



The Leader In Recreational Aviation



Dedicated to having fun with airplanes

EAA 430 FLYER

The President's Letter

"As we approach the end of the 3rd Quarter of 2003 I think it is not unreasonable to look back at what has happened in our Chapter 430 thus far this year. I hope you all agree".

That is what I wrote for this September *Flyer* last year. So let's look back at this year of 2004 and see where we are. We have continued to attract a new member or two. We have had interesting and well-attended meetings, which is attributable to the enthusiasm of our Vice-President/Program Chairperson and the interest of our members. We have seen aircraft building projects progress instead of flounder. Two new aircraft projects achieved First Flight, one inside twelve months! We set a goal of 200 Young Eagles, and far exceeded that number. We have a new Homebuilt Designee Airworthiness Representative in the area who is a longtime Chapter member, and he has already certified his first aircraft. At least three members made long, multi-state, cross-country flights, two in their homebuilts. And (finally!) Six Romeo Sierra is painted!!

Congratulations Chapter 430. YOU DONE GOOD!

This is the time of year for Homecomings. As I write this, Sharyn and I are preparing to fly back to her hometown of Huron, South Dakota for her high school class reunion. I won't say which it is, but it's the Class of '54! We will trust our travel to United Airlines rather than a certain RV-6. We are also trying out our local San Juan air service for the ride to Seattle. This trip will prevent us from enjoying the Chapter Cookout on Saturday, 9/25, but we'll be back for the Chapter Meeting on 9/29. More on that meeting elsewhere in this *Flyer*.

Regarding Homecomings, Van's Aircraft traditionally hosts a Homecoming for RV builders/ pilots at the Aurora, Oregon factory over Labor Day weekend. Chapter 430 had two airplanes and 9 people on hand, though two of us were only there for one day. There were about 85 various RV's there on Saturday! Look for a picture of the "Sequim Wing" of Van's Air Force! It was the first visit for Six Romeo Sierra and a great flight both ways. Better than half the trip down was VFR over the top in smooth bright sunshine at 7500 MSL. GPS and VOR navs agreed with each other, and the chart, flight following worked all the way, and yes, I had "out" holes available! Return was much the same, but not "on top." Maybe next year will see three or more RV's from Chapter 430.

Remember, Cookout on 9/25 and Chapter Meeting 9/29.

See you there!!

Bob Hicks

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**Potluck Sept 25th ,
1200 Hrs Location:**

**Trent & Donna Sommer
W28 Hangar # 10
Sequim Valley Airport
Meeting**

**Sept 29th , 1900 Hrs
Location::**

**W28 Hangar # 10
Sequim Valley Airport**

**Schedule of Events and
Upcoming Meetings**

Events Chairman Gene Rimov

- 9/25 Potluck W28 Hangar 10
- 9/25 & 26, Mountain Flying Clinic, Wenatchee, 800-552-0666
- 9/29 Chapter Meeting
- 10/3, 2nd Annual Wings/Wheels, Pancakes. Wenatchee, (509) 884-2494
- 10/13 Board Meeting
- 10/27 Chapter Meeting
- 11/10 Board Meeting
- 11/17 Chapter Meeting General Election of Officers
- 12/4 Christmastime Celebration Gene Remov Chairman 452-2806
- 12/15 Transition Board Meeting New Officers
- 12/29 No General Meeting of Chapter

▶ September 2004

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15 Board Meeting	16	17	18
19	20	21	22	23	24	25 Pot Luck @ W28
26	27	28	29 Chapter Meeting	30		

▶ October 2004

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13 Board Meeting	14	15	16
17	18	19	20	21	22	23
24	25	26	27 Chapter Meeting	28	29	30
31						

**EAA CHAPTER 430
MINUTES OF THE AUGUST
REGULAR MONTHLY CHAPTER MEETING**

August 25, 2004

HELD AT TRENT & DONNA SOMMER'S HANGAR 10 SEQUIM, WA.

Meeting called to order by President Hicks and Pledge of Allegiance recited at 19:08

President Hicks called for introductions of new members and guests. Mr. Don McKelvey was introduced. Mr. McKelvey owns a C-172 based at KCLM. Happy Birthday to Trent Sommer.

