



EAA Chapter 430

Serving Northern Olympic Peninsula



March 2026 - Newsletter



From the Left Seat with President Ray Ballantyne

During the last Gathering, I was lamenting the loss of the doctor at Jamestown Clinic who did BasicMed examinations. With the help of the membership, I found Dr. Jess Panza on 8th St in Port Angeles. She does a variety of physicals from sports to commercial drivers and was very receptive to BasicMed. You can find her information on the EAA430 website. Now I'm good until 2030!

For me, one of the most important things to come out of the recent MOSAIC changes was the ability for an owner of an E/AB that he/she didn't build to learn how

to be a Light Sport Repairman Inspector- Airplane (LSRI-A). Once certified by the FAA, that individual can inspect and certify the safe operation of (only) their own aircraft. Ken Brown and I recently attended the training for LSRI-A, and I gained a greater appreciation for all the regulations, best practices, and serious business every A&P mechanic must deal with (not to mention the paperwork).

Generally speaking, the class was well-organized, on-point, and accomplished the end result of everyone passing the final exam with very high marks (94% here!) I muffed 3 of the 50 questions 🙄. The course covered a bit of aerodynamics, with a big focus on balanced flying surfaces, weight and balance, flight control systems, corrosion, engines and props - as well as all the regulations associated with possessing the LSRI certification. The only hands-on exercises were a demonstration on compression testing and safety wiring multiple bolts. The 16-hour two-day class

was held in Buckley, WA at a Rainbow Aviation instructor’s personal hangar. It was a long two days, and even the return trip was not without adventure with car issues.

The next steps involve presenting my certificate of completion in person to the SEA FSDO to request my airman LSRI-A license. Then I must request a change to the Operating Limitations of my aircraft to allow a LSRI-A (me) to certify the annual condition inspection from the FSDO. I’ll let you know how long that takes.

I have no delusions that I suddenly became an expert mechanic, and I have no intentions of not hiring an A&P to inspect my airplane every year. But now I can assume the liability for certifying the inspection. That should make it easier to find people to help.

We have some exciting presentations coming up in the next couple of months. Harry Cook will give a talk about his Alaska Frontier Flying, and George Steed from EAA 406 will give us the history and status of their new electric Sonex trainer. March 28 will be our last Gathering at KCLM for the winter, and we return to Bud’s hangar in April.

I hope the Spring wind doesn’t blow us away!

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A Quick Note

We are fortunate to have a bunch of new chapter members. Everyone - please take the opportunity to introduce yourselves. Let’s get to know one another and make all feel welcome and included.

Upcoming Events

Board of Directors Meeting

Mar 20 - 9:00am

Mariner Cafe

Membership Gathering

Mar 28 - 10:00 am

Wm. R. Fairchild Intl. Airport
Terminal Conference Room
(social time - come early)

