



Dedicated to having fun
with airplanes
and promoting
General Aviation

Volume 4 Issue 3

Calendar of Events	2
Chapter Meeting	3
Board Meeting	4
Minutes	
Classified Ads	5
Getting to Know You	6
Notices	7
Financial Report	8
Et Cetera	9
AOPA Article	10
Sport Pilot FAQ	11

EAA 430 FLYER

The President's Letter

Hi, All!

I am not quite sure from which direction I should start this letter. There is both good and bad stuff to impart. Upon reflection I think I will get the bad out of the way first.

By the time you receive this *Flyer*, you may know that Mary Brown fell off a ladder at home and broke a hip. (*I was drywalling!*) As I write this, she is recovering from the subsequent surgery at Olympic Medical Center. As I understand it, Mary had a partial hip replacement. Ken offered to complete this month's newsletter, but in the aftermath of the accident, The Solution Centre discovered that taking a notebook computer home for Mary, will allow her to complete the newsletter. (*Here I sit, notebook in lap....Mary*)

Now to the upbeat stuff! The EAA Chapter Leaders' Gathering at Puyallup, concurrent with the NW Aviation Conference, was attended by Gary Johnson, Ken and Mary Brown and me. We will have more to report at this month's meeting. Suffice here to tell that we had an enjoyable dinner and get-together with Bob Warner, EAA Vice-Pres., and chapter leaders from nine Northwest chapters. From the discussions, it seems we all have challenges and opportunities in common. The Conference and Trade Show were also lots of fun, and yes, I did spend RV money. There are two big advantages to Trade Shows like this. Firstly, you can comparison shop and see the gadgets of interest displayed and demonstrated. Beats a catalog hands down! Secondly, there are always Show Prices! (And maybe rebates as well).

The Collings Foundation's "Wings of Freedom" B-17 and B-24 tour will return to Port Angeles June 24th – 26th. They have done very well here for the last two years and are back with the B-24 in a new livery commemorating an 8th Air Force B-24, "Witchcraft", that in WW-II completed an astounding 130 missions! Our Chapter will again be asked to provide ground volunteers for the three days. Alan Barnard will have all the details as the date gets closer.

This month's meeting will be at Cone's home/hanger, now regrettably down to housing only one airplane. The program will be AOPA's "GPS for VFR" seminar we recently purchased. I have viewed the slides and it is educational. The Presenter will be our own Mark Schiely.

See you all there! Bob Hicks

Calendar of Events 2005

MARCH

March 30 Chapter Meeting 7:00 PM

Cone's Hangar

Speaker: Mark Schiely AOPA's GPS for VFR

APRIL

April 13 Board Meeting 9:00 AM Old Mill
Café Carlsborg

April 27 Chapter Meeting 7:00 PM Hangar

Speaker: David Miller Accident Prevention
Program

MAY

May 11 Board Meeting 9:00AM

May 21 Young Eagles Sequim Valley

May 25 Chapter Meeting 7:00 PM W28

Hangar #10

May 28 Chapter Potluck Noon W28 Hangar #10

JUNE

June 4 Pancake Breakfast 8-11 Chelan Airport

Chapter #424 6th Annual Fly-In (See notice page 8)

June 11 Young Eagles International Day

Port Angeles/Fairchild

June 15 Board Meeting 9:00 AM

(Con't top of page)

JUNE (continued)

June 24, 25, 26 B-17 & B-24 PA/Fairchild Collings
Foundation (See notice page 8)

June 25 Pot Luck *Rescheduled to July 2*

June 29 Chapter Meeting 7:00 PM W28 Hangar #10

JULY

July 2 Chapter Potluck Noon W28 Hangar #10

July 6-10 Arlington Fly-In

July 13 Board Meeting 9:00 AM

July TBD Young Eagles Jefferson County

July 27 Chapter Meeting 7:00 PM W28 Hangar #10

July 30 Chapter Potluck Noon W28 Hangar #10

AUGUST

August 6 Young Eagles Diamond Point

August 17 Board Meeting 9:00 AM

August 27 Chapter Potluck Noon W28 Hangar #10

August 31 Chapter Meeting 7:00 PM W28 Hangar #10

SEPTEMBER

September 10 CCPA Air Safety Awareness Day PA

September 14 Board Meeting 9:00 AM

September 24 Chapter Potluck Noon W28 Hangar #10

September 28 Chapter Meeting 7:00 PM TBD

Minutes Of Chapter 430 Meeting

REGULAR MONTHLY CHAPTER MEETING HELD AT JIM & BEV CONE'S HOME
February 23, 2005

Meeting called to order by President Hicks and Pledge of Allegiance recited at 19:05

