



EAA 430 FLYER

Serving Northern Olympic Peninsula



NOVEMBER 2024



FROM THE LEFT SEAT – with RAY BALLANTYNE



Ray with Gunner Rogers

Greeting fellow aviation enthusiasts!

Well, the fall weather has certainly arrived, and traveling by personal aircraft takes on a bit more preparing. But it also can provide benefits.



During the recent flyout to Forks, Barry Halsted and I were met with unexpected air as smooth as a baby's bottom. David Miller took advantage of that smooth air and snuggled right up next to Barry's PA-11 with his Legend Cub. To everyone on the ground, we sounded like a big twin engine plane flying by. So get out there and fly when you can.



Ernie Hansen flew his Cub, Barry flew the PA-11, and I flew my GlaStar into Olympic Field at the south end of Discovery Bay which is a very nice 2500 ft grass runway with a float pond next to it. We also flew into Lawson Field and visited with Jerry Weiler. There are several grass strips in the area, and we'll put together something next spring to fly into them.

Now is a good time to think about projects and things to accomplish in the winter. My next project is to repaint my wingtips. It would be an entirely different experience if I had to figure out how to do it without having people around me who knew how to do it and do it the best way. That's the beauty of the resources we have in the chapter.

The Chapter has applied for another Ray Foundation Scholarship and we hope to nominate a candidate right after the first of the year. We also have two new prospective aviators going to the EAA Air Academy in Oshkosh this summer.

The Building committee is very close to finalizing the land lease and designing our building. Hopefully, more information will be available at the November Gathering.

As we enter the Thanksgiving season, I'm very grateful for all the people who keep our chapter moving forward. They spend a considerable amount of volunteer time and effort for the betterment of the members. Thank you for giving.

Get ready for our annual Holiday Party on December 21st! It shaping up to be the grandest celebration of all!

November and December Events

VMC/IMC Club Meeting

2nd Wednesday of the month 7-8 pm Mariner Cafe

EAA 430 Chapter Board Meeting

Nov 22nd 9:00 am Mariner Café

EAA Chapter Gathering

Last Saturday of the month 9:30 AM Wm. Fairchild Airport Conference Room, PA.

Chapter Board of Directors are listed on the Chapter website EAA430.org
Chapter phone number for messaging is 877-EAA-0430 (877-322-0430)



EAA CHAPTER 430

Holiday Party

Join us at the Cedars at Dungeness Golf Course in the Legends Room on **Saturday December 21, 2024**

- No host bar begins at 5:00 p.m. with dinner at 6:00 p.m.
- A variety of delicious Appetizers will be offered
- Choose your menu item when you pay
 - Prime Rib \$50
 - Dijon Salmon \$46
 - Stuffed Portobello Mushroom \$38
- Dessert and beverages are included

Christmas songs may be sung (be advised)



Santa will attend to collect our annual Toys for Tots donations (bring unwrapped gift for youth)

Purchase tickets with menu selection from Tracy Halsted at the November Gathering or by PayPal to treasurer@eaa430.org

October 26 Gathering

A delightful breakfast of casseroles, fruit, and pastries was provided by the Hospitality Committee in the conference room at Fairchild Airport at 0900. After enjoying the really good food, the business meeting brought everyone up to speed on Chapter activities and aircraft building progress.



Ray, our own chapter president, presented a program of “Flying Idaho” – based on the flight guide from Galen Hanselman and video demonstration of flying into several backcountry strips by Todd Peterson. Ray also shared some photos of places he and Lisa have gone in Idaho and Washington.

This was followed by an introduction to the new Airport Manager at KCLM, James Alton. James gave a brief personal history and described current and future projects at the airport.

New 50/50 Raffle organizer Jazmin Stamper sold tickets throughout the morning and then selected the winning ticket—which was her mother, Alejandra! Several other items were donated for the raffle, so many happy people went home winners.

Quip from Craig Brown of AOPA:

One of my favorite adages in aviation is that an airplane flies because of Bernoulli, not Marconi; don't drop the airplane to fly the microphone.”

Harvey Field Flyout October 2024 – submitted by Barry Halsted

October's flyout to Harvey Field on Saturday the 5th was cool! The day dawned with some low clouds but by time to leave for our noon rendezvous there were just a few low clouds over Port Townsend and the air was smooth with great visibility. Earlier in the morning I called the Buzz Inn restaurant to warn them that 12-14 folks were headed that way for lunch. Hmmm... I was told that they would find a way to accommodate us but we'd need to order at the counter. Well, it was Saturday after all and lunchtime there was always busy. Especially while parachutists were operating. This restaurant has outside seating available so I figured that would do. The temperature was OK. I did suggest to our group that arriving early would be better than arriving late.

So off we went. And by noon Richard and Mary Ann Howell in their Sling 2, Jay Pearlman, Dave and Joan Miller, and Tracy and I in Cubs, Mark Long and John Ward each in a Pipistrel Sinus, Todd Taylor in his Tecnam, and Emily Westcott, Aidan Lara and his grandfather Jim in Emily's Cessna 172 were gathered for a group photo in front of Dave Miller's Cub. That's 13 people with 8 aircraft. Then a short walk to the restaurant and guess what? The Buzz Inn was prepared for us and seated all 13 at a long table near their bar. And guess what else? Bud Davies and Scott Brooksby showed up having flown over in Bud's C-152! So there was lots of get together talk going on while we kept the staff busy taking care of us.

