



The Leader In Recreational Aviation



Dedicated to having fun with airplanes and promoting General Aviation.

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General Meeting

Jan 26th 2005

1900 Hrs

Location:

Jim Cone's Hangar
Blue Ribbon Farms

January 2005
Volume 4 Issue 1

Editor : Mary Brown

EAA 430 FLYER

The President's Letter

A Blessed, Prosperous and Happy New Year to All!!

The start of a new year brings what is now no longer a new ritual for me: the annual proof to the FAA that I am fit enough to fly. This is a familiar procedure to those of us that fly on Special Issuance medical certificates of whatever Class. Mine is a Third but the same requirements apply. So last week was devoted to two trips to Seattle for tread-mill tests, one nuclear and one plain, and a cardiovascular evaluation. By the time you read this I should have all the data in hand ready to send off to Oklahoma City and the start of the universal ninety day wait. In the past the FAA doctors have been good to me and I think they will be this year as well. But you always wonder. What I really hope for is the day when people like me can get the decision made by a local Senior AME. Now if they'd just expand the LSA Driver's License rule to Private Pilots !!

We had our first Board Meeting last Wednesday and officially welcomed Gary Johnson as the Chapter's Vice-President for this year. You can be confident that Gary will do a fine job should your president be hit by a truck, or some such!! One change this year is that Gene Rimov has relinquished his Activities position and Donna Sommer will include this in her work as Programs person. Gene has taken on the Presidency of Clallam County Pilots' Association and two aviation jobs at the same time are too much! Please take time to thank Gene for his long service to Chapter 430. I think he's done everything from President to Coffee Maker at one time or another. THANK YOU, GENE!

We also have a new Newsletter Editor starting with this issue. Mary Brown has taken over from Ken in this position. It is an important one for a Chapter as the newsletter is a major means of communication within and without the group. Others judge us by what they see in our publication. Thank you, Mary (editor@eaa430.org). I promise to be on time with my monthly piece!!

Another change is on the Chapter website. Our new Web Editor is Patti Minor. Welcome Patti (webmaster@eaa430.org), and thank you for taking on this task.

This month's meeting as at Cone's Place (directions are elsewhere in this issue if you are unfamiliar with their location). Donna has recruited Washington State Search and Rescue (WASAR) folks to give us a presentation on their activities, including instruction on basic search techniques. Should be very instructive.

See you all there!

Bob Hicks

Schedule of Events & Meetings
Events Chairman: Donna Sommer

▶ January 2005

Sun Mon Tue Wed Thu Fri Sat

Membership Renewal

Please send checks to:

EAA Chapter 430
P.O. Box 13
Carlsborg WA 98324

| | | | | | | |
|----|----|------|------------------------|-------|----|----|
| | | | | | | 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 * | 26 | 27 ** | 28 | 29 |
| | | | Chapter Meeting | | | |
| 30 | 31 | | | | | |

Chapter Meetings

January 26th
 WASAR / Washington Search and Rescue

February 23rd
 Washington State
 Emergency / Recreational Airports

February 26- 27
 Aviation Conference and Trade Show – Puyallup

* Bible Study @ W28 Office Bldg 1PM ** Bible Study @ OS9 11AM

▶ February 2005

Sun Mon Tue Wed Thu Fri Sat

Young Eagle Days
 (Tentative)
May 21 Sequim Valley
June ? Port Angeles/Fairchild
July ? Jefferson County
August 6 Diamond Point Day

| | | | | | | |
|----|----|------|------------------------|-------|----|---------------------------------------|
| | | 1 * | 2 | 3 ** | 4 | 5 |
| 6 | 7 | 8 * | 9 | 10 ** | 11 | 12 |
| | | | Board Meeting | | | |
| 13 | 14 | 15 * | 16 | 17 ** | 18 | 19 |
| 20 | 21 | 22 * | 23 | 24 ** | 25 | 26 Aviation Conference & Trade Show → |
| | | | Chapter Meeting | | | |

Chapter Potlucks

May 28 **Aug 27**
Jun 25 **Sep 24**
Jul 30
 (Last Saturday of the month)

