

EAA 430 FLYER

Dedicated to having fun with airplanes and promoting General Aviation

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Serving the Port Angeles & Sequim Area

August 2009



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Message from the President

How many of you read the General Aviation News magazine? It's published in Tacoma and it's mainly filled with news of the Pacific Northwest. It does a good job of covering national aviation news, as well, with the latest planes, gadgets and people of interest. The pink sheets in the center of the paper cover classified ads of planes, equipment and real estate (for those who live with their plane) and a schedule of current aviation events for the next few months. There is a section on recent air crashes and incidents with lights planes which I find interesting because it describes the reasons for the mishaps.

The August 7th issue had an interesting story about the unstoppable growth of light sport aircraft and how it's caught on around the world. They reported on a large display of LSA at Oshkosh this year.

There was a feature articles showing a good layout and pictures of the Port Townsend Aviation Museum and the kids that work there restoring and flying their airplanes.

There is a monthly feature on the FAA happenings to watch for nationally or watch out for in Washington, DC. There is always news about the EAA and new types and models of planes the members are building and flying. They also feature some antique craft that are still flying.

I have benefited from over 40 years of readership and would encourage any of you who haven't had the opportunity to enjoy the paper to look it up at generalaviationnews.com.

Bob Cummings

EAA Chapter 430 **Meeting Minutes**

Meeting: Board of Directors

Location: 82 Living Waters Lane, Sequim.

Date: August 12th, 2009

Meeting called to order at 9:08 AM by President Bob Cummings. Members present were Vice President Richard Bielawa ; Secretary Bob Hicks; Editor Joan Masterson; Membership Coordinator Trent Sommer; Activities Coordinator Donna Sommer; Treasurer Ken Brown; Ex-Officio Gary Johnson; Young Eagles Coordinator Russ Sides.

Minutes: Minutes of the June meeting were approved as corrected.

Treasurer's Report: Approved as submitted to Officers by email.

Membership Report: Nothing new to report.

Young Eagles Report: Russ Sides reported the next public Y.E. event would be at Port Angeles September 12th 2009. Pilots and ground crew volunteers are needed. Russ reported on a complaint by a member of a perceived lack of support for Y.E. activities the member has conducted at Port Townsend. Discussion followed on the possibility of holding the 9/12 event at Port Townsend instead of Port Angeles. Russ said he would visit Port Townsend (OS9) today to check on the site and the FBO's involved. Ken Brown and Richard Bielawa offered to go with him. Russ will report back to Board members following the visit.

Russ said he would develop a schedule for Y.E. events in 2010 and publish it.

Activities Report: Donna Sommer confirmed that the August speaker will be Minard Thompson from FAA, Seattle. He is advertising his presentation to area pilots so we may have many attendees. It will be a "Wings Program" event.

Old Business:

Scholarship Program: Richard Bielawa reported he has not yet found a local flight instructor willing to give instruction at reduced rates to teenage candidates for a scholarship. Discussion followed on the sustainability of this part of the plan. Discussion ensued on whether Rite Bros. Aviation's instructor could be used when a Rite Bros. aircraft is used at the discounted rate already offered. There was discussion of whether Scholarship Fund money could be used to pay for flight instruction. Gary Johnson described the flight instructors available thru Rite Bros. No decision was made in the matter.

No other old business.

New Business:

Bob Cummings reported he had received an email request from Paul Messinger to be listed on the website as a Chapter Technical Councilor and Flight Advisor. It was suggested currency of these qualifications be checked before listing him as he has been away from the Chapter for some time. Secretary said he would check with EAA HQ and report.

Cont'd. on p 4

EAA Chapter 430
Meeting Minutes

Meeting: General Membership

Location: Hanger 10, Sequim Valley Airport

Date: July 25th, 2009

Meeting called to order at 11:10 AM by Vice President Richard Bielawa in the absence of President Bob Cummings. Flag salute followed, with Pledge of Allegiance.

Visitors and guests were recognized: Sarah Shapiro, C-170 pilot and colleague of Dava McNutt; Dave and Miriam Talley, San Antonio, TX, EAA Chapter 35; Beverley Franklet, 99's member; and Tanner Lemke.

