



EXPERIMENTAL AIRCRAFT ASSOCIATION CHAPTER 430



JULY 2023 NEWSLETTER

In This Issue

- ✓ From the Left Seat – Ray Ballantyne
- ✓ Trivia Question – Elisa Petersen
- ✓ Birthday Bash – James Russell
- ✓ July Flyout – Barry Halsted
- ✓ When Planets Align – Erik Petersen
- ✓ Minutes – Richard Howell
- ✓ Board Member Contact Info

Upcoming Events

July

21- BOD

29- Gathering W28 (Sequim Valley Airport) Hangar #15

Airventure (OshKosh, Wisconsin) **7/24-30**

August

9- VMC/IMC

18- BOD

18-20 Arlington Skyfest

26- Gathering W28 (Sequim Valley Airport) Hangar #15

FROM THE LEFT SEAT — RAY BALLANTYNE

Well, our summer of flying is now in full bloom. The weather is fantastic and I hope you're having fun with airplanes. I have recently had some real flying adventures in Idaho and the Northern Cascades. That caused me to miss the June Gathering that celebrated David Miller's FAA Master Pilot award. I could just imagine him traveling in a B737 when the scared flight attendant was asking if anyone was a pilot, and he would stand up and say "I'm type rated in this baby!" Congratulations David!



By the time you read this, we will have completed our third young eagle rally at Port Townsend. Thanks to all the pilots that offered the generous gift of letting young people experience aviation in your airplane. Thanks also to all of the volunteers who helped this year and especially to Tracy Halsted and Bud Davies for being our coordinators.

There are several aspiring aviators that have come out of our aviation outreach this year with young eagles, flying start, and the light flyer breakfast. They are looking to join a study group for aviation ground school. If you have any interest in assisting or hosting this group, please let me know. It could be a very fun and rewarding activity.

Also, David Miller, scholarship chair, will be looking into certifying the chapter to host a Ray Foundation Scholarship this coming year. The scholarships provide up to \$11,000.

If you haven't been to the VMC/IMC monthly meeting, you might want to check it out. Harry Cook had the largest attendance ever last meeting, and he covered some really interesting topics. It's always held on the second Wednesday of the month at the Mariners Café.

Our tool crib needs to move, and we thought we would consolidate and get rid of things that don't belong. All of our Tech Counselors came together on July 2nd and inventoried the tool crib. There are a lot of instruments, O2 tanks, hardware, and various other items that don't belong in a tool crib. We have separated all of the items that are not useful and will offer them to the membership following the July Gathering. After the meeting you can check everything out in Hangar 17. The doors will be open.

Unfortunately, I am going to miss you again at the July gathering as I plan to be attending Air Venture 2023 in Oshkosh, Wisconsin. I'm going to go commune with 650,000 of my closest friends and fly in with 10,000 of the finest aircraft in the world. It's a bit of a commute at almost 1500 NM each way, but Lisa and I are looking forward to the trip and camping under the wing.

Be sure to check out the rules and procedures for this year's Poker Run. Contact Barry Halsted if you have any questions or need more information. The more people play, the bigger the prize gets. And passengers get to play if they enter. Let's go fly!

TRIVIA QUESTION – ELISA PETERSEN



Some hints...This plane flown between November 23, 1942 and March 31, 1947. It is among the most rare planes in the world.

Question 1: what was the functional objective of this unique design?

Question 2: what was the nickname of the plane?

Question 3: how many hours of flight time were conducted to prove the hypothesis of this plane's unique capability?

