



CHAPTER 430



APRIL 2023

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Upcoming Events

April

- 21** Board of Directors Meeting {9am} Mariner Cafe
- 22** Breakfast (8 a.m.) for sport/light/ultralight pilots at Sequim Valley
- 29** April General Meeting {9:30am} Hangar 15, Sequim Valley

May

- 10** VMC/IMC {7PM} Mariner Café
- 19** Board of Directors Meeting {9am} Mariner Cafe
- 20** Flying Start for new pilots {10am} CLM
- 21** Young Eagles {Noon} CLM
- 27** General Meeting {9:30am} Hangar 15, Sequim Valley



Photo (left) courtesy of James Russell from an A-10 Pilot who was in his ground school

FROM THE LEFT SEAT — RAY BALLANTYNE

I'm excited that the season has begun for chapter activities! (The weather can cooperate anytime). There's a lot of things going on:

Beginning with the first orientation of our Build and Fly project. It's been several years coming, but we hosted close to 30 people on Saturday, April 8 at the Sequim Museum. Rick Vaux, Richard Howell, Mike Niewiarowicz, Tracy Halsted and Joan Miller organized and demonstrated the build process. They've scheduled 10 students to build the LT 40 aircraft. There is now a waiting list for the next build.



The light aircraft breakfast is coming together for April 22 at Sequim Valley Airport at 8 AM. We will need some help setting up on the 21st. And if you can come out, you can get some more of that delicious breakfast casserole!

Then in May, we go back to back on the 20th and the 21st with Flying Start on Saturday and the Young Eagle rally on the 21st- both in Port Angeles. We will need pilots for both events, so I hope you can help with at least one of them. Thanks to David Woodcock and Cecilia Aragon for facilitating the Flying Start session.

After May, there will be Young Eagle events in June and July, and a poker run in the fall. I haven't heard where the April fly out is going to be, yet

I hope you're having fun with airplanes. We have a lot of great people helping the chapter. If you're not one of them, we have a place for you!

Ray

AVIATION FROM MY ROCKING CHAIR - RICK VAUX



Steam and Glass again?

Hello again my friends. Instead of boring you with another “people I have met” installment (don’t worry, it will be back!), I would like to ruminate further on Steam vs Glass cockpits. Before I do that, my thanks to Erik Petersen for his comments and answer to my question asking if an endorsement should be required when transitioning from Steam to Glass, or vice versa. If you missed it, his opinion appeared in the February Newsletter.

I will agree with Erik that an endorsement is probably going too far, after all we are over-regulated as it is. However, there is still a problem with the transition from Steam to Glass. I was curious how this is handled with flight training in the present, so I decided to visit the places where I learned to fly in the past.

Between 1970 and 1973 I earned my Private, Commercial, and Multi-Engine Ratings at Tradewind Airport (Amarillo, TX), Falcon Field (Mesa, AZ), and I ran out of money before my Instrument check ride at Skyharbor Airport (Phoenix, AZ). As most pilots my age remember, this was a period of time lacking GPS, Foreflight, or Glass cockpits of any kind. I claim no extra hair on my chest for learning to fly with steam gauges, one VOR, and paper charts. It was simply all we had.

O.K., Let’s drag ourselves forward 50 yrs (haven’t been able to jump since the turn of the century!) and find out what has changed, and what has not for student pilots.

The first call I made was to Josh Collier- owner/operator of Coyote Flying Service, Amarillo, TX operating out of Tradewind airport. After assuring him that I wasn’t selling anything, my question to him was, “What do you teach your students, steam gauges, or glass?” His reply was: “Steam Gauges.” That surprised me a little, and I asked, “Why?” Josh said, “Because I’m a mean S.O.B. and I want to be sure the pilots I train can fly anything, and that they all get home to their families safely.” I had thought maybe economy was a reason, but he said it wasn’t a problem to install glass (he has replaced vacuum instruments with electric gyros), it’s just that once a student learns the basics and can control and navigate using steam gauges, that student is able to fly anything. He noted that he requires students to know how to navigate using VORs before he lets them fly the “Pink Line”. GPS coverage can be spotty in the Texas Panhandle, and the weather very unpredictable, making VORs and maps important tools. When a student transitions to glass at Coyote, a simulator is used. One interesting aside; When instructors from big “0 to ATP” schools want to build time, Josh can’t hire them because they don’t know and cannot teach steam gauges.

