



The Leader In Recreational Aviation

EAA 430 FLYER

Dedicated to having fun with airplanes and promoting General Aviation

Volume 7, Issue 1

Serving the Port Angeles & Sequim Area

January 2008

The President's Message



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BE PREPARED

During the past few weeks I have been painting my project and, as usual, it has taken longer than I expected. Most of the time has been spent preparing the fuselage, empennage and an assortment of small parts. I know well that preparation is usually the most time consuming part of any painting project. I also know that thorough preparation is vital to achieving a quality result. Nevertheless, I really need to exercise discipline in not rushing the job.

I spent several days applying masking to the plane in order to paint the trim color, a dark maroon against the off white base color. In preparing to paint I first shoot a few passes on a large piece of cardboard on the wall. If the gun is going to act up it won't be on the plane (I hope). Shooting the trim didn't take long although the stress level is a little high. There is always a chance the gun will spit out a gob or I will go a little slow and cause a run. However it went well and I had no problems. A little later I peeled off the fine line tape and it looked pretty darn good. Here and there it could use a little touch-up but not bad. Probably not a prizewinner, but I was pleased.

The painting project set me thinking that much of aviation is about proper preparation. Training, flight planning, maintenance, study, and even hangar flying are important elements in achieving success in aviation. Last month Jim Cone wrote an excellent article about practicing making a 180 on instruments just in case we inadvertently enter instrument conditions.

The Cherokee was recently laid up for a longer than usual annual and I went about 6 weeks without getting airborne. After it was signed off, I took it up to check it out and to work off some of the rust that had formed on my skills. After a couple touch and goes a mild crosswind developed so it was a good opportunity to work on crosswind technique. Things went rather well but there is always room for improvement. I usually learn the most from those landings that are a little ragged.

Like painting, a successful flight involves plenty of preparation, both on-going and specific to the particular flight. Keeping that in mind, both painting and flying have a good chance of fine results. Like a good Scout, it pays to be prepared.

Gary Johnson

Calendar

January 30	Chapter Meeting 7 p.m. Penny Linterman, County Program Coordinator Al Camin, Neighborhood Watch Coordinator, Clallam County Sheriff's Office <i>Map your Neighborhood</i>
February 14	Board Meeting 9 a.m. Old Mill Cafe'
February 27	Chapter Meeting 7 p.m. George Davis <i>Part 3—Climb and Cruise</i>
March 13	Board Meeting 9 a.m. Old Mill Cafe'

FYI
AOPA President, Phil Boyer, will be a guest speaker at the **Northwest Aviation Conference**, Puyallup Fairgrounds, Saturday, **February 23**, at 1 p.m.

Chapter meetings are held on the last Wednesday of the month at 7:00 p.m., at Jim & Bev Cone's home/hangar, Blue Ribbon Airstrip. Directions are on the Web site.

Plan Ahead
EAA Airventure 2008 at Oshkosh is scheduled for July 28—August 3.

Short note from the NOTES keeper
Current Balances for our accounts as of December 31, 2008

- Checking : • \$ 2,018.57
- Savings : • \$ 298.50
- Scholarship: • \$ 657.49

**EAA CHAPTER 430
MINUTES OF
BOARD OF DIRECTORS MEETING
HELD AT THE OLD MILL CAFE
CARLSBORG, WA.
JANUARY 10, 2008**

Present: Gary Johnson-President, Jeep Larson-VP, Ken Brown-Treasurer, Bob Hicks-Secretary, Donna Sommer-Activities, Trent Sommer-Membership, Joan Masterson-Newsletter Editor, Richard Bielawa, Bob Nagy-Raffle

Meeting called to order by President at 09:04 A.M. Bob Nagy was welcomed as new Raffle Chairman (“Rafflemeister”).

After President’s request for comments or changes to minutes of last meeting, Motion made, Seconded and Passed to accept the minutes of the November 2007 Board Meeting, there being no meeting in December.

TREASURER’S REPORT:

Treasurer reported balances in Chapter accounts were as published in December 2007 Newsletter. Also Audit had been completed.

MEMBERSHIP:

Trent Sommer reported three new prospective members. Names were not given.

ACTIVITIES:

Donna Sommer stated that current activities schedule is as circulated by email. No printed copy was presented.