BURT & DICK RUTAN'S BIRTHDAY BASH GATHERS CANARD BUILDERS/FLYERS – STORY & PHOTOS BY JAMES RUSSELL



Coeur d'Alene, ID - Over 150 canard builders, flyers, family, & friends gathered in Coeur d'Alene, ID for the 8th Birthday Bash, celebrating the life & work of Burt Rutan, world-famous aircraft/space ship designer, and his brother, Dick Rutan, Vietnam fighter pilot and pilot of the Voyager during it's non-stop, unrefueled around the world flight in 1986. The Bash, held every 5 years, was held at the Bird Aviation Museum and Invention Center and the Rutan's Honey Badger Hangar at the Coeur D'Alene (KCOE) airport July 7-8, 2023. Jim Lamb flew his Rutan-designed Long-EZ over 2,100 miles to attend.



Burt Rutan is a retired American aerospace engineer and entrepreneur noted for his originality in designing light, strong, unusual-looking, and energy-efficient air and space craft. He designed the record-breaking Voyager, and the Virgin Atlantic GlobalFlyer, which in 2006 set the world record for the fastest (342 mph in 67 hours) and longest (25,766 miles) nonstop, non-refueled around the world flight .In 2004,

Rutan's sub-orbital space plane design SpaceShipOne became the first privately funded spacecraft to pass the Kármán line (62 miles up) the border of space.

With his VariEze and Long-EZ designs, which first flew in 1975 and 1979 respectively, Rutan is responsible for helping popularize both the canard configuration and the use of moldless composite construction in the homebuilt aircraft industry.



Dick Rutan is a retired United States Air Force officer and fighter pilot, test pilot, and record-breaking aviator who in 1986 piloted the Voyager aircraft on the first non-stop, non-refueled around-the-world flight with co-pilot Jeana Yeager.

Rutan flew 325 missions during the Vietnam War in F-100s as a Fast FAC, searching for and marking targets with white phosphorus rockets ahead of the strike package. He was shot down over N. Vietnam, but made it to the Gulf of Tonkin before ejecting, and was rescued. Rutan was awarded the Silver Star, 5 Distinguished Flying Crosses, 16 Air Medals, and a Purple Heart, retiring from the USAF in 1978.

After the Air Force, he was a test pilot, flying aircraft as varied as the Fairchild T-46, the last aircraft designed by The Fairchild Co. and the XCOR EZ-Rocket, a rocket-powered Long-EZ, in which he set the world's distance record for rocket powered flight, 9.9 miles.

Not tiring of long distance flight, in 1997 Rutan flew his personally-built Long-EZ, *Old Blue*, around the world with wingman, Mike Melville - with some legs of over 14 hours. He holds many records, including the FAI class C1b distance of 4,564 miles from Anchorage, AK to Grand Turk Island, on 1981.

During the Bash, Burt & Dick told stories from their varied careers, answered questions from attendees, posed for photos, and ate birthday cake. Burt showed his roadable airplane, the BiPod, and his SkiGull, an aircraft that can land on water, grass, snow, and pavement. He designed both after retirement from Scaled Composites in 2011. Rutan has designed 367 individual concepts - of which 45 have flown, and 6 are in the National Air & Space Museum.

He is the founder or co-founder of multiple aerospace companies, including the Rutan Aircraft Factory, Scaled Composites, Mojave Aerospace Ventures, and The Spaceship Company.

Sources for this story include Wikipedia, BRAB (Burt Rutan autobiography), *The Next Five Minutes*, *Burt Rutan's Race to Space*, and SCALED Composites Project Overview video.- 30 -

Copyright © 2023 Electric Shadows, Inc.

JULY FLYOUT TO CONCRETE — BARRY HALSTED







Hi All,

What a neat flyout we had today! I had concerns because Bremerton's EAA Chapter 406 had a Young Eagles rally today and there was a Disaster Airlift Response Team (DART) exercise, both of which competed for pilots and flight time. Our flyout was scheduled for this day because it was Concrete's annual Old Time Fly-In, and our chapter members always have a good time at this event. So the word was out and the weather was beautiful, and I'm sure pilots all over the Pacific Northwest enjoyed their flying activities today.

