



CHAPTER 430



APRIL 2024

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A flight attendant providing preflight instructions to commercial passengers...

"In the event of a sudden loss of cabin pressure, masks will descend from the ceiling. Stop screaming, grab the mask, and pull it over your face. If you have a small child travelling with you, secure your mask before assisting with theirs. If you are travelling with more than one small child, pick your favourite" – source unknown

Upcoming Events

April 27 – Gathering W28 hangar 15, 10a.m. lunch served following.

May 8 – VMC/IMC at Mariner Café, 7pm

May 8 – Barry Halsted is presenting at the Bremerton EAA 406 Meeting, 6pm

May 17 – BOD at Mariner Café, 9am

May 18 – Flying Start at CLM, 1pm

May 25 – Gathering W28 Hangar 15, 9:30 or 10am (Bfast/Lunch TBD)

SAVE THE DATE for Young Eagles

May 18 – Paine Field (Chapter 84 needs pilots): e-mail youngeagles@eaa84.org

June 1 – Sequim

July 13 – Port Angeles

September 7 – Port Townsend

September 21 – Sequim (contingent on weather June 1)

FROM THE LEFT SEAT –RAY BALLANTYNE

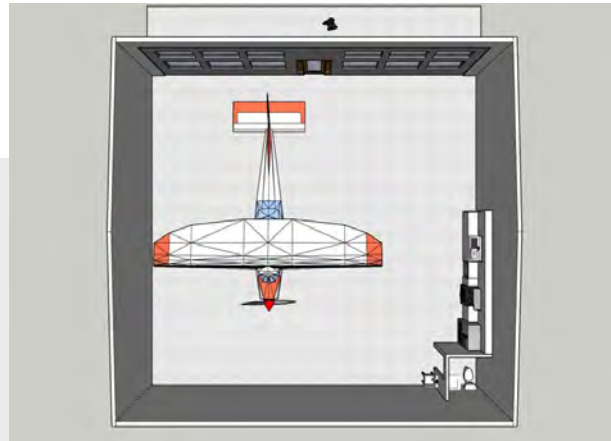
EAA430 is a strong and vibrant chapter providing youth centered, educational and aviation activities. We have made a huge impact in young lives. Recent examples of this include Madeline Patterson, who received financial help from us, and will soon graduate the University of North Dakota and realize her goal of flying Coast Guard aircraft. Gunner Rogers, about to graduate Forks High School, came to us at two Young Eagle events last year and decided he was going to be an airline captain. Scholarship chairman David Miller applied for the chapter and was approved to administer the Ray foundation scholarship. As our first candidate, Gunner's application was approved this month to the tune of \$6600! He is already flying cross-country by himself!

The biggest obstacle we face in increasing our youth outreach is a centralized location – a place of our own. Also, we need a nice, warm, convenient meeting place. The good men and women of EAA430 have been wandering from place to place for 50 years. It's time to enter the promised land.

Things have come together to provide us that opportunity if we step out boldly. With the donated monies we've received recently, we have found a location on Sequim Valley airport, decided on a design, and think we can actually start building this year!

The building committee evaluated many of the options available and came to the conclusion that an R & M steel building 50 x 40' wide with a one piece 45 x 12' lift door would give us plenty of room and allow the option of having an aircraft in the building. The committee has contacted two contractors for estimates and are waiting for a response. We expect the estimates will be in excess of \$150,000.

Here are some drawings of what the building could look like:



It's evident that more funds will be required. Depending on the amenities we might be able to choose, an additional \$70,000 could be expected. The board has never considered taking a loan. If we can't pay for it we'll wait for it.

We're hoping you will see the value of having an organization that keeps aviation alive and active and that you want to help build our clubhouse. Francis Lyon and an anonymous donor have provided us dollars to start our dream. The vision of our own meeting place is now very close to being realized. We want everyone to join in at whatever level they can to bring this project to life and now is the time.

Will you help us build our home?

Top Gun foundation builders \$10,000 and over
Maverick monster door builders \$5000-\$10,000.
Goose wall builders \$2500-\$5,000.
Top cover builders \$1000 to 2500
Supporters \$500
Contributors \$100.