Eventually it was time to leave. We had watched some of the parachutists before our walk to the restaurant and there were more as we prepared to leave. None of this interfered with the normal airport activity though, and the flight home was again in smooth air with no clouds this time.

Fly outs are fun! We'll have more!



Harvey Flyout Group in front of Dave' Legend Cub



Barry's PA-11



Todd's Tecnam, Emily's C172, John's Sinus.



Jay's J-3 Cub



Mark's Sinus



Bud's C-152



Lunch at the Buzz Inn



The “Special” Specialists

In today’s world of category III approaches, conflict alert, and airport surface radar, it may seem antiquated or even backward to consider a tower conducting most of its instrument operations through special VFR (SVFR) clearances without any form of radar whatsoever. However, the people at Bethel Tower prefer to

think of it as ATC at its grassroots,

Bethel is located on the western coast of Alaska near the Bering Sea and serves as the hub for more than 65 villages on the Yukon- Kuskokwim delta – an area about the size of Oregon. Bethel Tower is a Level I, non-approach control tower that controls the aircraft that serve this large area where there are literally no roads, and all goods and supplies must be transported by air or sea. During the long winter months, the Kuskokwim River freezes thick enough to support snow machines, cars, and even 18 wheelers. Some commodities are transported as far as 80 miles on this frozen waterway, which is plowed by local communities, and the state of Alaska, and has a speed limit of 55 mph.

During the spring break up and fall freeze up, the river is unusable for transportation, leaving air service as the only alternative. The weather at this time is typically low clouds and low visibilities requiring SVFR clearance to operate in the control zone (now Class D). This combination of events often creates busy days for the five specialist and manager of the tower.

Bethel Tower is the fifth busiest tower in the Alaskan region. Averaging close to 85,000 operations a year, the airport meets Phase I of the qualifying criteria for a terminal radar and Tower Cab display. The project is in the budget cycle, however funding has not yet been obtained. So the best piece of equipment to identify aircraft from the tower at this time is a good pair of binoculars.

Because Bethel’s weather is directly influenced by the Bering Sea, and the terrain surrounding Bethel is virtually flat wetland tundra for 65 miles, it is not uncommon for stratus clouds below 1000 feet above the ground to roll in and stay for days or even weeks at a time. Visibility varies with the type of weather system, but often remains good below the low overcast.



Single engine aircraft are primarily used by the 10 air taxi operators in Bethel, because most of the village air strips are gravel runways less than 3000 feet long. Flights conducted when the weather is below VFR minima are accomplished with SVFR clearances in the control zone, because single engine IFR operations by an air taxi aircraft are basically prohibited by FAR135.

For these reasons, Bethel Tower probably works more SVFR operations than any other

tower in the system. It is not uncommon to issue over 150 clearances in one day, and over 7000 have been issued in a year. The tower is given control of the Bethel control zone for conducting SVFR operations through a letter of agreement with Anchorage ARTCC. By employing visual separation (seeing the aircraft and issuing instructions to ensure separation), instructing pilots to maintain visual separation from aircraft they report insight, using altitude separation from departing IFR aircraft, and of course, the time honored one –in – one – out principal, SVFR operations are conducted in a safe and efficient manner.

With these separation tools, Bethel's special specialists go to work keeping the aircraft that deliver everything from cokes and pampers to the kitchen sink, moving smoothly and efficiently. Once you get used to it, it's kind of nice to get back to the basics.

The SVFR Regulations require at least one statute mile flight and ground visibility and to remain clear of clouds in the day. SVFR is allowed at night with IFR rating and equipment. Pilots must request a SVFR clearance. The controller cannot suggest it. As a postscript; Bethel ATCT requested and received a waiver from FAA Headquarters to conduct quadrant separation for departing SVFR traffic, allowing several aircraft in the zone at one time. To my knowledge that waiver expired when BET ATCT became a contract tower, never to be renewed.

by Ray Ballantyne, Air Traffic Manager Bethel ATCT 1987

Forks Flyout November 2024 – submitted by Barry Halsted

November's flyout was to the nifty little airport in Forks, Washington. Although winds early in the week had been responsible for hardly any flying in the Northern Olympic area, Thursday saw light winds accompanied by clear skies...and, nine airplanes on a flyout!

The airplanes this day left from Rakes Glen and Sequim Valley Airports in Sequim and William R Fairchild Airport in Port Angeles. Most flew east along the north side of the hills to Sappho and then turned south to Forks. This route gives a very pretty view of those hills and the Olympic Mountains as well as the south end of Canada's Vancouver Island across the Strait of Juan de Fuca. The air was exceptionally smooth.