The approval of the minutes of July's regular Chapter meeting was called for. A move to accept was seconded with no opposed. Minutes approved as published.

Treasurer's report is as published.

Communications; None reported.

Activities; Gene Rimov reported on the set-up of Airport Day being held at Port Angeles. Gene asked for anyone who wants to help set up on Friday at 13:00 for the potluck to contact Donna Sommer. Gene also mentioned the flyer that was mailed out from the FAA. The seminars to be held on Saturday will be broken down to three in the morning and two in the afternoon. Gene also reported that people who want to participate in the Wings Program for the purpose of getting their BFR should attend the seminars, get their papers signed, and George Davies will fly with them, weather permitting. Questions followed regarding program time lines. Gene also reported on the Sept. potluck, Wings of Wenatchee on Oct. 2nd & 3rd, Mt. Flying at Wenatchee on Sept. 25th and 26th.

Projects; Bob Hicks reported on the painting of his and Trent's RV-6A. Paint is a PPG acrylic urethane in Corvette Yellow. Jack Piggot reported on the repairs of the Bearhawk including engine tear down, propeller and new wheels and brakes on order. Gunar Clem reported being ready to install the last skin on the wings of the RV-9A and has been working on the fiberglass fairings. Trent reported that Gunar is now an active pilot just completing his BFR. Bob Hicks asked Alan Barnard about the Stinson Club and Alan reported that they are expecting twelve aircraft at the Wings event at Port Angeles. Alan also thanked everyone who is participating in the potluck on Friday.

Young Eagles; No reports.

Tech Counselor; No reports of Tech.visits or Flight Advisories.

Old Business; None reported

New Business; Bob Hicks reported that Andy Sallee has offered a compressor free to anyone who is interested. Jack Piggot reported that Gary Johnson suggested a tetrahedron for the Sequim Valley Airport and Jack suggested using Chapter aluminum for the construction and putting together a crew for the project. Gene reported that there is a shortage of projection screens for Saturday's program. Mark Schiely and Gunar Clem will bring their screens.

Break & Raffle 19:38

Reconvened 19:52 President Hicks introduced this month's guest speaker, Mr.Christian Holtz. Mr. Holtz is a volunteer pilot with Angel Flight. Mr. Holtz gave a very thorough presentation on Angel Flight and its purpose. The presentation included two videos. When the presentation was over, President Hicks presented Christian with a certificate of appreciation and a big thank you from the Chapter.

The President announced that the Sept Chapter mtg. will be on Sept. 29th at Hangar 10 again. The next Bd. Meeting will be Sept. 15th at Tarsicio's starting at 09:00.

There being no further business, the meeting was adjourned at 20:50

Respectively submitted Mark M. Schiely Secretary

MINUTES OF CHAPTER 430 BOARD MEETING SEPTEMBER 15TH

Present: Bob Hicks-President, Donna Sommer-Vice President, Ken Brown-Treasurer
Mark Schiely-Secretary, Jim Cone -YE Trent Sommer-Projects, Gunar Clem- past VP, Gary Johnson

Meeting called to order by President at 9:09 A.M.

The minutes of the August Board meeting were accepted and approved as published.

President Hicks asked if September's guest speaker had been confirmed. VP Sommer reported that the Chap. Meeting will be at Hangar 10 and that the speaker had been confirmed. Donna also mentioned that there's a potluck scheduled for Sept. 25th which is before the meeting. President Hicks asked Ken Brown to e-mail the members reminding them of the potluck. President Hicks asked Donna about the remaining year's schedule for speakers and she reported that it is as written. President stated that he had submitted the necessary insurance paperwork for the BBQ.

Treasurer Ken Brown handed out the Treasurer's report and reported that it is as published and that there were no changes in membership.

ACTIVITIES: President Hicks reported that Gene Rimov was going to confirm the Christmas Party date and time. Bob also suggested that we again invite CCPA members. Ken Brown suggested that all reservations be prepaid this year.

