



CHAPTER 430



SEPTEMBER 2023

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Upcoming Events

September

21 – BOD **10am**, Mariner Cafe

30 – 9:30am Gathering, W28 Hangar 15,
Pancake Breakfast

October

11 – VMC/IMC, 7pm Mariner Café

20 – BOD 9am, Mariner Café

28 -- Gathering **CLM** (Port Angeles William R.
Fairchild Airport Conference Room)

FROM THE LEFT SEAT — RAY BALLANTYNE

You can feel the change in the air as we transition into fall weather. But there's still time to get out and fly to some great destinations. Lisa and I just got back from the WAAAM flyin at Hood River, OR. The flying weather was fantastic, lots of great airplanes that flew in and were on display, and we got to meet old friends.



We all missed not having Air Affaire, but there were other events like the Unity of Effort first responder gathering and Diamond Point Airport Appreciation Day. August was also filled with gathering airport stamps to compete in our second annual poker run. It was fun to all sit at the poker table and play for the best hand which was won by Richard Howell (who needs the money to fuel the Sling II). Barry is working to have EAA406 join us at our next event.



We have so many members who spend considerable time, money, and effort to advance the accomplishments of our chapter. Although he will cringe when he reads this, I would like to remind you of all the things that Rick Vaux has done to advance our mission. Rick joined the EAA430 Board of Directors as Vice President in January 2021 (although some say he wasn't in the room when he volunteered). Right away he started working on plans for an Adirondack chair for the Blue Barn in Oshkosh and a pancake machine. The chair was built, sanded and painted, and had a logo sign designed and developed. Then he personally drove over 4000 miles to deliver it during 2021 AirVenture (including a mechanical adventure in Billings). In 2021, Rick took the lead to take a donated ultralight

helicopter and turn it into cash for the chapter. This took at least one round trip to Willowa, OR. In addition to attending every public meeting of the chapter, he led the setup detail for Air Affaire last year and has been a vocal advocate for an A&P scholarship candidate. He authored a column in this newsletter for a couple of years and recently joined with the Maker Lab to start a youth model airplane building project. He's hoping they will fly the airplane they built very soon. Thanks, Rick, you make a huge difference. Speaking of volunteers, Kevin and "Charlie" Tracy have

agreed to lead our chapter food events. Thanks for stepping up to help, and congratulations to Kevin on his recent retirement!

It's energizing to work with such great people. I'm always proud to wear my EAA430 logoware. Speaking of which, we're looking for someone who would help us with ordering merchandise like shirts and hats that can be embroidered. Let me know if you would like to help, and until next month let's slip the surly bonds of Earth every chance we get.

Ray

Welcome New Members, Sid Vandiver, Melissa Laird, Daniel Camper II, Norm Nelson, Myla Gloor-Nelson, and Nathan Nelson! We'll have proper introductions of Sid, Melissa and Daniel in a future newsletter. Let me introduce, Norm, Myla and Nathan...



12yo Norm at the Old Rhinebeck Aerodrome, ready to ride in their 1929 New Standard D-25

GETTING TO KNOW NORM NELSON, MYLA GLOOR-NELSON, AND NATHAN NELSON

This summer has been great for welcoming new members. Norm and Nathan have been regulars at the general meeting along with helping members with new tech solutions (laser cutting templates for composite construction).

Here is their story told by Norm Nelson.

- Myla and Nathan were both born here. Myla grew up in Sequim until age 14, then her family spent 6 months in Arizona after which they moved back to WA state – but to the greater Seattle area, not here in Sequim. However, they always retained their small family farm in Sequim. Myla went to high school in Seattle and moved back to the Olympic Peninsula at age 21, and has been here ever since. I was born and raised in Rhode Island, then lived and went to college in Maine. After college I moved to Seattle and then to lower Sequim Bay in the year 2000.

- Nathan has always had some interest in flying, and we would take him to the airport appreciation days and he would check out all the airplanes and see the Young Eagles booth and ask about it, before he was old enough to participate. He had flown in GA aircraft a couple of times as a young kid (but doesn't remember it) and then he eventually got his first Young Eagles flight from you in your 172 (Erik in

N172BE)! After that flight and the corresponding Sporty's video series that comes with the membership, he sat down and watched every video. Then he wanted to try a simulator, so we got X-Plane and borrowed a yoke and throttle quadrant from a friend and Nathan did that over this past winter. He's been lucky enough to participate in a handful of YE flights since then, and a few flight lessons, too. Myla doesn't have a huge interest in aviation, but she does like flying and going places.