YOUNG EAGLES:

Jim Cone reported we need to decide on number and dates for Young Eagle events in 2008. After discussion it was decided to have single public events at Sequim Valley and Port Angeles and a private event for the Belarus children as in previous years, dates to be decided later. Jim advised he and Bev would be away at the end of May. Bob Hicks provided a YE form returned by EAA as the child was too old. Discussion followed concerning the need for a sign defining qualifying birth date span at future events. No decision recorded on this.

OLD BUSINESS:

A: Emergency Planning – Jim Cone reported no new information. Stated Alan Barnard had canvassed local pilots by letter and had received some positive responses.

B: Scholarship – Donna Sommer reported receiving a “Thank You” from Laura Dunham who is carrying a 3.88 GPA.

C: “Aluminum Overcast” – Jim Cone reported that EAA HQ had denied the Chapter’s request for a stop in Port Angeles during the 2008 tour.

D: 2007 Christmas Party: Donna Sommer reported approx. 70 persons attended. Service was good but layout of room made social “mingling” difficult. Short discussion of possible locations for 2008 followed. Donna will research this and report back to the Board.

Board Minutes—Cont'd. from p. 3

E: Sound Bank Reorganization: Ken Brown reported on casting a vote on Chapter's behalf in favor of reorganization.

F: Other Old Business: Bob Nagy initiated a discussion of the Raffle and gave his impressions as incoming "Rafflemeister". Bob felt items should be aviation related and noted nobody seemed to take magazines. He questioned the need to have them in the raffle. Bob Hicks stated they could be included in the Chapter Library, which is maintained by the Secretary in the absence of a Librarian. A location for the library was discussed. Discussion of quality improvement of raffle items. Jim Cone stated he will continue to donate appropriate small tools and like items to the raffle (Secretary's note: Jim should be commended for this activity.) Decision made to keep raffle items at the meeting sites. Bob Nagy was authorized to purchase new raffle tickets. Chapter will reimburse him.

Discussion held without decisions on merchandise items and sources.

Ken Brown offered a Motion to continue funding the scholarship to Laura Dunham for 2008.

Motion seconded and passed. Discussion held without decisions on Scholarship fund and future candidate selection.

NEW BUSINESS:

A: President Gary Johnson reported that the 2008 Chapter Status Report was complete and would be mailed to EAA HQ today.

B: Discussion of possible Chapter building or hanger at Sequin Valley or Port Angeles airports. Jim Cone pointed out that Chapter insurance through EAA would increase significantly. No decisions made.

Discussion of possible change to Saturday meetings year round. Board agreed to present this idea to the membership for consideration.

Discussion of possible Chapter Fly-In Breakfast annually in June. Increased insurance was again mentioned. No decisions made.

Discussion of possible inclusion of "Safety Items" as a short presentation at Chapter meetings.

The Next Board of Directors Meeting will be held at Old Mill Cafe' in Carlsborg on February 14th at 09:00.

There being no other new business, the meeting was adjourned at 10:25A.M.

Respectfully Submitted,
Robert M. Hicks
Secretary

Pat Wiederhold has an aircraft wing(s) cradle now available to any chapter member who wants to use it. Pat can be reached by email at spitfire012@msn.com or by phone at 681-8647.

Port Angeles Pearl Harbor vet's memories to be on tape in Museum of Flight's archive

Last summer Lee Embree was at the airport in Port Angeles, during the visit of the Collings Foundation B-17. He got to talking with Alan Barnard, a World War II buff, who encouraged him to find a home for the photographs he had taken of the bombing of Pearl Harbor. That eventually led to the donation to the Museum of Flight. This in turn, led to Embree, 92, being interviewed by a group of high school students, working as volunteers in a museum apprentice program. The program enables the students to get a first-hand account of history from the person who lived it.

Embree's camera, photos and other World War II memorabilia are on permanent display at the Museum of Flight's gallery of the Personal Courage Wing. Also available there are an audio recollection of the attack and the students' interview on DVD or VHS. The video tape can be seen only at the museum.

Flight into History

By Alan Barnard

From the back of his B-17, Staff Sergeant Lee Embree heard what sounded like hail on a tin roof. When he looked out the machine gun port—which, by the way, contained no machine gun—Japanese warplanes passed by so closely he could see the pilots smile at him.

So it was that Embree, a U.S. Army Air Corps photographer, set about recording the first pictures of the entry of the United States into World War II, now part of the collection at Seattle's Museum of Flight.