YOUNG EAGLES: Jim Cone reported that he had received a call from the Bremerton Chapter requesting support for their first Young Eagle event. Jim reported that he received the call too late to help but that Chapter 430 would assist next year. Even without our help, the Bremerton Chap. flew 188 kids. Jim also reported he had heard there may yet be another YE event this year to be held at Arlington but is yet to be confirmed. Jim stated that we had far exceeded our goal this year, and he volunteered to be next year's YE Coordinator.

OLD BUSINESS: President asked about the status of the Mission Statement. A brief discussion followed. Mark Schiely and Ken Brown will continue to work on the statement and have something ready for the October Board meeting. Nominations—Gunar reported he and the other members of the nominating committee had contacted all members. Ken Brown has offered to be Treasurer, Mark Schiely has offered to be Secretary, Gary Johnson has offered to be VP, Donna has offered to help with programs and Bob has offered to be Pres. for one more year only.

VP Sommer reported that she had set up Gary Johnson and Jerry Tonini to assist on the Audit committee. Ken Brown reported that he had received an e-mail from Gene Rimov that there is a Cappella for sale.

NEW BUSINESS

President Hicks reported that he had received some information from National regarding the Tony Bingalis award nomination for Tech Counselor. Ken Brown will scan the document and send out to the membership. Gunar commented on an article he had seen in Kit Planes magazine addressing aircraft accidents with regard to Experimental. VP Sommer suggested that Gunar present the information at the January '05 Chapter meeting. Jim Cone reported on the advertising of his RV-6A and has found best results through Trade-A-Plane.

The October Board of Directors Meeting will again be held at Tarcisio's in Sequim on October 13, 2004 at 09:00.

There being no other new business, the meeting was adjourned at 10:17 A.M.

Respectively Submitted, Mark M. Schiely Secretary

Classified Ads

For Sale by Members (Note: Please notify the editor when an item is no longer available for sale.)

- **ARNAV Star 5000 GPS** - Panel Mount and includes tray - \$900 - Marilyn 360-379-4917 or 301-4005
- **TKM Michael 300G** - Dual Nav Comm with built-in Glideslope and inner/outer markers. Digital radial (to/from) readouts. No external indicators needed (Great space saver). 14 volt with tray. Also slide in replacement for old Cessna radios. \$1200 - Marilyn 360-379-4917 or 301-4005
- **Bendix/King KLN 89B - GPS** with Antenna and Current Data Card - No Cable or Tray - Very Clean - **\$1,000.00** and is IFR Capable Call Ralph at 360-681-3222 (**Price Reduced for quick sale**)
- **King KNS 80 RNAV** System - Tray with No Cables - Clean - \$600.00 Call Ralph at 360-681-3222
- **Capella XS 912**, 460hr Eng & A.F. a super sweet flying machine. \$15,000 before annual and 500 hour Eng review,, after annual \$20,000 Call Gene Rimvo at (360) 452-2806
- **1952 Tripacer, S/N 22-875**, Lycoming 290-135-D2, 1330 TT on engine and airframe, Icom Radio, CD Player, Artificial Horizon, VSI, Altimeter, Oil Pressure and Temp, RPM, 4 place Intercom, Clean shape always hangared, Asking \$25,000.00. Blue over White with Black Trim. Call 360-681-3222 ask for Ralph. Sequim, WA
- **MiniMax 103, year built 1998**, 28HP Rotax, 120 Hrs TT, BRS, VSI, Altimeter, Airspeed, Electronic Instrument System, Flies Great, Asking \$6000.00. Call Ralph at 360-681-3222 Sequim, WA

For Rent by Members

- **Alan Barnard** will have one full hanger and a 1/2 hanger available for rent in Port Angeles in a couple of months. They are side by side and can be rented individually or both together. The 1/2 hanger is on the end of the building. They are first cabin, with electric bi-fold door, fully insulated, 220-100 power, water, and eventually sewer. Under construction now. None finer in the county. Rent amount for either or both is being worked on but I don't have all the costs in yet. I have floor plan and specifications. If interested, call me at 360-457-4587.

