

EAA 430 FLYER

Dedicated to having fun with airplanes and promoting General Aviation

Volume 8, Issue 3

Serving the Port Angeles & Sequim Area

March 2009



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Message from the President

It was good to see the excellent turn-out of our members at the Aviation Trade Show in Puyallup last month.

Now it is time to let you know all about the Arlington Fly-In & Sports Aviation Convention, scheduled for July 8th thru July 12th. The airport at Arlington is North on I-5 at Exit 20. I mention the exit because once I missed it and drove too far north. If you have never attended, you will find that the Fly-In offers, besides many airplane displays, a large military vehicles display. The military display is the largest weapons display in the Pacific Northwest and very interesting. There is also an opportunity for you to take an unforgettable ride in a 1930 New Standard Biplane. There are activities for children at the Fly-In; my 17 year-old grandson loved going for the day. Camping is available for the four-day event.

Now is the time for you to be thinking of entering your airplane in the competition. There will be judging in many different categories, including: Antique planes before 8/1945, Classic planes from 9/1945 thru 1955, Contemporary planes from 1956 thru 1970. There will also be judging on Custom Built, Classic Replicas and Kit-built planes. There are many categories that you can receive an award for. To see a list of winners from 2008, go to [http://www.nweaa.org/Judging/Judging 2008.cfm](http://www.nweaa.org/Judging/Judging%202008.cfm).

Want to volunteer this year? The Arlington Fly-In has some volunteer jobs available at this time. A list of these positions is available at:<http://www.nweaa.org/volunteers/volunteer.cfm?menu>.

I was a judge for many years at this event then missed a year. When I arrived last year, several men asked me "Where were you?" There is so much comradery among the volunteers; I'm sure you'd enjoy it.

Hope to see you there!

Bob Cummings

Calendar

- March 11** **Board Meeting** 9 a.m.
Old Mill Café
- March 25** **Chapter Meeting** 7 p.m.
Monterra Clubhouse
Bill Huizinga from his book,
Failure Was Not an Option
- April 8** **Board Meeting** 9a.m.
Old Mill Café
- April 18** **Mountain Flying Clinic**
Sponsored by CCPA
Contact: **Dava McNutt**
davacavu@gmail.com
- April 29** **Chapter Meeting** 7 p.m.
Monterra Clubhouse
Kurt Klienhart of Dynon Avionics

Note

The Chapter Meetings of March and April will be held at the Monterra Clubhouse.

From Old Olympic Hwy., turn onto Gunn Rd. (Opposite Barr Rd.). Turn left (west) onto Finn Hall Rd., and in a short distance, right (north) onto Monterra Dr. The Clubhouse is straight ahead. A map is on the EAA 430 website.

Mark Your Calendars
Arlington Fly-In & Sports Aviation Conference
July 8-12, 2009

Short note from the NOTE\$keeper

Current Balances for our accounts as of March 2, 2009

- | | |
|-------------------------|---------------|
| • Checking : | • \$ 1,482.54 |
| • Savings : | • \$ 1,664.44 |
| • EAA Scholarship Fund: | • \$ 1,532.61 |

EAA Chapter 430 **Meeting Minutes**

Meeting: **Board of Directors**

Location: Old Mill Café, Carlsborg, WA

Date: March 11th, 2009

Meeting called to order at 9:01 AM by President Bob Cummings. Members present were past President Gary Johnson; Vice-President Richard Bielawa; Secretary Bob Hicks; Treasurer Ken Brown; Editor Joan Masterson; Activities Coordinator Donna Sommer; Membership, Trent Sommer.

Minutes of the February meeting were not available for review therefore could not be approved.

Treasurer's Report: Approved as submitted to Officers by email.

Membership Report: Trent Sommer reported that former member Pete Jackson wants to re-join the Chapter.

Activities Report: Donna Sommer reported she has been in contact with Chuck Wheeler, Welding Instructor at Peninsula College. Donna suggested he come to a summer meeting where he can demonstrate welding techniques. Trent Sommer added that Mr. Wheeler wants to use aircraft building as a class project for his students.

Donna reported she had confirmation from Kurt Klienhart of Dynon Avionics as speaker for the April meeting. She also stated she had e-mailed the Washington State Patrol Aviation Division regarding their programs and speakers but did not yet have a reply. She has also e-mailed Tamara Nason at Aviation High School regarding their programs.

A discussion followed covering future events with CCPA including the Mountain Flying Seminar arranged by Dava McNutt.

Young Eagles Report: Russ Sides was not present, therefore, there was no report. Dates are posted on the Chapter website under the Events tab.