27 Aviation Conference Trade Show 28

Arlington Fly-In **July 6-10**

Wrong Way Charlie

By Ken Brown

Sense of direction is something we pilots pride ourselves on. At least I did until one day last summer when I entered the non-controlled airspace of Laurel MT 6S8 ... on the fringes of Billings. As we approached the airport, about 30 minutes away, I reviewed the sectional for the area, opened and reviewed the airport layout from my pocket Air Guide reference and tuned the radio to the local CTAF. As we started the descent to the airport TPA, I patted myself on the back for completing most of the pre-landing check list long before actually arriving on the downwind at the airport. This meant I had time to be ahead of the airplane.

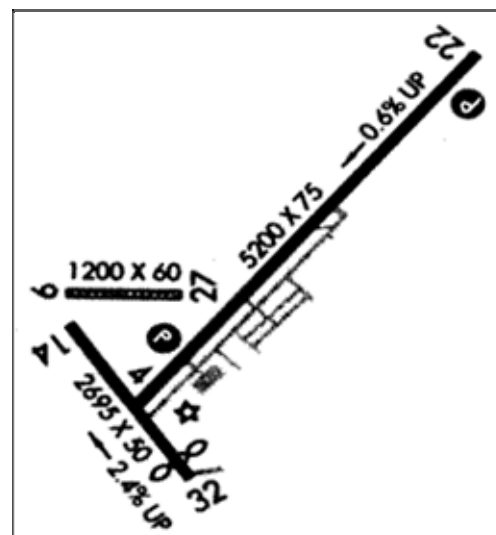
My co-pilot and I looked for the traffic who just called saying "Arriving Laurel Straight in 22 VOR." We announced our position as 10 miles to the west and that we would follow traffic to arrival. There were no others in the pattern communicating. We continued over the low hill toward the airport. We had left Missoula International (MSO) in the morning and after 2.0 hours, we were ready for a pit stop. You know how tired your arms can get when you are holding up the plane as you go over the mountains. The Archer was also ready for some refreshments of its own. We were heading for Wahpeton, ND (BWP) with yet another stop at Lemmon Municipal (LEM) SD for fuel and another pit stop.

Getting closer to the airport did not help us see the inbound flight arriving on 22. We looked and looked but without avail. I announced my intentions for the runway and started a classic AIM approach on the 45. Making all the correct calls and position reports, I was proceeding off the runway and called for directions to the self-serve gas pumps. I was given instructions to the north end of the field, but that led me into an area that did not look like gas pumps. I stopped at an intersection and called again. Someone told me to turn around and proceed to the next intersection, then turn left, continue north until I arrived at the pumps. Still a little confused, I did as instructed, but it seemed to me the person talking to me had *his* directions turned around. The compass said I was going north, but the body was going south. Arriving at the pumps, we did what we always do, shut down the aircraft, secure the parking brake, open the door, and run toward the bathrooms.

As I started my D-A-S-H, I heard a voice asking if we were the plane that had just landed. My copilot said yes, that was us. He asked, "Who is the pilot?" I came back and said that I was PIC and what could I do for him. ... pause ... gulp ... blink ... start to sweat!!! "My name is" (*who cares what your name is.... I have to go to the bathroom*) "Mr... and I am an FAA examiner! Let me see your pilots license, medical, and underwear." He really didn't ask for my underwear ... a really good thing at that point. I gave him what he asked for and then he said, "How old are you, and how long is your medical good for?" Just like the days when taking lessons... always questions, never answers. I gave the correct responses and he said "Your medical is out of date!" It was! I had given him my old one. Where in the world did I put the new one? Oh yes, there it was....next to my passport. I felt really stupid, but I still didn't know why I had been selected for such a surprise honor by his majesty, the FAA. Writing down various bits of information and watching me do an old fashioned jitterbug, shifting from foot to foot, I was informed I had landed on runway 4, not 22 as I had been calling. "Do you know your north from your south?" I was asked. I said I did and, after some other instructions, I was released. At last I could go... wait ... I didn't have to any more.