This is an opportunity to leave a legacy on the Olympic Peninsula and to our aviation community. Please join us to make our dream a reality.

Ray

SUN'N FUN AEROSPACE EXPO 2024

— MARY 'SKIP'
BROWN

Ken & Skip Brown attended Sun'n Fun Aerospace Expo in Lakeland, Florida as guests of the Silver Wings Fraternity. An invitation was sent to all 1800 UFO members to visit us at the Silver Wings Cottage, just across the road from the EAA tent and next door to the QB cottage. It was great fun to meet and greet everyone and watch the amazing air show.





**UFO Prez (Ken)
Silver Wings Prez (Dennis).**



**Ken at the Cottage waiting for
UFOs**



Taking refuge from the rain



Ken & Bill kibitzing about airplanes



**Jeanne & Ernie Hansen
Keith & Adine Kretschmer**



Gordon Tubensing stopping to say



Bill Shepherd, Adine & Keith Kretschmer

KNUW Air Traffic Control Brochures

The following handout was issued by LCDR R. M. Connell, Installation Aviation Safety Officer, Naval Air Station Whidbey Island and to be shared broadly for those that fly the airspace. This does not come through official FAA channels and information consolidated here is public, most that can be found on your charts and chart supplement or FOIA. Do note that while on mission in hot zone

KNUW Class Charlie Airspace

Naval Air Station Whidbey Island (NASM) is the largest and most complex Class Charlie airspace controlled by the U.S. Navy. Whidbey Approach controls more than 2,200 square miles of airspace in the northern Puget Sound, to include airspace below 9,000 feet MSL and approaches into 7 airports, with an additional 8 non-instrument airports underlying our airspace. Whidbey Approach also provides flight following to VFR traffic as workload permits.

The Whidbey Class Charlie mandatory participation area extends from surface to 4,000' MSL within 5 miles of KNUW, and the outer shelf extends from 5 miles to 10 miles from KNUW, 1,300 MSL to 4,000 MSL, excluding a sector from 345 to 050 covering most of Skagit Island and the Twin Bridges, from 2,000 MSL to 4,000 MSL. Aircraft operating within the confines of the mandatory participation area require two-way radio communication with Whidbey Approach and an operable Mode C transponder unless explicitly authorized by ATC.

Whidbey Approach provides IFR approach services for the following airports

- Delaurentis (OKH) Skagit Regional (BVS)
- Friday Harbor (FHR) Jefferson Co. (0S9)
- Orcas Island (ORS) Port Angeles CGAS (NOW)
- William R. Fairchild (CLM)

Alert Area 680 covers a 3 NM radius overlying KNRA from surface to 3,000 MSL.

Caution is required when operating near A-680. Pilots are requested to avoid the area if military aircraft are observed operating at KNRA.

KNUW Class Charlie Airspace and Alert Area 680



Naval Outlying Field (OLF) Coupeville (KNRA) is a restricted airfield 10 NM south of KNUW designated for carrier-based aircraft to conduct simulated aircraft carrier landing operations (Field Carrier Landing Practice, FCLP). FCLPs are conducted during day and night conditions year round. Aircraft may transit between KNUW/KNRA up to 2,500 feet MSL.

Aircraft conducting FCLPs may not utilize transponders and will not appear on TCAS or ADS-B. Maintain a vigilant lookout for other aircraft.

Whidbey Approach does not broadcast notifications or issue NOTAMS for FCLP operations at KNRA or KNUW.

Military Training Routes (MTR)

Numerous MTRs exist in the Pacific Northwest for various aircraft types and training requirements. Scheduling authorities for local area routes are NAS Whidbey Island Range Schedules, or Joint Base Lewis-McChord.

IFR Routes (IR) and VFR Routes (VR) are charted on VFR Sectional Charts as grey lines. IR routes only are shown on IFR LOW charts as brown lines. All charted routes include the route number and direction of flight, with many routes being bi-directional. High speeds are authorized within the confines of the route. Route altitudes vary and routes widths are up to 5 NM either side of charted centerline. Many Electronic Flight Bags (EFB) only depict route centerlines and do not show width.