Old Business:

Ken Brown revisited the need for the Chapter to become a 501(c)(3) Corporation for tax purposes for donors to the Scholarship Fund and any future funds. Gary Johnson suggested we contact EAA HQ for guidance on this and the need for a "check list" of items to achieve this

Cont'd. from p. 3

status. Ken said he would do this by telephone today (March 11.). There was also discussion of the possible need for engaging an attorney to assist us.

Donna Sommer reported that she had discussed with Port Townsend Aero Museum the possibility of holding a Chapter meeting at the Museum to see the youth there involved in aircraft restoration with a view to finding a possible Scholarship candidate. Donna said the admission charge would be reduced to \$8/person from \$12 normal charge. A member suggested the matter be presented to the membership at the next Chapter meeting to gauge members' interest in view of the costs.

Ken Brown asked about the Board's interest in the 12 Items for Consideration he had presented at the last Board meeting. Discussion followed focusing on money and the need for non-profit status. Members discussed marketing the Chapter to attract new members from among local area pilots. Bob Cummings said he will make Ken's 12 Items an item of New Business at the March chapter meeting. Ken said he would re-email his list to the Board members.

New Business: None.

Next Board Meeting will be held Wednesday, April 8th, 2009 at 9:00AM at the Carlsborg Old Mill Café.

There being no further business the meeting was adjourned at 10:25 AM.

Respectfully submitted,

Robert M. Hicks,
Chapter Secretary

Quotable Quote

Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding or doing anything about it.

EAA Chapter 430 **Meeting Minutes**

Meeting: General Membership

Location: Monterra Clubhouse, Agnew

Date: February 25, 2009

Meeting called to order at 7:00 pm by President Bob Cummings. Pledge of Allegiance followed.

President Cummings asked guests to introduce themselves. Visitors were Aden Rich of EAA 105 in Portland, who has built an RV4, RV6, F1 Rocket and RV8; Rich Drakka of Sky Valley airport, Steve Giles and Rick Syznick. Donna Sommer introduced Peter Dohrn, the new flight instructor at Rite Bros.

Minutes of the January 28 meeting were accepted as published in the Newsletter.

Treasurer's Report: Accepted as published in the Newsletter.

Communications: President stated there were no communications to discuss.

Project Reports: **Jim Cone** reported that the fuselage of the RV12 is done and that the finish kit will be available in March. He is still working on the wiring the **Pat Weiderhold's** plane. **Dan Donovan** reported that the ribs have been riveted to the main spar on his Bearhawk and that he has plenty of spare .025 aluminum left for future projects. **Richard Bielawa** reported that his Rotorway helicopter is reassembled and that he is waiting on panel repaints before he can start the engine. **Gary Johnson** reported he has between 8 and 9 hours on his Fisher Horizon. **David Orr's** Zenith 701 is "coming along". The wings are on the bench. **Trent Sommer** and **Tom Hart** have 14 ribs and 2 spars assembled on the bench for their Smith Mini. **Vern Sprague** has finished repairing his Baby Ace which was damaged in a mishap about 2 1/2 years ago. **Don Pridham** reported that he had installed new Bose headsets in his Mooney but they wouldn't transmit, so he had to fall back on his old carbon mike.

Activities Report: Donna Sommer reported that Chuck Wheeler, a welder from Port Angeles, wants to get involved with the chapter by having his students make repairs on airplanes, and he'd like to do a demonstration at a meeting. Scott Thomas of Reno Air Races has indicated he'd be willing to speak to chapter members. He is the owner of an ag plane. Also, Dynon Avionics in Arlington, contacted Donna about making a presentation.

Technical Counselor: Jim Cone reported he had recently inspected Richard Bielawa's helicopter and, as usual, the workmanship was of fine quality. He said the squawks he indicated were "nit-picky stuff"; that he generally notes items to try to prevent headaches in the future.

Cont'd from p.5

Old Business: There was no old business.

New Business: Tom Hart recommended Christopher Bacchus as a recipient of our scholarship. Tom is giving him flying lessons at Port Townsend and is impressed with his dedication and work ethic. Christopher has a 3.2 GPA, is working at the Jefferson County Museum restoring vintage aircraft, and has been captain of his high school baseball and basketball teams for two years. He has been accepted at Big Bend Community College at Moses Lake, WA, with the goal of obtaining a commercial pilot rating.

There was no other New Business.

A break for refreshments and raffle ticket sales was taken at 7:30 pm. Following a 15 minute break, the raffle was held and four winners drawn.

Program: Donna Sommer introduced Linda and Neil Morrison. Neil is the pilot of the EAA's B-17, the Aluminum Overcast. He gave an interesting and informative talk on the history of B-17's in general, the Aluminum Overcast in particular, the scheduling and use of the plane around the country and a thorough discussion of the layout of the plane. This led to a description of how the B-17's were used during WWII, and included stories of talks with veterans who had flown missions over Europe. The talk was well received by the members.

Next Chapter Meeting will be March 25th at 7:00 pm at Monterra Clubhouse.