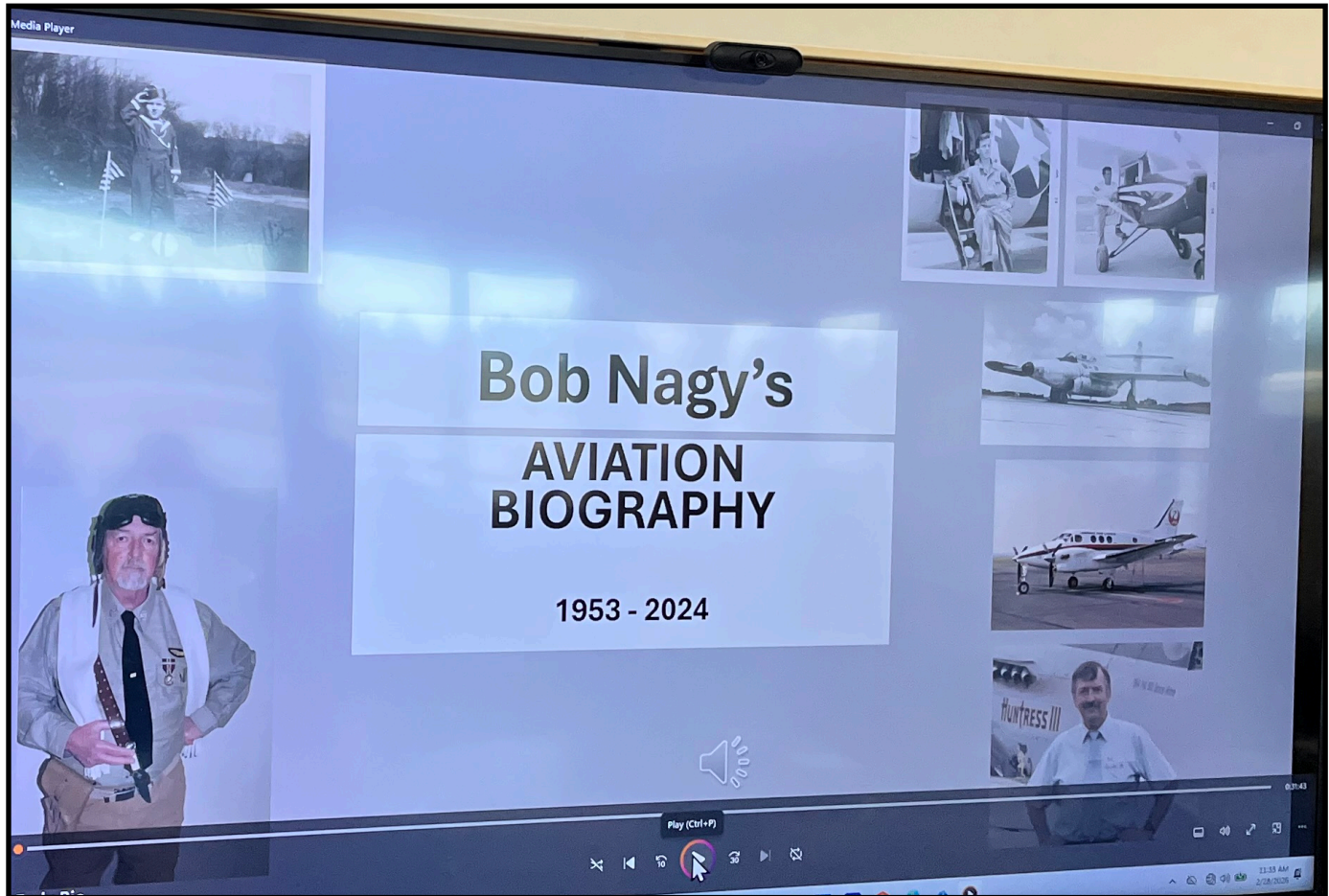
VMC/IMC Club

Apr 8 - 7:00pm

(social time - come early)
Mariner Cafe

February Gathering Presentation Aviation Career Biography

Chapter member John Meyers shared some of his personal memories about Bob Nagy, along with a remarkable audio-visual presentation.



Bob Nagy's Aviation Biography

John, with help from Mike Payne (Port Townsend Aero Museum) were able to work closely with Bob, very shortly before he passed away, to capture Bob's own narration for this fascinating and beautifully produced record of his career. *

EAA 430 In the News Stepping into Leadership



EAA and WPA Fly-Out to Roche Harbor, San Juan Island

BY AIDAN LARA AND RAY BALLANTYNE, EAA 808555, EAA CHAPTER 430 PRESIDENT

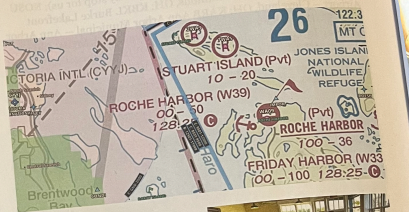
"BY 2100Z ON SUNDAY, October 26, the TAFs were looking good for the fly-out to Roche Harbor for Monday, October 27, so I sent out the 'fly-out is on' announcement. By this time, I had 16 confirmed to attend," reported Aidan Lara, EAA 1130884, the designated fly-out chair (DFC).

The Clallam County Pilots Association, a chapter of the Washington Pilots Association (WPA), has joined EAA Chapter 430 in these fly-outs for many years. EAA 430 is the farthest northwest chapter of the EAA in the continental United States, as the Olympic Peninsula extends out west of Seattle. Regular fly-outs have been a highlight of this gold-recognized chapter. Barry Halsted, EAA Lifetime 38317, has been coordinating the monthly flights for EAA 430 since 2020. He is continually looking for good locations to have lunch, watches the weather, researches all the aeronautical information, and keeps everyone informed. You can imagine his delight when young Aidan stepped up and offered to be the DFC for October.

Aidan just recently turned 21 and came into aviation by way of the local radio control model club. Supported by not only his parents but also his grandfather and great-grandfather, he went on to learn to fly and received his private pilot certificate at Sequim Valley Airport just last year. He and his entire family joined EAA 430 in April. Taking this young man under her wing, chapter member Emily Westcott, EAA 732138, gave Aidan the opportunity to fly her Cessna 172 to build hours and experience. The annual poker run identified 15 different airports for the five cards needed. Emily and Aidan flew to all 15 airports — because they could. He is now closing in on 100 hours.

