

Dedicated to  
having fun with  
airplanes  
and promoting  
General Aviation

# EAA 430 FLYER



Volume 5 Issue 1

## Inside this issue:

President's Message	1
Calendar of Events	2
Board Meeting Minutes	3
Miscellaneous	4
Getting to Know You	5 & 6
For Sale	7
Chapter 430 Officers	8
Chapter 430 Sponsors	9

## The President's Message

### RAINY DAY HANGAR FLYING

With all the rain we have had lately, I should probably have chosen to build a boat rather than a plane. At least the shop is dry and warm and a nice place to spend a rainy day.

I always look forward to receiving my copy of Sport Aviation and I am never disappointed with the variety and quality packed into this fine magazine. Anyone with any interest in aviation is bound to find something to make them a better pilot or builder. Of course the magazine is only a reflection of the talents and diversity of the members of EAA.

In the last issue, one article was about a particularly active EAA chapter in Daytona Beach, Florida. This is a large chapter with some impressive resources. However, it is clear that the fellowship of this community of aviators has created a spirit of cooperation and sharing that benefits everyone. That same spirit is evident in chapters across the country including chapter 430.

It is a rare day that I go to the airport without stopping to chat with another pilot and more often than not the conversation leads to some tidbit of information that adds to my flying or building skills. The same is true at chapter meetings and events. It seems someone either knows the answer to your problem or knows someone who does. This is an example of how the total exceeds the sum of the parts and why belonging to a chapter is such a smart investment. We may never be as big as the Daytona Beach chapter, or have their sunshine, but they have nothing on us when it comes to having fun with airplanes and the camaraderie that flows from that.

*Gary Johnson*

# Calendar of Events

JANUARY 2006						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11 Board Meeting 9:00	12	13	14
15	16	17	18	19	20	21
22	23	24	25 Chapter Meeting 7:00	26	27	28
29	30	31				

## Speakers for 2006

**January 25 George Steed**  
Central Kitsap Jr. High School  
Airplane Bldg program

**February 22 Jim Cone**  
Emergency Airplane  
Travel tools & Tie downs

**March 29 Spence Campbell**  
Aviation Training Center  
@ Boeing Field

## FEBRUARY EVENTS

**February 8** Board Meeting @ Old Mill Cafe

**February 22** Chapter Meeting @ Jim Cone's  
(Blue Ribbon Airstrip)

**February 25-26** Northwest Aviation Conference &  
Trade Show @ Puyallup Fairgrounds

**MINUTES OF BOARD OF DIRECTORS MEETING  
HELD AT THE OLD MILL CAFE  
CARLSBORG, WA.  
JANUARY 11, 2005**

Attendees: Gary Johnson, Bob Hicks, Donna Sommer, Trett Sommer, Ken Brown, Mary Brown, Gunar Clem and Ralph Trefney

Chapter Secretary: The requirement for Mark to change his job location no longer exists so Mark Schiely will be able to keep the job of Chapter Secretary.

The Minutes of the December 05 Board meeting were approved.

Membership Report: At the end of 2005 we had 51 paid members, not counting spouses and honorary members. Counting spouses, honorary members and new members for 2006, results in a total membership of 66 as of January 1.

Events for 2006: The January speaker will be George Steed discussing the Kitsap Jr. High School Airplane program. The February speaker will be Jim Cone discussing Emergency Airplane Travel Tools.

Old business to be carried over into 2006: Installation of the wind indicator at Sequim Valley Airport. No new action. Coordination with County emergency/disaster planning people on the availability and benefits of using Chapter 430 aircraft during an emergency. Since CCPA is also working with the County on the emergency planning, the efforts of the 2 organizations will be coordinated. (Gary Johnson is VP of the CCPA)

There was a discussion about the annual Chapter Status Report filed with National in December. There also was a discussion about how to request insurance coverage for future Chapter events.

New business: Gary presented information on the Partner Program that National has with Ford. It is time to start thinking about whether or not the Chapter wants to sponsor someone for the EAA Air Academy.

Ralph Trefney asked if there was any interest in having a discussion on Mode S transponders. The consensus was yes so Ralph will make a presentation during the April meeting.

The Chapter needs to find both a Merchandise Chairman and a Raffle Chairman.

The next Board meeting will be on Feb 8, 2006, at the Old Mill Café.

These Minutes were prepared by Gunar Clem standing in for Mark Schiely.

## Central Kitsap Jr. High School Airplane Building Program



George Steed, who started this program, will be the speaker at our Chapter meeting January 25

### Chapter Inventory of Tools

Electronic Scales (Sommer's Hangar #10 Sequim Valley)

Nicro Press (Gary Johnson)

Wing Cradle (Pat Wiederhold)

Air Compressor (Ken Brown's Hangar #12 Sequim Valley)

Prop Tach (Sommer's Hangar #10 Sequim Valley)

Brake Pad Installation (Jim Cone)

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

*Substantial Discount on FlightCom Products (20-25% off list)*

Discounted Purchasing Obtained for EAA 430 Active Members by Special Arrangements with member Dan Forrest of [Aqua Marine® Inc.](http://Aqua Marine® Inc.) See [eaa430.com](http://eaa430.com) web site for details.