Pilots are highly encouraged to check with the nearest Flight Service Station to obtain the status of nearby MTRs before operating near charted MTRs.

- Avoid flying parallel to active MTRs.
- Cross MTRs perpendicular to minimize the time spent within the MTR.

The following routes are scheduled by NAS Whidbey Island. The following routes are 4 NM wide on either side from centerline

Route	Altitude	Route	Altitude
IR-341	500A-7,000M	VR-1350	200A-1,500A
IR-342	500A-13,000M	VR-1351	200A-1,500A
IR-343	500A-11,000M	VR-1352	200A-1,500A
IR-344	200A-7,000M	VR-1353	200A-1,500A
IR-346	200A-7,000M	VR-1354	200A-1,500A
IR-348	500A-13,000M	VR-1355	200A-1,500A

Altitudes given in feet: A-AGL, M-MSL

See Pamphlet 2 for more MTR information

NASWI-Based Aircraft

EA-18G "GROWLER" (F/A-18 variant)



Airspeed- Supersonic Capable **NO TCAS**
Typically operate as flights of 2+ aircraft
May operate at 400+ knots on MTRs

P-8A "POSEIDON" (B737 variant)



Airspeed- 490 knots maximum **TCAS-II**
Category C-D approach speeds (121-165 knots)
C-40A (737-700) has similar performance profile
P-3s operate at slightly slower speeds **TCAS-I**

MH-60S "KNIGHTHAWK" (H-60 variant)



Airspeed- 180 knots maximum **NO TCAS**
Typically operates below 5,000' AGL

Helpful Contact Information

NAS Whidbey Island ATC Frequencies*
Approach East- 120.7 MHz / 270.8 MHz
Approach West- 118.2 MHz / 285.65 MHz
KNUW Tower- 127.9 MHz / 340.2 MHz
KNUW ATIS- 134.15 MHz / 281.5 MHz
* REFER TO CURRENT FAA PUBLICATIONS

Clearance Delivery Telephone- 360-257-3310,
Frequency- 124.15 MHz (**KNOW, KCLM only**)

BASE OPS/ODO Telephone- 360-257-2681

NOTICE

Military aircraft may not utilize their transponder during some flight operations. Do not rely on technology alone (TCAS, ADS-B/TIS-B) for traffic avoidance! Always maintain a vigilant lookout to SEE and AVOID other traffic, especially when operating near Alert Areas, Military Operations Areas, and Military Training Routes.

Mid-Air Collision Quick Facts

- Nearly all mid-air collisions occur in VMC during daylight hours, most within 5 miles of an airport, on weekends (FAASTeam)
- Enroute collisions occur below 8,000 feet MSL and within 25 miles of an airport (FAASTeam)
- See FAA AC 90-48E for more information

It takes a minimum of 12.5 seconds for a pilot to identify, react, and avoid a mid-air collision. This equates to 1.25 NM at a closure rate of 360 knots!

