

EAA 430 FLYER

Dedicated to having fun with airplanes and promoting General Aviation

Volume 8, Issue 2

Serving the Port Angeles & Sequim Area

February 2009



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Message from the President

I will be attending the 2009 Washington Aviation Conference at the Puyallup Fairgrounds this weekend and hope to see many of our EAA members there. The schedule looks very interesting with seminars that would be of interest to all of our members. I am looking forward to hearing Mike Robertson. He is a Principal Maintenance Inspector and will be discussing sport pilot eligibility and details of regulations regarding being a sport pilot.

I have attended this event in the past and enjoyed the many exhibits and meeting with other pilots.

Donna Sommer has been so generous furnishing our monthly meetings with refreshments and we thank her very much for the delicious goodies. Let's help her out. If you can contribute to the refreshments, that would be super.

Bob Cummings

Calendar

- February 11** **Board Meeting** 9 a.m.
Old Mill Cafe'
- February 21-22** **Northwest Aviation Conference
and Trade Show ***
Puyallup Fairgrounds
Americraft ShowPlex
- February 25** **Chapter Meeting** 7 p.m.
Neil Morrison - Pilot of EAA's
Aluminum Overcast B-17
- March 11** **Board Meeting** 9 a.m.
Old Mill Cafe'

Note

The Chapter Meetings of January, February, March and April will be held at the Monterra Clubhouse.

From Old Olympic Hwy., turn onto Gunn Rd. (opposite Barr Rd.). Turn left (west) onto Finn Hall Rd., and in a short distance, right (north) onto Monterra Dr. The Clubhouse is straight ahead. A map is on the EAA 430 web-site.

***Calling all pilots: Time for Northwest Aviation Conference**

Hosted by the Washington Aviation Association, the Northwest Aviation Conference and Trade Show will take place Feb. 21 and 22 in Puyallup, WA. The conference will feature more than 300 exhibitor booths plus several seminars and workshops, many of which are hosted by AOPA. Among them is "GPS From the Ground Up," a cutting-edge seminar hosted by the AOPA Air Safety Foundation's JJ Greenway. Additionally, on Saturday, AOPA President Craig Fuller will present, "The State of General Aviation." For additional details, including admission fees, visit WAA's web site.

Short note from the NOTE\$keeper

Current Balances for our accounts as of February 17, 2009

- | | |
|--------------------------------------|---------------|
| • Checking : | • \$ 1,351.74 |
| • Savings : | • \$ 1,664.44 |
| • EAA Scholarship Fund: | • \$ 1,482.71 |
| • Scholarship-Special O ₂ | • \$ 320.00 |

EAA Chapter 430 **Meeting Minutes**

Meeting: Board of Directors

Location: Old Mill Café, Carlsborg, WA

Date: February 11th, 2009

Meeting called to order at 9:09 AM by President Bob Cummings. Members present were Vice-President Richard Bielawa; Secretary Bob Hicks; Treasurer Ken Brown; Editor Joan Masterson; Young Eagles Coordinator Russ Sides; Activities Coordinator Donna Sommer; Membership Trent Sommer; Rafflemeister Jerry Tonini.

Motion made, seconded and approved to accept the minutes of the January meeting as published.

Treasurer's Report: Submitted to Officers. Responding to a question the Treasurer confirmed that the O₂ raffle receipts are included in the Scholarship Fund. Responding to a member question Treasurer stated that the Fund included raffle income, donations and special sales. Treasurer also stated that the funds are not presently committed to any specific scholarship.

Membership Report: Trent Sommer reported he has spoken with one prospective new member, Chuck Wheeler. Mr. Wheeler is a welding instructor at Peninsular College.

Activities Report: Donna Sommer confirmed February speaker will be Neil Morrison, pilot of EAA's B-17 "Aluminum Overcast". March speaker will be Bill Huizinga. Donna reported receiving a call from a representative of Dynon Avionics in Arlington expressing an interest in making a presentation to the Chapter. Motion made, seconded and passed to hold Chapter Meetings at Monterra Clubhouse through April, payment being made from Chapter funds. Bob Cummings, Ken Brown and Donna Sommer volunteered to provide refreshments at these meetings.

