



# **EAA 430 FLYER**

*Serving Northern Olympic Peninsula*



## **AUGUST 2024**



### **From the Left Seat With President Ray Ballantyne**

Greetings fellow aviation enthusiasts!

EAA AirVenture 2024 was one great show! Lisa and I arrived after only one trip holding around Green Lake on the Fisk Arrival, only one severe thunderstorm warning at 0430, and very mild summer temperatures. The board was well represented with the President, Secretary, Treasurer, and Flyout chair enjoying everything aviation - all at once. We made some great connections and personal relationships with the HQ staff. Richard's article in Kitplanes describes being at KOSH pretty well.

I'm so excited about our young pilots getting their wings. Gunner Rogers and Aiden Lara have both received their Private Pilots License. Congratulations to both of you and we hope to be an encouragement for your continued success. Gunner is our first Ray Foundation scholarship recipient.

There is only one more opportunity to share the gift of flight with a young person - as our last chapter Young Eagle Rally is in Sequim on September 7. Please come join us as we offer a look at personal aviation to those in our area.

We continue the long process of determining and designing a great facility for the chapter at Sequim Valley. Details are being worked out and a plan should be coming to the membership soon.

Due to the change of Air Affair at Sequim Valley Airport on August 24, we will have an August Gathering on the 31st. We're hoping to have some award presentations then.

New word on the street says that Jamestown 7 Cedars has donated a "Stay and Play" package for 2 as a prize for the annual EAA430 Poker Run. That offers a room at the 7 Cedars Hotel and two rounds of golf at The Cedars at Dungeness. That will add some spice to the poker hand!

Fly 4 Fun!

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### August and September Events

#### VMC/IMC Club Meeting

2<sup>nd</sup> Wednesday of the month

August 14 Sept 11

7-8 pm Mariner Cafe

#### EAA 430 Chapter Board Meeting

August 23 Sept 20

9:00 am Mairner Café

#### EAA Chapter Gathering

Last Saturday of the month

Aug 31 Sept 28

9:30 AM hangar #15 SVA

**AIR AFFAIRE SVA AUGUST 24**

### **July Flyout to Concrete – submitted by Barry Halsted**

Today (July 20) a bunch of us took part in our flyout to Mears Field in Concrete, WA. Let's see, there were Ray and Lisa Ballantyne in their Glastar, Ken and Skip Brown in their RV-9, Bill and Dot Shephard in their Swift, Ernie and Jeanne Hansen in their Super Cub, Dana and Kimberly Terrill in their Pacer, John Ward in his Sinus, Scott Alair in his Lancair Legacy, and Tracy and I in our PA-11. Aiden Lara (who is expecting to take his Private Pilot flight exam before month's end) drove. We expect to see him fly in on many future flyouts.



Every year the folks at Mears Field hold their Old Fashioned Fly-In in July and we make it a point to have our July flyout there if possible. This little airport has to be one of the prettiest public airports in Washington. It has an elevation of only 233 ft but it is nestled right up against the west side of the Cascade Mountains. The runway is hard surfaced and on either side of the east/west runway there is plenty of grass for parking. During their fly-in many fliers camp overnight and likely enjoy Saturday's fly-in breakfast. Dana and Kimberly were among those this year. Those of us arriving today purchased lunch from vendors and I must say the hamburgers were outstanding.

The fly-in here is called the OLD Fashioned Fly-in and the airport is an old fashioned airport. Many airplanes are based here in hangars that may have more than just airplanes inside. It is not uncommon to see ramps in front of or alongside with tables and chairs, barbecues, sunshade umbrellas and more. The grass is lovely, like manicured for the fly-in. I've been here at other times of the year and it seems the same. At one time there was a museum here with a quite a few museum quality classic aircraft on display. After the owner died those aircraft made their way to other museums; many are now in the Port Townsend Aero Museum in Port Townsend.

The temperature this day was in the mid-80's but there was a delightful breeze and I believe most of us were comfortable. Our group was fortunate enough to find tables in the shade for lunch. For the fly-in most hangars are open and many of our group peered in them all. Scott took advantage of the shuttle bus into town, and he maybe had a guided tour of this fascinating and historical area.