Motion made, seconded and approved to accept the minutes of the June 27, 2009 meeting as published in the Newsletter.

Treasurer's Report: Motion made, seconded and approved to accept as published in the Newsletter.

Membership: No report.

Activities Report: Donna Sommer reported that the speaker at the August meeting will be Menard Thompson from the FAA.

Young Eagles: Russ Sides reported there will be four public Young Eagles rallies this year, the next being at Port Angeles, KCLM, September 12th.

Project Reports: **Dan Donovan** reported his Bearhawk flap indicator is fitted, wing tips are ready for paint, to be followed by placement of the vinyl tip graphics. **Charlie King** reported he is fitting the windshield of his RV-9A. **Gary Johnson** reported a new oil filter modification on his Fisher Horizon. Also, he has a new 3rd partner on the Cherokee, which is presently grounded following a prop strike on a runway light. **David Orr** reported his Zenith 701 is "coming along" and has had a tech counselor inspection by Jim Cone. **Jim Cone** reported he has completed the canopy on the RV-12 and is presently sanding fiberglass. Jim, as Tech Councilor, also reported that **Pat Wiederhold's** RV-7A panel was completely wired and has been "energized" for the first time. Jim anticipates Pat may make a first flight in the Fall. **Richard Bielawa** reported on the crash of his Rotorway helicopter. Following 10 hrs. dual instruction at Rotorway, he brought in a guest pilot with extensive flight experience with the design to make the first flight which was successful. After about 3 hours in hovering flight and at about 2 feet above the ground the ship made a sudden and unrecoverable roll to the left and crashed on its left side. Apparent cause was suspected to be delamination of one of the composite rotor blades. Richard thanked Trent Sommer, Mike Lynn and Jerry Tonini for their help in transporting the ship to his home. The NTSB will be investigating the accident.

Cont'd. on p. 6

Cont'd. from p. 5

Old Business:

Scholarship Committee: Richard Bielawa presented the committee's "Proposed Pre-College-Track Scholarship Requirements" (attached) for members' consideration. A motion from the floor to accept this proposal was adopted. Committee reported that Chris Bacchus was on track to go to Big Bend College this Fall and proposed the Chapter provide \$500/yr. funding for him. No decision on this was made by the membership.

Tool Crib: No further action taken.

New Business:

EAA is proposing Chapters offer 6-month complimentary membership to EAA and is suggesting Chapters do the same to allow prospective members the opportunity to get to know EAA and Chapter activities before committing to paying dues. Discussion by the membership present followed. There was uncertainty expressed by members so a decision made to check further with EAA HQ.

Dava McNutt suggested the Chapter, or pilots in general, hold an "Aviation Garage Sale". Discussion by the membership present was favorable. A "Parking Lot Sale" was also suggested. Donna Sommer said she would help Dava organize the event, time and place to be decided.

There was no other New Business.

Next Board Meeting: August 12th at 82 Living Waters Lane, Sequim.

Raffle: Raffle was conducted. Three winners were drawn. A short break followed.

Program: Donna Sommer introduced Charles White and Anni Brogan from Micro Devices, Anacortes, WA, who gave a presentation on the vortex generators they design, manufacture and market. Both were presented with Chapter "Thank You" coffee mugs by Donna.

Next Chapter Meeting will be held August 29th 2009 at 11: AM at Hangar 10, Sequim Valley Airport.

Meeting adjourned at 12:32 PM.

A Chapter potluck and barbecue lunch followed the meeting.

Respectfully submitted,

Robert M. Hicks,
Chapter Secretary

Attachment:

Cont'd. from p. 6

Proposed Pre-College-Track Scholarship Requirements

- 1) Being a Young Eagle. One-on-one flight appointments to be provided in fall, if needed;
- 2) Having passed the on-line course or having already passed the FAA written ground school examination;
- 3) A recommendation by an EAA 430 member; and
- 4) Write an essay (minimum of 200 words). Optional topics would be:
 - i) How aviation will impact their life, or
 - ii) The Boy Scout Aviation Merit Badge essay requirement: "Find out about three opportunities in aviation. Pick one and find out the education, training and experience required for this profession and explain why this profession might interest you."
 - iii) An alternate topic, subject to Chapter approval.