Chapter Inventory of Tools:

Over the years this chapter has collected various tools for all sorts of jobs. We currently are looking for these tools in order to compile a CHAPTER INVENTORY. If you have any of these tools drop me a line at kenbrown@solutioncentre.com and give me a description of what you have and where it is located. We will be able to share what we have, buy items we need, and save a couple of bucks. Thanks. Known items : (Individual)

Scale & Ramps (Trent Sommer) Electronic Scales (Jim Cone) Nicro Press (Jack Piggott) Wing Cradle (Pat Wiederhold)

Air Compressor (Ken Brown Hangar #12 W28) (end of list)

Buyers Tips:

Did you know you can buy AeroShell 100 Ashless or AeroShell Mineral Oil at A1 Auto Parts in downtown Sequim? Surprise, surprise and yes it is cheaper than Pettit Oil or most in area resellers. AeroShell 100 is only \$28.36 /case plus tax.

**EAA Chapter 430
Income & Expense Report**
Balances: Checking 584.51 Savings 1235.72

Jan 1 - Sep 14, 04

Ordinary Income/Expense

Income		Expense	
Dividend	5.23	Copies	26.66
EAA Income	60.00	Dues and Subscriptions	40.00
Membership Dues	912.00	Licenses and Permits	10.00
Merchandise		Merchandise Expense	
Name Tag	40.50	Name Tags	54.15
Other	37.00	T-shirt	58.34
Patch	54.00	Merchandise Exp	0.00
T Shirts	60.00	Total Merchandise Expense	112.49
Total Merchandise	191.50	Newsletter	
Program Income		Copy	85.00
Coffee	24.00	Total Newsletter	85.00
Picnic	115.00	PO Box	24.00
Total Program Income	139.00	Program Expense	
Raffle	250.00	Picnic	202.56
Sale of Surplus	37.10	Program Expense	20.11
YE Donations	629.15	Total Program Expense	222.67
Total Income	2,223.98	Scales	90.70
		Supplies	10.82
		US Postage	19.25
		Web	118.50
		YE Expenses	
		Contributions	250.00
		YE Expenses - Ot	244.94
		Total YE Expenses	494.94
Gross Profit	2,223.98	Total Expense	1,255.03
Net Ordinary Income	968.95		
Income	968.95		



I certify that the report is true and accurate to the best of my abilities

Ken Brown
Treasurer

Cone's Corner

"A FUEL RULE TO LIVE BY"

By Jim Cone (Reprinted from the Midwest Aviation Journal)

[Note: This article has appeared before, but considering that someone just ran out of fuel and crashed near Freshwater Bay, it bears repeating. His excuse was that Cessna fuel gauges are not accurate. If that is really the case, then a visual inspection with a dipstick seems to me to be the prudent thing to do before taking off on a flight. It seems clear that the pilot of this plane did not plan to land with reserve fuel and it cost him a plane and some minor injuries. He was lucky to have survived this poor decision.]

Lately there have been a rash of light plane crashes that all have one thing in common; they ran out of gas. "How stupid!" you say. "That could never happen to me." I say that it can and it will unless you have a fuel rule to live by; literally live by. So, what's the rule? Well, it's very simple.

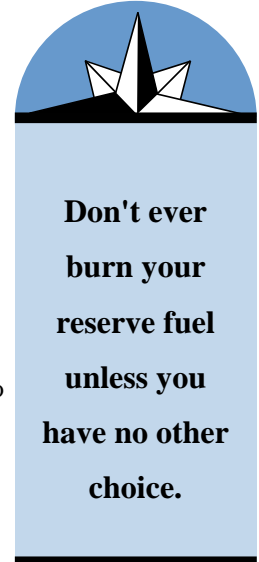
ALWAYS PLAN TO ARRIVE WITH THE RESERVE FUEL IN THE TANKS.

Make a plan and stick to it, no matter what. What is better; stopping for gas because of an unanticipated increase in fuel required that starts eating into your reserve fuel, or stopping short of your destination because you ran out of gas? If you do run out of gas while airborne, I can guarantee that you will wish that you had stopped to refuel. If you are very lucky and very skillful, you may find a safe landing place and walk away only shaken and a lot wiser. If you aren't so lucky or so skillful, you may end up in a heap, far from help. **YOU MAY EVEN END UP DEAD!**

Everyone knows that the FAA requires reserve fuel to be legal, but a lot of pilots don't plan that way. They figure out how much gas they need to get to the destination, check to see that they have that much on board plus a little, and take off. If anything goes differently than planned, they have no idea if they can continue safely to their destination. They just press on and glance anxiously at the fuel gauges, hoping for the best, and thinking of all of the reasons that they should continue, until they either luck out and make their destination, or run out of luck and don't.

