

EAA 430 FLYER

Dedicated to having fun with airplanes and promoting General Aviation

Volume 8, Issue 1

Serving the Port Angeles & Sequim Area

January 2009



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Message from the President

I would like to remind you of at least three events we as EAA members could benefit from during the year; they are the Aviation Trade Show in Puyallup, the Northwest EAA Fly-in and Trade Show at Arlington and the big one, Air Adventure at Oshkosh, WI. Over the years, I have attended all of these events and enjoyed meeting with the many pilots and seeing their amazing airplanes.

I feel I've benefited from each EAA show and have come away with new tidbits of information or a goody I couldn't do without.

Upon reading the January 2009 issue of Sport Aviation, you may have come across the article called "Advocacy Update" which may have looked boring, but I urge you all to read it. Earl Lawrence, the author, covers some very timely and serious issues facing us. Some US government agencies have plans for us, but so far have not implemented those plans. It is very necessary for us to keep our EAA dues paid and recruit new members to the EAA. In the article, Earl Lawrence says, "Numbers count and the more people that think like us, the stronger we are to keep things like they are, and keep freedoms to build and fly the airplanes that we like."

As your new president, I look forward to this year and meeting with you at our monthly EAA meetings. Please bring a friend and together we will grow our local EAA chapter.

Bob Cummings

Calendar

January 8	Board Meeting 9 a.m. Old Mill Cafe'
January 28	Chapter Meeting 7 p.m. Tom Hart-CFI Communication 101 See and Be Seen
February 12	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

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 website.

Short note from the NOTE\$keeper

Current Balances for our accounts as of January 5, 2009

- | | |
|--------------------------------------|---------------|
| • Checking : | • \$ 1,105.79 |
| • Savings : | • \$ 1,664.44 |
| • EAA Scholarship Fund: | • \$ 1,467.46 |
| • Scholarship-Special O ₂ | • \$ 320.00 |

EAA Chapter 430 Meeting Minutes

Meeting: Board of Directors

Location: Old Mill Café, Carlsborg, WA

Date: January 8th, 2009

Meeting called to order at 9:00 AM by President Bob Cummings. Members also 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; Ex-Officio Member Gary Johnson.

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

Treasurer's Report: Approved as published. Treasurer spoke of need to develop income programs for the Scholarship Fund. Meeting discussed possible ways to do this. Suggestions were: Custom automobile license plates; EAA B-17 "Aluminum Overcast" visit; investigate a program published in Sport Aviation used by a Chapter in the East.

Membership Report: None

Activities Report: Donna Sommer confirmed next Chapter meeting is at Monterra Clubhouse, Wednesday, January 28th at 7:00PM. Ken Brown will correct website to reflect this. Program will be Tom Hart on procedures at non-towered airports. Donna reported there may be an FAA speaker in May, possibly at a joint meeting with CCPA. February speaker will be the local pilot of "Aluminum Overcast". Meetings are scheduled at Monterra through April, returning to last Saturday morning meetings and BBQ at W28 Hanger 10 in May.

Young Eagles Report: Russ Sides initiated a discussion of possible Young Eagle events and dates in 2009. Suggestion was for two at W28, possibly one at Port Townsend. Diamond Point was discussed. Decision was negative unless invited, as it is a localized event. An event for the Belarus kids was agreed to if we are asked again. Russ suggested there could be a display of a project in construction in the hanger at W28 to educate kids and parents. Russ stated he is keen on attracting youth to aviation. A discussion of possible ways to accomplish this took place. A tie-in with the Scholarship Program was suggested, also the creation of a DVD of EAA Builder Tips that could be shown at Y.E. events. Ken Brown stated he would create the DVD.

Old Business:

Scholarship: Richard Bielewa reported he had spoken with Jeff Well at Rite-Bros. Aviation regarding a contribution. Jeff said he would discount C-150 flight time for instruction to \$79.50/hr. This did not include Instructor's fee. Richard said Jeff was going to confirm this by letter. Meeting discussed possible instructors and costs.

Cont'd. on p4

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New Business:

Greeter: Bob Cummings proposed we have a "Greeter" at Chapter meetings to greet visitors and new members. Gary Johnson volunteered to do this.

Golden Eagle: Ken Brown nominated Bob DeLand for "Golden Eagle" Membership. Bob is now confined to a nursing home locally. Motion made, seconded and passed to do this.