Prepared by Richard Bielawa

Remember that the paper pilot certificates that you have in your wallet must be replaced by the new plastic certificates by March 31, 2010. You can replace your certification online or by mail. Allow 4-6 weeks for mail processing and 7-10 days for online processing. Go to:

http://www.faa.gov/licenses_certificates/airmen_certification/certificate_replacement/index.cfm

Or you can mail the FAA

- **an Application for Replacement of Lost, Destroyed, or Paper Airman Certificate (PDF) form**
- **or a signed, written request stating your:**
 - o **name**
 - o **date and place of birth**
 - o **social security number and/or certificate number**
 - o **the reason you need a replacement**

You must include a check or money order for \$2 (U.S. funds), made payable to FAA, for each certificate you request.

**You can mail your request to:
Federal Aviation Administration
Airmen Certification Branch, AFS-760
P.O. Box 25082
Oklahoma City, OK 73125-0082**

Allow 4 to 6 weeks for mail processing and 7 to 10 days for online processing

We can only issue one copy of each certificate

We can't place the original date of issue on a replacement certificate

We can't issue expired certificates. However, you can request an expired CFI letter at no charge.

If your current address is listed as a Post Office Box (P.O. Box), General Delivery, Rural Route, or Star Route, please provide directions or a map for locating your residence.

TRAINING FOR FAILURE

By Jim Cone

(Reprinted from the Midwest Aviation Journal)

In an emergency, we do what we are trained to do. That's why the military and airlines constantly train to handle emergencies. If you have seen a problem before and have practiced what to do when it happens, you will not have as much difficulty when it occurs. If you ever listened to a conversation by a military or airline pilot who has an emergency, you can't help but be impressed by how calm and in control they sound. That's because they have practiced what to do and respond accordingly. A bi-annual flight review does not really involve enough practice to keep a non-professional pilot skilled in handling emergencies. You must practice on your own. I don't suggest that you shut down an engine every time you fly just to get some practice for engine failures. I do suggest that you practice what to do a couple of times a year.

It takes three things for an engine to run: fuel, air, and ignition. Remove one, and the engine stops running. If your engine stops while you are flying, those three things should be checked immediately. Select a good fuel source. Turn on carburetor heat and open the throttle all the way. Check the mags. If the engine doesn't start, work the throttle in and out; ice may be blocking air to the engine, and it may break free and allow the engine to start. Those actions should take only a few seconds, and it is something that you can practice sitting on the ground with the engine stopped. My first instructor required me to be able to do all three in less than three seconds while blindfolded. Practice until you can do it with your eyes closed, as fast as you can say "**Engine Failure! Fuel, Air, Ignition.**"

Another thing that you can do is zoom the aircraft to best glide speed. If you don't know what that air-

speed is, find out before you fly again. By trading excess airspeed for altitude, you increase the area that you can glide to a lot! It is like the aircraft is at the top point of a cone-shaped area turned upside down. The higher the point of the cone, the larger the bottom of the cone. That extra altitude just might make the difference between landing in a good place and crash landing. Zooming from cruise speed is another thing that you should practice. At cruise airspeed, pull the power to idle; say "Engine Failure! Fuel, Air, Ignition." Then zoom to best glide speed. If you zoom too much, you may stall the plane. Practice until you can trade the extra airspeed for altitude without getting below best glide speed.

So you practice for an engine failure and it really does happen. You do what you practiced, and the engine still doesn't start. You zoom to best glide speed; now what. **FLY THE AIRPLANE!** Don't try to stretch the glide and stall. It's better to crash land under control than to stall and crash out of control. But, let's back up to the beginning of the flight. As soon as you throttle up for takeoff, you should have a plan in mind if the engine quits. What altitude do you need to turn back to the airport? Where will you land if you don't have that altitude? As you cruise along, you should keep a thought in mind: where would I land if the engine quits? As soon as you pass the point you've picked, pick another, farther ahead. Keep doing this; it'll become second nature. You won't have to think about it. **ENGINE FAILURE! FUEL, AIR, IGNITION. ZOOM TO BEST GLIDE SPEED. FLY THE AIRPLANE!**

Being prepared for an emergency is the best way to handle one.

