



EAA Chapter 430

Serving Northern Olympic Peninsula

August 2026 — Newsletter



From the Left Seat

Ray Ballantyne, President



Lisa and I just returned from the pilgrimage to Oshkosh AirVenture this year. It was a great show with pleasant temperatures as we lived under the wing for 5 days. It's hard to describe the experience, so I ran across a poster with a good description which I'll include at the end. We attended the Young Eagle dinner celebration of 2.5 million YE's flown. Our Chapter has been helping with that for many decades. And we get another chance to impact young lives on September 19th at KCLM!

"Since we're already halfway across the nation, shouldn't we go on to see my sister, our daughter, our grandson, and your brother?" Lisa asked. So, 4100 miles later, we had flown to Indiana,

Tennessee, Arkansas, Oklahoma, Colorado and back home through Montana. Whew!

And the flying isn't over! The chapter just had a great fly-out to Orcas, and there are many fly-out opportunities in the near future. Arlington and Hood River are just two that come to mind. Also, don't miss the annual Poker Run by getting your stamps and poker hand to play at the Gathering this month. Cash and prizes are on the table to win! The poker game will follow the presentation from Hilda of the Seattle FSDO.

I'd like to thank Ernie, Richard, and many others for covering the chapter events during my absence. And added thanks to Ernie for purchasing and mastering our new propeller balancing equipment. It was through the generosity of the members that we stepped out hoping we could have a great benefit for the members, get the money to pay for it, and maybe even add funds through future contributions.

I plan to see you at the August Gathering at Bud's Hangar on Saturday the 29th around 0930.

— Ray

Chapter Membership Gathering

Saturday, August 29 at 0930

Sequim Valley Airport, Hangar 15 (lunch)

<https://eaa430.org>

An Ode to Oshkosh

Every year I tell myself it's just another trip.
Every year Oshkosh proves me wrong.

It's early mornings filled with the sound of engines coming to life, long days walking miles across Wittman Field, and evenings spent watching the sky put on a show that reminds us why we fell in love with aviation in the first place.

It's old friends you only see once a year but somehow pick up the conversation as if no time has passed. It's making new friends who share the same excitement when a rare aircraft taxis by or an unexpected arrival appears overhead.

Oshkosh has a way of making the aviation world feel
both incredibly large and surprisingly small.

This week was filled with unforgettable arrivals, meaningful conversations, and countless reminders that aviation's future is bright. The next generation is here, chasing dreams and finding their place in this amazing community.

As I pack up and head home, I'm tired, sunburned, probably carrying a little Wisconsin dust with me—and already thinking about next year.

★ *Because that's what Oshkosh does.* ★

It reminds us why we became aviation people in the first place.

Blue skies, tailwinds,
and until 2027...

★ I'LL SEE YOU AT OSHKOSH. ★



July Gathering - Recap

Chapter members stepped up and did their very best to keep the organization from crumbling to bits while both our President and Vice President were away.

on their home property. It was a remarkable feat. Ryan and Marianne work hard to keep the dream alive with the upkeep and generous sharing of their airstrip.

Recent years have seen delightful fly-ins and on-site camping with deluxe accommodations, a few of which have been a collaborative effort with the Recreational Aviation Foundation (RAF).

Olympic Field is a magical place to visit. Give Ryan a call and then take advantage of his invitation to fly in and enjoy what he and Marianne have done there.