I have had an interest in aviation since I was a kid. My paternal grandfather was a crew chief in the Army Air Force at the end of WWII, and later was a private pilot, and owned a J-3 Cub and then a Globe Swift (which he restored) – but that was all before I was old enough to fly with him. He was an influence on my interest in aviation, would bring me to the airport and to Old Rhinebeck Aerodrome in the summer, and helped me get one of my first jobs – which was at an FBO at our local airport (North Central State Airport, KSFZ).

- I joined the Junior Naval Air Cadets at age 15 and attended ground school with them every Friday night for a couple of years. I soloed when I was 16, but then went away to college when I was 17 and never completed my private pilot training. I would love to complete that some day. As I mentioned above, Nathan has taken a few lessons already, and wants to become a pilot. At 12 years old, he's still a bit young to invest in lots of training, but he has started his own spice mix company and is saving all the profits from that for flight training and schooling. He is also on the waiting list for the Port Townsend Aero Museum youth program, and he's looking forward to working with them.

- I'm interested in working on or building any sort of aircraft. I'm probably most interested in metal aircraft, but that might be because I spent 25 years in the composites industry and taught advanced composites for a few years... and I'd like to learn something new. If I was going to build a plane for myself, it would probably be some sort of larger bush airplane, like a 4-place Super Cub or a Maule variant, I have seen info on a couple of Experimental ones that look really interesting. Two-place planes are cool, but I would love to be able to fly the whole family to places around the PNW. My grandfather passed long ago, but his J-3 Cub is currently a bare frame hanging in his friend's machine shop, and Nathan and I think that restoring that could be a cool project to take on at some point – but also realize it would be a big undertaking and a labor of love (ie., in the end, likely not worth the money it would take to get it airworthy)

- I have very little aircraft construction or maintenance experience, other than the composites teaching mentioned above (in which we practiced lots of repairing composite panels for commercial aircraft). Many years ago at the FBO, I did occasionally help with small things – brake jobs, etc. on rental Cessnas (always overseen by the A&Ps), and I have recently helped an IA do annuals on a few planes and got my hands dirty on a radial engine for the first time. I have a bit of hands-on mechanical experience... I've always been a tinkerer and “maker”, I was a process engineer, so I've worked on all sorts of processes and machines and have designed and built a few of my own.

- For hobbies, Nathan and I both enjoy woodworking, electronics, fishing, the outdoors and many other things. Myla enjoys gardening and cooking, I enjoy butchery and charcuterie. I also have a sawmill and enjoy running that and turning trees into lumber. I enjoy drafting in CAD and programming for CNC machines, too. I like metal machining and have run CNC milling centers and routers as a part of past jobs. Nathan has a small CNC laser engraver / cutter and we've been experimenting with that lately at home.

- The only EAA events we've attended have been the Young Eagles events. I remember reading about Oshkosh and dreaming about seeing that years ago, but none of us have ever attended.

- We are definitely interested in attending local chapter activities. Nathan has interest in the build-to-fly program, he has built an electric-powered R/C model Piper Cub from scratch out of hand-cut foam board and hot melt glue. He was interested in your 3D printing workshop, but we had guests in town that week and the timing didn't work out with them here. We would be interested in volunteering to help with the Young Eagles events.
- We hope to contribute by being a part of the club, volunteering to help with club activities, and if any builders need help with certain steps/aspects of their builds, we'd be interested in helping where we can.
- Through our membership with the EAA chapter, we hope to learn more about the local aviation community, and to help strengthen it.