I have a confession to make. I did exactly that, only I was lucky. I flew a Cessna 172 from California to Oregon. I planned the fuel and it worked out just fine on the trip to Oregon. On the trip back, the winds were not as favorable as forecast and I started to get behind my fuel plan. I delayed the decision to land for fuel to see if things would improve. They didn't. Still I pressed on, it was a beautiful day, clear skies, a smooth ride, and I had lots of airports along my route that I could drop into if I really needed to. I continued on, but decided that I was really not going to make it without stopping. So, I formulated plan "B", a fuel stop. When I got to the airport that I had planned to stop at, the runway was closed for re-paving. No sweat; plan "C", a different airport further along. Then stupidity took over when I got to the second refueling airport; I could see my destination! Oh the temptation! An anxious glance at the fuel gauges, a little self-delusion, and off I went. I entered the traffic pattern at the home patch but had to extend the down wind leg a bit for another plane. I turned final, satisfied with my airmanship, made one of my better landings in the 172, and taxied to the fuel pump. I knew that the tanks were nearly empty as I refilled them, but I nearly had my legs fold up under me when I took the readings from the pump and realized that I had put two tenths of a gallon more fuel in the tanks than they were supposed to hold. I was shaking so bad that I couldn't write the fuel log. I had to sit down. It took me a long time to regain my composure. I didn't sleep well for days. I vowed to never have that feeling again.

Using a typical single engine plane as an example, let's say that it burns 8 gallons per hour at cruise. The FAA says that you have to have at least 30 minutes or 4 gallons of reserve fuel in VFR conditions and at least 45 minutes or 6 gallons of fuel for IFR or night conditions. These are absolute minimums. How accurate are the fuel gauges? Can they really read 2 gallons per tank? Do you really know how much the engine burns at cruise? Do you always figure out the nautical miles per gallon that you are getting in flight? Any number of things can occur to make the required reserve inadequate. A real simple rule would be to plan to land at your destination with an hour of fuel left, regardless of the conditions. That may seem like a lot, but it will keep you out of trouble if things don't go as planned, and you do have to use plan "B" or "C" or even "D". If you don't plan to arrive with reserve fuel, you won't have the reserve fuel when you need it. Don't ever burn your reserve fuel unless you have no other choice. That is what it is there for, when you have no other choice. You will never be sorry if you stop for fuel when you get down to your reserve fuel. You may be very sorry if you don't. Make the decision now while you are safely on the ground and thinking rationally; then stick to that decision when you fly. It can happen to you!



EAA CHAPTER 430
OLYMPIC PENINSULA

P O B O X 13
CARLSBORG WA 98324

We're on the web @
www.eaa430.org



Remember the Pot Luck this
Saturday at W28 — Noon

EAA CHAPTER 430 OFFICERS

PRESIDENT	Bob Hicks	452-9399
V-PRESIDENT	Donna Sommer	681-7427
SECRETARY	Mark Schiely	417-2840
TREASURER	Ken Brown	582-9515
Events	Gene Rimov	452-2806
T/C & T/A & Y/E	Jim Cone	582-9111
T/C & T/A	Pat Rose	683-8000
Reporter— Publicity	Bill Gohsman	452-4957
Projects	Trent Sommer	681-7427
Port of PA	Bob DeLand	417-3596
Clallam County Reporter	OPEN Airport	See Bob Hicks
Raffle	Jack Piggott	681-7567
Web Master	Ken Brown	582-9515
Newsletter Ed.	Ken Brown	582-9515

Meeting 7 PM Sept 29, ,2004
At the Hangar of Trent & Donna Sommer

Hangar #10 Sequim Valley Airport. Fly-ins Welcome.

The Chapter has one open position to be filled. See List at left for need. Have a talent and want to serve? We have the opening for you.

Contact Bob Hicks 452-9399 or email to
president@eaa430.org

Bring a friend or two!
Bring a friend or two!