



*Serving the Port Angeles & Sequim Area*

## **EAA 430 FLYER**

*APRIL 2020*



**Dedicated to having fun with airplanes and promoting General Aviation**

### **CHAPTER CHATTER**

*With President Ken Brown*



Here we are in April. Normally this would be the time we are setting out an active flying agenda, event planning and preparing for a busy summer. Instead, we are talking to friends from a distance of 6 feet, and being very careful with whom we come in contact.

As such, we have cancelled our April VMC, Board Meeting and Gathering. The Governor's Stay-At-Home order extends, at this time, until May 4, 2020. As we approach this date, we will revise our calendar and see which events will still be doable.

On a brighter side, we can still fly our airplanes, keeping in mind social distancing. Unless you fly like a Blue Angle, a six-foot distance will not be hard to do. Unfortunately, airport restaurants are closed so pack a picnic lunch and enjoy a wing top for a table. (Applicable only to low wing airplanes.)

The Pave the Way to the Future web site is up and open for any brick order you would like to make. This program is the major fundraising opportunity for our scholarship program. If we are to help young people with the passion to fly, we will need funds. It is also our intent to help those individuals who wish to pursue a career as an A&P. Please consider a memorial brick for our patio while helping the next generation. All donations to this program are tax deductible via our 501c3 status.

[www.polarengraving.com/ea430](http://www.polarengraving.com/ea430)

EAA Chapter 430 will resume a normal active schedule as soon as we possibly can and again enjoy the fellowship our chapter is known for. In the meantime, take time to smell the flowers, go for a walk and stay safe.

Until we can meet face to face, be well, clear skies and tailwinds.

IN THIS ISSUE	Page
Chapter Chatter (Ken Brown)	1
Calendar of Events	2
Welcome New EAA 430 Member	3
Airplanes R Us (John Meyers)	4-5
Women in Aviation	6
Woman Aviator (Rachel Sallee)	7-10
Woman Aviator (Renee Brillhante)	11-14
VMC Meeting	15
Board & Officers	15

April 2020  
**ALL EAA Meetings are CANCELLED**  
**Until further notice**

Since we did not have our monthly gathering in March, there are no Minutes.



“Say ... what’s a mountain goat doing way up here in a cloud bank?”

Student pilot to instructor: “Relax. This is an amphibian and we’re making a water landing.”

**WELCOME NEW EAA 430 MEMBER****John "Wally" Wallace**

The reason I've joined EAA Chapter 430 is to find a potential aircraft ownership partner (s) in a light sport two seater. I currently fly a 1947 415 C/D Ercoupe at Shelton Flying Club. The club is considering selling it, but I am considering other options. I would like to find the club's advice on a tricycle gear choice (could also be amphibious). I have co-owned a PA28 150 HP Cherokee with great success in the past.

I have about 4000 hours total time, but less than 400 as a single engine PIC. I started flying in college, but after an Air Force vision test, I was offered a rated navigator position as a WSO (Weapon Systems Officer) in the F4C Phantom. That part of my career was pretty short lived as my squadron was slated to change to the single seat F-15. I went back to school and became an HC-130 (Lockheed Hercules) Rescue Navigator for the Air Force Reserve. It was a great career that lasted over 25 years in various jobs and organizations.

After retiring from the Air Force in 2007, I took a job as a FEMA funded Emergency Management program manager. This was a great job working exciting issues with great people in Vancouver, Washington, but I was commuting almost every week to Olympia where my wife was working. I did this for about five years, but enough was enough ... It was time to go back to school to return to aviation!

I started Clover Park Technical College's Aviation Maintenance Technician program (AMT) in the Fall of 2012. I was the OLDEST member, but almost half the class were veterans using the GI Bill. This two year program specializes in helicopter maintenance. I really enjoyed both the instructors and classmates. They really helped me understand basic mechanic principles that I had never been exposed to before. I was able to help out with aviation operations expertise and what the pilot knows about his aircraft and what "broke" looks like.