Young Eagles Report: Russ Sides proposed obtaining commercial sponsors for Young Eagle events. A Board member suggested Russ check with EAA HQ for any possible conflicts with this idea. Young Eagle events for 2009 are posted on the Chapter website.

Old Business:

Scholarship: Richard Bielawa reported that Jeff Well at Rite-Bros Aviation will give a \$40 discount on C-172 flight time rentals for instruction. This does not include Instructor's fee. Richard is also investigating Boy Scouts Aviation Merit Badge requirements, as application for a scholarship may apply to merit badge requirements.

New Business:

Ken Brown presented a written list of nine items for Board discussion of possible goals and activities for the Chapter. One item is application for 501(c)(3) Corporation status. Ken stated this would require legal assistance but would make contributions to Chapter activities tax deductible.

Cont'd. on p 4

Cont'd from p.3

Ken Brown presented a "Thank You" card received from Dorothy DeLand regarding the Golden Eagle status of the late Bob DeLand. A member read the card to the meeting.

Next Board Meeting will be held **Wednesday**, March 11th, 2009 at 9:00AM at the Carlsborg Old Mill Café.

There being no further business the meeting was adjourned at 10:15 AM.

Respectfully submitted,

Robert M. Hicks,
Chapter Secretary

ROBERT DELAND

1923-2009

Bob passed away in Port Angeles, WA, on Tuesday, January 27, after a valiant struggle with Alzheimer's disease. He enjoyed an active life style, until his illness, for most of his 85 years. He was an active member of EAA 430 and several other aviation organizations. He will be missed.

Services will be private. As requested by Dorothy DeLand, Memorials may be sent to Volunteer Hospice of Clallam County, P.O. Box 2014, Port Angeles, WA 98362 or a charity of your choice.

EAA Chapter 430
Meeting Minutes

Meeting: General Membership

Location: Monterra Clubhouse

Date: January 28th, 2009

Meeting called to order at 7:05 PM by President Bob Cummings. Flag salute followed.

President Bob Cummings announced the death of Chapter Member Bob DeLand and called for a moment of silence in memory of Bob. Members took a moment to offer comments in remembrance of Mr. DeLand. Ken Brown reported that Bob would be buried in California, and no services would be held here. Dorothy DeLand will give Ken an obituary notice which he will email to members and post on the Chapter website. At Dorothy's request any Memorials should be to Clallam County Hospice.

There were no visitors or guests.

Minutes of the Special Election Meeting in December were read. Motion made, seconded and passed to approve the minutes.

Treasurer's Report: Accepted as published in the Newsletter.

Communications: President stated no communications had been received. He reported that the Chapter Annual Report had been sent to EAA HQ. President read the insurance coverages to meeting.

Project Reports:

Jim Cone reported he has completed the wings, empennage and rear fuselage section of the RV-12. Forward fuselage section currently being assembled. Firewall forward and fuselage kits will follow. He expects to complete construction in 650 total hrs. **Dan Donovan** reported he has completed repair of the Bearhawk landing gear and is slowly rebuilding the left wing. **Russ Sides** reported he has completed the vertical fin and rudder of the Rans S-19 and is working on the horizontal stabilizer. He said he was pleased that jigs were part of the kit. **Richard Bielawa** reported he has almost completed reassembling his Rotorway helicopter and that engine run-up without the rotor will happen shortly. **Gary Johnson** reported he is flying off test hours on his Fisher Horizon as weather permits and still has much testing to do.

Activities Report: Donna Sommer stated that the program at this meeting will be member Tom Hart speaking on the need to see and be seen. The February speaker will be Neil Morrison, pilot of the EAA B-17 "Aluminum Overcast". He is also a FedEx pilot. A possible future speaker is Bill Huizinga.