For the fun of flying.



## *Getting To Know You*

Ken Brown spent his early life through high school in Cleveland, Ohio. While the other kids played and had fun at recess, Ken often sat in the principal's office. He didn't like being at school and often played hooky, so this was the only way to keep him there. He had to repeat the first semester of 3rd grade because of poor math grades. Although he got all the answers right, he worked the problems in his head and didn't feel the need to show his work on paper. Obviously the teacher didn't feel the same way.

Ken was a light-weight in high school and was teased until his junior year when he joined the Judo Club and was paired off with his instructor, a very large man. The instructor wanted the class to understand that size didn't matter in Judo. During a demonstration, Ken was to pick up his partner and do a throw. He attempted this, but when the instructor was too heavy, he threw him, so the throw was abnormal. The instructor's timing was off, and he landed on his outstretched arm, tearing his shoulder. Rumor was that little Ken Brown had beat up a big man. From then on, everyone avoided any chance that "Ken could get violent."

Just prior to high school graduation, Ken's assignment was an English essay (*Comparison of Democracy and Socialism*). He decided not to write it, thinking he had an extra credit "floating around," although his teacher told him he wouldn't graduate without it. Instead of receiving a diploma, he joined the Air Force and was stationed in Topeka, Kansas.

While in the Air Force, he joined the *Forbes Skydivers*, a skydiving club formed before there was a *Parachutes of America*. They packed their own chutes, to which they had made slight adjustments and modifications. One Sunday afternoon just outside of Topeka, there was a skydiving demonstration. Ken and Dale, another jumper, decided to join forces and do some relative work. They went over safety procedures. After exiting the plane, they would hold hands, taking some slow spins to the right, reversing to the left. Upon reaching 3000 feet they would separate, Ken would open his chute and Dale would then follow. Things didn't go as planned. At 3000 feet, Ken went to pull the rip cord to open his parachute, when Dale's parachute flew into his face. Dale had opened too early. Ken swung forward, and as he was passing Dale, his face was mauled by Dale's boot. His goggles tore a deep gash into his forehead and several teeth were damaged. He was semi-conscious and his body was out of control, flipping over and over. With the ground nearing, Ken frantically tried to find the d-ring and regain control. A safety precaution came to mind... *lie flat to become stable*. He did this and found the d-ring but only had 500' left. His parachutes usually took 900' to open. He pulled, the chute opened, with just enough time to do a stand-up landing. He was taken to the ER in Topeka, where they repaired the gash in his face with 100 stitches.

From 1961 to 1965, Ken had a coffee shop in Cleveland, called Ken's Kustard. With a staff of seven, they served hamburgers, fish dinners and soft custard ice cream.

Ken and his wife and daughter moved to Phoenix, Arizona where he was a milkman for Shamrock Dairy. He attended night school to learn programming and ended up with a position at the school, teaching programming.

He became a programmer for the City of Phoenix, developing a police tracking system and an automated dissemination of bookings, the first of its kind in the country. Ken also developed computerized online ballot tabulation software which enabled the city to certify an election in less than 12 hours after the polls were closed.

He joined Sperry Univac, working in the financial accounting office. He discovered that the operating system couldn't add  $1+1 = 2$ . He worked with the software developers to modify the operating system to do business math versus floating point math. He then went to work for the County of Maricopa police and court system in Arizona, developing the Support and Paternity System.

In 1971, he started DataPak Inc., a company that produced microfiche for major companies in the Phoenix area. He developed software for the State of Arizona that converted output on a mainframe computer to tape for microfiche conversion, a software valued at around a million dollars.

After selling the company, he went to work for Honeywell in the Phoenix Sales Office. He taught week-long classes in programming and database administration in cities throughout the United States and in Europe.

(Continued on Page 6)

### *Getting To Know You—con't*

Ken and his wife, Mary, and her two children moved to Seattle in 1979 and bought property on Vashon Island. He was the database administrator for Virginia Mason Hospital for two years and then went back to work for Honeywell and their spinoff company, Alliant Tech Systems, in Seattle and Everett as a database administrator. He was supervisor of the computer department. He then traveled back and forth from Seattle to Minneapolis, working with a staff of four senior technologists in a “think tank” environment.

Since problem solving has always been one of his talents, he formed his own computer company, The Solution Centre, in 1990 after being down-sized from Alliant Tech Systems.

He got involved in the aviation world just after his 56<sup>th</sup> birthday, when he received an introductory series of flying lessons as a Christmas present. It was “love at first flight.” He purchased his first plane, a Piper Archer, shortly after receiving his pilot’s license.

After building their house on Vashon Island, he and Mary decided to move to Sequim and repeat that adventure. *When will you **finish** the house?* is a question he is asked quite often. Besides the simple pleasure of flying, they often hop over to Everett or Tacoma to visit their four children, nine grandkids and five great grandkids! Ken is the treasurer, web master and merchandise manager of EAA Chapter 430.