President Hicks called for introductions of new members and guests. Guests introduced included Gene McCutchin, Jerry Waitlow, Tom Dammann, Andy and Jeanne Jubb. President Hicks thanked Jim and Bev for hosting the meeting and also acknowledged Emily Westcott's publicly announced achievements.

The approval of the minutes of January'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 in the newsletter. Treasurer also mentioned that some member dues are still outstanding.

Communications; President Hicks announced National's chapter office's invitation for officers to attend a dinner meeting on Fri. February 25th at the NW Aviation Conference in Puyallup. Any members having comments should send along with President Hicks.

Activities; Donna Sommer has submitted a schedule for 2005 listing activities and guest speakers. Next month's guest speaker has been changed. The potlucks will begin in May and Ralph Trefney has offered to speak at one of the potluck gatherings.

Young Eagles; Jim Cone gave out ground crew appreciation certificate to VP Gary Johnson for his help during the 2004 YE rallies. Jim then reported on the pilots who flew 10 or more Young Eagles as recognized by EAA as follows; Trent Sommer-20, Gene Rimov-26, Ken Brown-59, Bob Hicks-12, Peter Bahnsen-16, Mark Schiely-18. Jim then gave a brief description on how the YE points can be used for attending Aviation Academies. If anyone knows someone who wants to go, contact Jim.

Tech Councilor; No reports of Tech.visits or Flight Advisories. Jim Cone reported continuing his phase one testing of his RV-7A and setting the compass of the Dynon efis. Jim then gave a brief description of the Dynon.

Old Business; President Hicks reported on having the "Kitlog Pro" which has been donated to the chapter for raffle at next month's meeting. President also reported on receiving the "seminar in a box" and the T-shirt to be used in the absence of a guest speaker.

President reported on the newsletter ads and website ads being available to only professional aviation related businesses or member businesses only.

New Business; President Hicks reported on the tetrahedron project for Sequim Valley airport and that Winnie Sallee had given permission to proceed. VP Gary Johnson will head-up the project.

President Hicks then presented the "Seminar in a box" which is titled GPS for VFR. President then suggested using the program in the absence of the next month's speaker. Mark Schiely will present the program.

President reported on receiving a call member Bill Gohsman reporting that he will be moving and asked for a volunteer to continue on as chapter historian.

Break & Raffle 19:30

Reconvened 19:45

Donna Sommer introduced this month's guest speaker Mr. Jim Scott from the Washington State Airport Maintenance Division. Jim gave a brief bio of himself including his involvement in the Young Eagle Program for the Northwest, he holds an A&P license, built the ultralight airport in Arlington and has over 5000 hours instructing in ultralights. As the Manager for all the State owned airports, Jim gave an excellent presentation on each of the airports along with A/V pictures of each. Jim handed out a Washington State Sectional, which has all the airports on the back and their descriptions.

When the presentation was over President Hicks thanked Jim and presented him with a Chapter Mug.

The President announced that the March Chapter mtg. will be on March 30th at Cone's again. The next Bd. Meeting will be March 16th at the Old Mill Café in Carlsborg starting at 09:00.

There being no further business the meeting was adjourned at 20:45

Respectively submitted

Mark M. Schiely Secretary

**Chapter 430 BOARD OF DIRECTORS
March 16, 2005**

HELD AT THE OLD MILL CAFE
CARLSBORG, WA

Present: Bob Hicks-President, Gary Johnson-VP, Ken Brown- Treasurer, Mark Schiely- Secretary, Mary Brown- Newsletter editor.