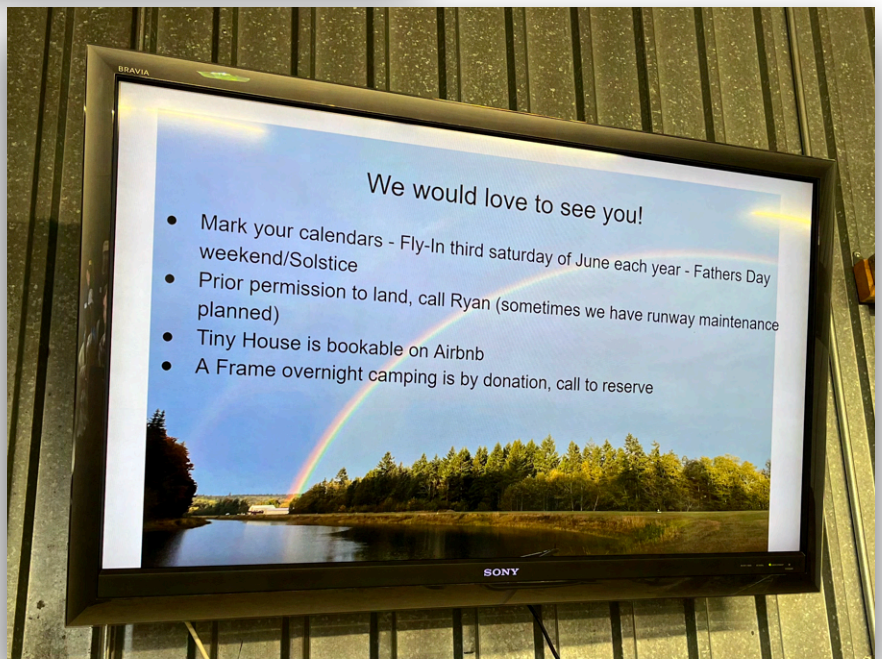
— Editor



We did it! EAA Chapter 430 continues to thrive. How cool is that?!

In addition to routine business, details, that you can read about in the attached minutes, we enjoyed a wonderful presentation by Ryan Larrance and his wife Marianne, along with delightful contributions from their new daughter Evelyn.

The topic of their talk was Olympic Field, the private airport built by Ryan's father



After the talk, burger lunch and some terrific treats — like fresh, homemade cherry pie — were most appreciated. Thanks to our hardworking Hospitality directors, Kevin and Charlene Tracy, along with the other volunteers who make it all happen.

July's Fly-Out Report

Aiden Lara

As July's Fly-out Coordinator, I originally planned a fly-out to Pierce County Airport (KPLU) on July 22nd. I announced

However, as the fly-out approached, the forecast changed significantly. The day before the fly-out, temperatures in Puyallup were forecast to reach 97°F around the time we would be having lunch. I felt that would make for an uncomfortably hot afternoon, so I decided to change the destination rather than postpone the fly-out. With my work schedule, additional weather moving into the area later in the week, and the fact that July was quickly coming to an end, changing the destination seemed like the best option.



the fly-out three days in advance because I was closely monitoring the weather. At the time, the forecast called for clear skies, light winds, and temperatures in the mid-80s, which sounded like great flying weather.

I considered both Westport (14S) and Jefferson County International Airport (OS9) as alternatives. I sent out an email explaining the change and let everyone know I was waiting for the updated TAFs before making a final decision. By 0100Z

on the 21st, the forecast showed Westport becoming IFR to marginal VFR around the time we would be flying there. Because of that, I decided that





Jefferson County International would be our destination, with lunch at the Spruce Goose Café.

The forecast for Jefferson County was looking much better, with clear skies, northwest winds around 7 knots, and temperatures in the mid-to-high 70s. On the morning of the 22nd, the weather continued to look great, so I sent out the final email confirming that the fly-out to Jefferson County International was on.

I had only received a few confirmations beforehand, so I wasn't sure how many people to expect. When I arrived, however, I was pleasantly surprised to see

quite a few airplanes from our group and even more people. I also want to give a huge thanks to Scott Alair for going into the restaurant, arranging three tables together, and getting a



headcount of everyone who would be eating. This was especially important because the Spruce Goose Café does not take reservations.

In total, we had 15 people, 9 airplanes, and 3 people who drove in. Those attending by airplane were Aidan Lara, Emily Westcott, Andy Sallee in Emily's C-172, Kevin Tracy in his Ercoupe, Scott Alair in his Lancair Legacy, Ernie Hansen in his Globe Swift, Barry and Tracy Halsted in their C-172, Tim Alentiev in his RV-10, Richard Howell in his Sling 2, Bud Davies in his C-152, and Pat from the Bremerton chapter. Linda Priddle, John Ward, and John Meyers also joined us by driving in.

Overall, it was a great fly-out. We enjoyed a delicious lunch, excellent weather, good company, and amazing skies. Some of us even finished the afternoon with a delicious piece of pie!



EAA Young Eagles - Getting a Clue

Sid Vandiver

I was at the Sequim *Unity of Effort* event and the EAA booth was there. Linda Priddle got the information pamphlets, brochures, and marketing materials for the booth, and we laid it all out and got prepared.

While I was standing around and visiting with a few people from the crowd and watching numerous people walk right past our booth, I was feeling like there wasn't a good way to pitch the Young Eagles program without it feeling unnatural or awkward.