Lastly, I called Rick Koril- Instructor at Classic Aviation in Mesa, AZ. Through the wonders of modern science (Starlink) I caught him relaxing on the beach in Mexico! Just as Josh Collier, Rick also teaches his students using steam gauges with a one hr (approx.) transition to glass using a G1000 simulator.

My sincere thanks to these gentlemen for the candor, comments, and conversation. I wish I could have recorded it.

So what did I learn (yeah...Marines can learn) from this exercise?

- 1) There is no requirement for glass transition training, but it would be neither safe nor prudent to bypass it.
- 2) Transition from steam to glass is easier than glass to steam. (see Erik Petersen's glass comments in last months newsletter.)
- 3) Insurance company s don't seem to have any skin in the game. I contacted BWIFLY Insurance in California and was told that pilot total time and time in type were the defining factors for coverage. No differentiation is made between steam and glass.
- 4) There are still dedicated flight instructors in smaller markets keeping it real and safe. I will sleep better knowing that.

Well Troopers, I plumb wore myself out with this one. Stay safe and remember: Blue side up and Brown side down (steam or glass).

Rick Vaux - TC4130

GONE WEST – GEORGE LLEWELLYN

JULY 4, 1931 – APRIL 9, 2023



It is with deep sadness I am reporting that our friend, brother, and fellow aviator George Llewellyn has Gone West. He died on April 9, 2023, Easter Sunday morning peacefully at home in his own bed.

George was born on July 4, 1931. He was 91.

Tentatively a memorial service will be held at the Sequim Masonic Lodge on Saturday, April 29th, 2023 at 10:00am.

Ken Brown
EAA430 member and past president

REPRINT - GETTING TO KNOW GEORGE LLEWELLYN - Skip Brown, September 2021 Newsletter

George runs circles around men half his age. He has traveled the world while maintaining his interests, hobbies and work schedule. George started life in Philadelphia and as a pre-teen became fascinated with rotorcraft planes as Pitcairn autogyros frequently flew over his home on their way to the Philadelphia airport on mail runs.

After high school, he started Engineering studies at Drexel Institute in Philadelphia and concurrently became a Toolmaker apprentice at Baldwin-Lima-Hamilton Corp (previously Baldwin Locomotive Works) in nearby Eddystone, PA. He enlisted in the Army during the Korean conflict and after returning from Korea in 1954, he started taking flying lessons at the Westchester Airport in a J-3 Cub. He soloed in three months, getting his PPL early in 1955. He also flew a J-3 Cub on floats at the Philadelphia Seaplane Base in Essington, PA. (cont ->)

(GTKY – George Llewellyn cont...)

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

Since Wright Bros did the Lockheed Missiles and Space Corp aircraft maintenance, several of their pilots became friends and enticed him to move to work at Lockheed for a better future. One of the positions was in the Environmental Test Lab where orbital space vehicles and all their equipment went through testing in the high (cont ->)

(GTKY – George Llewellyn cont...)

altitude chamber and other environmental testing such as vibration and temperature variations. Some of the equipment was made at a subsidiary location near Hiller Helicopter Co where more rotorcraft were observed to enhance that interest.

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

He met his first wife at San Jose State College and they had four sons, three of which are still alive, one passing from suffering serious injuries in a downhill bike accident at the age of 16. George has now seven grandchildren and six great-grandkids. He and a coworker at Lockheed started building two 35-ft Piver-designed sailing Trimarans in 1962 as fun

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

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

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

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

(cont ->)

(GTKY – George Llewellyn cont...)



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

Another interest has been skydiving with only two unusual events, one with a brand new harness with a misplaced chest strap. The jumps, while exciting to George, would be terrifying to most people. The first jump produced a brief breath-taking moment as he opened head down and proceeded to have the rig come off his shoulders but stopped at his bent elbows, Whew! Had to get that fixed quickly! The other event was years later with a newer model canopy, when he inadvertently installed the capewells which were twisted, resulting in a good opening, but flying backwards. He made the choice to continue backwards rather than cut away his chute. Looking over his shoulder, he managed to land safely, only after going through some tree branches before hitting the ground. He has accomplished over 200 jumps. Besides flying an airplane, George enjoys sailing and construction work (building, repairing & creating). He is an active member of four Masonic Lodges of Sequim, Port Angeles and Port Townsend. He became a Master Mason in 2019, having served in all of the ranks. He served as Vice President of EAA Chapter 430. He has been to Oshkosh five times.