Lunch was at the Blakeslee Bar and Grill, and as usual the food and service were excellent! Once again they seated all flyout guests at one table. Members included Scott Alair (Lancair Legacy), Ken Brown (RV-9A), Brendan Carmody (RV-12), Bill Benedict with guest (RV-14), Ray Ballantyne with Barry Halsted (PA-11), Tom Roorda (RV-6), Mark Long with Drew Zacharias (Pipistrel Sinus), Dave Miller (Super Legend Cub) and Aidan Lara with Andy Sallee (C-172). All these folks arrived within minutes of each other except for Aidan and Andy who left Sequim Valley Airport a bit late having to wait for an airplane ahead of them at the fuel pump.

The airplanes departed Forks for their return flights about 2:00. Andy and Aidan planned to stop at Quillayute. Barry and Dave flew in formation along the route outbound at about 90 mph in the Cubs; Scott Alair blew past them at a leisurely 220 mph... All in all everyone had a lot of fun flying and great conversation on this November flyout day.





Mark Long and Drew Zacharias – Pédral



Bill Benedict and friend – RV14



Dave Miller – Legend Cub



Brendan Carmody – RV12



Tom Roorda – RV6



Scott Alair – Lancair Legacy

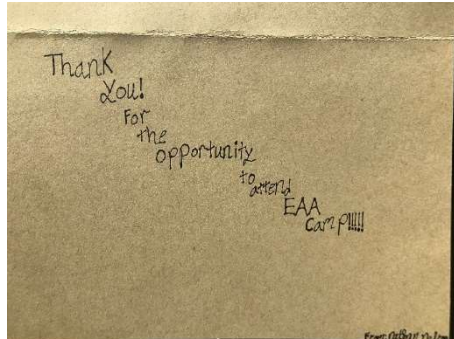


Ken Brown – RA9



Ray Ballantyne and Barry Halsted – PA11

Nathan Nelson is going to Aviation Camp!



“What freedom lies in flying, what Godlike power it gives to men... I lose all consciousness in this strong immortal space crowded with beauty, pierced with danger.

Charles A Lindbergh (1902-1974)

EAA Chapter 430 Gathering Minutes

Date: Oct 26, 2024

- A breakfast buffet was provided by hospitality at 0930 followed by social and sign-in 0930.
- Chapter President Ray Ballantyne called the Membership Gathering to order at 1020 in the Terminal Conference Room, Wm. R. Fairchild Intl. Airport (KCLM).
- Ray led The Pledge of Allegiance to the Flag with 38 members and 2(+) guests attending.
- Ray led thank-you's and applause to our hospitality directors - Charlene and Kevin Tracy and our other volunteers.
- Guest(s): Darcy Needham, James Alton (KCLM Airport Administrator)
- September Gathering Minutes were approved as written.

Old Business:

- Treasury - Our financial picture shows funds of approximately \$7500 for scholarship, \$150k for building and \$3500 for operating.
- Membership stands at 109 (or possibly 110?)
- Fly-out - Barry Halsted reported that the October flyout to Harvey Field drew 9 planes and 15 people. Look for a November flyout to Forks (or possibly Arlington?).
- Building Committee - waiting for the latest version of lease proposal to be presented by the Sequim Valley Airport (SVA) board.
- Build and Fly - EAA 430 has been working closely with Olympic Silent Flyers to secure the donation of flight simulator equipment and R/C models from OSF member Chuck Emigh. An aviation presentation to Sequim Boys and Girls Club is scheduled for next week. We'll also be looking forward to at least a couple of workshops for kids and parents in the coming weeks.
- Bingo & Chili Night was fun! Thanks to those who attended. Approximately \$1500 was raised for the Chapter's scholarship effort.
- VMC/IMC Club - Harry Cook reminds us that next meeting is Wednesday Nov 13, 7pm at Mariner Cafe, Sequim

EAA Chapter 430 Gathering Minutes (continued)

New Business:

- Scholarship - Aiden Lara has been added as our newest academic scholarship recipient for the 2024-2025 school year.
 - Jazmin Stamper and Nathan Nelson are each being sponsored by Chapter 430 to help them attend EAA Air Academy for the 2025 season, in Oshkosh WI.
 - Gunner Rogers, our 2024 Ray Scholarship recipient, has reported that he passed his first “stage check” at UND.
 - EAA Chapter 430 will apply soon after Nov 1 to participate in the Ray Scholarship program for 2025. Holiday Christmas Party - (Charlie Tracy) - upcoming meeting with 7 Cedars to finalize arrangements for our December 21st (5pm) event.
 - An invitation flyer with details and menu choices will be emailed soon.
- Projects -
 - Harry Cook - Sonex Waix, fuselage and glare shield.
- 50/50 Scholarship Raffle - M/Cd by Jazmin Stamper
 - The Big Winner was Alejandra Stamper.
 - Other prizes included framed (aircraft) photos, won with additional ticket drawings.
- James Alton - *Wm. R. Fairchild Intl. Airport, Administrator* introduced himself and offered a few words about his background and his mission, “bring people to the airport”. He also invited us to share our ideas with him. One upcoming project he mentioned, will be to bring weather reporting and webcams to Sekiu Airport.
- Business portion of the gathering was adjourned at 1110.
- Program
 - Flying Backcountry - Ray Ballantyne

Respectfully submitted,

Richard Howell, EAA 430 Secretary