And as I was looking at our signage and banners, it occurred to me that at this "non-aviation related" community event, we had no signs or banners that gave any real obvious clue about who we were or what we were trying to offer to the public.

EAA is just a generic sounding acronym to the general population, I would guess, and the large "Young Eagles" signage doesn't necessarily give a great idea about the fact that kids can go fly a plane and get introduced to aviation. This leaves it to the booth attendants to have to "sell" what we're offering to the public.

I almost ran home and grabbed a sandwich board that my wife and I had lying around and brought it back to the booth. I was going to write something on it to the effect of, "We can give your kid a flight in a plane for free! Ask us how!" I'm paraphrasing there, but it would be something like that.

It makes a statement that seems kind of bold (but isn't a lie), and if the words on the sign were big enough to read quickly, then people might stop, think, and even maybe ask us how we could provide that for a kid (their kids, grandkids, friend's kids, etc.), and that opens up a very "natural" segue for us to talk about our organization, the Young Eagles program, and how their kids can have an experience that they probably don't think is financially feasible for them to provide because they know that flying is expensive, but haven't considered that a national organization that promotes aviation would be a way for them to give that experience to their son or daughter.

Without that way of quickly (and clearly) telling a general audience who we are and what we're "selling", so to speak, then we have to forcibly engage them, and they might be turned off by being talked to without them wanting us to talk to them, but if "they were curious" about how we could give their child an experience for free and stopped to inquire about it, then we're not invading their space and taking up time that they didn't necessarily want to give us.

Anywho... That's just some food for thought for future booth set-ups at large events intended for a general population. Don't know if other people would necessarily agree with me. I'm no salesman, but getting people to come to you on their terms is pretty low-hanging fruit in the realm of winning people over psychologically.

— Sid

Olympic Air Show 2026 Recap

Dave Woodcock

The Olympic Flight Museum in Olympia has been having this Father's Day weekend event since 1999. I would guess that it is one of the longest continually running air shows in Washington State. I was fortunate this year to have my 1944 Piper L-4H written up in their 21-page program sitting in as part of our Commemorative Air Force Rainier Squadron (based at Arlington). Our Stinson Reliant AT-19 is down this summer for an engine overhaul. They treat us like kings there as part of the air show with ground transportation, hotel, lunch, Saturday evening party and even complimentary beer garden vouchers!

For those of you unfamiliar with 43-30430, she was built in April of 1944 in Lock Haven, PA, shipped to England and was initially part of the 9th Air Force. In the Fall she was transferred to Army Ground Forces in France as part of the Ninth

Army, 30th Infantry Division. In December 1944 the 30th ID was northwest of Bastogne near the town of Malmedy, Belgium when the German offensive began. She survived the Battle of the Bulge and continued with the 30th ID crossing the Rhine River into Germany through war's end.

Flying there and back in the Class C airspace, although legal with no electrical system, makes me a bit nervous in a stealthy camouflaged aircraft. ADS-B in on my iPad helps. I added a second handheld Icom radio clipped to the display B-8 parachute in the front seat to be able to better communicate with the tower. The handheld mounted in the wing root is difficult to see and hard to change frequencies on. -photo-

My Grasshopper was a static display parked in front of the local WWII U.S. Living History Group "Friends of Willie and Joe" originally sponsored by WWII veteran/cartoonist Bill Mauldin. This



1944 Piper L-4H — 43-30430



Hand-held Radio Setup

group was camped at KCLM three years ago for the Port Angeles Airport Day. Their Olympic encampment and my L-4H were right across from the PBY, B-17, P-40 and TBM Avenger. Perfect seating to watch the air show and show folks how things must have looked 82 years ago when the L-4 aircraft were supporting Army artillery units. -photos-



Encampment



Dave and the TBM Avenger

Also present and flying in the air show was Bill Shepherd with his Yak-3 and members of our Seattle EAA Cascade Warbirds Squadron. As a side note, the P-40 that attended, owned by the "Soaring by the Sea Foundation" in Oregon is the only P-40 in the world with six fully operational .50 caliber machine guns. You can bring it up on YouTube. As a plus, I gave myself an early birthday gift – a flight in the Erickson Collection (Madras, OR) TBM Avenger torpedo bomber. That is one big airplane!! -photo-

Unfortunately, the field does not welcome transient aircraft for parking on the ramp area certain hours, Friday through Sunday airshow weekend.

However, it's about a 2.5 hr. drive from Sequim down scenic Hwy 101 and it would make a very worthwhile drive-out event in the future.