12yo Nathan on a YE flight



11yo Nathan on a YE flight



10yo Nathan with his homemade R/C Cub



10yo Nathan running our sawmill



5yo Nathan in front of a Beech C-45



4yo Nathan asleep in the back of Uncle Steve's Piper Lance

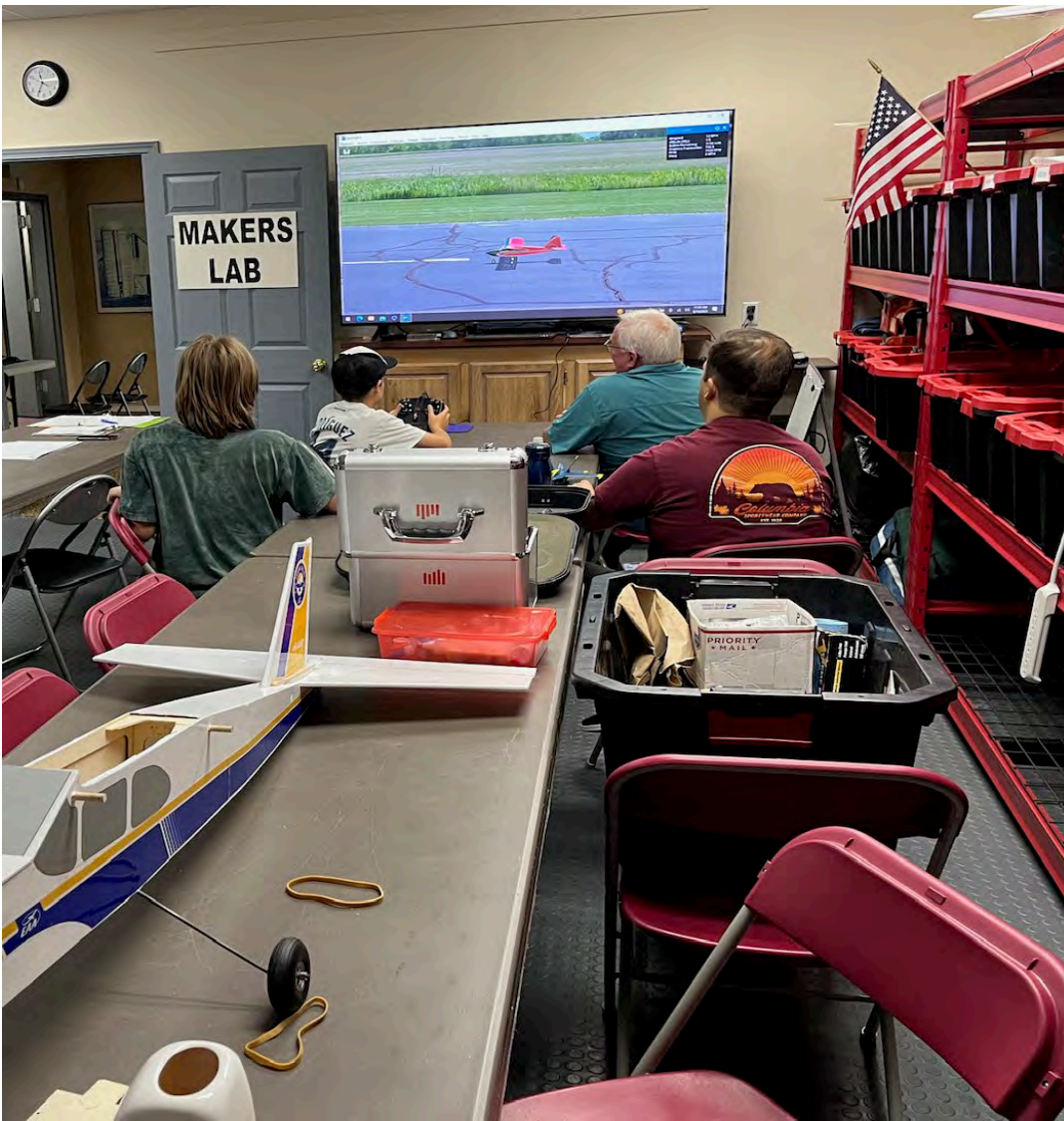


My grandfather with his Globe Swift (which he restored)



My grandfather working on a C-47 in Guam

build and fly



MORE ABOUT MOSAIC – ERIK PETERSEN

With less than 40 days to go in the comment period for MOSAIC, **M**odernization **O**f **S**pecial **A**irworthiness **C**ertification, the window is closing to be heard (October 23rd).

Dan Johnson, Light Aviation expert, has been sifting through the MOSAIC proposal and breaks it down on video for visual learners like myself.

[Mosaic...What's In It For You? 0923 - YouTube](#)

Referenced in the video is a document that has been indexed and decorated to ease navigating the 318 page proposal, you can download it here:

[MOSAIC-NPRM-Study-Guide-Version-1.0.pdf \(planeandpilotmag.com\)](#)

Go! Be heard, add your valuable input!

Curious about what the MOSAIC Notice of Proposed Rulemaking would change for sport pilots and light sport aircraft?