Wanting to stretch his wings, Aidan led a group of three aircraft over the Cascade Mountains to Yakima, Washington, to visit the CubCrafters factory in October. And now he has stepped up to lead a chapter fly-out.

So, here is the rest of Aidan's report of the fly-out: On Monday morning, there were clear skies and calm winds over the peninsula and broken clouds at 1,800 feet over Friday Harbor. Victoria was clear, and so was Orcas, so I decided that the fly-out was still on. It was a beautiful, smooth flight over to



San Juan Island, and it was visible that Roche was clear of clouds. Upon arrival, there was a group of aviators waiting with a few arriving shortly after. Myself, Sondra Pedlar (my mom), and Linda Priddle (Emily's C172M); Bud Davies (Emily's C152); Scott Alair (Lancair Legacy); Richard Howell and Sid Vandiver (Richard's Sling 2); Rob Stephens and Ernie Hansen (Rob's VL3); Ray and Lisa Ballantyne and Wells and Evangeline (Rob's VL3); Ray and Lisa's Sportsman; Cenk Özer and friend Hutchins (Ray and Lisa's Sportsman); Barry and Tracy Halsted (their Scott (Linda's C150J); and Barry and Tracy Halsted (their C172M). Seventeen people and eight airplanes in total.

After we took our group picture, we ventured down into town. The walk was a nice downhill stroll with great views of the harbor and the original Hotel de Haro. There were even a couple of people who called the hotel/resort to request a golf cart to meet us at the airport to be driven into town. After pushing a few tables together, it was great to get to socialize with everyone at lunch. It was also a treat to try the café's homemade doughnuts and explore the original lime kilns.

If you haven't made it up there, it is worth it, especially this time of the year during the off-season. Don't forget to explore the mausoleum. The flight home was smooth with clear skies and light winds. This was also one of our largest fly-out turnouts for 2025 and my first time acting as fly-out coordinator. Thank you to all who attended!

Clear skies and tailwinds,
Aidan Lara
It truly is exciting to see the next generation step into leadership roles in our aviation organizations. It's also fun to help and mentor them in the magic of flying their own aircraft.

PHOTOGRAPHY COURTESY OF AIDAN LARA

100 Good Years
A century of blimps
A SeaRay at Play
First-time builder's homebuilt amphib
One Wonderful Widgeon
Piecing together a classic Grumman
Hardware Made Easy
Nuts, bolts, and washers

Introducing the SE-1

The March issue of *EAA Sport Aviation* included an inspiring article ([here](#)), written by Aidan Lara and Ray Ballantyne, about one of our chapter fly-outs. The depiction of the event is first rate, but the key takeaway is the significance of a young chapter member stepping up to a meaningful leadership opportunity and doing a marvelous job. *

Are You Ready? By "Brownie"

I **discovered**, to my chagrin, that while I thought I was ready for most situations, it turns out I was not. The

events which lead me to this conclusion was a simple local day fly-out with our 430 group. Once a month, we gather to fly to a restaurant, normally within up to 100 miles. This event was no different. Beautiful severe VFR, temps in the low 50's and smooth air. Uneventful. Traffic and landing done in accordance with all the proper etiquette. We enjoyed lunch with about 20 pilots. After lunch, we decided to fuel the airplane with cheaper gas than at our home airport.

While fueling, a fellow pilot asked me if I noticed the nose wheel was going flat, which was visible as we watched. I had completed a preflight before taxiing it to the fuel pumps, so this was a surprise.

I walked to the FBO and asked if they could come out and help, which they did. They filled the tire with air, only to watch it deflate very quickly. Rather than go into all the details of what happened, a tube was available at Tacoma Narrows. I have a daughter living close by, so she picked up the tube and brought it to us. Daylight at this time of year has a sunset at 1731, with evening civil twilight at 1802. As we watched the clock tick forward, our window for departure was shrinking. The tire arrived, the A&P had the tire prepped for the new inner tube, but the clock was still progressing. Tire assembled, checked for leaks and replaced on the nose of the RV9-A. As I continued to look at the clock the time was not standing still. Can I legally takeoff? Yes. Will I make back to my home airport? Most likely. Will it be legal? Barely, but will it be safe and is this a good decision? Lots of GO/NO-GO decisions. My decision was a NO-GO. Get-home-itis was not going to be a factor. We secured the plane and when to our daughter's home.

In the morning, we were faced with temp and dew point the same; 200' overcast, $\frac{3}{4}$ mile visibility, and mist. We arrived back at the airport about 1100. Clearing was very gradual, and at 1400, we were able to launch. We flew home in only 22 minutes ON-TOP to our home airport which was clear below 12000.