Our flyout called for meeting at the Concrete Mears Field sign in front of the field's Pilot Lounge at noon. The Concrete Fly-In included a pancake breakfast and at least one of our group attended. Between noon and a few minutes after, our guys and gals gathered: Ken and Skip Brown, Dave and Barbara Boerighter, Todd and Sheila Taylor, Steve and Maria Emley, Bill and Dot Shepherd, Bud Davies, Barry and Tracy Halsted, and guests Tim Alentiev and Terry Smith. The field was quite active with airplanes coming and going and with people looking at cars and aircraft eating, and listening to live

music. Seating was somewhat limited and the group split up somewhat for lunch, but we ran into each other during the rest of our time there.

July is the first of two months where people planning to enter EAA Chapter 430's Poker Run can stamp their entry forms with Washington Pilots Association Passport Stamps, available at a group of qualifying airports. At least four aircraft in our group stamped their entry forms at Concrete, and at least two also stamped their forms at the nearby Darrington airport. The Poker Run ends at Chapter 430's meeting on August 26, so there is still plenty of time for participants to collect stamps from five of the listed fifteen airports. There are some nice prizes, and the first prize is cash, based on the number of entrants. So please join in the fun and include your passengers! The more entrants, the bigger the first prize!

Summer is not over! We'll have more weather like today's so please join us at our future 2023 flyouts. Those Poker Run participants attending next month's flyout will be given a bonus card when the Poker Run cards are drawn at the meeting, so don't miss that one!

Barry

WHEN PLANE(T)S ALIGN — ERIK PETERSEN



As I was sitting in my home office thinking about all of the advice I had been given regarding finishing the Wheeler Express I bought back in 2015 and hauled back from Colorado, one phrase was king amongst them all, "do something on it every day". Having the airplane in Port Angeles living in Sequim, that would have meant at the least, spending an hour and a half driving to and from the airport, let alone the time spent actually working on it. For some families, that works and some retired folks, not so much for our dynamically, growing family. I came to the decision it was time to part with the Wheeler, nicknamed, "Hoffa".



The Wheeler had been moved so many times, Colorado to Toledo, Wa to Everett, Wa, to Arlington Wa, two different hangars then to Sequim then to Port Angeles where we had purchased a hangar. I had parts of it strewn throughout the state of Washington, the airframe in Arlington, now in Port Angeles, the engine and prop were in storage in Everett, instrument panel and miscellaneous parts in my office (man cave I) and garage (man cave II), Elisa started calling it "Hoffa". I collected pictures and wrote descriptions for the panel and airframe separately, I would hang on to the engine that is not quite assembled completely, more on that later. My plan was to sell the Wheeler, instrument panel and prop and start building the Cozy Mark IV plans I received from James Russell in a swap for a garage heater I had no need for.

Within a few days, the panel was sold to a guy over in Deer Park that built Glasair's and raced them. This panel would drop right in, probably too heavy for a racer. I figured, "Deer Park? That would make for a nice cross country." I asked James if he wanted to go for a flight over to eastern Washington, and he said, "sure!" You see, James is building a Cozy and I've been bending his ear a bit and he provides some inspiration to get started. Actually, the chapter inspires, amazing group of folks. James meets me at my place, we start flying to Deer Park and James tells me about this fella, Robert Woodward (not the one from the Washington Post). James continues to tell me he visited Robert a couple years ago to look at it and that he had started Phase 1 and put it away, that he was considering selling. "Interesting", I said to myself, not in the budget for this year, six hours later, James and I get back to Port Angeles.

The following Monday, I'm going through email and I get an email from David Orr, no, not EAA Chapter 430 David Orr that finished his plane in what is now the hangar for the Wheeler, the David Orr that tracks canards for sale and membership in the "Canard Squadron". I start telling him about Robert's Cozy and he asks to be connected. I email and call Robert from the membership roster. Robert calls me back and I'm telling him about David Orr, he thinks it's the David Orr that is in our chapter, I clarify. and asked Robert if it was okay to come out, sit in the plane to make sure I could fit and take more pictures to assist Robert in selling the Cozy. James asks if he could tag along, no problems there, then ask my lovely wife, Elisa and step-son, Cameron if they want to come along to see a cool airplane (well, they're all cool). Family outing it is!