Young Eagles Marketing Plan: Russ Sides suggested Chapter needs to develop a "Marketing Plan" to promote the Chapter and its activities locally. Discussion followed on how to develop programs for finding youth candidates for aviation education. Russ asked Board members to contact him with ideas. Jerry Tonini reported that Port Angeles High School has a program where students "shadow" a professional pilot. The program is operated through Rite Bros. Jerry related having a student "shadow" on a flight he made for Rite Bros. Ken Brown suggested the use of *FaceBook* and *Twitter* on the internet as a way of reaching interested youth.

Rafflemeister: Jerry Tonini has volunteered to take over this position from Bob Nagy.

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

There being no further business, the meeting was adjourned at 10:37 AM.

Respectfully submitted,

Robert M. Hicks,
Chapter Secretary



[The pilot was sitting in his seat and pulled out a .38 revolver. He placed it on top of the instrument
 [panel, and then asked the navigator, "Do you know what I use this for?"
 [The navigator replied timidly, "No, what's it for?" The pilot responded, "I use this on navigators who
 [get me lost!"
 [The navigator proceeded to pull out a .45 and place it on his chart table. The pilot asked, "What's that
 [for?"
 ["To be honest sir," the navigator replied, "I'll know we're lost before you will."
 [

01/05/09
Cash Basis

EAA Chapter 430 Annual Income/Expense Report

	Jan-Dec 08
Ordinary Income/Expense	
Income	
Dividend	5.29
Donations All	420.00
Membership Dues	1,105.00
Merchandise Acct.	35.00
Scholarship	1,243.00
Web Income	<u>255.00</u>
Total Income	<u>3,063.29</u>
 Gross Profit	 3,063.29
 Expense	
Auto	
Trailer Tags	<u>19.00</u>
Total Auto	19.00
 Award	 177.72
EAA Chapter 430	227.00
Licenses and Permits	10.00
Membership Expenses	39.04
Merchandise Expenses	113.80
Miscellaneous	5.20
Newsletter	224.57
Program Expense	326.49
Reconciliation Discrepancies	0.00
Scholarship-Exp	334.00
US Postage`	38.00
Web	<u>287.00</u>
Total Expense	<u>1,801.82</u>
 Net Ordinary Income	 <u>1,261.47</u>
 Net Income	 <u>1,261.47</u>

GETTING ACQUAINTED

By Gary Johnson

A few years ago Mary Brown wrote a regular column in the newsletter featuring one of our members each month. Since she stepped down from that job, the feature has been dormant and I thought it would now be a good time to resurrect the practice. My first attempt in this endeavor is to introduce our new President, Bob Cummings and his wife, Jean.

Bob was born and raised in Montana, where his mother was a teacher and his father worked for the U.S. Department of Agriculture until the beginning of World War II. His father served in the U.S. Army during the war. Bob attended elementary and high school in Great Falls, Montana, and later Montana State College in Bozeman, Montana, where he received a degree in Industrial Arts.



When he was in high school Bob had his first airplane ride and has been enthused about aviation ever since. When he was a sophomore in college he was in the Air National Guard and a private pilot friend offered to take him to the Guard meeting in a Luscomb. The flight was uneventful until the landing. On approach, they encountered a downdraft and the plane did not respond when the pilot added throttle. The resulting “short field landing” was indeed short of the runway and the impact caused Bob’s seat belt to fail and threw

him clear of the wreckage. He was only slightly injured and he was able to assist the pilot out of the plane. Examination of the pieces revealed the throttle linkage had separated just when they need it most.

Notwithstanding Bob’s experience, he was not discouraged about aviation and following graduation from college he received a commission in the Air Force. However, because of a vision problem he was unable to pursue pilot training. He served in the Air Force for 5 ½ years in Indiana, and later back in his home state of Montana, in the Ballistic Missile Command. After leaving the military, Bob and his family moved to Wenatchee, Washington, where he sold real estate and securities. He obtained his pilot’s license in 1961. While in Wenatchee, he purchased a fixed base operation known as Apple Valley Aviation, a flight school, air taxi and charter operation. He operated that business for several years until he was forced to close due to increasingly difficult financial conditions.

One of his more interesting adventures was ferrying a 1946 Aeronca Sedan to Alaska in 1975 with his son. In 1979 Bob and his wife, Jean moved to Sequim and he continued to work in the insurance and securities business, until his retirement three years ago.

Cont’d. on p.8

PERSPECTIVE

By Jim Cone

(Reprinted from the Midwest Aviation Journal)

When we learn to fly, it's easy to get so wrapped up in the mechanics of flight that we miss out on something special. At first we tend to over control. We have trouble holding an altitude. We get that down; the heading drifts off. We concentrate on heading but we forget to track the course. Tuning radios throws the whole process off as we struggle to concentrate on the task at hand and exclude virtually everything else. We get tuning mastered while keeping the blue side up, but things go to pot again when we start to talk.