Now that you have the background, here is the question: ARE YOU READY? We discovered we were not. We were unprepared to not be home the same day we left. We had appointments which needed to be cancelled, we did not have our prescriptions, or in my case, a charging system for hearing aids, or cords for our electronics, phones, and tablets. Having a toothbrush is nice to have as well.

A small GO-TO bag is now one of the things to have with us at all times, for the airplane, as well as the car. It takes very little space with almost no weight added and worth having -JUST IN CASE! WE ARE READY...now! ✨

get-there-itis /gět-THâr-ĭ'tīs/

English

Etymology

From *get there* + *-itis*.

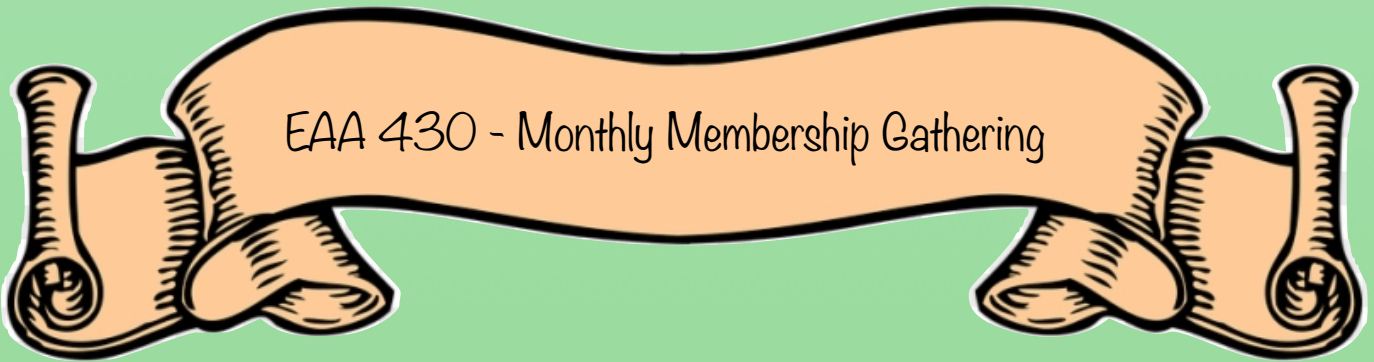
Noun

get-there-itis (*uncountable*)

1. (*aviation*) The **determination** of a **pilot** to reach a **destination** even when **conditions** for **flying** may likely be **dangerous**.

Related

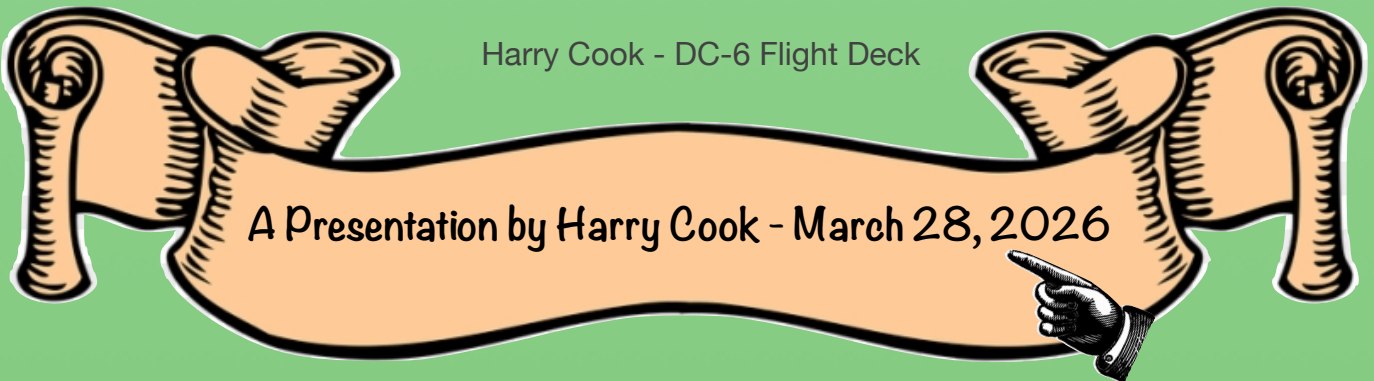
[get-home-itis](#), [continuation bias](#)



"FRONTIER FLYING - ALASKA"