— Dave Woodcock



Bill Shepherd's Yak 3 at AirVenture 2024

VMC/IMC Club - August Excerpt

Harry Cook

Our monthly EAA Chapter 430 VMC/IMC Club meetings continue to be well attended and highly enjoyable, but learning and being a better pilot is the key benefit of these sessions.

Harry Cook, our chapter VMC/IMC Club director, puts considerable thought and effort into the content and his engaging presentations. Please find below, some recent excerpts that will hopefully serve to extend the reach and value of the material Harry compiles and brings to our attention each month.

Thanks Harry!

— Editor

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Traffic Advisory Procedures at Non-Towered Airports**Collisions continue at a steady rate**

Midair collisions have continued at a steady rate in the past 20 years, statistics show. Most years such accidents number in the teens, but occasionally the number reaches the lower to mid-20s.

The definition of the collision problem has expanded recently to include runway incursions, and has led to new safety efforts. ASF has placed a runway-incursion training program on AOPA Online. Among the foundation's publications is the Collision Avoidance: Strategies and Tactics Safety Advisor that can be viewed or ordered on ASF's Web site.

Approach and landing – a dangerous time

ASF data indicate that 45 percent of collisions occur in the traffic pattern, and of these, two-thirds occur during approach and landing when aircraft are on final or over the runway. Confusion about the location of aircraft and their landing order often begins earlier in the pattern. As you might expect, operations at non-towered airports offer the greatest risk.

- Mid-air collisions generally occur during daylight hours—56 percent occur in the afternoon, 32 percent occur in the morning, and 2 percent occur at night, dusk, or dawn.
- Most mid-air collisions occur under good visibility.
- A mid-air collision is most likely to occur between two aircraft going in the same direction.

- The majority of pilots involved in mid-air collisions are not on a flight plan.
- Nearly all accidents occur at or near uncontrolled airports and at altitudes below 1,000 feet.
- Pilots of all experience levels can be involved in mid-air collisions.

Available Resources

FAR 91.126

Airplane Flying Handbook

Advisory Circular 90-66C - Non-Towered Airport Flight Operations

AIM Chapter 4-1-9, Traffic Advisory Practices at Airports Without Control Towers

The following are some important procedures that all pilots should follow when flying in a traffic pattern or in the vicinity of an airport.

1. Tune and verify radio frequencies before entering the airport traffic area.
2. Monitor the correct Common Traffic Advisory Frequency (CTAF).
3. Report position 10 miles out and listen for reports from other inbound traffic.
4. At a non-towered airport, report entering downwind, turning downwind to base, and base to final.
5. Descend to traffic pattern altitude before entering the pattern.
6. Maintain a constant visual scan for other aircraft.
7. Be aware that there may be aircraft in the pattern without radios.
8. Use exterior lights to improve the chances of being seen.

9.5 Prior to Takeoff, VFR or IFR, Traffic Verification, and Communications.

Communication at non-towered airports or at airports where the control tower is closed is critical. Pilots are reminded that in these cases surveillance of other traffic by the air traffic controller is removed from the safety picture; hence, you are assuming this role. All traffic, whether IFR or VFR, should, at a minimum, monitor the CTAF. For departures a minimum of 10 minutes prior to taxi and arrivals a minimum of 10 miles out from the airport, you should broadcast your intentions. The importance of air-to-air communications cannot be overemphasized. Failure to follow this communication protocol has contributed to near

midair collisions (NMAC), and as such could be considered careless and reckless operation of an aircraft.

TBL 4-1-9
Summary of Recommended Communication Procedures

	Facility at Airport	Frequency Use	Communication/Broadcast Procedures		
			Outbound	Inbound	Practice Instrument Approach
1	UNICOM (No Tower or FSS)	Communicate with UNICOM station on published CTAF frequency (122.7; 122.8; 122.725; 122.975; or 123.0). If unable to contact UNICOM station, use self-announce procedures on CTAF.	Before taxiing and before taxiing on the runway for departure.	10 miles out. Entering downwind, base, and final. Leaving the runway.	
2	No Tower, FSS, or UNICOM	Self-announce on MULTICOM frequency 122.9.	Before taxiing and before taxiing on the runway for departure.	10 miles out. Entering downwind, base, and final. Leaving the runway.	Departing final approach fix (name) or on final approach segment inbound.
3	No Tower in operation, FSS open (Alaska only)	Communicate with FSS on CTAF frequency.	Before taxiing and before taxiing on the runway for departure.	10 miles out. Entering downwind, base, and final. Leaving the runway.	Approach completed/terminated.
4	FSS Closed (No Tower)	Self-announce on CTAF.	Before taxiing and before taxiing on the runway for departure.	10 miles out. Entering downwind, base, and final. Leaving the runway.	
5	Tower or FSS not in operation	Self-announce on CTAF.	Before taxiing and before taxiing on the runway for departure.	10 miles out. Entering downwind, base, and final. Leaving the runway.	
6	Designated CTAF Area (Alaska Only)	Self-announce on CTAF designated on chart or Chart Supplement Alaska.	Before taxiing and before taxiing on the runway for departure until leaving designated area.	When entering designated CTAF area.	