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

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

President Hicks confirmed that Mark Schiely will present the "Seminar in a Box" at the March Chapter meeting. President will confirm the meeting taking place at Jim Cone's.

Treasurer Ken Brown presented the Treasurer's report and balances are correct as shown. Ken then reported that there are still outstanding members dues not yet collected. Discussion followed. President Hicks will mention at the next Chapter meeting. Ken reported one new member, Mr. Bill Powers.

ACTIVITIES-

Ralph Trefney will be rescheduled and April's speaker will be David Miller. The cookouts are all scheduled.

President Hicks announced that the Collings Foundation will be returning with their B-24 and B-17 on June 25th. President offered for Chapter volunteers to help with ramp duties assistance as we did last year. The June cookout is scheduled for the same day and is now cancelled. Young Eagle day is June 11th and a rally is scheduled for Port Angeles.

OLD BUSINESS-

VP Gary Johnson reported on measuring the tetrahedron at Port Angeles for a template for the chapter project. Gary has received an email from Chapter 27 and they will be sending their plans for the one they built. Discussion followed on possibilities of construction.

Ken Brown is still waiting on cost quotes from the merchandise supplier. Discussion followed on the merchandise sources locally. Ken also reported that the inventory of mugs is down to two. The board authorized the treasurer to purchase twelve more mugs for inventory.

Ken Brown presented four samples of recognition plaques for member awards. Discussion followed on type and use. Ken then presented the price suggestions for the WEB advertising. After review President Hicks recommended going forward with price structure. Discussion followed on the ads presentation structure. Mary Brown will make a note in the newsletter of ad availability.

NEW BUSINESS

President Hicks reported on the EAA Chapter leaders dinner meeting at Puyallup and mentioned doing a write-up. President will report to the members at the next Chapter meeting.

Ken Brown asked about having post card mail-outs to EAA members in the area for the purpose of recruiting new members to the Chapter. Discussion followed surrounding the posting of signs at such locations as Port Angeles Airport, Sequim Valley, and Diamond Point. Mary asked about ad posters available from National. President will check on availability.

President Hicks mentioned the fly-in breakfast being held at Chelan on June 4th and asked Mary to post in the newsletter.

President presented a document of Sport Pilot Frequently Asked Questions and asked Mary to publish in the newsletter.

The April Board of Directors Meeting will again be held at Old Mill Cafe in Carlsborg on April 13th at 09:00.

There being no other new business, the meeting was adjourned at 10:38 A.M.

Respectively Submitted,
Mark M. Schiely Secretary

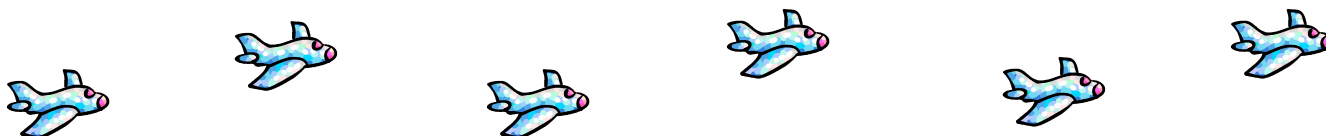
COMING SOON

Advertise your business on our website: www.eaa430.org

Chapter 430 member business:	Scanned business card (340x160 pixels) w/link	\$35/annual
	Double business card (344x379 pixels) w/link	\$65/annual
	Size 640x480 pixels w/link	\$95/annual
	Graphic Reference Link:	\$15
	Text Reference Link:	\$10

Non-members (aviation-related business only): Add \$10 per ad

Rules: Professional, Member Business, or Aviation Related. All art work & business cards to be submitted in electronic format.