Quotable Quotes

Never trade luck for skill.

Airspeed, altitude and brains. Two are always needed to successfully complete the flight

Friendly Intrigue

I was in the back seat of the van, totally unaware of the party on August 15, until Donna came to the south end of the trees along the entry to Sequim Valley Airport. There were clues along the way of course, but I am a trusting soul and they slid past without recognition. Their cover story was that we were going to brunch. Suspicion hovered nearby because we had houseguests from New York, Mississippi, Chicago and Phoenix, and only one of them was with us in the van, the others were to meet us there (just where was not clear). Why we were stopping at the airport was artfully evaded. As we passed the south end of the tree-lined driveway, I glanced at the north side of the hangers to see if Tom Hart had left for Port Townsend to fly kids for the museum (he does that on Saturdays). The little red pickup wasn't there, but there were two cars visible at the east end of the hangers, Ralph Lyons pickup and the tail end of a white van. A little curiosity rose in my razor-sharp brain. Donna continued to the south side of the hanger and the RV was out in the grass, and a little farther the Playboy emerged from behind it. Slowly I realized there were more cars down there—and some people. We rolled up to the door and the whole ____ place was full! All the airplanes were out of there, the tool boxes gone, only tables, chairs, decorations---what's going on??? Somebody was having a party. It put a new meaning on the word blindsided !!! I was 100% dumbfounded. The missing house guests were there, with almost every friend I know!! Phfft! What can you say when something happens that's too big to form a comment for. I guess that "Thanks" will have to do because I can't come up with anything better. I know that quite a number of you were involved in this—how you all kept it on ice is beyond me. One sure thing has surfaced out of all this. I now know that we have a bunch of really sneaky people around here!

Friends are just the best thing in life.

THANKS

Trent



Trent Sommer celebrated his 80th birthday with more than 100 friends and family members on August 15, at Hangar 10. He flew all of his family on Sunday. He even flew his 83 year old sister, Margaret, and did an aileron roll. She loved it! Abbi Sommer, a great niece, earned her Young Eagles certificate.



FOR SALE BY MEMBERS

- Aircraft hangars for sale at the Port Angeles Airport. Nearly new, well built. Six remaining - \$38,000 each. Call for brochure or more information.
Alan Barnard
RE/MAX Performance Team 360-457-4587
 - Radio Lock Bar avionics security bar for C182 (\$450).
Richard Bielawa 360-681-4441
rlbielawa@mindspring.com
 - 1968 Cessna 150H. New interior, Imron paint, strobe light, shoulder harness, auto gas STC, 4737TT on airframe, 650 SMOH on engine, 300Navcom.Xpdr. Hangared since complete rebuild @ \$33,500. Will sell for \$28,950.
Bob Cummings 360-683-9175
bobnjan11@msn.com cell 360-461-9007
- Additional details of items are on the web site www.eaa430.org
Please notify the editor when an item has been sold. *Joan Masterson* 360-681-4441
rlbielawa@mindspring.com

Chapter Tool Inventory is on the EAA Chapter 430 web site

Donations to Monthly Raffle

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

If you have any questions, contact our Raffle Chairman, Jerry Tonini, 360-683-4830

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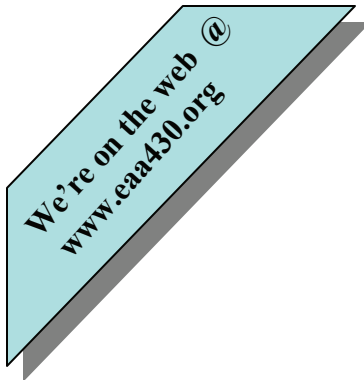
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Newsletter Editor	Joan Masterson	681-4441
Merchandise	Bob Nagy	681-2268
Young Eagles Coordinator	Russ Sides	681-7542

Chapter Meeting

August 29
Saturday, 11 a.m.

Speaker: **Menard Thompson/FAA**
Pilot Decisions and Runway Safety
 This is a Wings Program event

Sequim Valley Airport
 Hangar 10