[Pictured: Robert Woodward, James Russell, David Miller]

Saturday morning, James meets at our place so we can carpool, we started talking about Cozy's, we get down to the airport, of course, David Miller is down there, I invite him along for the lookie-loo session, or I thought. We get to Robert's hangar, he is three hangars down from me where the Wheeler sits waiting for completion. Robert has the hangar wide open and a beautiful Cozy Mark IV sitting inside. Ooing and awing commence. Pictures are taken, butts are sat in the plane, more pictures. It's a snug fit, it has thick cushion seats, I do fit. I get out, James gets in, I see Elisa shoulder to shoulder with Robert chit chatting numbers... I guess I had this look on my face, confusion on the face of everyone except Elisa.... She had just put us under verbal contract for Cozy Mark IV N767CZ! I don't really remember much else from that day, others will need to fill the gaps.





I recalled one of our newer members, technical counselor and A&P, Mike Niewiarowicz built a Cozy, a current A&P. I contacted Mike to ask if he would be interested in doing the condition inspection on N767CZ, he agreed, we set a date.

While eagerly awaiting Mike to return from business elsewhere, I posted and sold the prop in a day, I then received a phone call from a guy over at Arlington, very interested in the Wheeler. Mike returned from business, found a few things, nothing deal breaking nor being required for airworthiness. The following day, Mike and I each took the Cozy for taxi runs around CLM, runway is a little short for a canard with big guys up front. Done

deal! We wrapped up with Robert went back to my hangar wait for the freight company to pick up the prop headed for Hilton Head Island, SC. A half an hour after the prop left, in came a Glasair III RG down the hangar row, its our friend from Arlington come to look at the plane. I walked him through all the parts and where things stood, SOLD! That was one busy day at William R. Fairchild International.

End of story? Nope! The friend from Arlington asked about an engine, I told him that the IO-540 I have is not built and wasn't sure about selling it. He said he didn't care if all the parts were in a serviceable state. Well, right after the Young Eagles rally at KPIE...errr OS9, I receive a call from my friend in Arlington, he wanted to come inspect the engine. I arranged to pick him up at Sequim Valley. After about 15 minutes of looking at the engine, confirming there's no corrosion (still not sure how that was avoided after all the moving and storage unit stays), he makes me a fair offer and BOOM! Engine is sold.

Prop is gone, Wheeler and engine are sold and will be cleared out end of month and a new shining Cozy to sit in our hangar. Yes, we are keeping our share in 172BE. The only planet out of alignment is the one where Port Angeles is cut down to 2500 feet until October.

I sold the instrument panel to a man in Deer Park, who turned out to have sold the Glasair III RG to my new friend in Arlington who bought the Wheeler and engine, that is friends with the only other person that worked on my Wheeler other than me since in my possession in a hangar that Robert Woodward had worked on the Cozy before purchasing his hangar and when moving out of the hangar we now own, that matches our house number, David Orr finished his Zenith 701, not the David Orr that tracks canard aircraft up for sale. Amazing how this aviation world is connected

Thanks James, Mike, Robert, David Miller, and Elisa.