What I learned from this experience. First, when arriving at a new, unfamiliar, uncontrolled airport, be sure to OVERFLY the field. Even with an automatic weather reporting station, looking down at the field gives you more information that you can imagine...what are the numbers on the runways? and on which end? Second, don't be in a hurry to land unless you have a fire onboard. Going around is okay. Being safe is far better than anything. And...YES... you *can* get confused at strange airports. The rest of the trip went without a hitch except for the towers in Iowa, but that's for another time.

Laurel Municipal (6S8)



Minutes Of Chapter 430 Board Meeting

JANUARY 12, 2005

Present: Bob Hicks-President, Gary Johnson-VP, Ken Brown- Treasurer, Mark Schiely- Secretary, Donna Sommer- Activities, Trent Sommer, Ralph Trefney.

Meeting called to order by President at 9:05 A.M.

The minutes of the December '04 Board meeting were accepted and approved as published.

Donna Sommer confirmed January's guest speaker, Mr. Gary Evans. The subject will be on State Airports. Donna then reported that there were a number of video seminars available from AOPA and asked the Board to consider purchasing to act as a back up for possible future guest speaker cancellations. President Hicks recommended a check of the AOPA website to see what was available and what may be of interest to our Chapter. Donna then reported that Jim and Bev Cone had offered their hangar as a Chapter meeting place for the remaining winter months.

Treasurer Ken Brown presented the Treasurer's report for 2004-year end. Discussion followed. Treasurer's report was accepted as published. Ralph Trefney asked the Board if they thought that the members would be interested in a presentation on the subject of "cross-talk," interferences and proper cable harnessing as a meeting subject. After a brief discussion, President Hicks will address at the next Chapter meeting.

ACTIVITIES- FOR THE UPCOMING YEAR - Several comments and suggestions were made for this year's activities including Potluck/cookouts. Donna Sommer suggested that members really got a chance to get to know each other at the previous events. Ken Brown suggested a fly-out. Discussion followed on possible dates. A recommendation was made to start in May for the Potluck. Donna presented a list of upcoming aviation events around the area for '05. The following dates for Potluck/cook-outs were then scheduled. **MAY 28TH, JUNE 25TH, JULY 30TH**, and tentative dates for August and September are **AUGUST 27TH**, and **SEPT. 24TH**. Donna reported that the Northwest Aviation Conference in Puyallup will be February 21st and 22nd.

OLD BUSINESS - President Hicks mentioned the subject of the Tetrahedron for Sequim Valley. Mark Schiely reported that he had contacted Jeff Robb at Port Angeles and talked with him about CLM's tetrahedron and Jeff offered to assist in helping Mark get dimensions and structure details. President Hicks stated that he will write a letter to Sequim Valley airport owner stating that Chapter 430 would like to construct and install a tetrahedron. Ken Brown reported on the Chapter merchandise that will be available. Ken will have coffee mugs, buttons and shirts with brief discussion on the shirts that will be available. More discussion followed. Ken then mentioned the email where prices are available for advertising on the Chapter website. After a brief discussion, Ken will re-send the email.

NEW BUSINESS - President Hicks reported that he and Ken Brown had received communication from Brenda Anderson from EAA's Chapter Office regarding the availability of a DVD on the Van's Aircraft series of RV's. Ken reported that he had responded by asking for two (2) copies to be sent to the Chapter. Ken Brown then revisited the subject of the Chapter's old set of scales. After a brief discussion it was decided that Mark Schiely would pick up the old scales and dispose of immediately.

The February Board of Directors Meeting will again be held at Tarcisio's in Sequim on February 9th at 09:00. There being no other new business, the meeting was adjourned at 10:16 A.M.