Cont'd. on p. 6

Cont'd. from p. 5

Technical Counselor: Jim Cone reported he has not made any inspections lately but is helping Pat Wiederhold build his RV-7A three evenings a week in Jim’s hanger beside the RV-12 project. They are currently tracing wiring problems.

Young Eagles: Russ Sides said he is still looking at dates for Young Eagle events in 2009. Ken Brown commented that current dates are on the website but can be changed. Russ stated he is compiling a slide show for kids and parents as an introduction to EAA, the Young Eagles program and Chapter activities. This would be shown at Young Eagle events, and other occasions. A member commented on the need to advertise Y.E. events in local newspapers. A discussion of press coverage, good and bad, followed. Russ asked members to email suggestions and ideas to him.

Old Business: None.

New Business:

President announced that Jerry Tonini has volunteered to be “Rafflemeister”.

There was no other New Business.

A break for refreshments and raffle tickets sales was taken at 7:34 PM. Following a 15 minute break the raffle was held and four winners drawn.

Program: Chapter Member Tom Hart, ATP and CFII and presently instructing at Port Townsend Aero Museum, talked on the subject “See and Be Seen 101”. Many members contributed comments and experiences on this subject.

Next Chapter Meeting will be February 25th at 7:00 PM at Monterra Clubhouse.

Next Board Meeting will be February 11th at 9:00 AM at Old Mill Café, Carlsborg.

There being no further business the meeting was adjourned at 8:30 PM.

Respectfully submitted,

Robert M. Hicks,
Chapter Secretary

Quotable Quote
When flying in winter, dress as if you’ll have to walk home.

TAPE TECHNIQUES

By Jim Cone

Tape may be considered a tool, so don't buy cheap masking tape. It will not come off well and you will have a lot of glue and scraps of tape to remove. That is a real pain. I used 3M tape and some cheap tape made by Tuck. The 3M tape came off cleanly; the Tuck tape kept tearing and left a gummy residue even after all the little pieces were removed.

When masking off parts that will be different colors, use "fine line tape" available at automotive paint stores. This is very thin and leaves a nice clean edge. It will stretch to make nice curves without buckling. It is only available in fairly narrow widths, so use it to define the line and then use regular masking tape to mask off the area that will not be painted. Be sure to use the back of your fingernail to press down the edge of the tape so that you get a clean line. Even though this tape is very thin you still need to be aware that paint can sneak under it where the tape overlaps other tape. This is another place to use your fingernail to get it down tight. For masking areas that you don't want to get paint over-spray on, do not just drape plastic over them. Tape everything down tight, top and bottom. It is amazing how over-spray can get under things that are just covered and not taped. I ended up with a lot more work getting the over-spray off parts that I thought were protected. Also, plastic does not make a very good masking material because it absorbs some of the reducer in the paint and mars the finish under it where it contacts the paint. I had to repaint the leading edges of my wings because I used plastic to cover them and it messed up the wet look everywhere the plastic laid down against the paint. Use freezer paper instead, with the plastic side out. Wal-Mart sells big rolls very cheap.

The following poem was written by Al Davis and read by Gerard Herrick at both the 1938 Rotating Wing Aircraft meeting and the 1949 First Convertible Aircraft Congress.

One of our Simple Problems

"Design a plane" the head men say,
 It must be built in such a way,
 That the dumbest mug can fly hands off,
 Make the hardest landing still feel soft,
 Make up for brains that the pilot lacks,
 Make the seats lean forward and still lean back,
 Supply and demand will be the thing,
 Forget the span and chord of wing,
 The spar must be just six feet long,
 For scraps of spruce but cost a song,
 The fuselage can be tied with a string,
 Or by similar method hung to the wing.
 It must be safe, and in the main,
 Be able to stand a hurricane.