Next Board Meeting will be Wednesday, March 11th at 9:00 am at Old Mill Café, Carlsborg. President Cummings invited any member who is interested to attend.

There being no further business, the meeting was adjourned at 9:45 pm.

Respectfully submitted,

Joan E. Masterson for
Robert M. Hicks,
Chapter Secretary

Birds Have the Right of Way

By Jim Cone

(Reprinted from the *Midwest Aviation Journal*)

There has been some speculation that when singer John Denver was killed when his homebuilt aircraft crashed into Monterrey Bay that he may have collided with a large bird, like a pelican. That seems like a likely scenario given that he was flying in an area with lots of birds. I have been flying for 38 years and have had several collisions with birds. That has usually happened near an airport when landing or taking off. Most have occurred when my airspeed was fairly low, but the resulting impact sounded and felt like someone hit the plane with a large hammer. Twice, I have had the radome shattered by a bird impact, and I have lost an engine when it ingested a large bird on takeoff. Fortunately, I have never had a bird strike when flying a small private plane. I hope I never do, and I do all that I can to make that possibility less likely. Hitting a bird in a small plane, even at traffic pattern airspeed, will likely cause damage and, if it hits the windshield, it will probably shatter it and splatter you with shards of Plexiglas and a dead bird. Continued flight will be uncomfortable, in any circumstance. So, what can you do about these feathered aviators that pose such a hazard to your flying? Here are some observations that might be relevant.

Birds learn to fly at an early age and fly VFR anywhere they want, any time they want. Soon they are making long cross-county flights that put most human aviators to shame. They learn to fly formation by trial and error, but eventually get fairly proficient at echelon left and right, with an occasional chance to be lead. Those that don't like organized formation flying still gather in large groups and swoop about, turning first one way and then another as one, darkening the sky with their presence. None of them ever learns the "rules of the road" for aviators. For them, right of way is a totally foreign concept. They will die rather than yield to those big, fast, noisy contraptions that we call airplanes. The problem for us is that when they fail to

yield and end up dying, they sometimes take some of us with them. I liken this to a driver of a small car insisting on the right of way when the driver of a large truck thinks that he has it, and refuses to give it up. The resulting collision results in damage and sometimes death for both. When I say that birds have the right of way, I mean that you should yield to them at all times. Since they insist on the right of way, let them have it. If you don't, you may end up like the truck driver.

So, how do you do that? Birds are like us in a lot of ways. Most sleep at night and are hungry when they wake up. All birds need water. Their first order of business when they wake is to get breakfast and something to drink. Later they hang out for the day just being birds. Before sunset, they have another meal and a drink, and then fly to a place to rest for the night. So the best way to yield the right of way to birds is to avoid where they are most likely to be. Areas where trees are close to water is a good place to avoid in the morning and evening. Water birds spend most of their time near, what else, water. Birds have never mastered instrument flying and refuse to fly in IFR conditions except to do a bit of scud running. That means that with low ceilings, if you, too, are flying below an overcast, you may have company. Wetlands and bird sanctuaries are another place to avoid. Avoid low flights where fields have just been plowed, planted or harvested. Most birds fly at less than a thousand feet above the ground, although there are exceptions, especially among large soaring birds, so fly higher than they do. Speaking of soaring birds, they mostly fly on the upwind side of hills and cliffs or over bare fields where they can get rising air to help them stay aloft with minimum effort. If you want to prevent a dispute with a bird over the right of way, just stay away from where they like to hang out and you will go a long way towards peaceful co-existence.

From the Editor of Experimenter
Patrick Panzera, EAA 555743
ppanzera@eaa.org

Along with the rest of the team that puts this e-newsletter together, I'm really proud of the amount of positive comments we're receiving. This tells us we are heading in the right direction. The amount and the quality of article suggestions we're receiving are staggering as well, but it will be a tough bill to fill without some serious help from our readers. I'm finding a trend among the Internet savvy; those who in the past would have submitted an article to their favorite aviation publication or type club newsletter are forgoing that step in favor of publishing a web page or posting to their favorite e-mail group.

In either event, print publications and e-newsletters such as Experimenter suffer the consequences by having to search out or otherwise create articles of interest to publish rather than receiving those gems some of you are keeping to yourselves. This lack of submissions may be one reason for less homebuilding content appearing in these publications.

With that, I ask that you not consider EAA headquarters and/or its publications as the end-all-be-all source of experimental aviation information, but rather a repository for sharing your ideas and submissions. In other words, don't just sit back and wait for us to find and create what it is you want to read, but rather please let us know what you are doing. By sharing your stories, we will all get to read what our fellow members are doing. That's where experimental aviation really happens—in our garages, our hangars, our basements—not at the editor's desk.