Respectively Submitted,

Mark M. Schiely

Classified Ads

For Sale by Members:

- **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 and is IFR Capable Call Ralph at 360-681-3222 \$1,000.00 (Price Reduced for quick sale)
- **King KNS 80 RNAV System** - Tray with No Cables - Clean - \$600.00 Call Ralph at 360-681-3222
- **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,. Blue over White with Black Trim. Asking \$25,000.00.
Call Ralph at 360-681-3222

(Please notify the editor when an item is no longer available for sale: editor@eaa430.org)



Chapter Inventory of Tools

Electronic Scales (Jim Cone)
Nicro Press (Jack Piggott)
Wing Cradle (Pat Wiederhold)
Air Compressor (Ken Brown Hangar #12 W28)
Prop Tach (Jim Cone)
Brake Pad Installation (Jim Cone)

Chapter Tool Inventory Manager: Jim Cone 360-582-9111 (Home) 360-775-0311 (Cell)

Getting To Know You

Each month (beginning in February) we will have a short biographical sketch of someone in our EAA Chapter. If you have a person you would like to know better, email the editor with the name and the write-up will be in the following newsletter. (*editor@eaa430.org*)

EXPIRATION DATES

You phoned the doctor's office to schedule an aviation medical examination. They have two openings: Friday, December 31, or Friday, January 7. Which should you take? Does it really matter? If time is not of the essence, and the two dates are equally convenient, take January 7. Say you are applying for a third class medical certificate and are under 40 years of age. Your medical expires "at the end of the 36th month after the month of the date of the examination shown on the certificate," according to Federal Aviation Regulation 61.23(d). If you are over 40, the third class medical expires at the end of the twenty-fourth month. Medicals can be expensive. Take yours early in the month, and it is like getting an extra month's value out of your medical over each expiration cycle. Above all, take this responsibility seriously.

Medicals are not the only expiration dates that a pilot must track. Moreover, not all expiration cycles are calibrated in the same time units. You must be sure that your flight instructor renews your authorization to solo every 90 days. When going for your private pilot practical test, you must have logged three hours of flight prep within the preceding 60 days. Be sure that your logbook is well kept and can show your compliance. Knowledge tests are valid, like medicals, until the end of the twenty-fourth calendar month after the month when you took the test. Aeronautical charts become current, and expire, on specific days published on the cover of the chart.

As the pilot of your aircraft, you are responsible for making sure that required aircraft maintenance inspections have not lapsed. For details, see "Legal Briefing: Maintenance Inspections" in the November 2002 AOPA Flight Training.

Here's wishing you continued fun flying and learning as your logbook entries begin to bear the date 2005!

New advisory circular urges pilots to report laser incidents

Pilots are being asked to help law enforcement agencies track down individuals who shine lasers into aircraft cockpits. In a January 12 announcement, Transportation Secretary Norman Mineta urged pilots to comply with the recommendations of a new advisory circular dealing with laser incidents.

[AC 70-2](#) recommends that pilots immediately report any laser incidents to air traffic controllers or, at non-towered airports, over the local unicom frequency. ATC will notify other pilots in the immediate vicinity through ATIS broadcasts and pass the information to law enforcement authorities.

Oddly enough, the North American Aerospace Defense Command (NORAD) is currently evaluating the use of lasers to visually alert pilots who violate the security-restricted airspace around Washington, D.C. The Department of Transportation (DOT) is aware of this research and the need to protect pilots.

"Ensuring the safety of all pilots should be the top priority of government agencies when it comes to regulating the use of lasers," said AOPA President Phil Boyer. "We don't know how serious the threat posed by lasers is, but because general aviation aircraft generally operate at lower altitudes, they may be at greater risk from some of the high-powered lasers on the market today."

Cone's Corner

THE IMPORTANCE OF TOOLS

by Tony Howard
From Puget Sound RVators

I'm writing this the morning after having ruined a perfectly good part using a bad tool. So now I'm going to lose time making a new one... I can't even start until the replacement parts get here. All because I forgot the advice my dad gave me many years ago... "buy good tools, take care of them and always use the right tool for the job"

When I started my RV-6, I didn't have most of the tools I needed for building an airplane. Without the benefit of experience, I bought one of those pre-packaged tools sets you frequently see advertised in aviation magazines. After some on-the-job experience, I now know several of the tools in that set are simply not good enough. The hand rivet squeezer was so heavy and bulky that I'd decided to not use one at all until I saw another brand. The difference was night and day. I bought one of these and have come to depend on it. Another example?? The dimple dies from the original set produced noticeable wrinkles around the rivet countersinks. The replacements I bought after asking around make much better dimples.