-ejp

GATHERING MINUTES — RICHARD HOWELL

Date: June 16, 2023

- Board Members Present: Ray Ballantyne, Rick Vaux, Richard Howell, Tracy Halsted, Barry Halsted, Erik Petersen, Elisa Petersen, Harry Cook, Dave Miller
- Absent: Scott Fitzgerald, Bud Davies, Andy Sallee
- President Ray Ballantyne called the Board Meeting to order at 0903.
- Agenda additions or corrections: none.
- Approve Minutes: BOD Minutes of May 2023 meeting were approved.
- Correspondence:
 - Ray had contact with David Leiting at EAA HQ regarding Chapter 430 receiving two (2) admission wristbands for Airventure 2023 as thanks and recognition for our most recent Flying Start event. For some time we've been trying to find folks who plan to attend Airventure this year as potential prospects for these valuable items.
 - We will announce availability of these bands at the June membership gathering and offer them at the Airventure Early Bird price-level.
 - If no takers, we'll auction them on Flights Above Pacific Northwest (FAPNW) Facebook group. Erik volunteered to manage that if and as needed.
- Reports & Status Update:
 - Vice President Rick Vaux - nothing new.
 - Secretary Richard Howell - nothing new.
 - Treasurer Tracy Halsted - we've received reimbursement of 430 YE credits to cover the cost of the LT-40 kit for our second workshop.
 - Membership Erik Petersen - reported 94 members and 11 running new members totals
 - Young Eagles Bud Davies (Tracy) - We've had to cut off registrations at 80 kids and have 8 pilots and 14 ground crew members. Dave Miller accepted being designated as "Air Boss" for the rally. A heads up that Mike Mason wing walking will also be flying at W28 after noon.
 - VMC/IMC Harry Cook - reported a lively meeting with 12 attendees
 - Flyouts Barry Halsted - reported a nice turnout for Tacoma Narrows, about 7 aircraft
 - July and August fly out airports will be included in the Poker Run, starting with Concrete (Mears Field) for the July destination on the same Saturday (July 15) as their *Old Fashioned Fly In* event. The August destination is expected to be Chehalis.
 - Poker run details will be announced at the June membership gathering and via email.
 - Scholarship Dave Miller - nothing new, but we noted that recipient Madeline Patterson flew with John Ward for the June fly out. She's completed a bunch of advanced ratings and is looking to possibly become a rotary pilot for the U.S. Coast Guard.

- Newsletter Elisa Petersen - reports things are in good shape.
- Old Business
 - Build N Fly (Rick Vaux) - workshop is on 2 week hiatus for Young Eagles rally and the membership gathering and will resume the following weekend. Participants have been invited to both events. The LT-40 model is being covered and could be ready to fly in mid-July.
 - Registration for the July Young Eagles rally opens on Sunday June 18 and will be conducted from the Port Townsend Aero Museum at Jefferson County Airport. (We are *not* going to enable the check box for parents to express interest (and expectations) for Eagle Flights at the event.)
 - Tool Crib move - Todd Taylor has offered a location at his hangar in Port Angeles. There's obviously some amount of stuff (about half) that should be separated and disposed of - one way or another. A review team needs coordination to help with evaluation, moving and to assist Todd with construction and preparation of a spot.
 - We need to determine how best to apply our remaining 420 YE credits. There are some items for Build N Fly we need - another R/C Radio and battery charging equipment are possibilities. If we have left over credits, they could be transferred to another chapter.
- New Business
 - Program Survey - content pretty good! Future programs tentatively include:
 - June - Judy Stipe (Sequim Museum & Arts) - History of Sequim Airports
 - July - open
 - August - open
 - September, possibly Mike Friend (EAA 406) to talk about their eXenos youth project (and possibly meet sometime w/EAA 406 folks to tour PTAM?)
 - October, possibly Marc Zeitlin - about his Cozy Mk IV
 - Our mail server setup was reviewed by Scott F., Andy S. Erik. P. and Ken B.
 - Mailchimp backups for Scott include Andy S., Erik P. and Ken B.
 - Wordpress backups for Andy include Erik P. and Elisa P.
 - Erik Petersen anticipates hosting another 3D printing workshop, likely sometime in mid-july.
 - Ray, Tracy and Barry will be absent for the June gathering. Rick V. will lead. Food is ok. Kevin and Charlie Tracy, along with Linda Runion for setup with Todd T. and/or Dave M. to handle the burgers on the new griddle.
- The meeting was adjourned at 1020.

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