Zero Project

ANYBODY YOU KNOW?



Yes, he is one of us. Whoever answers the correct name of this person (no, it's NOT Elvis) will win a date night with him.

Send your answer to president@eaa430.org

In case of a tie, it will be a double date.



Those pictured are ineligible to participate in this contest since they obviously know the answer to the identity of the mystery man.

The worst day of flying still beats the best day of real work.
Anonymous



EAA Chapter 430 Gathering October 29, 2022

Buffet breakfast and meeting sign-in commenced at 0930

Excellent breakfast provided by Lisa Ballantyne, Tracy Halsted and Joan Miller. Thank you!!

Chapter President Ray Ballantyne called the Membership Gathering to order at 10:05am in the Fairchild International Airport Conference Room.

Ray led the Pledge of Allegiance with approximately 34 members and 6 guests attending.

Ray greeted those in attendance and mentioned that after negotiations with the Port of Port Angeles the Port waive room fees and we will be able to continue meeting in the airport conference room, free of charge, through the winter months. We will move back to the Hangar 15 at Sequim Valley Airport next April or May, depending on the weather. Ray thanked Bud Davis for continuing to allow the use of his hangar for Chapter Meetings.

The following new members and guests were introduced:

Shawn and Christine Eppers

Al Monday

Scott Adams

Robert Ball

Drew Zacharias

Minutes of the October 21st BOD meeting were approved as written.

Correspondence: EAA notified the chapter they are celebrating the 30th anniversary of Young Eagles. To recognize the 30th anniversary EAA is doubling our Young Eagle Credits for 2023 flights between January and July. They are also providing commemorative shirts for pilots who fly 30 YE Flights during this period. Ray and Bud said we will adjust our YE days to take advantage of the double credits.

Old Business:

Ray gave a brief Treasurer's report

Barry Halsted reported on the October Fly-Out which became a Drive-Out due to uncooperative weather. Seventeen members of the Chapter met at Las Palamos Mexican restaurant in Sequim. Barry reported that several members without flying airplanes took advantage of the opportunity to participate in this event.

The Chapter is continuing to work with "Mr. T's" to develop Chapter merchandise and will provide samples at an upcoming meeting.

Ray will be submitting another order for recognition pavers soon and was soliciting orders.

Harry Cook reported on efforts to develop a strategic plan for a permanent Chapter facility. He and Richard Howell met with Andy Sallee to discuss available options at Sequim Valley Airport. Information gathering efforts will continue in the coming months.

Barry Halsted introduced our guest speaker, Dan Hammer, who gave a fantastic presentation on his family's flying history and their aircraft construction projects. Their company, Legend Flyers, has restored,

EAA Chapter 430 Gathering October 29, 2022

(Continued from previous page)

New Business:

Bob Hicks provided the Chapter with several teak aircraft models donated by a friend of his to sell and raise funds for the Scholarship Fund. The Viet Nam era models were beautiful and well constructed. At least two sold at the meeting. Contact a Board Member if you are interested.

Rick Vaux reported on the Build and Fly Program. He, Erik Petersen and new member Robert Ball are working to get the program up and running. Thus far they have secured a location to meet, a RC model kit and simulator, a location to fly and a representative from the Academy of Model Aeronautics (AMA) to assist. The meeting location (Sequim Museum meeting room) has just finished making the necessary improvements to permit occupancy.

Project Reports:

Dave Moffet – RV-12. All that's left is to finish the paperwork.

Richard Howell – Sling in paint shop at PT Museum

Erik Petersen – Ray visited Erik's Wheeler Express. In progress.

Rick Vaux – Working to replace gear on his Kitfox.

Harry - Waix B tail kit complete. Waiting on delivery of Fuselage kit

Rick Stoffel – Is painting the cockpit interior of his RV-10. He says this does not mean he's anywhere near completion.

James Russell – Continuing work on his Cozy Mk4.

Announcements:

There will be no November VMC/IMC meeting in November

Next BOD meeting November 18th 0900 Mariners Café

Next General Membership meeting November 26th @ 1000 in the Fairchild Airport Conference Room

The Chapter Christmas Party will be at Cedars at Dungeness on December 10th at 5:00pm. Watch your email for the E-VITE.

Ray adjourned the meeting at 11:00am.

Respectfully submitted,

Harry Cook

2022 BOARD AND DIRECTORS

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

| Position | Name | Phone Ext | Email Address |
|---------------------------|---------------------|------------------|---------------------------|
| President | Ray Ballantyne | 1 | president@eaa430.org |
| Vice-President | Rick Vaux | 2 | vicepresident@eaa430.org |
| Secretary | Richard Howell | 3 | secretary@eaa430.org |
| Treasurer | Tracy Halsted | 4 | treasurer@eaa430.org |
| Class II Directors | | | |
| Programs | No Candidate | 5 | programs@eaa430.org |
| Membership | Erik Petersen | 6 | membership@eaa430.org |
| Newsletter | Skip Brown | 7 | newsletter@eaa430.org |
| Scholarship | David Miller | 8 | scholarship@eaa430.org |
| Young Eagles | Bud Davies | 9 | youngeagles@eaa430.org |
| VMC/IMC | Harry Cook | | vmc@eaa430.org |
| Tool Crib | Rick Stoffel | | toolcrib@eaa430.org |
| Web Editor | Andy Sallee | | webeditor@eaa430.org |
| Build-n-Fly | Need Project leader | | build-n-fly@eaa430.org |
| Communications | Scott Fitzgerald | | communications@eaa430.org |
| Fly-Out | Barry Halsted | | |
| Tech Advisor | Harry Cook | | techhc@eaa430.org |
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| Tech Advisor | Ernie Hansen | | techeh@eaa430.org |
| Tech Advisor | Rick Vaux | | techrv@eaa430.org |