Learn more from these charts:

Sport Pilot		
	Current	MOSAIC (July 2023 NPRM)
Aircraft privileges	Airplanes, gliders, lighter-than-air (LTA), powered-parachutes (PP), weight-shift control (WSC), kit-built, gyroplanes	Airplanes, gliders, LTA, PP, WSC, gyroplanes Some helicopters and other types with simplified flight controls
Max seats	2 (2 occupants)	4 (2 occupants)
Weight	1,320 lbs (land)/1,430 lbs (sea)	N/A (around 3,000 lbs based on other parameters)
Max stall speed clean (V_{s1})	45 knots	54 knots for airplanes, 45 knots for other types if applicable
Max airspeed level flight (V_h)	120 knots	250 knots
Powerplant	Single reciprocating engine	N/A (for airplanes, only single engine rating available)
Propeller	Fixed or ground-adjustable	Fixed, ground-adjustable, automated, or manually controllable-pitch with endorsement
Landing gear	Fixed (except glider/water)	Fixed, or retractable with endorsement
Pilot endorsements	N/A	Manually controllable-pitch prop, retractable gear, complex, night
Medical	State-issued driver's license, most recent medical not denied/suspended/revoked/SI withdrawn	State-issued driver's license, most recent medical not denied/suspended/revoked/SI withdrawn, current FAA medical certificate or BasicMed required for night only
Limitations	Day VFR at or below 10,000 MSL	Day or Night VFR at or below 10,000 MSL (night requires endorsement and a current FAA medical or BasicMed)

Light-Sport Aircraft		
	Current	MOSAIC (July 2023 NPRM)
Aircraft class	Airplanes, gliders, LTA, PP, WSC, kit-built	Any
Max seats	2	4 seats for airplanes, 2 seats for other types
Max weight	1,320 lbs for land-based, 1,430 lbs for amphibious	N/A (around 3,000 lbs based on other parameters)
Max stall speed clean (V_{s1})	45 knots	54 knots for airplanes, 45 knots for other types if applicable
Max airspeed level flight (V_h)	120 knots	250 knots
Powerplant	Single reciprocating engine	Any
Propeller	Fixed	Any
Landing gear	Fixed (except glider/water)	Fixed or retractable
Commercial activities	Flight training	Flight training, aerial work
Alterations	All alterations approved by manufacturer or person approved by FAA	Minor alterations allowed without authorization from the manufacturer or person approved by the FAA

POKER RUN: BARRY HALSTED



The 2023 EAA Chapter 430 Poker run began at the beginning of July. At that time the event was announced and an entry form which included the game's rules was presented. During the months of July and August those wanting to be contestants were required to visit at least five of fifteen airports listed on the entry form. These airports all participated in the Washington Pilots Association (WPA) Passport program. This program, like the poker run, was designed to encourage pilots to get out and fly in the beautiful state of Washington. The listed airports all had WPA passport stamps available on site, and poker run contestants were required to stamp their entry form with the stamps as they visited these airports. Naturally it was assumed that there would be a mad scramble to fly to these airports and the locations were selected to help avoid crowded skies.

Our chapter plans a flyout each month, and the flyouts for the months of July and August were on the poker run list. People attending those two flyouts needed only three more stamps, and qualifying airports were available going to and from our July and August destinations. By the August flyout time most contestants had already picked up their passport stamps and crowded skies were not a concern. So to further entice folks to attend, there was a bonus reason for attending the August flyout.

At the end of the August chapter meeting eleven people had met the poker run requirements; perhaps crowded skies were not an issue. These eleven contestants gathered around the “poker table” where Tracy Halsted, wearing her dealer’s visor, dealt five cards from a poker “shoe” to each. Those attending the August flyout to Chehalis were then given an additional (bonus) card, and after determining which five cards to keep, returned one of their six to the dealer. Finally, contestants that thought they could come up with a better poker hand were allowed to return up to three additional cards, then purchasing new ones to replace them. Most opted to try bettering their given hand...

The first place winner Richard Howell split the pot with the chapter. Second place winner Ray Ballantyne won entrance to the Olympic Game Farm for four people. Third place winner Barry Halsted won a Costco gift card. Additional players included Erik Petersen, Elisa Petersen, John Ward, Todd Taylor, Lisa Ballantyne, Harry Cook, Emily Westcott and Ernie Hansen (represented by a proxy).

All in all we had fun having a special reason to fly to old and new places and to behaving like kids at the event’s poker table!