FOR SALE BY MEMBERS

- **ARNAV Star 5000 GPS - Panel Mount; includes tray and antenna - \$900 -In good working order**
Marilyn 360-379-4917 or 301-4005
- **Bendix/King KLN 89B - GPS with Antenna and Current Data Card - No Cable or Tray - Very Clean IFR Capable \$1,000.00 (Reduced for quick sale)**
Ralph Trefney 360-681-3222
- **Capella XS 9 12, 460hr Eng & A.F. a super sweet flying machine. \$15,000 before annual and 500 hour Eng review, after annual \$20,000**
Gene Rimov 360-452-2806
- **Light Speed #25 X L Headset, Used 3 times. \$600 new. Will sacrifice \$300.**

Wilbur Johnson St George, Utah. 435-688-2851

If interested, contact Trent Sommer 360-681-7427

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

Getting To Know You



When Isabel Senatori stood in the office of the governor of Territorial Alaska 55 years ago with Joe and said her wedding vows, she didn't know that housing a helicopter in her basement would be part of "for better, for worse." Today that is her reality and, at times, she wonders if the helicopter will be a permanent resident in her home on Bell Hill. Joe says, "No. It will be finished in due time." He's working on the electrical system on the *Safari* (Isabel nicknamed it the *Scatori*.) When the helicopter is finished, Joe will back a trailer up to the basement door, load the helicopter onto it and drive it to a hangar at one of the area airports. He has completed about 30 hours in hovering and has 10 hours towards his auto rotation. He has his emergency hours to complete before receiving an endorsement to his existing pilot's license. This current project was started in 1999, so he certainly doesn't hold a record for

number of years spent building an aircraft. Someone else in our chapter 430 holds that record!

This is Joe's second project in building an aircraft...his first was a fiberglass amphibian plane, but he was unable to get the weight down and did not finish building it.

Joe had his first airplane ride when he was 17 years old. An instructor in high school started an aeronautical class and he offered individual plane rides as part of the class. Unfortunately, he invited Joe to ride with him when he was practicing stalls. Joe waited until they got back on ground to lose his lunch.

He grew up in Upper Peninsula Michigan and enlisted in the Army after high school graduation. The war was over, but he was sent overseas with Air Force Rescue. They sent him back to attend the University of Michigan for a semester. He ended up in Okinawa for a year when the Eighth Air Force was moved to the Pacific.

When he left the Air Force, he used his GI Bill to get his pilot's license and went to Alaska to fly charters with Alaska Coastal Airlines, which later became Alaska Airlines. He met a Scottish nurse (Isabel) in Sitka, married her and moved to Juno. One of the planes he flew was a twin-engine PBY-5A Catalina, in which he would fly tourists during the summer. Occasionally the plane would be loaded with drilling tools.

It was not unusual for the airline to furlough the pilots during the winter because of the inclement weather in Alaska, so one winter Joe and Isabel took their two young sons and spent the winter in New Zealand. While there, he did "aerial top dressing" (known in our country as crop dusting) in a Fletcher. The ground in New Zealand was deficient in phosphate and other minerals, so pilots were hired to drop fertilizer in the farming areas.

After 10 years in Alaska, Joe & Isabel moved to San Francisco where he worked for United Airlines as a mechanic. He went back to school, got his degree and became a staff engineer for United. He went to Seattle and worked as an engineer on the 747 in Everett for four years or until the "lights went out in Seattle" in the sixties. He returned to San Francisco and worked a total of 25 years for United before retiring.

Joe has owned a Taylorcraft on floats and a Luscom, which he bought in Oregon and flew to Juno. The only clearance he could get was to fly along the Alcan Highway. When the highway was not visible from his plane, he'd look for the dust trails made by trucks. He also owned two Seabees. While living in California, he took two of his three sons and got them checked out in gliders. His youngest son has his pilot's license. For the past 18 years, he and his son continue their tradition of spending a week together at Oshkosh. Joe has been past treasurer of EAA and continues to be an active member.



New Place to Fly

Mukilteo Coffee Company Located on the Langley Airfield (Whidbey Island). After flying in, walk halfway down the runway to find a small path (50' or so in length) on the West side of the field. It leads to the Mukilteo Coffee Company. Owned and operated by Gary and Beth Smith. Home cooking changing daily. Last pilot experienced quiche and warm homemade breads. Short menu but very good.

Café Hours: 8:00-4:00 M-F 8:00-1:00 Sat.