NAVAL AIR STATION WHIDBEY ISLAND

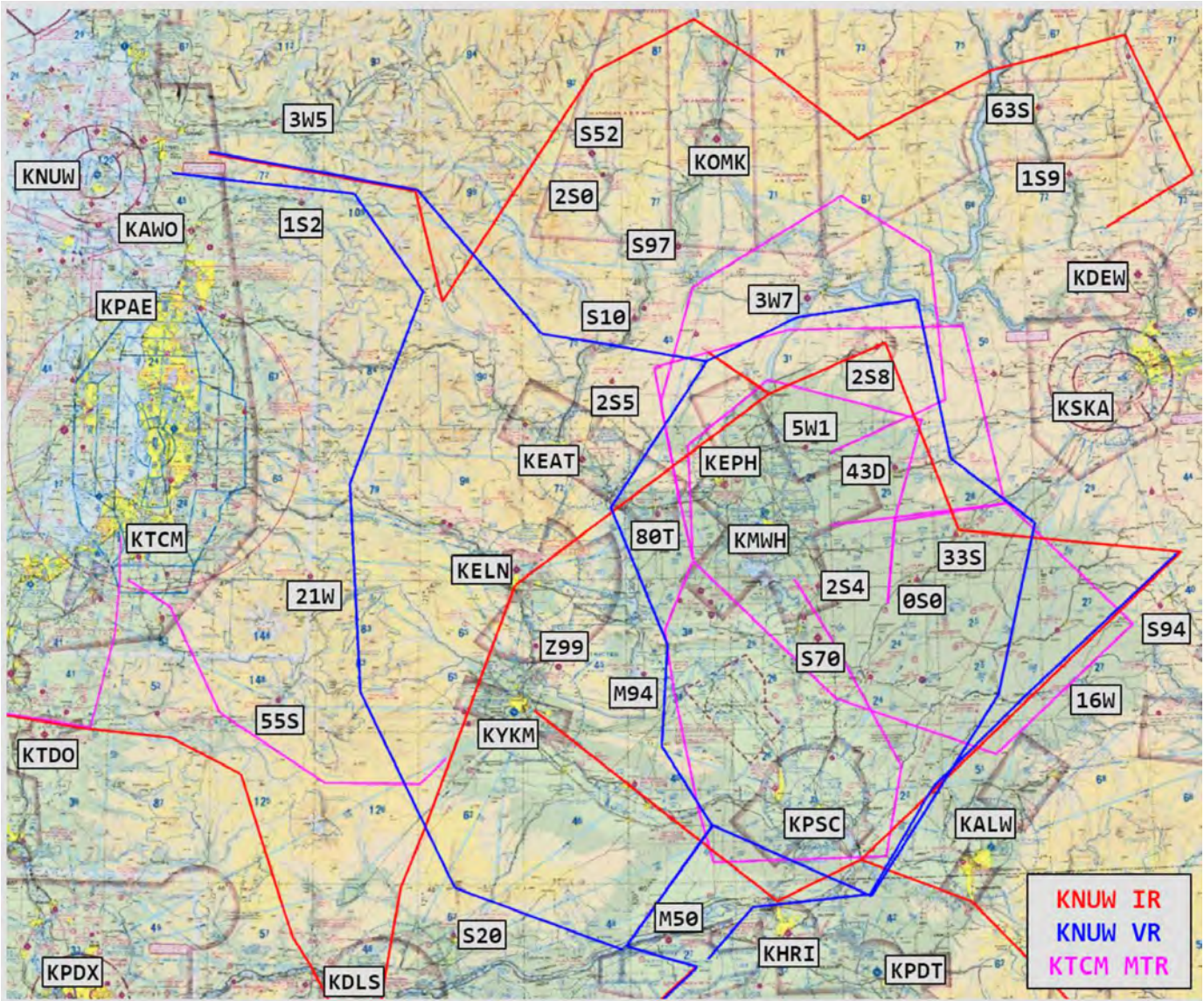


MID-AIR COLLISION AVOIDANCE GUIDE

KNUW/KNRA OPERATIONS



NUW Air Traffic Safety Enhancement Series
Pamphlet 1 of 3 Feb 2024



Local Routes

MTRs shown in this pamphlet are color coded:

All NASW routes are 8 NM wide (4 NM either side of route centerline), maximum airspeed is 540 knots. NASW routes are most often flown by EA-18G aircraft, however any tactical military aircraft may fly these routes.

- **Red routes are IR routes scheduled by NASW**
 - Altitudes range from 500 AGL to FL180+
 - Aircraft operate IFR, even in VMC
- **Blue routes are VR routes scheduled by NASW**
 - Altitudes range from 200 AGL to 13,000 MSL
 - Aircraft operate VFR

JBLM routes are colored in magenta.

These routes are typically 10 NM in width (5 NM either side of centerline) and limited to C-17 and C-130 aircraft, operating up to 360 knots.

- Exceptions are IR-460/461, which are 7 NM wide (3.5 NM either side of centerline), designated for helicopters up to 120 knots.

IR routes will be operated only under IFR on an ATC clearance. ATC may not advise VFR traffic of aircraft on the IR route.

VR routes will be operated under VFR and in VMC. Pilots are responsible to SEE and AVOID other aircraft.

Refer to current FAA charts for MTR designation and route of flight.

VFR sectionals depict VR and IR routes as grey lines. IR routes only are depicted on IFR LOW charts as brown lines.