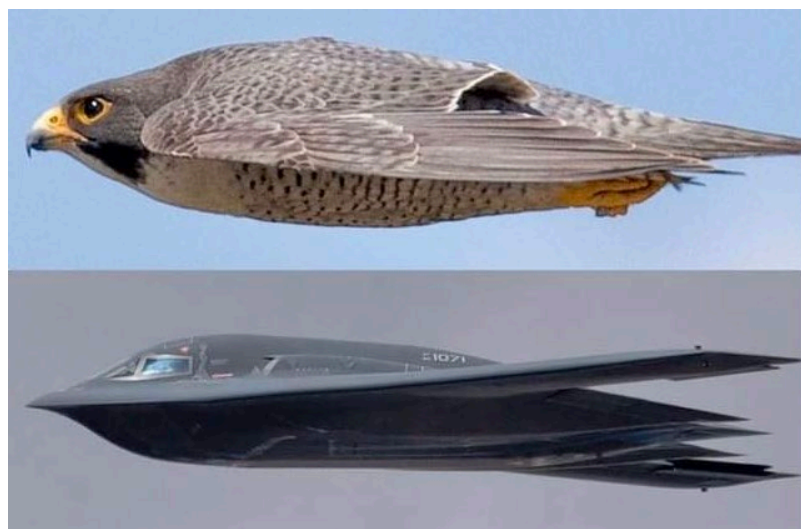
BUILD AND FLY PROGRAM

EAA430 leadership welcomed about 25 youth and their parents at the annex of Sequim Museum on April 8, 2023. The Build and Fly project was presented by Chapter members to a packed house. The response was very enthusiastic, and we now have a waiting list for the next build!



Dave Miller:

"The Engineers Are Making Progress on the Falcons, Long Ways to Go Yet"



For an update on the falcon project:

[NEPA Documents](#) | [Federal Aviation Administration \(faa.gov\)](#)

A VISIT TO FLABOB, EAA CHAPTER #1

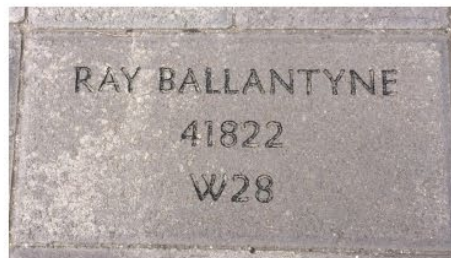
With Ken (Brownie) & Skip



A highlight of our February UFO 2023 Road Trip was a stop-off at Flabob Airport (EAA Chapter 1) Riverside, CA. We were scheduled for a meeting with UFO members at the Flabob Café. But first, we had a visit with the Wright Brothers, Orville and Wilbur.



We visited the QB brick patio, finding bricks of several Chapter 430 members.



Continued on following page



Rob & Susan Harrison greeting us at Flabob Airport



Susie Newman-Harrison is the artist who designed the logos in the Flabob Café. She also created the *Welcome Brownie* poster which was on the door of the café when we arrived. She took the photo of Rob Harrison's aerobatic Tumbling Bear which he uses for aerobatic shows.

BALLENTYNE-HALSTED VISIT SOUTHERN MOST CHAPTER: EAA 1241 MARATHON, FL

On our way to board the cruise ship in Miami, Barry and Tracy Halsted and Ray and Lisa Ballantyne ventured south down to Key West. On the way down Highway 1, we drove past the Marathon, FL Airport. A good aviator always has to check out any airport they can, especially if you have Barry with you! Then right off the road, we saw a billboard saying “Free EAA Museum”. Well, that sealed the deal! We spun the car around and proceeded direct maintaining AGL.

We were warmly greeted when we entered the wide narrow office-type building by Ed Waldorf, President of EAA 1241. The entire room was filled with aviation memorabilia, from flying in the Keys to heroes of WWII and beyond. It truly was an aviation and EAA museum. Ed, who made it no secret that he is 95 and shows up all day every day, showed us around with a sparkle in his eyes as we wandered from the office room to the hangar that had an upper mezzanine. In the hangar was a Spad type ultralight and a beautiful Legend Cub. Learning to fly, Ed soloed a brand new Piper PA-11, and he still flies this Legend Cub. Outside on the ramp was a C-45 (Twin Beech 18) in Coast Guard Orange and someone behind asked “you wanna C-45?” We couldn’t afford it even if it were given to us.