Our EAA Chapter 430 hosts a poker run in the summer where qualification for entry requires having the entry form stamped with five Washington Pilot Association Passport Stamps available at several listed airports. Mears Field is one of those airports, as is close by Darrington Airport. Several of our group stopped at both airports to stamp their entry form and some, I believe, planned to stop on the way home for an additional stamp. Collection of the qualifying stamps ends at the chapter's August meeting where participants will be dealt cards and winners will receive prizes. Our flyouts and the poker run are designed to give pilots in the beautiful Northwest an excuse to have fun flying, and today's activities certainly fulfilled that goal.

### GETTING TO KNOW SCOTT ALAIR

At age 8, Scott became fascinated with airplanes when his dad gave him his first ride in 1971 in the family plane, a Beechcraft Debonair. This was a first step in his dream to be an astronaut. *"Follow your dreams, and you can make them come true!"* was his motto. Although he hasn't become an astronaut, he did become a pilot in 1987, when he received his rating as a private pilot SEL. Scott grew up in Sacramento, Pleasanton CA became home from 1984 –2023 until he moved to Sequim in February 2024 and joined our chapter.

In 1999, Scott went to a fly-in in Redmond Oregon where he was inspired while talking to pilots about the Lancair Legacy, which evolved from the Lancair 235/320 series, but with a larger fuselage and more powerful engine. He had a ride in the prototype Legacy. In 2001, he and his wife, Lynette, picked up his carbon fiber, retractable gear kit after a one-week Builder Assist Program where they learned the basics of advanced composite construction and bonding the parts of the plane together. When they brought the plane home to finish it, he found the most difficult parts were building the canopy and cowling. The first flight in his plane was in 2004. He now had a 2-passenger plane, with a Wingspan of 25 ft 6 in, Gross Weight 2,500 lbs, Fuel Capacity 64 gal, Cruise Speed 276 mph, Range 1,150 sm, and Climb Rate 2,200 ft/min. The engine is a Continental IO-550 310 HP. He named the plane Obsession 77 and his nickname for the plane is the Time Machine.



**He made a two-seat into a 3-seat by putting his young son in the space in back of the front seats.**

*"When I was a young boy, my Father took me to the Reno Air Races and after that, I had many Day Dreams about Racing around the Pylons in Reno."* One of his many flying adventures was in 2005 and 2006 when he participated in the Reno Air Races (*"racing around the pylons"*).



To qualify for the races, he attended a 3-day pylon racing seminar with the Sport Class and learned the recovering process if the plane becomes inverted, along with a class in formation flying. During this seminar, prospective Sport Class pilots receive formal Race Procedures and Safety Training culminating in a check ride. The aircraft must have a current FAA Airworthiness Certificate. Pilots must have at least 500 hours of flight time-in-type, and be EAA formation flight certified to participate in a race. In 2005, Scott won a Silver (2nd place) in the Sport Class.



Included in his aviation adventures are: Flying his Legacy to many West Coast Airshows and Fly-in's in the past 20 years, Oshkosh in 2004 2007 2010 2019 and 2021, Copperstate in Casa Grande, Golden West in Marysville, raced a Corvette at the Pine Mountain Lake Fathers Day Fly-in, raced in the Copperstate Fuel Venture 400, and Airventure Cup Cross Country Race in 2007 and 2010.

Before painting his plane, he flew it to Oshkosh and participated in the Homebuilder's Review. In addition to being the fastest plane, he had a taste of flying in front of thousands of people.