After graduation, there were the FAA written, oral, and practical tests. With both Airframe and Powerplant Ratings, I worked for a small Olympia aviation company. I was the Soloy Aviation Solutions Parts and STC (Supplemental Type Certificate) Representative. Soloy specialized in turbine conversions of various small helicopters and fixed wing aircraft. I did get to go to one AirVenture in Oshkosh, Wisconsin as an exhibitor. Unfortunately, the company descended on hard times and was sold in several pieces. I retired in 2018 and we've been traveling about. My wife found a home here in Sequim late last year and we moved in February.

This is my first EAA Chapter membership, but I've belonged to both the EAA and AOPA nationally for a while. I'm also a Wing member of the Washington Civil Air Patrol (CAP). I have a resume that I submitted to CAP that is available for anyone who might want it. I can best be reached via email at: star-teck@comcast.net. I hope I get to meet you all soon after the Coronavirus problem is solved.



## Airplanes R Us

*by John Meyers*

### **AIRPLANES I HAVE KNOWN (TRANSPORT CATEGORY)**

I have searched some old photos and came up with these images of an “exotic” airplane that I “flew.” Thankfully it didn’t fly at all but it did taxi quite nicely. The machinery was created by the Boeing Co. and was used in early 1994 to simulate the geometry of the new (at the time) B-777. I recollect my mission on this rig was in February 1994. There was a lot of anticipation and excitement regarding the REAL Boeing Triple-Seven which actually rolled out in April 1994, and flew its first flight June 12, 1994.



**<Boeing taxi rig for B-777, at Paine Field in February 1994>**

I was a United Airlines “project pilot” at the time. A small team from UAL plus Boeing staff were supporting this particular day’s mission. The rig had an elegant acronym for a name which I have long-since forgotten. It was built to test the wheel geometry of the B-777-300 which was the next-in-line production effort planned for 1995. The -300 would be a lengthier version of the airplane and although United was a launch customer, we bought only the -200 (in that era).

*(Continued on next page)*



***John M is far left in the line-up, holding white paper. Pic includes John Cashman, Chief Test Pilot***

In the case of the taxi tests, Boeing and the airline customers had some concerns about the wheel geometry and the very long wheelbase of the -200 and -300 airplanes. This rig was fabricated at KPAE with a diesel hybrid hydraulic drive for locomotion with forward and reverse action. The steering resembled the actual airplane's nose wheel response. The cockpit cab was arranged with realistic seating and window views of the real plane. Behind the pilot crew were benches where observers or tech's could strap in and watch.

The objective for us was to follow a truck around a pre-determined course laid out on various taxiways and also the big runway at KPAE. (the truck got ATC clearances for us)

Ship's cameras were mounted on the LT/RT "stabilizer" plus one behind the nosewheel. These 3 views would provide an instrument panel screen-view of left & right main gear, plus the nosewheel.

Among the questions: Could average pilots keep the B-777 on taxiways without cameras? Were the camera-video views necessary? Could the airplane do a 180-turn on a 150' wide runway?

For United's part, we nixed the idea of cameras on the -200 airplane. Others said yes, so the cameras became standard on -300 versions ordered by other airlines. As far as the 180 degree turn on a runway, the answer was NO, unless there was a reverse segment at the 90 degree mark. This was easily done with diesel hybrid motors and cameras. Our engineering rep said that UAL would never consider the 180 maneuver by reversing real P & W engines so we nixed that one. Apparently in some parts of the world, other customers had interest in that possibility given that certain airports were lacking parallel taxiways.

After the ride, Cashman took us to lunch in Mukilteo and we debriefed. Everyone was "high" on anticipation for the rollout and first flight of the real plane. In my case, I got to fly the Triple-Seven in October 1994 (one leg, Moses Lake to KBFI). United participated in the ETOPS (overwater long-legs) certification in Spring 1995, with first revenue flight June 7, 1995.

*John Meyers*

## WOMEN IN AVIATION

From the Editor



According to a Women in Aviation International (WAI) study, there are gender gaps, not only in the pilot population but throughout the aviation workforce, with women accounting for less than 10 percent in key roles. The study, a first of its kind, was conducted with the University of Nebraska at Omaha Aviation Institute with a NASA Nebraska Space Grant. The study of 1,323 respondents from a variety of occupations, found women account for 3 percent of the CEOs in the world's top 100 airline groups, 2.4 percent of the FAA-certified maintenance technicians, and 5 percent of airline pilots. Only 1 percent of airline pilots are female captains. Respondents cited expense and perception of a boys' club as potential obstacles to an aviation career.