Military Training Routes (MTR) in the Pacific Northwest

MTRs are special use airspace designated for IFR or VFR training using specially designed routes. Route widths and altitudes vary. Military aircraft are exempt from normal speed restrictions (250 knots below 10,000 MSL) while operating on MTRs. Aircraft operating on MTRs will avoid flight within 1,500 AGL or 3 NM of airports when practicable. Aircraft often operate as flights of two or more. **Military aircraft may not use their transponder during some flight operations.**

Numerous MTRs exist in the airspace over Washington and surrounding states. Routes may be scheduled 24 hours per day, 7 days per week. The nearest Flight Service Station should be consulted prior to flying near or along MTRs.

Due to high speeds authorized on MTRs and the limited space afforded in some route corridors, we recommend pilots follow these recommendations:

- ALWAYS maintain a good visual scan
- Do NOT rely on TCAS/ADS-B alone!
- Contact FSS to check the status of nearby MTRs
- If an MTR is active:
 - Do not fly parallel to MTR centerline
 - Fly perpendicular to cross the MTR
 - Anticipate more than one aircraft in a flight

The information presented in this pamphlet is intended to provide general information on MTRs over Washington and do not supersede official FAA or DoD FLIP publications

NAVAL AIR STATION WHIDBEY ISLAND



MID-AIR COLLISION AVOIDANCE GUIDE

MILITARY TRAINING ROUTES



NUW Air Traffic Safety Enhancement Series
Pamphlet 2 of 3 Feb 2024

NAS WHIDBEY ISLAND HISTORY

On Jan. 17, 1941, almost 11 months before the U.S. entered World War II, the Office of the Chief of Naval Operations asked the Commandant of the 13th Naval District to find a location for the re-arming and refueling of Navy patrol planes operating in defense of Puget Sound, should such defense be necessary.

The commanding officer of Naval Air Station Seattle recommended the site of Saratoga Passage on the shores of Crescent Harbor and Forbes Point as a base suitable for seaplane takeoffs and landings under instrument conditions.

On Dec. 8, three workers started a topographic survey of what would become Ault Field, about four miles to the north. The crew would soon grow to 17. None of them were engineers, but with the attack at Pearl Harbor, everyone went to work. Regardless of the weather, there were 175 men on the job at the peak of survey work.

Bewildered citizens, caught up in the war effort, signed up for jobs to build the station. There were approximately 20 farms on 4,325 acres. Farmers turned over the titles to their family lands, known for growing some of the finest wheat in the country, to the government for runways and hangars. Construction of Ault Field started on March 1, 1942.

On Sept. 21, 1942, from the steps of Building 12, Commanding Officer Capt Cyril Thomas Simard read the orders and the watch was set. U.S. Naval Air Station Whidbey Island was duly commissioned.

NUW CLASS CHARLIE AIRSPACE

Naval Air Station Whidbey Island boasts the largest and most complex Class IV Approach Control Facility in the United States Navy. As the only wholly USN-operated Class Charlie facility, Whidbey ATC routinely controls more than 200,000 operations annually.

Aside from military operations, commitment to fleet readiness, and homeland security, we provide services to general aviation and commercial traffic 24 hours a day, 7 days a week.

Whidbey Approach Control encompasses 2,200 square miles of airspace extending from the surface to 9,000 feet MSL.

There are seven airports with published instrument approaches and eight additional satellite airports.

The airspace extends westward over the Straits of Juan DeFuca out to Port Angeles, eastward just past Devils Mountain, northward to the southern tip of Lummi Island and southward to Bush Point.



NUW CLASS CHARLIE AIRSPACE (Cont'd)

The MANDATORY participation area of the Class Charlie Airspace includes

- Surface up to and including 4,000 feet MSL within 5 nautical miles of the air station;
- 2,000 feet MSL up to and including 4000 feet MSL from 5 nautical miles to 10 nautical miles from the air station from 345° clockwise to 050°;
- 1,300 feet MSL up to and including 4,000 feet MSL from 5 nautical miles to 10 nautical miles from the air station from 051° clockwise to 344°.