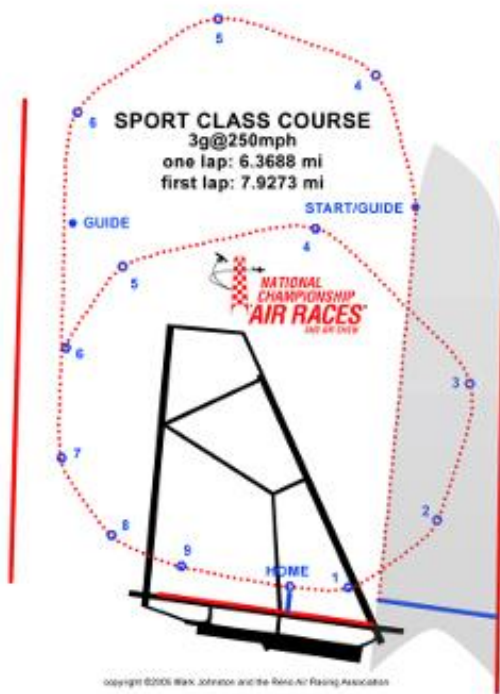
In all the hours spent sanding his plane, he had a couple of daydreams: flying to Alaska and flying around Denali National Park, and flying his Legacy to the First Flight Airport in Kitty Hawk, North Carolina. These are both on his bucket list.

Scott and Lynette traveled many miles in the California hills on their motorcycles. According to him, there is a correlation or similarity between riding a motorcycle and racing a plane. *"If you can ride a motorcycle, you can be a race pilot."* There is a spatial relationship and situational awareness in both vehicles. When you are navigating a motorcycle, you are figuring speed, roll-in and roll-out for corner approaches and while racing an airplane, you are managing a very complex, high-risk environment fluidly and naturally.

Besides airplanes & flying, some of his favorite things to do are bike riding, hiking, RC Model Planes, and shooting pistols. If you are heading up to Hurricane Ridge and pass a guy on a road bike, it might be Scott, since this is where he goes every Monday morning.

Scott was a member of Chapter 663 in Livermore CA until he joined our chapter in 2024.

His life moto: **Life's Short, Fly Fast!**





**Receiving a speeding ticket from the Reno Police Department**



*Interview with Scott Alair submitted by Skip Brown*

**A Cozy Experience – submitted by James Russell, as related by Mark Rieger**

James Russell and I have been buying and gifting Cozy parts from and to each other for almost a decade. I ended up a little farther along after all these years with almost 300 hours now on my two-year-old Cozy MKIV. However, James was able to acquire Joe Person's beautifully constructed Cozy project and no doubt with his own superior fabrication skills, will eventually end up with a much nicer flying machine than mine. Among other things that I've gotten from him, I installed the Teflon sleeve kit on my aileron and rudder hinges that James sells under **Electric Shadows, Inc.**



***EAA Members Adam Jordan, James Russell, Mark Rieger, & Erik Peterson with Rieger's Cozy IV during Mark's recent visit to Port Angeles***

We hadn't met in person, so with some nice flying days forecast for the **Pacific Northwest**, I decided to go up to Port Angeles and give James a spirit ride and gift some elevator parts I had.

I departed Woodland, CA (O41) @ 11:30am with 45 gal fuel for the 600 mile flight noting that the OAT was already cresting 90 deg F. I was a few approaches short of being IFR current, so I delayed my departure based on the forecast weather at William Fairchild (KCLM) field. I dialed up the mixture to 14 gal/hr on the early part of the climb out to help with cooling on my way up to 12,500 feet. This part of the country has its own distinct beauty. You get to fly by these 14,000 foot peaks that are part of the north pacific ring of fire. My route that day brought me very close to Mt Shasta, and close enough to the Three Sisters, Mt. Hood, Mt. Saint Helens and finally Mt. Rainier peaking out above the clouds.

The Olympic National Park with its beautiful rain forest is just south of Port Angeles. The 8,000 foot peak and mountain obscurity that day would mean going east or west of it. I decided to ask for a clearance through Seattle Class B flying due north over Puget Sound then turning west towards Port Angeles. The clearance came with a request not to make any right turns without permission. I started down over Olympia with the METAR at Fairchild reporting OVC 045. I cut through a thin scattered layer at 6,000 feet, snapped off a picture of Seattle and turned west diving under the overcast layer along the Strait of Juan de Fuca. Winds were out of the west, so I set up over Port Angeles harbor with the Coast Guard Air Station to my right entering the right 45 for runway 27.