The bios of Women Aviators & Members of EAA 430 were published in our 2019 EAA newsletters: Dava McNutt (May), Deb Cox (September), and Colette Miller (December). In this issue, you will meet two of our local aviators, Rachel Sallee and Renee Brilhante. I asked them to write a bio of their experiences in realizing their dreams & goals despite all the obstacles and hindrances they overcame in the years leading up to accomplishing the title of Woman Aviator. Their stories also include the role EAA 430 had in fulfilling their dream of flying. Emily Westcott was also going to be featured in this month's newsletter, but because of the restrictions of meeting face to face for the interview, her bio will be in the May newsletter.

Each woman's story is unique. I hope you enjoy reading them.

*Mary (Skip) Brown, Editor*

***The difference between a Pilot and an Aviator:***

***A Pilot is a technician while an Aviator is an artist in love with flight.***

***Which are you?***

## Woman Aviator Rachel Sallee



My love affair with aviation started right here among EAA Chapter 430's ranks. As a young impressionable thirteen-year-old, I was offered a first flight birthday gift by dear family friends, Ken and Mary Brown. I remember being nervous but excited as Ken allowed me to operate the Piper Archer through some basic turns, climbs, and descents. Not even old enough to drive, I couldn't believe the feeling of absolute control over not only two, but three axes of motion. My mom's airsickness as she watched anxiously from the back seat couldn't even put a damper on that feeling. After that day, I spent every Young Eagles weekend "volunteering." Of course, my

version of volunteering was looking forlornly at those lucky kids getting rides until someone felt sorry enough for me to take me up.

When I was finally old enough to start taking lessons of my own, I was able to convince family friend Mike to trade me flying lessons for website development for his school. His ever-patient instruction fueled in me an obsession for tail-wheel and aerobatic flight as I trained in his Citabria. After making it through solo, I had to put my flight training on the back burner when I headed off to college. Although I wasn't logging hours, my flying continued after I began dating my now husband, Daniel. Before we got together, I didn't think



anyone could love aviation as much as I did. Boy was I wrong. We purchased our first airplane together shortly after getting married. We could barely afford our rent and had to keep the fuel purchases to a minimum, but it was worth it to continue fueling our passion.



After graduating engineering school, I excitedly began work at Boeing designing airplanes as Daniel worked his way through the regional airlines. One of my coworkers was a retired C-17 Loadmaster out of McChord AFB, and suggested I look into joining the reserves. When Daniel landed his dream job at a major airline, I finally had the flexibility to finish my private pilot's license and apply to be an Air Force pilot. Seven years after my initial solo, I had finally achieved the first tangible step in my journey. I loved being an engineer at Boeing, and

the opportunity of the Air Force Reserves allowed me to keep that job, continue my training, and fly big gray jets at the same time.

*(continued on next page)*

What I never anticipated was how incredible of a ride Air Force Undergraduate Pilot Training (UPT) would be. I couldn't have dreamed that a few short months later I would be strapped to a 1200 horsepower engine, doing aerobatics 10 feet away from my wingman. The T-6 Texan II was (and still is) the most incredible aircraft I've had the pleasure to fly. After the T-6, I completed my UPT training in the T-1 Jayhawk which was the first jet experience of my life.

Aside from the incredible flying, the friends I made at UPT will continue to be my brothers for life. The day I graduated with my Air Force wings was by far the proudest of my life.



Just when I thought things couldn't possibly get more exciting, I started flying the mighty C-17. Over the last eighteenth months flying missions, I've travelled the globe multiple times over. The aircraft is a true work-horse, and has allowed me the opportunity to deliver troops, ammunition, supplies, drones, VIP's, bomb-sniffing dogs, food, aeromedical personnel, and patients (to name a few) to locations all over the world. The first time I landed the massive jet on a 3500ft dirt strip while on Night Vision Goggles, I had to scrape my jaw off the floor. It's truly been the most exciting and humbling experience.