It must be fast and not land hot
 (What a helluva job the designer's got!)
 Fast and light and comfortable too,
 With a cruising range to Timbuctoo.
 Of course this is no common hack,
 For it must carry the load of a ten-ton Mack.
 It must climb straight up and land straight down,
 But the pilot must scarcely feel the ground.
 Yes, flaps and brakes and retractable gear,
 Hell's bells! They must think the millennium's here.
 And one last word the head men say,
 "It's gotta be finished by yesterday."
 On second thought there's one thing more,
 They'll have to sell it at the ten-cent store.

FAA reminds Cessna operators to comply with seat AD

By AOPA ePublishing staff

The FAA this week issued an urgent reminder to Cessna owners, inspectors, operators, and maintenance technicians to inspect their airplane's seat tracks and make repairs as needed.

The safety alert for operators, or SAFO, was issued on Feb. 2 after the FAA noted an increase in the accident rate related to the failure of seat retention pins. The FAA warned that failure to comply with Airworthiness Directive 87-20-03 R2, which requires periodic inspections of the seat tracks, could result in fatalities if seat latches fail at critical moments, such as during takeoff.

The NTSB determined in December 2008 that the fatal September 2007 takeoff crash of a Cessna 180 was due to the failure of the seat retention pins. The NTSB report suggests the pilot may have instinctively pulled back on the plane's yoke when his seat slid back, leading to a violent departure stall.

The airworthiness directive affects Cessna 336 and 337 models, as well as pre-1986 single-engine Cessna models: 150, 152, 170, 172, 175, 177, 180, 182, 185, 188, 190, 195, 205, 206, 207, and 210.

Be Nice to Your Engine

David Nelson, CFII, A&P/IA Says:

February 6th, 2009

I live in the Northwest where it is generally cool and damp. I keep my aircraft in an un-heated hanger or if it is full (I do aircraft inspections and repairs), I have to leave it outside. I have found out over the years that there are 2 things that will decrease the life of the engine, electronics and interiors and that is moisture and cold. If the temp gets below about 50 Degrees and you have high humidity, then it will collect moisture on engines, avionics and interiors (internally and externally). I keep a controlled -temperature heater inside the aircraft and a pan heater on the engine of my Comanche at any time the outside temp gets below 55 deg. I set the cabin heater for approx 55 degrees. You can get one of these temperature-controlled heaters at Wal Mart for approx \$20. Follow the instructions on proximity to cabin parts.

I have found that there is no moss forming in the inside of the aircraft, electronic problems are eliminated (moisture forms on the inside of radios and can corrode and short out internal parts when high humidity is present and power applied). When I pull the plugs of a non heated engine when it is cold, they are usually wet which is a sign that the whole inside of the engine is damp which is very corrosive. When the engine is kept heated, the moisture does not collect and it does not collect moisture under or in the oil. If the engine in intermittently heated and cooled, the moisture will develop and the advantage is lost. If you keep the engine warmer than the outside and above 50 degrees, moisture will not form on the metal parts and moss will not get hold of the inside of you aircraft, even after long spells on non activity. I have flown my Comanche for approx 15 years and have never had electronic problems. Dew does not form on the inside of my instruments to cloud and corrode them. These problems occur when the aircraft is either outside or in an un-heated hanger.

The cost of operating and purchasing these is generally less than one trip to the avionics or FBO shops for repairs.

Happy safe flying.

Dave

From Frugal Flyer blog

'New' FAA Funding Bill Introduced in House

February 11, 2009 — A new FAA funding bill, one nearly identical to the 2007 House version (H.R. 2881), was introduced on Monday by House Committee on Transportation and Infrastructure Chairman James Oberstar (D-Minn), and Aviation Subcommittee Chairman Jerry Costello (D-Ill.). The previous bill was backed by EAA and most of general aviation because it retained the current funding method of fuel and passenger seat excise taxes, and did not impose user fees.

The Federal Aviation Administration Reauthorization Act of 2009 authorizes nearly \$70 billion for the FAA for the next four years (fiscal years 2009-2012), including \$38.9 billion for FAA operations, \$16.2 billion for the Airport Improvement Program, nearly \$13.4 billion for FAA Facilities & Equipment, and \$1.35 billion for Research, Engineering, and Development.