Toll free phone: 888-890-9800 Café: 360-221-5270

If you haven't paid your 2005 Membership Dues, please do so ASAP

EAA Chapter 424 6th Annual Fly-In & Pancake Breakfast Chelan Airport (S10)

Saturday, June 4 8-11 AM Supporting Miss Veedol (see www.spiritofwenatchee.org)

Lunch @11:00 by Lake Aero Maintenance & Instruction

Spot landing contest, drawing, camping available, shower & pilots lounge.

The Collings Foundation will be bringing a B-17 and B-24 to Fairchild Airport on June 24, 25, 26. They are asking for volunteers to assist in ramp security and gate duty. If you would like to help, contact one of the board members. For more information: www.collingsfoundation.org

Young Eagle News

MARK YOUR CALENDAR, INTERNATIONAL YOUNG EAGLES DAY

JUNE 11, 2005 - Since 1994, International Young Eagles Day (IYED) has become a focal point for Young Eagle activities. This year is no exception. We would like to encourage all Chapters to plan an event on or near June 11. During the past 11 years, an average of more than 9,000 Young Eagles have taken flight on IYED alone. Help us con-

Chapter Inventory of Tools

- | | |
|---|---|
| Electronic Scales (Jim Cone) | Nicro Press (Gary Johnson) |
| 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) | |

FINANCIAL REPORT

March 2005

Account Balances Checking \$499.17 Savings \$ 1240.61

Ordinary Income/Expense

Income	
Membership Dues	15.00
Merchandise	7.50
Total Income	22.50
Gross Profit	22.50
Expense	
Merchandise Expense	6.00
Total Expense	6.00
Net Ordinary Income	16.50
Net Income	16.50

The Chapter now has a DEBIT card for our account at Sound Community Bank. If any chapter members are going to purchase items from local Vendors or via the Web, use the chapter DEBIT card instead of the individual's credit cards. Please coordinate purchases with the Treasurer, Ken Brown.



Chapter Logo Merchandise

Logo-Mugs will be available at the March meeting.

Price \$10.00 per mug.

Chapter Buttons are also available for \$2.00

Chapter Library Videos

(Contact Mark Schiely to borrow a video or DVD from the library)

VHS

From the Ground Up

Vol. 1,2,3,4 (2 tapes of RV-8 construction)

Toward the Flight Line (from Murphy Aircraft)

EAA Airventure (two tapes)

2001 & 2002

DVD

Battle of the X-Planes

EAA Airventure 2004



LAST CHANCE !!

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 4000 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 sweep-

stakes 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: EAACChapter517@aol.com.

ACPA ePILOT



Personality Quirks: Every airplane's different

Experienced pilots understand the nuances associated with learning to fly a new aircraft, but for inexperienced pilots, old habits die hard. On April 19, 2001, the pilot of a Cessna 172 learned this when he lost control while landing at Zamperini Field in Torrance, California. The pilot was not injured, but the plane sustained substantial damage.

The pilot received his private pilot certificate four months before the accident. He had 78 hours total time at the time of the accident, 71 of which were in a DA-20 Katana. The pilot had logged 6.1 hours in the 172, of which 3.7 were dual.

Prior to the accident, the pilot had completed two successful touch-and-go landings. On the third landing, the 172 touched down, rolled a short distance, and then veered sharply to the right. The plane then nosed over in soft terrain.

A CFI from the pilot's flight school flew with him the day after the accident, and he observed that the pilot had a tendency to land very flat. He also stated that the "...landing characteristics of the Katana require little or no flare by the pilot. In contrast, the Cessna 172 requires a considerable amount of flare to achieve a proper touchdown attitude." He went on to say, "In general, the differences between a Katana and a Cessna are night and day."

The NTSB determined the cause of this accident to be the failure of the pilot in command to execute a proper landing flare, which resulted in an improper touchdown attitude and subsequent loss of control. A factor in the accident was the difference between landing characteristics of the Katana and the Cessna 172, and the resulting habit interference for the pilot.