REFERENCE – AIM 4-1-9

g. Self-Announce Position and/or Intentions

1. General. Self-announce is a procedure whereby pilots broadcast their position or intended flight activity or ground operation on the designated CTAF. This procedure is used primarily at airports which do not have an FSS on the airport. The self-announce procedure should also be used if a pilot is unable to communicate with the FSS on the designated CTAF. Pilots stating, "Traffic in the area, please advise" is not a recognized Self-Announce Position and/or Intention phrase and should not be used under any condition.

2. If an airport has a tower and it is temporarily closed, or operated on a part-time basis and there is no FSS on the airport or the FSS is closed, use the CTAF to self-announce your position or intentions.

3. Where there is no tower, FSS, or UNICOM station on the airport, use MULTICOM frequency 122.9 for self-announce procedures. Such airports will be identified in appropriate aeronautical information publications.

4. Straight -in Landings. The FAA discourages VFR straight -in approaches to landings due to the increased risk of a mid-air collision. However, if a pilot chooses to execute a straight-in approach for landing without entering the airport traffic pattern, the pilot should self-

announce their position on the designated CTAF approximately 8 to 10 miles from the airport and coordinate their straight-in approach and landing with other airport traffic. Pilots executing a straight-in approach (IFR or VFR) do not have priority over other aircraft in the traffic pattern, and must comply with the provisions of 14 CFR 91.113 (g), Right-of-way rules.

5. Traffic Pattern Operations. All traffic within a 10 -mile radius of a non -towered airport or a part-time-towered airport when the control tower is not operating, should monitor and communicate on the designated CTAF when entering the traffic pattern. Pilots operating in the traffic pattern or on a straight-in approach must be alert at all times to other aircraft in the pattern, or conducting straight-in approaches, and communicate their position to avoid a possible traffic conflict. In the airport traffic pattern and while on straight-in approaches to a runway, effective communication and a pilot's responsibility to see-and-avoid are essential mitigations to avoid a possible midair collision. In addition, following established traffic pattern procedures eliminates excessive maneuvering at low altitudes, reducing the risk of loss of aircraft control.

REFERENCE – FAA Advisory Circular (AC) 90-66, Non-Towered Airport Flight Operations.

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FYI - A local airport can have a very positive impact on the community



NOTICE TO AIRMEN (NOTAM) & PILOT ADVISORY

Sequim Valley Airport (W28) Closure & Taxiway Construction Project

Project Overview

Sequim Valley Airport has received a WSDOT grant to undertake a comprehensive upgrade of our airfield facilities. Lakeside Industries will reconstruct, pave, and paint both the East and West taxiways. We will also be installing newer, higher quality runway lighting to replace aging infrastructure.

Important Schedule & Closure Details

-Airport Closure Dates: Monday, September 28 through Monday, October 12, 2026.

-Runway & Ramp Status: Fully closed 24/7 starting Monday morning, September 28, as the runway and main ramp will serve as staging areas for heavy excavation and paving equipment. The main runway and grass taxiways will be completely closed and there will be no flight operations permitted during this period.

Access & Services:

-Vehicles & Hangars: Vehicle access to the auto parking lot and T-hangars will remain open. Access to the south T-hangars may be routed around the north and east end as needed during construction.

-Fuel: Limited fuel sales will be available from the auto parking lot side.

-Tenant Recommendation: Pilots requiring aircraft access during the closure window are encouraged to temporarily relocate their aircraft to a neighboring airfield.

Lakeside Industries Schedule of Work:

-Friday, September 25: Equipment mobilization, installation of erosion controls, and temporary construction entrance setup.