"This legislation is long overdue," Oberstar said. "Short-term funding extensions and continuing resolutions have led to delays in critical capital projects. Timely passage is needed to sustain FAA's programs and keep the FAA moving forward on airport development and the Next Generation Air Transportation System (NextGen)."

Added Costello, "We will move this bill quickly in the House, as we did two years ago, and look to the Senate to do so as well." The FAA's previous authorization was set to expire at the end of September 2007, but its taxing and operating authority has been preserved through a series of extensions. The current extension expires at the end of March.

The House bill was introduced on the same day that a letter signed by associations representing virtually the entire aviation community was sent to key members of Congress, stressing the importance of passing a comprehensive, long-term FAA reauthorization bill as soon as practicable.

Despite the authorization's failure to pass in the last Congress, Oberstar is optimistic about the new bill's chances. "We have a new President and a new Congress," Oberstar said. "This time we'll get the job done."

In his book "Sled Driver", SR-71 Blackbird pilot Brian Shul writes: "I'll always remember a certain radio exchange that occurred one day as Walt (my back seater) and I were screaming across Southern California 13 miles high. We were monitoring various radio transmissions from other aircraft as we entered Los Angeles airspace. Though they didn't really control us, they did monitor our movement across their scope. I heard a Cessna ask for a readout of its groundspeed. "90 knots" Center replied. Moments later, a Twin Beech required the same. "120 knots," Center answered. We weren't the only ones proud of our groundspeed that day as almost instantly an F-18 smugly transmitted, "Ah, Center, Dusty 52 requests ground speed readout. There was a slight pause, then the response, "525 knots on the ground, Dusty." Another silent pause. As I was thinking to myself how ripe a situation this was, I heard a familiar click of a radio transmission coming from my back seater. It was at that precise moment I realized Walt and I had become a real crew, for we were both thinking in unison. "Center, Aspen 20, you got a groundspeed readout for us?" There was a longer than normal pause..... "Aspen, I show 1,742 knots" No further inquiries were heard on that frequency.



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
 rlbilawa@mindspring.com 360-681-4441
- '68 Cardinal ~400 hrs. on 180 HP upgrade, full IFR panel, yaw and pitch axis autopilots, GPS, nice extras. \$55,000
Richard Bielawa
 rlbilawa@mindspring.com 360-681-4441
- 1977 26' Reinell Sedan Cruis. 235 HP I/O drive, Raymarine radar 24 nm, Eagle GPS, ICOM marine VHF radio, depth sounder, marine CD player & AM/FM, hot water cabin heat-2 speed, new bunk cushions, life jackets, 8' dingy, dock bumpers, extra lines, spare prop, anchors, spare equipment, includes boat trailer. \$9,500.00 OBO. (Photo on EAA 430 web site) 360-681-3222

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
 rlbilawa@mindspring.com



FOR RENT BY MEMBERS

- 1 Open hangar for rent at Diamond Point Airport \$200 per month
George & Birgit Llewellyn 360-683-9393
 boatgeorge@hotmail.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

EAA Chapter 430
 Olympic Peninsula
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 Carlsborg WA 98324



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

EAA CHAPTER 430 OFFICERS & BOARD

PRESIDENT	Bob Cummings	683-9175
V-PRESIDENT	Richard Bielawa	681-4441
SECRETARY	Robert Hicks	452-9399
TREASURER	Ken Brown	681-8796
Events & Programs	Donna Sommer	681-7427
T/C & T/A	Jim Cone	582-9111
Raffle	Jerry Tonini	683-4830
Webmaster	Ken Brown	681-8796
Membership	Trent Sommer	681-7427
Newsletter Editor	Joan Masterson	681-4441
Merchandise	Bob Nagy	681-2268
Young Eagles Coord.	Russ Sides	681-7542

Chapter Meeting

February 25
Wednesday, 7 p.m.

Neil Morrison
Pilot of EAA's B17
Aluminum Overcast
 Monterra Clubhouse