*(Continued on next page)*



While I've been spending most of my time these days up above FL350, both Daniel and my love for general aviation have continued to hold strong. A typical week at home for the two of us (if we happen to be there at the same time), will often involve 3-4 aircraft and countless hours maintaining, cleaning, and continuing to build as much proficiency as possible. It's an incredible honor to now have the ability to give back the gift of flight - taking someone on their first ride is still my absolute favorite way to spend a beautiful Pacific Northwest day. I am grateful every day for all the incredible people in my life who have inspired and helped me along the way, and to the EAA 430 for teaching a young girl to dream!

**NOTE: Since writing this story, Rachel informed me she has been upgraded to Aircraft Commander in the C-17.**



*Continued on next page*



## Woman Aviator Renee Brilhante

A week before my 13th birthday, sitting in the living room with my father watching a documentary on Navy Test Pilots, I saw an F-18 recovery from a spin. That was the moment I was hooked to be a pilot. The following day, my father showed me a newspaper article on the Port Angeles Civil Air Patrol and I signed up that week, which led me to the Young Eagles.



1st plane I flew

The following summer I was walking up to Sequim, Washington's local airport to a stunning 1947 Stinson when Alan Barnard, the owner and pilot, greeted me and another teenager. Shortly after take off, Alan, calmer than I expected, told me to take the controls and guided me through my first few moments of flight. Fourteen years later, I can remember how that control wheel felt just as vividly as the wheel feels of the Embreair 175 I fly today. There was an article shared over a year ago about my story, validating the purpose of Young Eagles. Again, I want to personally thank Alan and all those who fly for the Young Eagles. I also want to thank our perfect Washington State Community who raised me to be the resilient, accomplished, and happy woman I am today. It truly takes a village to raise a child.



**Renee with her parents, Charlie & Laurie, and the pilot who first inspired her to pursue a career in aviation, EAA member, Alan Barnard. (2019)**

Ken and Skip Brown, I want to thank both of you for getting me back in touch with my roots. It was wonderful hanging out with both of you on my visit home and I cannot wait to see all your hangar and airplane improvements on the next visit.

My first flight confirmed I was destined to be a pilot and from there I hit the ground running to become the best Fighter Pilot the world had ever seen and to become a Test Pilot. The big question was how to afford it. To the young future pilot, this is the best advice I can give: Apply for every scholarship out there, start working to make money, become an airport bum and never stop learning. I used scholarships from the beginning, and all the way to a Certified Flight Instructor. I applied for over a hundred and I was awarded 4, but that was all I needed. From High School to this day, I've always had at least two jobs. If you have time to sit on your sofa, you have time to get involved in something new!

*(continued on next page)*

I want to forewarn the future pilot: You will find challenges, disappointing times, and you will find yourself choosing routes that you did not expect. Welcome all of it because the journey is what makes the destination so sweet. Take my zig zag journey as an example.

I wanted to be a Air Force Fighter Pilot and go to the Academy, but I had to be 4 inches taller to make the cut for AF pilot. For the Navy, I only needed 2 inches to make the cut, so I applied for the Naval Academy and NROTC. While I was not accepted to the Naval Academy, I earned a Naval ROTC Scholarship for the fifth out of five schools where I applied. After getting into Jacksonville University NROTC as a Mathematics Major, my next two fights were my Height Waiver and getting the Navy to approve Aviation as a Technical Degree. I won one fight and switched from a Math Major to an Aviation Degree at the end of my sophomore year. This meant I carried about 26 credits a semester and did 3 flight lessons a day through my Instrument rating. It was a sweet victory to be the only Certified Flight Instructor earning her diploma at JU in 2013.

My battle against Navy Medical was not as fruitful. Under the mentorship and assistance of Tamera Senz, a Sequim local who fought and won the same fight with the Air Force, I was able to get my Anthro waiver signed and approved, a well worth three-year battle. However, two days before graduation and commissioning, while driving back from the airport and picking up my parents, I received a phone call to meet with my Commanding Officer. That's when I received the hardest slap in the face to date. I was medically disqualified from Naval Aviation based on a note from a doctor saying I may have scoliosis based on a chest x-ray. I delayed my commissioning and began another fight, writing letters, phone calls, and paying for tests on my back from spinal surgeons who disagreed with the level of degree of spinal curving. But the Navy didn't bend, and I became a Surface Warfare Officer (Ship Driver) for the next four years, flight instructing on the side to keep my flying itch.