They said their hangar facility was provided by the FBO on the field...(add more here)

On the wall we saw a metal plate with name tags. They employ the ‘Everyone leave your name tag on the wall’ method of getting people to remember their name tags. It was an impressive board of names. The chapter has around 175 members. A primary focus of this EAA chapter is flight instruction. There is lots of aviation going on in Marathon. The Chapter is involved with providing simulator training and ground school on the mezzanine level for young aspiring aviators. CFI’s come from all over to build time with flight instruction.

We bought some of their logo merchandise that featured “Southernmost EAA Chapter” with a nice picture of a Goose taking off on the back. We then realized that we had the distinction of being the Northwest-most EAA Chapter! (In the Lower 48) We felt that a remarkable event had occurred that no one expected when we drove up. The two chapters were drawn together through the bonds of aviation stretching completely diagonally across the entire nation. Living about 3000 miles apart, we shared the successes and challenges of our chapters and programs and learned what the other was doing.

It is such a great experience to be a part of such a fantastic organization where you can literally go from one end of the country to the other and find like minded friends. After seeing their cool logo, maybe we could make one up a Northwest-most EAA Chapter logo!



WARNING: BOARD HAS BEEN THE TARGET OF PHISHING

ERIK PETERSEN

Over the past several months, board members have received emails masquerading as other board members, urgently requesting purchases of various items. Investigations have shown that the board members were not hacked, but rather "phished." Phishing refers to the act of impersonating someone to obtain money, personal information, or credentials, and it can occur through emails, text messages, or phone calls. While it's unlikely that members will be phished by someone posing as an EAA 430 board member, it remains a possibility. If you have an email account or a phone, be it a landline or a smartphone, you are a potential target for phishing if you haven't already been targeted.

PLEASE NOTE: The board will not send urgent emails requesting you to purchase anything – except, of course, your membership dues.

Phishing is just one example of "social engineering." As a Microsoft employee (which also serves as my disclosure), we must complete annual security training related to external threats. This year, they are providing resources for our family and friends, and since I consider you all my friends, I am sharing this curated list of resources to help protect you from malicious actors. Even the brightest minds in the tech industry (referring to my colleagues) can be deceived by these bad actors, so using these resources can help reduce your risks.

Protect yourself online: Online Security Resources

Phishing

[Be Cyber Smart Kit with Phishing](#) - Download these 7 ways to protect yourself from phishing.

Spot tech support scams

[Be Cyber Smart Kit with Scams](#) - Review 5 tell-tale signs of a tech support scam.

Securely sign in to online accounts

[Be Cyber Smart Kit with Passwords](#) - Follow this advice to help keep your accounts and your identity out of the wrong hands.

Ransomware

[Ransomware one pager](#) - Download this comprehensive list of tips to avoid ransomware that can be shared with friends and family!

Business Cybersecurity 101

[Be Cyber Smart Kit with Cybersecurity 101](#) - Protect your business with these cybersecurity insights and resources.

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JUST FOR FUN – AI RECOMMENDATIONS FOR OBTAINING YOUR PILOT CERT

ERIK PETERSEN

At work, I belong to a pilot group and probably once per month a new person joins and asks “I want to learn to fly, how do I start?” Typically, it’s followed by someone recycling an email that gets resent time and time again.

I decided to respond with a twist, I asked ChatGPT, an AI chat engine, “I want to earn a private pilot certificate in the US. I want a lesson plan with timelines and resources.” It’s response was quite interesting. The fact that the data model was populated a few years ago, it’s not far off and good start.

Using Model GPT-4, ChatGPT responded:

Earning a private pilot certificate in the US typically takes 3 to 6 months, depending on your commitment and schedule. The following lesson plan outlines the steps and provides resources to help you achieve your goal.

