



## CHAPTER 430



# JANUARY 2024

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### *Upcoming Events*

#### January 2024

**23 – Drive-in (No need to fly) Big Elk Restaurant, Sequim at 12 p.m.**

**27 – EAA General Meeting: Social time at 9:30 a.m., meeting begins at 10 a.m.**

Join in person if you can to enjoy what the Hospitality team has put together; there is a Zoom option this month as our guest speaker is remote. See “Guest Speaker” article for details.

#### February

**14 – VMC/IMC**

**16 – Board of Directors**

**24 – Northwest Aviation Conference and Trade Show (Puyallup, WA)**

#### **SAVE THE DATE for Young Eagles**

**June 1 – Sequim**

**July 13 – Port Angeles**

**September 21 – Sequim (contingent on weather June 1)**

# FROM THE LEFT SEAT —RAY BALLANTYNE



Welcome to 2024! We made it past the holidays and parties – and what a party we had at the EAA430/CCPA holiday gathering on December 9th!

Over forty people were treated to hors d'oeuvres, a cash bar, served a meal of their choice with dessert. Although Santa couldn't join us this year, the Toys for Tots table was overflowing with good looking toys. During the meal, our own Bud Davies joined his fellow singers "No Batteries Required" to sing some traditional and some not-so-traditional holiday songs. Then I had the distinct honor of recognizing some of the people who made this such a great year: The Build and Fly boys – Rick, Mike, Kevin and Richard all received "Pilot your own adventure" socks. There were National EAA certificates and pins given to most of the board members and Young Eagle ground volunteers. The Flyout and VMC/IMC coordinators each got a cool logoware fleece, and Young Eagle coordinator Bud Davies received a custom-made aviation quilt with "Bud's Uber Air Coffee and Pizza Delivery" banner. Joan Miller and Tracy Halsted were presented with aviation scarves for their efforts going above and beyond. Tracy was later recognized as our Most Valuable Person and given the MVP pin and certificate.

Lisa and I had an unexpected offer from our son Dan to join him in a trip to the Bahamas for Christmas in his Glstar Sportsman. We met at Pompano Beach, FL and headed out over the water to Hawks Nest resort on Cat Island. We had a wonderful stay right across from the runway and did some daily trips to other islands. It is always an adventure to go places in GA airplanes!

The greatest Christmas present the chapter ever received came recently. We were presented with a check for \$100,000 from Francis J Lyon. The building committee and board of directors are busy thinking up ways to spend the money 😊 Before any money is spent, however, you will be in the know about what is proposed and given an opportunity to comment.

I'm sure looking forward to the coming year. I hope to make it to Alaska and Oshkosh, in addition to as much backcountry camping as possible. I just installed a WAAS GPS navigator in my GlaStar, and it's ready and anxious to go aviating! As Dr Suisse so eloquently wrote: "Oh! The places you'll go. You'll be on your way up! You'll be seeing great sights! You'll join the high fliers who soar to high heights."

*Ray*



# LEAPING BACK UP FROM THE ROCKING CHAIR

Dear Friends

Hello once again, Troopers. I was asked to write an occasional column in this newsletter, so standby while I knock the rust off of this keyboard.

Before we get too far into this project, I need to thank all of you for the wonderful support and encouragement shown to me when I received the Master Mechanic award. Working and flying airplanes all these years has been a dream, but without you, they are just aluminum, steel, plastic, and fabric.



Recently I have been thinking a lot about my career with it's highs and lows. The lowest of lows are the friends I have lost. I would like to list them here because I miss them, and to introduce the subject of this column.

5 killed. Helicopter VMC into IMC Controlled flight into Terrain.

1 killed. Instructor in IMC (Blizzard)

1 killed. Lawyer. Controlled flight into terrain. IMC Lake Tahoe.

2 EAA members stall/spin on base to final turn.

Makes grim reading. It would be tragic to add to this list.

When military pilots are in combat training, they establish a "Hard Deck", an altitude they will not go below while maneuvering. We as pilots should make our own Hard Deck limits, for instance: What minimum fuel do we feel safe with for the proposed flight? Am I comfortable with the route MEA for the weather conditions? Max crosswind components I will accept. What are my personal VMC visibility and ceiling limits? Think about all the limits you are comfortable with, and make a list for each airplane you fly. In the scheme of things, if you miss an appointment by a day, it won't matter if you are safe on the ground.

One of the greatest freedoms we enjoy with Experimental aircraft is the ability to construct our machines of any materials or processes we want. Most kit suppliers provide the proper components for building safe aircraft. But what about designer/builders or plans builders? It has taken more than 100 yrs to develop materials and parts for Certificated aircraft, and even though expensive, it is my opinion that Aircraft Quality components should not be substituted for in Experimental airplanes. What am I referring to? Let's talk.

## Steel-

Use only 4130 chrome/moly. Light and strong. Welds well with any process, even stick welding if person welding is experienced. Available in many shapes and sizes.

## Aluminum Alloys-

2024t3- High strength, not good for welding, poor corrosion resistance when not clad with pure aluminum. Use for fuselage skins, bulkheads, ribs, etc.

6061t6- Medium strength, good corrosion resistance , good weld ability. Use where parts require a certain strength and corrosion resistance.

7075t6- Good high temp strength (below 150 deg. C), good low temp strength, poor welding, and stress corrosion cracking. Used for upper/lower wing panels, stringers, etc.

Hardware- For many reasons, please only use AN/NAS or foreign equivalent hardware.