If you have filed an IFR flight plan from an airport located within Whidbey Approach airspace and would like to receive your IFR clearance via telephone, please call Whidbey Clearance Delivery at (360) 257-3310.

Departing William R. Fairchild (Port Angeles), you may contact "Whidbey Clearance" via 124.15 on deck to receive your IFR clearance.

NUW ATC EQUIPMENT

NAS Whidbey Island ATC has a state of the art control tower and an ASR-11 digitized surveillance RADAR that interfaces with the Standard Terminal Automation Replacement System (STARS). The implementation of the STARS package has brought us to the forefront of military approach control facilities. STARS receives radar data and flight plan information and presents the information to controllers on high resolution 20"x20" color displays allowing the controller to monitor, control and accept hand-offs of air traffic. With the addition of our equipment, it is our intent to provide the best Air Traffic Control service available.



USEFUL INFORMATION

Whidbey's airspace is divided into East & West sectors using the extended centerlines for runway 14/32. Utilize the appropriate frequency at all times:

EAST SECTOR 120.7 or 270.8
WEST SECTOR 118.2 or 285.65
NUW TOWER 127.9 or 340.2

Whidbey ATIS frequency is 134.15.

- Understanding our weather conditions, equipment status, and landing runway will assist you in transit.

All VFR aircraft entering Canadian airspace must have a discrete transponder code.

- Contact the appropriate FSS or file your VFR flight plan early enough to meet this homeland security requirement.

Use extreme caution in the LaConner - Mount Vernon area during the Skagit Tulip Festival.

- A high number of aircraft converge in that area and are normally not in two-way communication with Whidbey Approach.

On initial check-in, please be as brief and "to the point" as possible.

- Callsign, type aircraft, current position and destination are the preferred pieces of information on initial contact.

Be alert and listen to traffic advisories! The San Juan Islands and Deception Pass Bridge attracts thousands of sightseers annually.

- Utilize extreme caution as not all aircraft check in with Whidbey Approach.

NAVAL AIR STATION WHIDBEY ISLAND



AIR TRAFFIC CONTROL

CAPABILITIES AND SERVICES



NUW Air Traffic Safety Enhancement Series
Pamphlet 3 of 3 Feb 2024

APRIL FLYOUT - ARLINGTON - BARRY HALSTED



Friday, April 19 dawned in the Northwest with beautiful weather for our monthly flyout. After a slow start for the year, people were ready to fly and we had a great turnout for lunch at Ellie's restaurant at the Arlington airport. A special thanks to Rich Morey and John Eliel who came early to bring Rich's RV-8 over for an inspection. I can't say for sure they paved the way for the rest of us but Ellie's was able to seat the remaining 17 at two tables. I think we raised the noise level a bit with all our lively conversations!



In addition to Rich and John... Tim Alentiev (RV-10), Richard/Mary Ann Howell (Sling), Dave Miller /friend Dee (Legend Cub), Cenk



Özer/Linda Priddle (RV-4), Bud Davies/Scott Brooksby (C-152), Emily Westcott/CrystalStout/friend Sherrie (C-172), Erik/Elisa Petersen (C-172), Ken Brown (RV-9) and Barry Halsted/Ray Ballantyne (Saffire) all had a good time.

All the mountains were visible and those who took the opportunity to fly north a bit had a nice view of the tulips that bloom in the area this time of the year. The east side of the Sound provided a few bumps in the afternoon but the west side remained pretty calm. In any case it felt good to get out for some spring flying I'm sure there will be more to come.