Out of fuel, unarmed and unaware of the attack on Pearl Harbor, Embree's B-17 and 11 others flew into history on the morning of Dec. 7, 1941. A peacetime flight from San Francisco to the Philippines, with a stopover at Hickam Field for fuel, turned into a fight for survival. Embree snapped the only United States air-to-air photographs of the Japanese warplanes attacking Pearl Harbor as the B-17's pilot tried to land twice, but was routed by Japanese warplanes. The pilot finally announced that they were landing no matter what as their fuel gauges showed empty. The third time they were successful at touching down in one piece. At least one other B-17 was not so lucky.

Before leaving San Francisco, Lee realized that the 12-volt electrical system in the C Model B-17 he was assigned to would not be adequate for his military issue camera. He would need the 24-volt system of the E Model. He was instructed to exchange seats with the flight surgeon on the E Model. As it turned out, the only member of his squadron to be killed that day was the flight surgeon who took Lee's seat. That B-17 was just ahead of Embree's when it was hit by Japanese warplanes upon landing. The bullets lit off incendiary flares stored just aft of the wing, and the airplane literally burned into two halves. That famous photograph also is part of the display at the museum.

The first photo Embree took upon getting out of the plane was the first of them released to the public, published in the next edition of "Life" magazine. Using his own Speed Graphic camera, he snapped it as he looked under the left wing and the huge radial engines. In the background was an ominous black cloud of smoke rising from the lethally hit U.S.S. Arizona.

Latest from Laura

From: Laura Dunham
To: Donna Sommer
Sent: Tuesday, January 08, 2008 11:50 AM
Subject: doin' good

Hello Donna, how are things going? How were your holidays? I am just waiting for my Spanish class to begin and thought I would send you a little note. I received your scholarship money yesterday, which was the first day of the winter quarter. Thank you very much, you guys are very sweet! It has snowed here about 8 inches or so in the last two days. It puts the kaput on flying but it is sure pretty. I did really well last quarter with an ending GPA of 3.88. I sure had a great time learning about the stars in astronomy and I built my own telescope in class! Now I have a little insight into celestial navigation. Well I am off to pay my tuition for my Flight Physiology class which is offered here at Big Bend by Central University. It teaches us how to survive in the desert and in the arctic and puts us in a decompression chamber, among other things. It should be fun!

Talk to you soon, Laura

Flight into history—cont'd from p. 5

The first photo Embree took upon getting out of the plane was the first of them released to the public, published in the next edition of “Life” magazine. Using his own Speed Graphic camera, he snapped the photo as he looked under the left wing and the huge radial engines. In the background was an ominous black cloud of smoke rising from the lethally hit U.S.S. Arizona.

As soon as Embree’s negatives were developed the next day, the Secretary of the Navy appropriated them. The first time he saw any of his Dec. 7 pictures was when the public saw them published in “Life”.

He received a set of prints a year later, in an envelope on which several APO addresses traced the path it had followed, trying to find him throughout his many assignments.

At the time he snapped those photographs, he could not have known how his historic pictures eventually would define his life.

Now 92, Embree is a reluctant hero of that attack. He was just doing his job he will tell you. He became a part of history that day as he recorded a monumental part of our American legacy. I doubt we will ever forget the attack on Pearl Harbor—and now we will not forget the man who allowed us to remember “a day which will live in infamy”.

(Alan Barnard, EAA430 member and the author of this article, is a family friend of the Embree’s. Alan worked with Lee during the last half of 2007 to accomplish the telling of his story by virtue of a permanent display at the Seattle Museum of Flight and for the filming of Lee’s story by KTCS Channel 9 Public Broadcasting as part of the series “Stories from the Northwest” in which Lee’s story was featured.)

Lee Embree passed away January 24, 2008, peacefully, of natural causes, in his sleep at home at the age of 92.

A CASE FOR SPINS

By Jim Cone (Reprinted from the Midwest Aviation Journal)

Note: This article was written just after I finished building my first RV, but it is still valid today.

I just finished an airplane that I have been building for about three years. Because it is a high performance plane, I took advantage of the factory program to check out in the airplane. Most accidents in homebuilt airplanes occur during the first few flights because the builders are not familiar with the planes and are not used to the higher performance that most of them have. I trained for each new plane that I flew in the Air Force, and, at TWA, I trained for each new plane I flew, so I figured it would be a good idea to do the same with my homebuilt flying hotrod. I wanted to fly the full envelope of the plane's performance limits, both fast, and probably more importantly, slow. That way I would be less likely to find myself in a place I hadn't been without knowing how the plane would react and how to recover without hurting the project that I have invested so much time and effort, not to mention money, in building.