Because of the investment I'd made in the original tool set, I got stubborn and tried to protect my original investment by continuing to use some of the tools, even though I knew they weren't adequate. A bad decision. Good tools do cost more. But compared to the investment in a homebuilt, the additional cost is really insignificant. You can't expect to do your best without the right tools. It's said that a good tool won't ensure you do a good job but a bad one will almost certainly keep you from it. And that advice applies no matter what medium you're building in: metal, wood, fiberglass, or tube and fabric.

How do you know which tools are the good ones? Ask other builders. Lots of them. But ask the ones who are either done or almost done building. They're the ones who know the difference. If you have to, borrow the tool you need for that special operation. Most builders will lend tools. Just be sure to return it in the original condition and as soon as you're done. But use the right tool. For what it's worth, I've found that metal working tools from Avery Tools are consistently high quality. And there are others.

One day the pilot of a Cherokee 180 was told by the tower to hold short of the active runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back past the Cherokee. Some quick-witted comedian in the DC-8 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?"

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?"

The Cherokee pilot, not about to let the insult go by, came back with a real zinger: "I made it out of DC-8 parts. Another landing like yours and I'll have enough parts for another one."

Student: "When I was number one for takeoff."



Four Forces of Flight

NOTAM: New NSA's, formerly known as the TFR's, are now found on the new sectionals that came out in Dec 2004

An NSA is "airspace of defined vertical and lateral dimensions established at locations where there is a requirement for increased security of ground facilities," according to the *Aeronautical Information Manual*. "Pilots are requested to voluntarily avoid flying through an NSA. When it is necessary to provide a greater level of security, flight through an NSA may be temporarily prohibited pursuant to the provisions of 14 CFR 99.7, Special Security Instructions." When there is a security reason for restricting flight operations within an NSA, the FAA will issue a NOTAM. (Source AOPA web site)

AIM 3-5-7. National Security Areas

National Security Areas consist of airspace of defined vertical and lateral dimensions established at locations where there is a requirement for increased security and safety of ground facilities. Pilots are requested to voluntarily avoid flying through the depicted NSA. When it is necessary to provide a greater level of security and safety, flight in NSAs may be temporarily prohibited by regulation under the provisions of 14 CFR Section 99.7. Regulatory prohibitions will be issued by ATA-400 and disseminated via NOTAM. Inquiries about NSAs should be directed to the Airspace and Rules Division, ATA-400.

Financial Report

EAA Chapter 430 YTD Income & Expense Report Checking 142.52 Savings 1239.03

| | Jan - Dec 04 |
|-----------------------------|-----------------|
| Ordinary Income/Expense | |
| Income | |
| Dividend | 7.54 |
| EAA Income | 60.00 |
| Membership Dues | 932.00 |
| Merchandise | |
| Name Tag | 24.25 |
| Other | 37.00 |
| Patch | 62.00 |
| T Shirts | 60.00 |
| Merchandise - Other | 88.00 |
| Total Merchandise | 271.25 |
| Program Income | |
| Coffee | 30.00 |
| Picnic | 43.07 |
| Total Program Income | 73.07 |
| Raffle | 425.00 |
| Sale of Surplus | 37.10 |
| YE Donations | 629.15 |
| Total Income | 2,435.11 |
| Gross Profit | 2,435.11 |
| Expense | |
| Copies | 26.66 |
| Dues and Subscriptions | 80.00 |
| Insurance | 140.00 |
| Licenses and Permits | 10.00 |
| Merchandise Expense | |
| Name Tags | 54.15 |
| Tshirt | 58.34 |
| Merchandise Expense - Other | 0.00 |
| Total Merchandise Expense | 112.49 |
| Miscellaneous | 96.00 |
| Newsletter | |
| Copy | 103.00 |
| Total Newsletter | 103.00 |
| PO Box | 24.00 |
| Postage and Delivery | 4.44 |
| Program Expense | |
| ChristmasParty | 70.00 |
| Picnic | 202.56 |
| Program Expense - Other | 45.11 |
| Total Program Expense | 317.67 |
| Scales | 90.70 |
| Supplies | 10.82 |
| Tools for Chapter | 279.00 |
| US Postage | 19.62 |
| Web | 118.50 |
| YE Expenses | |
| Contributions | 250.00 |
| YE Expenses - Other | 244.94 |
| Total YE Expenses | 494.94 |
| Total Expense | 1,927.84 |
| Net Ordinary Income | 507.27 |
| Net Income | 507.27 |