Looking back, I'm happy my younger years played out as they did. The change in naval careers meant less years of commitment. I enjoyed all four of them and wouldn't trade them for the world, but this allowed me to get back into an airline and future Airshow Pilot Career in my 20's opposed to my 30's.



**Right seat, just starting out at Republic Airways in the E-175**



**At Captain upgrade simulator training 11 years after I earned my Pilot license.**

(Continued on next page)

So at 28 years old, I'm sitting in an airport home with my Extra 230 sitting in our garage/hangar. I am a Captain for Republic Airways. I'm training in Competitive Aerobatics with the goal to be a US Aerobatic Team Member at Worlds within the next 5 years, flying in Patty Wagstaff's Extra from the 90's, built by Walter Extra himself. I'm training to be an Airshow pilot flying SNJ's with the GEICO Skytypers. I also instruct in Loss of Control Recovery with Prevailance Aerospace, coach Aerobatics, and I'm President of South Florida's Aerobatics Club.



**Posing for a Prevailance Aerospace Instructor t in front of one of our Extra 300's in which we teach UPSET and Loss of Control Recovery**

Pinch me! I'm blessed and raised well. All of this takes time and hard work. I fly about 1000 hours a year, and when I'm not doing the full time job, I'm still promoting aviation and working hard at my personal goals. I understand this is not for everyone, but we all have something we love and we just have to work hard to have it.

We are all going into this new fight we are calling COVID 19, a fight for our health and our economy. We are flying through tough skies that may get more turbulent. I hope my story is a reminder to be resilient and to use this time wisely. Having little to no work this month is pushing me harder to train in my Extra 230, to be a better leader in my Chapter, and to be a Stewart to those I love most.

My goals are still present, although there's been a change in the plan, but this month brings more time to train because, when all of this passes and our lives come back, I will be better than my past. In the PNW, we are used to the rain, we track on harder than before, and we will get through it to clear skies.

*Continued on next page*



**My boyfriend, Corben, outside our airport home in Indiana. Taken after I landed after my 7-hour cross-country bringing the plane from South Florida after the Florida Mayor announced Florida's stay-at-home order. I work out of Kentucky so found it best to bring my plane near work. I'm still at home when I fly so I'm respecting COVID recommendations.**





**WHAT:** VMC - Visual Meteorological Conditions (flying VFR - visual flight rules)

Discussions involving flying airplanes visually led by Ray Ballantyne



**WHERE:** Mariner's Café 609 W Washington St. Sequim, WA

Food and beverages are available for purchase during the meetings.

**WHEN:** 2nd Wednesday of the month starting at 7:00 pm.

**WHO:** Anyone interested in flying is welcome to attend. It is a great place to meet new people and have some fun!

**WHY:** The one hour meetings use real-world scenarios to engage members and allow a free exchange of information that improves awareness and skills. Designed to provide organized "hangar flying" focused on building proficiency in VFR flying. We hope to create a community of aviators willing to share practical knowledge, nurture communication, improve safety and build proficiency.

**2019 BOARD AND OFFICERS**

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

Position	Name	Phone Ext	Email Address
President	Ken Brown	1	president@eaa430.org
Vice-President	Ernie Hansen	2	vicepresident@eaa430.org
Secretary	Ray Ballantyne	3	secretary@eaa430.org
Treasurer	Open	4	treasurer@eaa430.org



**Class II Directors**

Programs	Deb Cox	5	programs@eaa430.org
Membership	Madelaine Patterson	6	membership@eaa430.org
Newsletter	Mary Brown	7	newsletter@eaa430.org
Scholarship	David Miller	8	scholarship@eaa430.org
Young Eagles	Bud Davies	9	youngeagles@eaa430.org
Web Editor	Andy Sallee		webeditor@eaa430.org
Tech Advisor	Harry Cook		techhc@eaa430.org
Tech Advisor	Barry Halstead		techbh@eaa430.org
Tech Advisor	Ernie Hansen		techh@eaa430.org
Tech Advisor	Rick Vaux		techrh@eaa430.org