The plane I have built from a kit is an RV-6A, manufactured by Van's Aircraft in North Plains, Oregon. It is an all metal aerobatic plane with a very large performance envelope. It has an incredible four to one ratio of stall speed to top speed. It has the best control harmony and flying characteristics of any airplane that I have flown; that includes military, airline, and civilian planes. On the demonstration rides that I had before I bought the kit, I got to do some basic aerobatics and was confident that I would master the plane without much difficulty. That proved to be the case, and after the basics of the check out were complete, it was time to push the envelope and find the corners. Stalls are gentle and recovery is immediate with just a slight release of back pressure on the stick, even without power for recovery. However, there is very little warning of a stall; just a slight burble and the nose drops abruptly, with a slight tendency to drop a wing. Slow flight at one to two miles per hour above stall speed is easy, even in a fairly steep turn. I got to the point where I could feel an ever-so-slight lessening of stick force, just before a stall.

One of the most common fatal crashes occurs when a pilot overshoots the final approach course to the landing runway and corrects by banking more and pulling back on the stick to tighten the turn. In addition, there is a tendency to add some rudder to help the turn. Any aerobatic instructor will tell you that that is exactly how to do a snap roll. At a slow speed, apply rudder input and pull back on the stick. What happens is that as the nose yaws, the inside wing is moving slower than the outside wing. As the stick is pulled back, the load on the wing increases and the inside wing stalls. The plane then literally snaps into a roll. This can be fun if you intend to do it and have enough altitude to recover. It is a common air show maneuver. It is usually fatal on a turn to final. These same control inputs are what will put the plane into a spin.

Spins can also be fun or fatal. Unfortunately, spins are not taught to new pilots anymore. I think that this is a mistake. Spins in most certified aircraft are gentle and a certified plane is required by Federal Regulations to recover by itself if the controls are released. Recovery is even faster if the proper control inputs are made. Usually applying rudder opposite the turn and neutralizing the stick will result in a quick recovery. I think that all pilots should know what to do if a plane stalls and starts to spin. I don't mean to suggest that anyone needs to do fully developed spins, even if they are fun. What I do suggest is that everyone should find an instructor who is proficient in spins who can demonstrate how to recover from an incipient spin with a minimum loss of altitude. There is no substitute for experience. Getting into a stall/spin situation is a lot easier than most pilots think. Seeing one and seeing a recovery may save your life someday when a crosswind blows you off course while you are turning to final.



FOR SALE BY MEMBERS

- New hangars for sale at the Port Angeles Airport. Call 360-683-8000
- 10 standard “T” hangars at Diamond Point. Sign up on our waiting list to rent one.
NEW Two hangars available for immediate occupancy as of 1/15/08
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 PA-32, PA-34. NEW in original box. \$200.00 360-385-6646
Keith and Linda Swisher
kj7kw@cablespeed.com
- ‘68 Cardinal ~400 hrs. on 180 HP upgrade, full IFR panel, yaw and pitch axis
 autopilots, GPS, nice extras. \$60,000 360-681-4441
Richard Bielawa
rbielawa@mindspring.com
- 1985 Piper Archer II N25622. \$80,900. For details and spec sheet see 360-681-8796
Ken Brown
<http://n25622.solutioncentre.com>
- Aircraft trailer (trike or TD) 7x25 lightweight, single axle, \$950 or best offer 360-457-4327
Dennis Lee
d-d-lee@worldnet.att.net
- 6351 Slick Magneto. \$395.00 360-461-4481
Kurt Goekler
Kurt@wilderauto.com

Additional details of items are on the website www.eaa430.org

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

Chapter Tool Inventory is on the EAA Chapter 430 website

Donations to Monthly Raffle

If you have any duplicate tools, hardware, supplies, novelties, airplane “stuff”, that you would like to contribute, please bring it to our next meeting.

If you have any questions, contact our Raffle Chairman, Bob Nagy 360-681-2268



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Chapter Meeting

January 30

Wednesday 7:00 p.m.

Speakers: *Penny Linterman*,
 County Program Coordinator &
Al Camin, Neighborhood Watch
 Coordinator, Clallam County
 Sheriff's Office

"Map your Neighborhood"

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