So next time you feel the need to update your website or send that killer progress report to your favorite e-mail group (be it positive or negative), please consider sending it to me, too, for inclusion in Experimenter.

From the Editor of EAA 430 Flyer
Joan Masterson EAA 739599
rlbielawa@mindspring.com

I have to agree with Mr. Panzera, wholeheartedly. It is becoming more and more difficult to find articles of interest to our Chapter, especially since most of you are already receiving such Internet offerings as AOPA ePilot, Aviation ebrief and EAA eHotline.

I would like to make the Flyer more personal, useful and more about Chapter 430 members and their projects, their successes and problems, their journeys, short or long. Think of it—if you have a problem with your project, you could reach more than 65 people who may have solved the same or similar roadblock! And besides, we'd all like to share in your successes.

“So next time you feel the need to update your website or send that killer progress report to your favorite e-mail group (be it positive or negative), please consider sending it to me, too, for inclusion in” the EAA 430 Flyer.

I'd appreciate it! Thanks, Joan

Last chance for Washington pilots to comment on state's aviation study

By Alton K. Marsh

Washington State is getting ready to finalize its long-term air transportation study (LATS). While much of the draft includes initiatives that would be of real benefit to the state's general aviation community, there are a few proposals that concern AOPA.

Pilots have one last chance to weigh in—written comments are due by April 17. There are also two public hearings scheduled, one on **March 24 in Tumwater**, and the second on **March 26 in Spokane**. Additional information and the [proposed strategies](#) can be found online).

AOPA will be commenting on the draft study and is asking its members to go to the Web site and submit their own comments and concerns to the Washington State Department of Transportation. Members who live near one of the two public hearing locations should consider attending the hearing to present their concerns.

One potential red flag for AOPA is the way the state plans to handle capacity problems at the larger airports. The association wants the state to ensure that general aviation has the same access as other system users and is concerned that methods under consideration could adversely affect general aviation. AOPA also has questions about how the proposed strategies will be funded.

AOPA has monitored the LATS program closely and worked with both the Washington State Department of Transportation and the Washington Pilots Association to make AOPA members aware of the studies and provide comments. AOPA is reviewing the final phase of the plan and will submit comments to the aviation planning council.

Over the years, AOPA has emphasized to the Washington State Department of Transportation Aviation Division the need for the state to play an active role in protecting and preserving airports. AOPA hopes that by conducting this study the department will put in place strategies to address the association's concerns.

March 11, 2009

Smart Idea

Figure on having an hour's worth of fuel left when you land. The only time you can have too much gas is when you're on fire.



For Sale by Members

- **Aircraft hangars for sale at the Port Angeles Airport. Nearly new, well built. Six remaining - \$38,000 each. Call for brochure or more information.**
Alan Barnard
RE/MAX Performance Team 360-457-4587
- **Radio Lock Bar avionics security bar for C182 (\$450).**
Richard Bielawa
rbielawa@mindspring.com 360-681-4441
- **'68 Cardinal ~400 hrs. on 180 HP upgrade, full IFR panel, yaw and pitch axis autopilots, GPS, nice extras. \$55,000**
Richard Bielawa
rbielawa@mindspring.com 360-681-4441
- **1977 26' Reinell Sedan Cruis. 235 HP I/O drive, Raymarine radar 24 nm, Eagle GPS, ICOM marine VHF radio, depth sounder, marine CD player & AM/FM, hot water cabin heat-2 speed, new bunk cushions, life jackets, 8' dingy, dock bumpers, extra lines, spare prop, anchors, spare equipment, includes boat trailer. \$9,500.00 OBO. (Photo on EAA 430 web site)**
360-681-3222
- **One-third partnership available. Piper Cherokee 140**
 Contacts: Gary Johnson 360-452-2340; Mike Kitz 360-452-3025; Dennis Lee 360-459-8897
- **Sportsman 2 + 2 (Wag Aero Kit) 1994**
Jay Perlman
206-713-7991

Additional details of items are on the web site www.eaa430.org

Please notify the editor when an item has been sold. *Joan Masterson*
rbielawa@mindspring.com 360-681-4441

For Rent by Members

- **1 Open hangar for rent at Diamond Point Airport \$200 per month**
George & Birgit Llewellyn
boatgeorge@hotmail.com 360-683-9393

Chapter Tool Inventory is on the EAA Chapter 430 web site

Donations to Monthly Raffle

Do you have any duplicate tools, hardware, supplies, novelties, airplane "stuff", that you would like to contribute? If so, please bring your donation to our next meeting.

If you have any questions, contact our Raffle Chairman, Jerry Tonini, 360-683-4830

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www.eaa430.org

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Chapter Meeting

March 25
Wednesday, 7 p.m.

Bill Huizinga
 from his book,
Failure Was Not an Option
 Monterra Clubhouse