Ken Brown, the scrawny little Jewish boy from Cleveland has solved many problems, from figuring out how to skip school as a first grader to applying his creativity in the work force. The life lesson Ken has learned: *“We are created for a purpose. It is a wise man who can find his purpose and use it to benefit others. In so doing, the rewards are beyond measure.”*

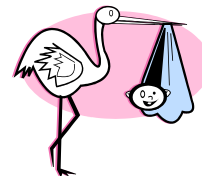


**Picking up his Archer in Fort Meyer, Florida.  
Trying hard not to grin.**



**A replacement for the Archer?  
Not *this* year!**

Congratulations Paul & Dewi Sprague on their new daughter, Clarissa Adelina, who arrived Sunday January 14 . Statistics: Weight & Balance - 7 pounds  
Wing Span - A bit over 20 inches

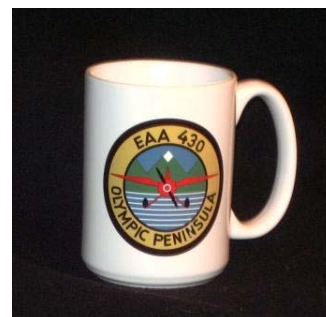
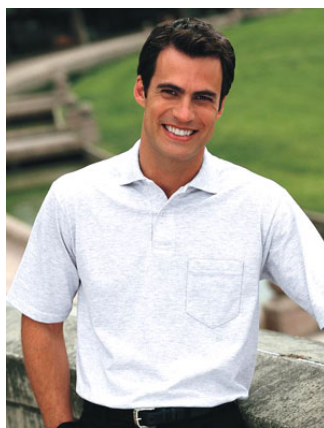


### For Sale by Members

- 10 standard "T" hangars at Diamond Point. Sign up on our waiting list to rent one.  
*George & Birgit Llewellyn 360-683-9393*
- Garmin 295 GPS -- \$600.00
- Dahon Folding Bikes (2) \$50.00 each
- David Clark H10-20 Headset - \$130.00
- Peltor Headset—\$100.00  
*Keith and Linda Swisher (360) 385-6646*  
*kj7kw@cablespeed.com*

Please notify the editor when an item is no longer for sale: *editor@eaa430.org*) 681-8796

The EAA Chapter 430 LOGO Merchandise is available for order on the web site at <http://www.eaa430.org/chapterlogo.htm> Pictures of all items are on the web site.



**Chapter Library Videos**

**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 2001 & 2002 ( two tapes )



**DVD**

Battle of the X-Planes

EAA Airventure 2004

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

**EAA CHAPTER 430 OFFICERS**

<b>PRESIDENT</b>	<b>Gary Johnson</b>	<b>452-2340</b>
<b>V-PRESIDENT</b>	<b>Gunar Clem</b>	<b>683-3257</b>
<b>SECRETARY</b>	<b>Mark Schiely</b>	<b>417-2840</b>
<b>TREASURER</b>	<b>Ken Brown</b>	<b>808-2110</b>
<b>Events &amp; Programs</b>	<b>Donna Sommer</b>	<b>681-7427</b>
<b>T/C &amp; T/A &amp; Y/E</b>	<b>Jim Cone</b>	<b>582-9111</b>
<b>T/C &amp; T/A DAR</b>	<b>Pat Rose</b>	<b>683-8000</b>
<b>Reporter— Publicity</b>	<b>Bill Gohsman</b>	<b>452-4957</b>
<b>Port of PA</b>	<b>Bob DeLand</b>	<b>417-3595</b>
<b>Clallam County Reporter</b>	<b>OPEN</b>	<b>See Bob Hicks</b>
<b>Raffle</b>	<b>OPEN</b>	<b>681-7567</b>
<b>Webmaster</b>	<b>Ken Brown</b>	<b>582-9515</b>
<b>Newsletter Editor</b>	<b>Mary Brown</b>	<b>808-6579</b>

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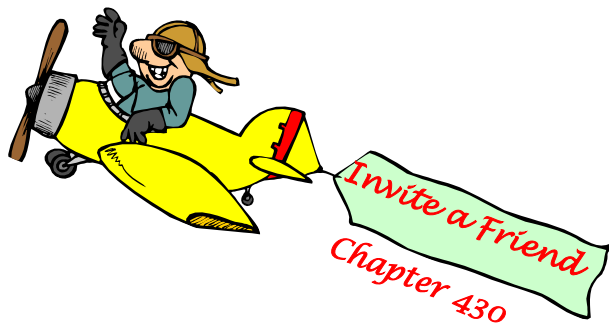
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We're on the web @  
[www.eaa430.org](http://www.eaa430.org)



**General Meeting**  
**January 25, 2006**  
**1900 Hrs**

**Location:**  
Jim & Bev Cone's Hangar  
165 Tyler View Place Rd  
(Blue Ribbon Farms)  
582-9111  
(Call for directions)