After a long taxi back to Rite Bros Aviation, James was there with a welcoming committee. Erik Peterson (restoring a flying Cozy) along with Adam Jordan (just getting started building) and Norm Nelson, a composite fabrication instructor. By the time I freshened up, a woman pilot and her 10 year old grandson cornered me in the FBO lobby to ask for a tour of the Cozy. They lived near the airport and were out mowing grass when they saw the odd bird flying overhead dropping everything and running over to the airport. With a fresh mown smell and clippings still hanging on their clothes, we walked out to the plane. The grandson sat in the plane working the stick while I answered questions. With more lawn to be mowed, they headed off leaving behind a few of those clippings and ear-to-ear smiles.

It was now time to take care of James. With a couple RV-4's and an Extra 300 buzzing around in the beautiful late afternoon sun, he summoned the fuel truck for 5 a side. James is easily 6 foot 2 and he squeezed himself into the right seat of my stock Cozy for a ride that he's been waiting 24 years for. The rudder pedals were one stop short of max so he left his heavy work shoes behind to help with the fit. With 410 lbs in the front seat at sea level and 60 deg F outside we were off at just over 2000 ft with an agreed upon abort point of 3000 ft on the 6000 ft runway. I trimmed the airplane for a 130kt cruise climb to 5,000 ft where James did some clearing turns to get a feel for the airplane. This was followed by level and 45 deg bank stalls. Like others who have experienced a canard stall for the first time, he was surprised by how docile it was. After a few approach to landing exercises to get a feel for the pitch and power settings we returned to Fairchild with snow capped mount Olympus off to our left.



*James Russell reacts to his first-ever Cozy flight in Mark Rieger's Cozy Mk IV*

The fun just continued as James, Adam, and I enjoyed a great dinner at Bella Italia in Port Angeles. I had to have the fresh Halibut of course. James and his lovely spouse Peggy hosted me for the evening and after a great night's sleep in the cool and clean Pacific Northwest air, I met Sammy (a long hair Siamese) and Fluffy (a long hair Tortoiseshell) for an early breakfast. The three of us enjoyed the spectacular view overlooking the San Juan islands. After helping James position the Cozy fuselage tub in his shop so he could install the main gear bow, we headed back to the airport. Adam was there again to help with the send off and I climbed west towards Cape Flattery, the most northwest corner of the lower 48. Other than the 20 kt headwind most of the way home (yes, it was also a 20 kt headwind the day before going to Seattle), the flight home was uneventful. James still has a smile on his face.



*Mark Rieger preflights his Cozy Mk I during recent visit to Port Angeles*

## Two Young Chapter members gain their PPL!

**Gunnar Rogers** – an EAA Rays Scholarship recipient, passed his check ride and received a shirt from the Ray Foundation.



## Two Young Chapter members gain their PPL!

**Aidan Lara**— passed his checkride recently, having received instruction from Cenk Ozar at Sequim Valley Airport. More on Aidan's story in next newsletter.



Sequim Gazette Photo by Emily Matthiessen Aidan Lara, left, is one of Cenk Özer's current students at the Anatolian Eagle Flight Academy, operated out of Sequim Valley Airport. Lara is studying for a private pilot's license, an intense course of study that culminates in an oral exam and a flight exam which each take about three hours. "The legal minimum flight hours is 40 per FAA to take the test," Özer said, "but

The Sequim Valley Tetrahedron is now complete, including final paint. Reports are that it is operating perfectly and can be easily spotted from the air. Thank you, Harry Cook and Barry Halsted!



## Women's AirVenture at Oshkosh

Lisa Ballantyne and Tracy Halsted were two among the sea of purple in the photo, at the recent Oshkosh Women's event. It was wonderful to see so many women active and participating.



**Note from the Treasurer**

Since Kevin and Charlene Tracy have taken over Hospitality, the quality and variety of our Gathering meals has improved about 1000 percent! Thank you, Kevin and Charlie!