The transition to a new airplane is difficult, but not impossible. Most pilots complete their private pilot training in one aircraft. They develop habits that work well for that aircraft, but may cause problems during transition to a different aircraft. When checking out in a new airplane, it's important to ensure that you understand the nuances of that aircraft. It's also important for instructors to convey this to students. Make sure they understand the differences between what they know and what they are learning.

Sport-Pilot Medical Provisions

Frequently Asked Questions

Helpful information regarding the medical provisions of the Sport-Pilot Rule	
<i>What if my most recent application for FAA airman medical certification was denied (and I was not granted Special Issuance), my most recently held airman medical certificate was suspended or revoked, or my most recently held Special Issuance was withdrawn? I understand that I may not use my current and valid U.S. driver's license as medical qualification to exercise sport pilot privileges. What</i>	You may ask the FAA for reconsideration of your eligibility to hold an airman medical certificate. While it is impossible to predict a favorable outcome, your medical condition may have improved, thereby permitting your certification. If you are not ultimately qualified by the FAA, you have the option of appealing the decision to the National Transportation Safety Board.
<i>What if I hold a Special Issuance? Is that considered denial of an application for an airman medical certificate?</i>	No. Special Issuance is not considered the denial of an FAA airman medical certificate.
<i>What if I was previously denied a medical certificate, I resubmit my application and, ultimately, I am certified? Must I continue hereafter to renew my medical or may I use my current and valid U.S. driver's license as evidence of medical qualification?</i>	If you are ultimately certified then you are no longer on record with the FAA as having had your most recent application denied or your most recently held FAA airman medical certificate suspended or revoked, etc. Therefore, it is not necessary to maintain airman medical certification thereafter to exercise sport pilot privileges provided you hold a current and valid U.S. driver's license and provided you otherwise
<i>What if I already hold a pilot certificate and a valid airman medical certificate? Do I have to maintain my airman medical certificate if I will only be exercising sport pilot privileges or may I use my current and valid U.S. driver's license as medical qualification?</i>	You may use your current and valid U.S. driver's license to exercise sport pilot privileges; however, you must hold the required, valid FAA airman medical certificate if you wish to exercise private pilot (or higher) privileges.
<i>What if I know (or suspect) that I have a significant medical condition and I hold (and have been able to maintain) a current and valid U.S. driver's license? Am I authorized to exercise sport pilot privileges provided I otherwise qualify?</i>	Long-standing FAA regulation, § 61.53, prohibits all pilots--those who are required to hold airman medical certificates and those who are not--from exercising privileges during periods of medical deficiency. The FAA revised § 61.53 to include under this prohibition sport pilots who use a current and valid U.S. driver's license as medical qualification. The prohibition is also added under §§ 61.23 (c) (2) (iv) and 61.303 (b)
<i>What if I have a life-long, chronic medical condition (e.g., diabetes mellitus) and I have never applied for or held an FAA airman medical certificate and my medical condition has never precluded me from being able to renew my U.S. driver's license? Am I authorized to exercise sport pilot privileges provided I otherwise qualify?</i>	You should consult your private physician to determine whether you have a medical deficiency that would interfere with the safe performance of sport piloting duties. Certain medical information that may be helpful for pilots is posted on the FAA Web site at http://www.cami.jccbi.gov/aam-400A/400brochure.html .

EAA Chapter 430
 Olympic Peninsula
 PO Box 13
 Carlsborg WA 98324



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

EAA CHAPTER 430 OFFICERS

PRESIDENT	Bob Hicks	452-9399
V-PRESIDENT	Gary Johnson	452-2340
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TREASURER	Ken Brown	582-9515
<hr/>		
Events &	Donna Sommer	681-7427
Programs		
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
Port of PA	Bob DeLand	417-3596
Clallam County Reporter	OPEN	See Bob Hicks
Raffle	Jack Piggott	681-7567
Webmaster	Ken Brown	582-9515
Newsletter Ed.	Mary Brown	808-6579

WELCOME NEW MEMBER

Bill Powers

WACO UPF-7 Hanger 16 Sequim

Building home at Blue Ribbon

General Meeting

March 30, 2005

1900 Hrs

Location:

Jim Cone's Hangar

Blue Ribbon Farms