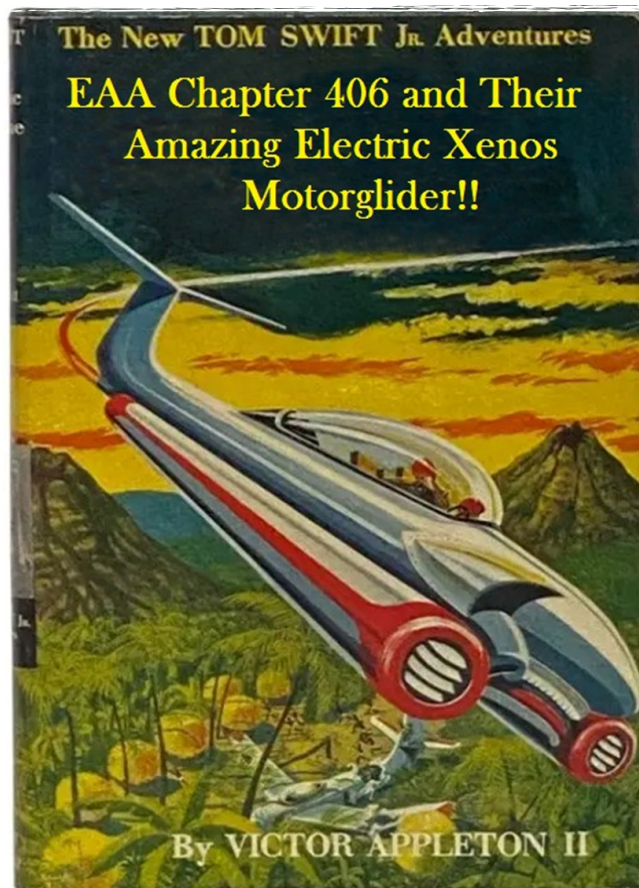
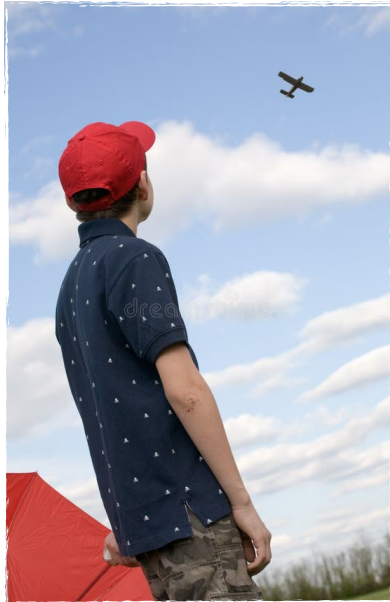


Harry Cook - DC-6 Flight Deck



A Presentation by Harry Cook - March 28, 2026

APRIL
25



FASCINATING PRESENTATION

**EAA 430 Membership
Gathering**
Sequim Valley Airport, Hangar #15
10am - arrive early!

George Steed of EAA Chapter 406 and Bremerton Aviation Center for Education (BACE) will captivate your imagination with his account of their magnificent Xenos electric motor-glider project

EAA Chapter 430 – General Membership Meeting

Date: February 28, 2026

10:20am call to order

41 members and 1 guests present

- Minutes approved from January 2026
- Correspondence
 - None

Old Business

- Treasurer/Membership
 - \$6333 in Scholarship, \$2474 Checking, \$233,500 Building.
 - 117 Current members
- CAP continues Richard, Ray, Linda and Eric participating
- February flyout Bremerton, 16 people ~10 planes, March Flyout not identified, stay tuned
- Building Committee, identifying opportunities, nothing immediate.
- Recognition Plaza, cleanup work party organized for 3/1.

New Business

- Members encouraged to identify physicians for all medical certificates and send to Richard for posting on website
- New CFI CFII available at Sequim Vally, Sarah Frelly Dungeness Aircraft Service, 360-351-4556
- Ray scholarship, matching funds scholarship was awarded to chapter 430, recipient will be identified over the next few months.
- New aviators gave update of their respective progress
- Holiday Party, new venue being BOD to make announcement in next 2 months. Dec 19th 2026
- Richard Howell making steady progress updating EAA430 website
- Ray shared experience of O2 Chamber at NW Conference and trade show
- Alan Bernard donation for sale to members
- Buckeye (AZ) flyin report from Ernie
- March 3-4 EAA Virtual boot camp, see Ray if interested.

Project Reports

- Multiple reports from those builders in attendance

Meeting adjourned 11:05.

Presentation about Bob Nagy by John Meyers

Important **March** 2026 Dates

- March 11th @ 7 pm VMC/IMC Club, Mariner Café
- March 20th @ 9am BOD, Mariners Café
- March 28th General gathering KCLM conference room

Respectfully submitted, Robert Stephens, EAA 430 Secretary