Lesson Plan

Timeline: 3-6 months

Phase 1: Ground School (1-2 months)

1. *Select a reputable flight school or ground school program in your area. Some options include:*
 - *Local flight schools*
 - *Community colleges*
 - *Online ground school courses like Sporty's Pilot Shop, King Schools, or Gleim Aviation*
2. *Study the following materials for the FAA Private Pilot Knowledge Test:*
 - *Pilot's Handbook of Aeronautical Knowledge (PHAK)*
 - *Federal Aviation Regulations/Aeronautical Information Manual (FAR/AIM)*
 - *Aircraft-specific Pilot Operating Handbook (POH)*
3. *Take practice exams and quizzes to prepare for the FAA Knowledge Test. Use resources like:*
 - *FAA Sample Exams*
 - *Sporty's Study Buddy*
 - *Prepware by ASA*
4. *Schedule and pass the FAA Knowledge Test at an authorized testing center.*

Phase 2: Flight Training (2-4 months)

1. *Find a Certified Flight Instructor (CFI) at a local flight school or through online resources such as AOPA's Flight School Finder.*
2. *Begin flight lessons, which will include:*
 - *Preflight preparations and inspections*
 - *Basic flight maneuvers*
 - *Navigation and cross-country flying*
 - *Night flying*
 - *Performance and ground reference maneuvers*
 - *Emergency procedures*
 - *Radio communication and air traffic control procedures*
3. *Accumulate flight time, including at least:*
 - *40 hours of total flight time*
 - *20 hours of flight training with an instructor*

- 10 hours of solo flight time, including at least:
 - 5 hours of solo cross-country time
 - One solo cross-country flight of at least 150 nautical miles with three full-stop landings
 - Three solo takeoffs and landings at an airport with an operating control tower
- 4. Prepare for the FAA Practical Test (checkride) by practicing with your CFI and reviewing the following materials:
 - Airman Certification Standards (ACS) for Private Pilot
 - Oral Exam Guide: Private Pilot by ASA
 - Online videos and tutorials on checkride preparation
- 5. Schedule and pass the FAA Practical Test with an FAA Designated Pilot Examiner (DPE).

Resources:

1. AOPA (Aircraft Owners and Pilots Association): <https://www.aopa.org/>
2. FAA (Federal Aviation Administration): <https://www.faa.gov/>
3. Sporty's Pilot Shop: <https://www.sportys.com/>
4. King Schools: <https://www.kingschools.com/>
5. Gleim Aviation: <https://www.gleimaviation.com/>
6. AOPA Flight School Finder: <https://www.aopa.org/training-and-safety/flight-schools/flight-school-finder>

Then followed up with:

“What is the average cost to complete this lesson plan?”

The average cost to complete this lesson plan and earn a private pilot certificate in the US can vary based on several factors such as location, aircraft rental rates, and flight instructor fees. However, a general cost breakdown is as follows:

1. Ground School: \$200 - \$500
 - Online courses or in-person classes
 - Study materials, including books and online resources
2. FAA Knowledge Test: \$150 - \$175
 - Test-taking fee at an authorized testing center
3. Flight Training:
 - Aircraft rental: \$100 - \$150 per hour (40 hours minimum) = \$4,000 - \$6,000
 - Flight instructor fees: \$40 - \$80 per hour (20 hours minimum) = \$800 - \$1,600
4. Additional expenses:
 - Headset: \$100 - \$500
 - Flight bag and additional supplies: \$100 - \$200
 - Chart subscription (optional): \$50 - \$100
5. FAA Practical Test (Checkride) Fee: \$500 - \$700
 - Fee for Designated Pilot Examiner (DPE)

The total estimated cost for completing the lesson plan and earning a private pilot certificate ranges from \$6,000 to \$10,000 or more. Note that this is a rough estimate, and costs can vary depending on your specific situation and location. It's essential to research local flight schools and instructors to obtain accurate pricing information for your area.

Then:

“Can you estimate costs in the Seattle area?”

Costs for flight training in the Seattle area can vary depending on the specific flight school and aircraft chosen. Here's an estimated cost breakdown for earning a private pilot certificate in the Seattle area:

1. Ground School: \$200 - \$500
 - Online courses or in-person classes
 - Study materials, including books and online resources
2. FAA Knowledge Test: \$150 - \$175
 - Test-taking fee at an authorized testing center
3. Flight Training:
 - Aircraft rental: \$130 - \$180 per hour (40 hours minimum) = \$5,200 - \$7,200
 - Flight instructor fees: \$50 - \$90 per hour (20 hours minimum) = \$1,000 - \$1,800
4. Additional expenses:
 - Headset: \$100 - \$500

- *Flight bag and additional supplies: \$100 - \$200*
 - *Chart subscription (optional): \$50 - \$100*
5. *FAA Practical Test (Checkride) Fee: \$500 - \$700*
- *Fee for Designated Pilot Examiner (DPE)*

Based on these estimates, the total cost for completing the lesson plan and earning a private pilot certificate in the Seattle area ranges from approximately \$7,000 to \$11,000 or more. Note that these figures are still rough estimates, and actual costs can vary depending on your chosen flight school, aircraft, and instructor. It's crucial to research local flight schools and instructors to get accurate pricing information for your area.