-Monday, September 28: Runway officially closes 24/7; heavy taxiway construction begins.

-Monday, October 12: Final cleanup, hydro-seeding, striping, and airport reopening.

*Schedules are subject to change and weather pending.

Management Statement

While we understand this may cause some temporary inconvenience for airport users, this schedule is necessary to ensure the safety of pilots, engineering personnel, and construction crews, and to align with Lakeside's paving availability during optimal early-fall weather conditions.

We are excited about these significant facility improvements and deeply appreciate the cooperation and understanding of our tenants, customers, and the broader aviation community.

Airport Management

Email: sequimairport@gmail.com

Phone: (360) 670-3083

ENTRY FORM - POKER RUN 2026

This Poker Run is open to all EAA members and their friends. During the months of July and August, pilots and friends may qualify to enter by flying to any five qualifying airports below (each of which has a Washington Pilots Association Passport station with passport stamp), and stamping the reverse side of this form (or other medium) with the passport stamp. It is not necessary that all stamps be obtained in one day or on one flight.

POKER RUN QUALIFYING AIRPORTS

- Anacortes (74S)
- Apex Airpark (8W5)
- Arlington (AWO)
- Bremerton (PWT)
- Centralia (CLS)
- Concrete (Mears Field - 3W5)
- Darrington (1S2)
- First Air Field (W16)
- Harvey Field (S43)
- Jefferson County Int'l (0S9)
- Norman Grier (S36)
- Olympia (OLM)
- Pierce County Thun Field (PLU)
- Spanaway (Shady Acres - 3B8)
- Tacoma Narrows (TIW)
- Packwood (55S)

POKER RUN EVENT

Prizes will be given to four winning hands!

The event ends at the beginning of the August Chapter 430 meeting (Saturday, August 29). Participating pilots and passengers turning in this form (with passport stamps) and donating \$20 to the chapter will receive a seat at the Poker Table, where four poker hands will be played. For each hand, the dealer will deal five cards to each participant. Any player wanting to better his/her given hand may replace up to three cards by donating an additional \$5 per card. The winner of each hand will be the participant having received the highest poker score. Participants (or someone representing the participant) must be present at the August Chapter meeting.

BONUS: Participants in the Poker Run can receive a single bonus card by participating in a specified flyout. This year the bonus card will be given to fliers participating in either the May or August flyout. The dealer will add the bonus card when handing out the five cards for the first hand, and at that time one of the six cards is to be returned to the dealer. These participants can then replace up to three cards as explained above if desired.

PLACE PASSPORT STAMPS ON THE BACK SIDE OF THIS FORM**PARTICIPANT TO FILL OUT THIS INFORMATION**

Participant's Name

EAA Chapter 430 – General Membership Meeting

Date: May 30, 2026

10:03 am call to order

35 members and 3 guests present

- Pledge of Allegiance
- Minutes approved from June 2026
- Correspondence: Nothing to report

Old Business

- Treasurer/Membership
 - \$5288 in Scholarship, \$3300 Checking, \$233,500 Building.
 - 108 members,
- June flyout Olympic Field,
- July Flyout Jefferson Co. 15 people, 2 out of chapter, 9 aircraft, 2 drive in's
- Building: still active, nothing to report
- Young Eagles July 11th, 42 youth flown, next YE event Sept 19th

New Business

- Jefferson Co 100LL fuel now available @ \$6.99/gal
- Crest FBO closing, Crest airport remains open and active
- New aviators gave update of their respective progress, Jasmine, Sid, Aiden & Kevin
- Chili Bingo raised \$1600 4 props balanced to date, \$200 donation for each balance. Could non-members use? Donation for non-members higher? After purchase amount paid off, donations will be used to fund scholarship
- Barry asking for donations for art donated (displayed) from Richard Humphreys estate.
- Poker run in progress and poker game will be played at the general meeting on August 29th
- Diamond Point airport days August 15th 10am – 3pm, need to fill out PPR form @ 2WA1.org

Project Reports

- Multiple reports from those builders in attendance, James, Harry, Erik & Barry

Meeting adjourned 10:57.

Presentation: Olympic Field Ryan Larrance wife Marianne.

Important **August** 2026 Dates

- August 12th @ 7 pm VMC/IMC Club, Hometown Café
- August 21st @ 9am BOD, Hometown Café
- August 29th General Meeting @ SVA Hanger 15

Respectfully submitted, Robert Stephens, EAA 430 Secretary