- Barry

EAA CHAPTER 430 MEMBERSHIP GATHERING MINUTES – MARCH 2024

Date: Mar 30, 2024

- Meeting breakfast social and sign-in 0930.
- Chapter President Ray Ballantyne called the Membership Gathering to order at 1012 at Wm. R. Fairchild Airport, terminal conference room and led a round of cheers and thanks to the Tracys for putting up another Breakfast Feast! Thanks to Bud Davies who airlifted coffee and equipment, and to others who contributed their time and prepared wonderful treats.
- Ray led The Pledge of Allegiance to the Flag with 42 members and 4 guests attending.
- Guest(s): Tim Alentiev, Mel Messineo, John Lynch and Dana Terrill.
- January Gathering Minutes were approved as written. There were no minutes from February as the NW Aviation Conference and Trade Show substituted for our regular gathering.
- Ray announced that member Jim Bettcher brought some surplus items today for members to browse and acquire with proceeds to be donated to the chapter building fund.
- Correspondence:
 - Ray reported that our chapter application to the EAA Ray Scholarship Foundation was approved, thanks especially to the efforts of our Scholarship Chair - Dave Miller. Our chapter scholar is Gunner Rogers and he has already progressed in his training to accomplish solo flight.
 - EAA Leadership Bootcamp - Ray Ballantyne, Tracy and Barry Halsted and Richard Howell attended the one day event at Harvey Field (S43), sponsored by EAA Chapter 84. It was a long day, but informative and enjoyable.
- Reports:
 - Ray reported that the chapter treasury has \$130700 in the building fund, \$8000 in scholarship and \$3 to \$4k in the general fund.
 - Membership - Erik Petersen reported that the chapter has 88 (and today 89) paid members, 18 are lapsed and the "new" member sliding window is at 15.
 - Flyouts - Barry Halsted reported that the March flyout was to Tacoma Narrows (KTIW) and that the April flyout is expected to be on a Saturday, with 2 stops - Bremerton (KPWT) for breakfast/lunch and Olympia (KOLM) to tour the Olympic Flight Museum.
- Old Business:
 - Our ground school discussion group is ongoing and regularly attended by 5 - 8 people. Another session is being held here, just after today's gathering.
- New Business:
 - Sequim Valley Airport - Air Affaire - will be on August 24, a week earlier than it has traditionally been. That leaves the following weekend open for a regular EAA 430 Chapter Gathering, also in August.
 - Ray announced that arraignments are being made for the purchase of a brass plaque to commemorate our Recognition Plaza at Sequim Valley Airport. More details about the design will be forthcoming.
 - Wind Tetrahedron - Ray is organizing a work party on April 2nd at 1000 to begin the process of replacing the old one at Sequim Valley Airport and is calling for volunteers.
 - Flying Start - an event is planned for 1300 May 18 at Port Angeles Fairchild Airport. This event will provide information and introductory flights for adults who are interested in

learning to fly. Ray called for pilots to volunteer and register on the EAA flyingstart.org website.

- Our chapter is planning three Young Eagles rallies this year, starting with Sequim Valley (W28) on June 1st, Port Angeles (KCLM) on July 13th and Port Townsend (0S9) on September 7th. Bud Davies invited pilots to volunteer and to register on the EAA yeday.org website. Pilots - please be sure to complete all Youth Protection Program requirements on the EAA website - [EAA Youth Protection Program](#).
- Our next meeting (April) will once again return to Sequim Valley Airport at Bud Davies' hangar #15.
- Harry Cook reminded us about VMC/IMC Club - 2nd Wednesday every month at Mariner's Cafe in Sequim, 7:00 pm.
- EAA Chapter 430 Building Plan - Ray Ballantyne made an exciting presentation about plans to build a facility for our home at Sequim Valley Airport - a 40 x 50 foot metal building, with a hydroswing door system and amenities such as a large meeting area, bathrooms, kitchen and storage. Ray discussed our chapter's current financial condition and a bit about how we'll go about funding and maintaining the facility.
- Project Reports.
 - Harry Cook - Sonex Waix B, making progress on the fuselage.
 - Colette Miller - Sonex, organizing airplanes and finished tail components in her shop prior to committing her order for factory built wing spar assemblies. She will be looking for a "rotisserie" setup for her wing build.
- The business portion of the gathering was adjourned.
- Our featured presenter was Barry Halsted and he took us through his challenges and accomplishments to bring his magnificent Piper PA-11 Cub Special to its present day condition. The aircraft was parked just outside so everyone could see it close up.

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>
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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
<i>Class II Directors</i>			
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Newsletter	Elisa Petersen	7	newsletter@eaa430.org
Scholarship	David Miller	8 s	cholarship@eaa430.org
Young Eagles	Bud Davies	9	youngeagles@eaa430.org

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