EAA 430 FLYER

DECEMBER 2022

Serving Port Angeles, Sequim & Diamond Point

Dedicated to having fun with airplanes and promoting General Aviation



FROM THE LEFT SEAT

With President Ray Ballantyne

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

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

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

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

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

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

| IN THIS ISSUE | Page |
|--|-------|
| From the Left Seat (Ray Ballantyne) | 1 |
| Calendar of Events | 2 |
| Mason Academy | 2 |
| Editor's Note & January Gathering | 3 |
| Aircraft Registration | 4 |
| VMC/IMC Club (Harry Cook) | 4 |
| EAA Christmas Party 2022 | 5 |
| Aviation From My Rocking Chair | 6 |
| Getting To Know John Cuny | 7-11 |
| Legend Flyers & Everett Historic Theater | 12 |
| Flyout to Arlington | 13 |
| Minutes of October Gathering | 14-15 |
| 2022 Board and Directors | 16 |

NOVEMBER & DECEMBER 2022

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

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

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



November 26th EAA Gathering



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

Editor’s Note:

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

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

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

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

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

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

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

Mary (Skip) Brown



ZEVA reveals the design of its new Z2 eVTOL aircraft

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



FAA EXTENDING AIRCRAFT REGISTRATION PERIOD

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

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



***Eligible for FAA Wings Credit

WHAT: VMC/IMC - Meteorological Conditions (flying VFR - IFR)
Discussions involving flying airplanes led by Harry Cook

WHERE: Mariner Café

WHEN: 2nd Wednesday of the month starting at 7:00 pm.

WHO: Anyone interested in flying is welcome to attend.

It is a great place to meet new people and have some fun.



WHY: The one-hour meetings use real-world scenarios to engage members and allow a free exchange of information that improves awareness and skills. Designed to provide organized “hangar flying” focused on building proficiency in VFR & IFR flying. We hope to create a community of aviators willing to share practical knowledge, nurture communication, improve safety and build proficiency.

EAA Christmas Party 2022





Aviation From My Rocking Chair

By Rick Vaux

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

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

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

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

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

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

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

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

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

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

Rick Vaux
TC4130

GETTING TO KNOW JOHN CUNY

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



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

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



The Luscombe, my first plane

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



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

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



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



Flew freight to Catalina Island airport



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



Some of my fun flying includes the following:

Flying several celebrities in a Learjet

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

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

I was a Freight Dog in a Beech 18



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

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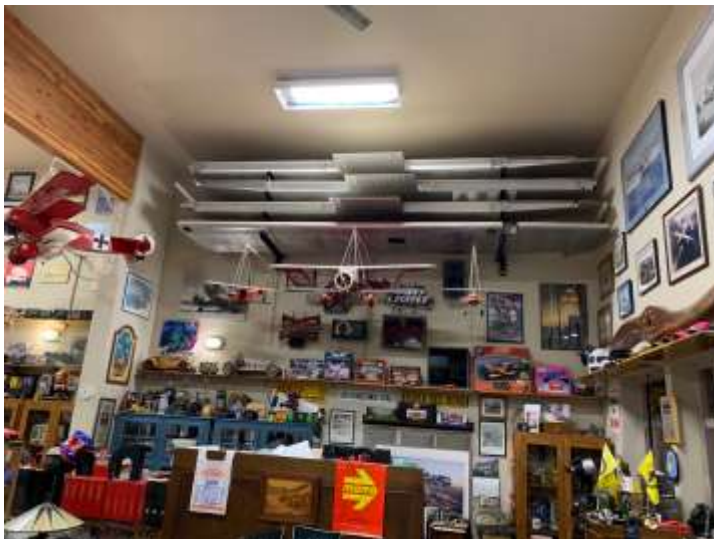
Flying The Doobie Brothers Rock Band 1977-78



The Doobie Brothers Martin 404



Backstage passes ... the benefits of flying celebrities



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

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

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

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

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

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

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



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

A Visit to Legend Flyers & Everett Historic Theater

By Dave Miller

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

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



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

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

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

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

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

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

Fly-out to Arlington November 18, 2022

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

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

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

Barry



EAA November Chapter 430 Gathering

Date: Nov 26, 2022

Meeting social and sign-in 0930.

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

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

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

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

Correspondence: EAA HQ

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

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

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

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

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

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

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

New Business:

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

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

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

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

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

Project Reports

Harry Cook (via Ray) - Sonex Waix B

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

Rick Stoffel (via Ray) - RV-10

Dave Moffitt (via Ray) - RV-12 Classic

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

James Russell - Cozy Mk IV

Collette Miller - Sonex

Quick Announcements

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

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

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

Ray adjourned the business portion of the gathering at 1045.

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

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

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

Respectfully submitted,

Richard Howell, EAA 430 Secretary

2022 BOARD AND DIRECTORS

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

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|---------------------------|---------------------|------------------|---------------------------|
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| Vice-President | Rick Vaux | 2 | vicepresident@eaa430.org |
| Secretary | Richard Howell | 3 | secretary@eaa430.org |
| Treasurer | Tracy Halsted | 4 | treasurer@eaa430.org |
| Class II Directors | | | |
| Programs | No Candidate | 5 | programs@eaa430.org |
| Membership | Erik Petersen | 6 | membership@eaa430.org |
| Newsletter | Skip Brown | 7 | newsletter@eaa430.org |
| Scholarship | David Miller | 8 | scholarship@eaa430.org |
| Young Eagles | Bud Davies | 9 | youngeagles@eaa430.org |
| VMC/IMC | Harry Cook | | vmc@eaa430.org |
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