Finally, let's talk a little about wood and fabric aircraft. Sitka Spruce, Douglas Fir, Baltic Birch or Mahogany plywood should be used. As for fabric covering, there are many systems available. Be sure to use all the recommended procedures and materials for your chosen application.

In April, 1995, famous racing pilot and aircraft designer Steve Wittman and his wife were killed when their O&O Special broke up in flight. Investigation showed that fabric on the wings had not been installed in accordance with the Poly-Fiber covering and paint manual. Wing plywood was not treated with Poly-Brush compound. Accident cause- Aileron-wing flutter induced by separation at the trailing edge of an unbonded portion of wing fabric at an aileron wing station. Debonding of wing fabric was a result of improper installation. Aircraft total time=208 hrs.

When I walked into the shop at my A&P school for the first time, I saw a sign with this quote by early British pilot, Capt. A.G. Lamplugh, "Aviation in itself is not inherently dangerous, but to an even greater degree than the sea, it is terribly unforgiving of any carelessness, incapacity, or neglect." This quote has served as my guide for more than 50 yrs.

Thank Y'all for joining me around the campfire, Troopers (and Troopers ladies).

Rick Vaux  
TC4130

## ANNUAL DUES BLUES

It can seem hard to respond to all the requests for money from the organizations we belong to: association dues, taxes, subscriptions, registrations, charities, etc. After paying off all the Christmas bills, the end-of-year bills, and beginning-of-year bills, etc., I do not think it is unusual for people to get a little tired of funding subscriptions/dues for multiple aviation organizations. Renewals may include AOPA, EAA, WPA, RAF, EAA 430, Port Townsend Aero Museum, and others. While there's no question everyone gets a lot of requests for money this time of year, every one of these organizations does something unique for aviation.

So don't forget the EAA430 dues are due for 2024 at \$20 for an individual or \$25 for a family. Rick Vaux will have a table to collect your dues at the Saturday gathering on January 27th. You can also mail a check to POB 13 Carlsborg, WA 98324 or via PAYPAL.



## HISTORY: HAZEL YING LEE

“Hazel Ying Lee loved to have fun. She liked playing pranks, and some described her as hilarious. She was also adventurous and athletic, enjoying swimming and playing handball. But maybe most of all, Hazel was courageous and loved flying planes. About Hazel's love for flying, her sister said she "enjoyed the danger and doing something that was new to Chinese girls."

Hazel was born to Chinese-American immigrant parents in Portland, Oregon, in 1912. At nineteen, Hazel watched a friend fly. That experience marked the beginning of her lifelong love. She saved money and, with the financial help of the Portland Chinese Benevolent Society, earned her pilot's license, making her the first Chinese-American woman to earn one.

Wanting to put her aviation skills to good use, Hazel accepted an invitation to become a Women Airforce Service Pilot for the U.S. during World War II. The program had been created to add more pilots for the U.S. in the war effort, though these female pilots were non-combat, focusing their efforts on testing and ferrying aircraft and training pilots. They were also not officially considered part of the military and thus received no military benefits. Hazel joined as the first Chinese-American pilot.

Hazel's attitude towards the work was described well by a fellow pilot — "I'll take and deliver anything." "Calm and fearless," she had a great attitude and brought her sense of humor to the job. After an incident in which her plane went down in a farm field and a person on the ground mistook her for an enemy Japanese combatant, Hazel shared the story with her fellow pilots to exuberant laughter and continued her work proudly supporting the U.S. war effort.

Sadly, however, on November 23rd, 1944, while flying in bad weather in North Dakota, she crashed with another plane upon landing. She suffered severe burns, and two days later, she passed away. Hazel was buried next to her brother, a U.S. soldier who was killed while fighting in France three days after Hazel's passing.

Of the 38 female pilots to die during WWII, Hazel was the last one.”

Reprinted from Historical Snapshots Group, Author Unknown, Facebook Group [\(1\) Facebook](#)



# GUEST SPEAKER FOR JANUARY

## MARC ZEITLIN

If you know anything about canard aircraft, you probably know the name, Marc Zeitlin. Marc graduated from M.I.T with a M.S. in Aeronautical Engineering“. In aviation, Marc has worked for Scaled Composites, ICON and Burnside Aerospace. Marc was also official support for the Cozy Mark IV for Aircraft Spruce and continues to support the canard community in various ways making us safer. Marc lives in southern California with his wife Deanie while their adult son is off making his mark on the world. You can read more about Marc here: [Marc J. Zeitlin Home Page \(mdzeitlin.com\)](http://mdzeitlin.com)

Marc will be presenting to us from California via Zoom.

**We would prefer that you join us in person at the William R. Fairchild meeting room if you can and enjoy the food, snacks, and beverages our Hospitality team/volunteers put together;** otherwise, please join us via Zoom:

**Gathering** and socializing start time: **9:30am**

**Zoom** Start Time: Jan 27, 2024 09:45 AM Pacific Time (US and Canada)

### **Join Zoom Meeting**

<https://uso6web.zoom.us/j/84022773628?pwd=RYmLG7fVxhiHE5wa8zOIsbCCRHbWNp.1>

Meeting ID: 840 2277 3628

Passcode: 649483

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# BOARD AND DIRECTORS 2023

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<b>Position</b>	<b>Name</b>	<b>Phone Ext</b>	<b>Email Address</b>
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Secretary	Richard Howell	3	secretary@eaa430.org
Treasurer	Tracy Halsted	4	treasurer@eaa430.org
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