Barry

GATHERING MINUTES:

Date: Aug 26, 2023

- Meeting social and sign-in 0930.
- Chapter President Ray Ballantyne called the Membership Gathering to order at 0958 at Sequim Valley Airport, Hangar 15
- Barry Halsted led The Pledge of Allegiance to the Flag with 44 members and 4 guests attending
- Guest(s): Herb Taylor, Raymond Warriner and son, Richard Pearlman
- July Gathering minutes were approved as written.
- Correspondence: Steve Backe offered a Croix CX-9 Turbine paint sprayer to the tool crib. All remaining surplus items are available today, for free take away. Last chance.
- Old Business
 - Vice President Rick Vaux reported on our chapter Build and Fly program.
 - We’ve had 4 kids and at least one and often both parents in regular attendance.
 - There are 2 sessions left - the R/C LT-40 Kadet plane is done, except for final adjustments.
 - Simulation training is going smoothly.
 - The kids and the plane will take to the air in the first half of September.
 - Rick thanked the program volunteers - Mike Niewarowicz, Kevin Tracy and Richard Howell. Many thanks to Tracy Halsted for managing the details of the required paperwork and accounting.
 - Ray summarized our successful Young Eagles season - 139 kids flown, by 25 pilots and the dedicated ground crews. Special thanks to the pilots who shared their beloved aircraft

and covered their own expenses to make the flights possible. Remarkable. Ray especially acknowledged and thanked Bud Davies and Tracy Halsted for their tremendous contributions of time and effort to coordinate the events.

- Ray reported that the treasury has \$4142 in the general fund, \$10522 for scholarship and \$484 in the building fund.
- Membership Director Erik Petersen heralded 5 new members, for a total of 99. New members in attendance included: Norm Nelson and son Nathan, Sid Vandiver, Melissa Laird.
- Scholarship Director Dave Miller reported that Daniel Weaver has graduated and was an award winner for his aircraft engineering-related project. Port Angeles airport runway construction continues.
- Fly Out Director Barry Halsted reported the August destination - Chehalis (KCLS) - was somewhat more lightly attended than the original expectation, but still a good time was had by 9 folks and was a bonus destination for the chapter Poker Run.
 - Choice of the September destination is pending.
 - Note that the Hood River Fly-In (and WAAAM) is (Sep 9 - 10), Reno (Sep 13 - 17)
- New Business:
 - First responders event and Diamond Point Airport Appreciated Day were well received.
 - No Air Affaire this month - but next year...
 - Ray reported that all Class I directors have offered to continue for another 2-year term. This means that a nominating committee will not be needed, but he invited any eligible chapter member who may be interested in serving in one of the Class I director positions - President, Vice President, Treasurer or Secretary - please contact Vice President Rick Vaux (or any other BOD member) at your earliest opportunity.
 - Reminder - Chapter 430 logo patches are available (at the gatherings) for \$5 each. *Copy Cat Graphics* has the chapter logo and can add that to apparel and merchandise you may wish to purchase on your own.
 - A ground school prep class get-together, for those interested, is coming soon.
 - Member James Russell is working to identify (and establish) a remote emergency landing zone in the vicinity of Old Gardiner Rd. If you have interest or ideas, please contact him.
 - Dave Miller is on the verge of taking delivery of a brand new Legend Cub and has offered his half-ownership of a beautiful Piper J3 Cub (Wag Aero experimental) for sale - \$20k.
- Project Reports
 - Harry Cook - Sonex Waix B, wingtips, finger injury (ouch!).
 - Richard Howell - Sling 2, phase 1 flight testing.
 - Dave Moffitt - RV-12, airworthiness certificate in-hand!! It's an airplane!!! What now?!
- The business portion of the meeting was adjourned.
- Bud Davies shared his experiences and photos from this year's Air Venture. Of particular interest was a pilot who, after exhaustive preparation and planning, intentionally landed his airplane without power - **AT NIGHT!!!**
- Participants in the Chapter Poker Run gathered around a table to play their hands. (Expect a complete report at our next gathering)
- Once again, our Burger Bash was a hit. Kevin and Charlie Tracy, Joan Miller, Linda Runion and others hosted coffee, treats, condiments and other wonderful goodness. Dave Miller and Todd Taylor teamed up at the grill. Thank you all!!

Respectfully submitted,
Richard Howell, EAA 430 Secretary

BOARD AND DIRECTORS 2023

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	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		techriv@eaa430.org