The down side of this is that \$5 no longer covers the cost of the food. I am asking anyone who is willing to occasionally put a little extra in the food and beverage jar and hopefully we will not have to officially raise the costs. Thanks for your understanding.

*Tracy Halsted*

**DIAMOND POINT AIRPORT DAY**

The 2024 Diamond Point Airport Day suffered from a couple of firsts - we were under a marine layer until 2 pm, and we had our first aircraft accident during Airport Day. A Beechcraft Bonanza landed short of the runway, then impacted the edge of the runway losing the right main and nose gear, causing the prop to hit the runway.

The Food and Coffee offerings did well, as did our Car Presentation. Look forward to better wx next year.

Submitted by Gordon Tubesing



***Miatas at the DPAD event***

EAA Chapter 430 July 2024 Gathering Minutes  
July 27, 2024

Vice President Rick Vaux called the meeting to order at 10:00am.  
Guests and new members were introduced

**Reports:**

**Flyout and Poker Run**

Rick Vaux read a note from Barry Halsted reporting on the July flyout to Concrete. A good time was had by all. The note also encouraged people to participate in the Poker Run

**Building Committee Report**

Harry Cook gave a report on the progress of the building committee, including a summary of a recent meeting the committee had with Andy and Daniel Sallee. It was also reported that Ernie Hansen and Norman Nelson have joined the building committee and that Harry has left from the committee.

**Poker Run**

Rick Vaux reviewed the rules for the poker run and spoke about Barry's efforts to log his first airport for the competition.

**Tetrahedron Report**

Harry Cook reported that the tetrahedron project is complete. Richard Humphreys, Barry Halsted and Ray Ballantyne constructed the tetrahedron at Rakes Glen. Barry, assisted by several chapter members, moved the tetrahedron to Sequim Valley Airport where it was mounted. To finish the project Barry Halsted and Harry Cook completed the project by painting it international orange.

**Young Eagles**

Bud Davies reported on the Port Angeles Young Eagle event. Forty Young Eagles were flown. Two pilots from other chapters assisted in flying the participants. A discussion ensued about how to get more local pilots to participate. The next Young Eagles event will be at Sequim Valley Airport on September 7<sup>th</sup>.

**Membership**

Erik Petersen announce the chapter now has 103 members with three new members joining at this meeting.

(Gathering Minutes continued)

#### Air Affaire

Emily Westcott gave a presentation about the Sequim Valley Airport Air Affaire and encouraged members to participate. The event will be on Saturday, August 24<sup>th</sup>.

#### Diamond Point Airport Appreciation Day

Gordon Tubesing gave a presentation about the event. It will take place August 10<sup>th</sup> and promises to be a great event for all. Planned hours are from 10am to 3pm. Aircraft flying into the event must have a PPR number. This prior permission form can be found on the Diamond Point Airports web site or call Gordon to get the required form.

#### Project Reports

James Russell reported he is helping Rick Stoffel with the fiberglass work on the RV-10 project

Harry Cook reported he is beginning the installation of the seat frame work in the Waix. Erik Petersen is working with James Russell on the Cozy canard.

Rick Vaux ended the meeting with a presentation of the projects he is donating to the chapter. There are two ultralite aircraft with the materials to make them airworthy. He is hopeful the chapter can sell the projects with the resulting proceeds going to the chapter coffers.

The meeting was adjourned at 11:00am and was followed by a “burger bash” and good fellowship.

Submitted by Harry Cook  
For Richard Howell

## 2024 BOARD AND DIRECTORS

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

Position	Name	Phone Ext	Email Address
President	Ray Ballantyne	1	president@eaa430.org
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Secretary	Richard Howell	3	secretary@eaa430.org
Treasurer	Tracy Halsted	4	treasurer@eaa430.org
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Membership	Erik Petersen		membership@eaa430.org
Newsletter			newsletter@eaa430.org
Scholarship	David Miller		scholarship@eaa430.org
Young Eagles	Bud Davies		youngeagles@eaa430.org
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