New In 2005



Chapter Logo Merchandise

Logo-Mugs will be available at the January meeting.

Price \$10.00 per mug.

We will be have other Chapter merchandise shortly.

We will also have a sample of the new *Tee Shirt* and, if possible, the new *Polo Shirt*. Other items will be available later on. *Chapter Buttons* will also be available. Have an idea for a *Chapter Logo* item? Contact Ken Brown

FROM THE MAILBOX:

I want to bond Plexiglas windows into a polyester based fiberglass frame - can you recommend an adhesive suitable for this? I do not plan to utilize any mechanical fasteners. Thanks. Dennis Lee

Dennis,

Thanks for your note. In the January 2004 issue of *EAA's Sport Aviation* there is an extensive article on bonding Plexiglas without using fasteners. I have attached a PDF copy for your reference.

Best Regards,

Mark Forss

Aviation Information Specialist

NOTE: See the article "*Fitting Plexiglas Canopies (An Adhesive Alternative to Drilling Holes)*" by

Chalkie Stobbart in the January 2004 issue of *Sport Aviation*. The article is also on the 430 Chapter Web site under Archives. www.eaa430.org

KitFox Sweepstakes:



EAA Chapter 517 in Missoula, Montana is conducting a fund raising sweepstakes and the Grand prize is a beautiful 1997 KitFox Model V (valued over \$75,000). The normal ticket price is \$25.00, or ten tickets for \$200.00 (a maximum of only 400 tickets will be sold). Want to save \$5.00 per ticket, join some friends and buy 10 tickets at a time. Drawing will be held Saturday, April 2, 2005 or when the 400th ticket is issued. Full details about the sweepstakes can be found on the chapter web site at www.eaa517.org You can download the entry form from the web site or request an entry form by mail at, EAA Chapter 517, Inc., PO Box 16446, Missoula, Montana, 59808 or by e-mail at:

EAChapter517@aol.com. Good luck!

If helicopters are so safe, how come there are no vintage/classic helicopter fly-ins? - Anonymous

EAA CHAPTER 430
OLYMPIC PENINSULA
PO BOX 13
CARLSBORG WA 98324



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

EAA CHAPTER 430 OFFICERS

| | | |
|----------------------------|-----------------|---------------|
| <u>PRESIDENT</u> | Bob Hicks | 452-9399 |
| <u>V-PRESIDENT</u> | Gary Johnson | 452-2340 |
| <u>SECRETARY</u> | Mark Schiely | 417-2840 |
| <u>TREASURER</u> | Ken Brown | 582-9515 |
| Events | Donna Sommer | 681-7427 |
| T/C & T/A & Y/E | Jim Cone | 582-9111 |
| T/C & T/A DAR | Pat Rose | 683-8000 |
| Reporter— Publicity | Bill Gohsman | 452-4957 |
| Programs | Donna Sommer | 681-7427 |
| Port of PA | Bob DeLand | 417-3596 |
| Clallam County Reporter | OPEN Airport | See Bob Hicks |
| Raffle | Jack Piggott | 681-7567 |
| Webmaster | Patti Minor | 681-2588 |
| Newsletter Ed. | Mary Brown | 808-6579 |

Meeting 7 PM January 26, 2005
Jim and Bev Cone's Hangar

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

*May 2005 bring
good weather
good flying
good friends
& good food!*