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GATHERING MINUTES: MARCH 25, 2023

- Meeting breakfast social and sign-in 0930.
- Chapter President Ray Ballantyne called the Membership Gathering to order at 1019 in the Wm. R. Fairchild Airport terminal conference room.
- Ray led The Pledge of Allegiance to the Flag with 31 members and 2 guests attending.
- Guest(s): Sid Vandiver, Bruce Burris
- January Gathering minutes approved (no February meeting or minutes).
- Correspondence: EAA HQ (Ray)
 - Chapter events have been registered and insured.
 - Submitted Chapter Blasts for events, including Lite Flyers Breakfast and Flying Start.
 - Received and distributed promo and info materials for Flying Start.
- Old Business
 - Ray reported the chapter financial condition - the Scholarship fund has \$10,800, General fund has \$4,500, and the Building fund has \$450. There are about 20 members in arrears with their 2023 annual dues.
 - Barry Halsted reported that the March fly-out to Arlington was attended by 14 people. April is expected to be Skagit (Tulips), and for May, a visit to the new restaurant in Bremerton.
 - Chapter Vice President Rick Vaux thanked volunteers and noted that the planning meeting will be April 1, followed by the orientation and first workshop event for kids and parents on April 8 at the Sequim Museum - Makers Lab.
 - Ray noted other upcoming chapter events
 - Lite Flyers Breakfast - April 22
 - Flying Start - May 20
 - Young Eagles - May 21 (Sun), June 17 (Sat) and July 16 (Sun)
Bud Davies – call for pilots...
- New Business:
 - A mahogany display model of a Convair B-36 was donated for sale to raise funds for our chapter scholarship program.
 - Ray reported on his enjoyable visit to EAA Chapter 1241, Marathon, FL – Southernmost EAA Chapter and offered that perhaps we might want to promote our own chapter's Northwesternmostness? Upperleftmostness? PacificNorthwestmostnessness??
 - Dr. Scott Brooksby mentioned contact with the FAA, in the interest of establishing instrument approaches for (more) peninsula airports. Some discussion of MOSAIC.
- Project Reports
 - Ray - GlaStar, adding auxiliary fuel tanks
 - Harry Cook - Sonex Waix B, control surfaces and wing structure
 - Richard Howell - Sling 2, final assembly
 - Dave Moffitt - RV-12 Classic, resolving static/pitot issues. Rusty Pilot award hat.

- Erik Petersen - Wheeler Express, no change, Cozy Mk. IV plans now in-hand
- James Russell - Cozy Mk. IV, nose gear retraction mechanism
- Barry Halsted - Saffire, landing gear doors and nose gear switch issue resolved
- Dave Woodcock - Legend Super Cub, scheduled for covering L4 article and his pictures in "Warbirds" magazine – Combat Cub
- Mike Gawley - shared 15 year old Sequim Gazette article about local aircraft builders
- Quick Announcements - don't forget
 - VMC/IMC club, Mariner Cafe, 1900 Wed, April 12
 - BOD meeting, Mariner Cafe, 0900 Fri, April 21
 - Light Flyers Breakfast, Sequim Valley Airport, 0800 Sat, April 22
 - Chapter Gathering back at Sequim Valley, Bud Davies hangar #15, 1000 Sat, April 29
 - Another 3D printing familiarization session, Erik Petersen, date TBA
- Ray adjourned the business portion of the gathering at 1056.
- Erik Petersen, Alan Barnard and Dave Woodcock made interesting and informative presentations about the extensive background work, planning and ongoing effort being made by EVAC/DART volunteers and their readiness to participate as first responders for disasters and other emergencies that may impact our county and communities.
- Once again thanks to Joan Miller for preparing and sharing several of her delicious cakes to go with morning coffee. Also thanks to Tracy Halsted, Joan Miller, Lisa Ballantyne, Charlene "Charlie" Tracy and others for hosting another delicious Breakfast Bash.

Respectfully submitted,
 Richard Howell, EAA 430 Secretary

BOARD AND DIRECTORS 2023

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

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