We've all been there, although the more senior of us got basic flying down fairly well before we had to worry about radios. (I am dating myself, but when I learned to fly, radios weren't required. My plane didn't even have an electrical system.) Eventually it all comes together and as the saying goes, we learn to walk and chew gum at the same time. Flying becomes less a chore and more a means of transportation.

Navigation is just another part of the process. Using Loran, GPS or VOR's to find your destination is easy and takes a lot of the guesswork out of getting from point A to point B. Because learning to fly today is so much more technical than it used to be, something is lost in the process. It is that special thing that I mentioned earlier. It is perspective. Let me explain.

After I felt that I was in control of my plane while building time for my private license, I began to look at the world differently. I saw features of the earth that are only visible in a birds-eye view. Geology and geography look different from 10,000 feet than they do on the ground. Patterns of roads and farms appear. You develop a different sense of direction. I'll never forget my first flight lesson. My instructor flew the plane for takeoff and climb out. He demonstrated a few basic maneuvers and had me try them. Flying came naturally to me. I practiced maneuvering and a few stalls. It was easy and, most of all, fun. It didn't last. After about 45 minutes my instructor said "That's enough

for the first lesson. Take me home." "Which way?" I asked. "You're the pilot, take me home." he said. "I don't know where it is," I pleaded, a feeling of foreboding coming over me. "Well, you are just going to have to figure it out." I realized that he was not going to help me. I looked at the fuel gauge. It added to my worry. My first lesson was in Fresno, California, and I knew the area well. I had spent my whole life there; ON THE GROUND! Things were different up in the air. I finally found a highway I recognized and followed it until I got my bearings. I was visibly shaken by my experience of being lost. My instructor said, "Don't you ever go flying without knowing exactly where you are and where you are going." Those words made an impression on me that has lasted for more than 36 years.

I did a lot of exploring by plane and was fascinated by the new perspective. A whole new world appeared below me. Interestingly, that process still continues as I fly today. When I moved to Missouri, I read books about the area and its history so I could understand the people and culture. I was struck by a passage I read in *The Journals of Lewis and Clark* about their exploration of the Missouri River. Clark was describing the river and noted that it was several miles wide at this one spot. That seemed strange to me because the river was so narrow everywhere I had ever seen it. I decided to take another look at the river from a different perspective, the air. Sure enough, the river is miles wide in lots of places, only today we call it bottom land because we have forced the river into a narrow channel from which it struggles to escape with each flood season.

When you go flying, try looking at the world from this new perspective. Navigate by rivers, roads and railroads. Really see the proverbial forest now that you are out of the trees. There is a whole new world out there for us who are lucky enough to behold it from this lofty perspective.

From EAA Headquarters

What's Ahead in 2009?

Online Insurance Process

Your staff in Oshkosh has been paying particular attention to ways that we can decrease the administrative burden of being an EAA Chapter leader, so you can concentrate your time on the mission and activities of the chapter. This thinking was behind our decision to develop a new online insurance application process. Right now, more than 5,000 chapter events are administered each year using a cumbersome and time consuming process involving printed paper forms which must be mailed or faxed to EAA headquarters. The new online process is undergoing final testing and will be ready for use by February 1, 2009. It will be a completely paperless system, allowing Chapters to fill out a simplified online form and submit it electronically. This will greatly reduce the turnaround time for event approval and, for many events, the certificate of insurance will be provided electronically, again saving time and expense.

Online Chapter Renewal

With similar thoughts in mind, we made extensive effort to automate the annual chapter renewal process with the goal of making the upcoming renewal cycle "paperless." Unfortunately, due to technical circumstances beyond our control, implementation of this new system was delayed. We apologize for failing to meet our goal, and pledge to double our efforts to have an automated system next year.

Adult Orientation Rides

A desire has been expressed on the part of some chapters to be able to provide adults with introductory aircraft flights at rallies and events. Guidelines and paperwork for conducting such flights do exist but were discovered to be extremely cumbersome and irritating to chapters. The procedures for these flights are being reworked to closely align with the simple guidelines and release forms that exist for Young Eagles, although we are not proposing to launch a formal "Old Eagles" program that tracks adult orientation flights at a national level at this time. The new guidelines will be available in the first quarter of 2009.

A Website for Every Chapter!

From the spring of 2009 onward, EAA will be unveiling a new online community initiative called "Oshkosh365." The overall project will contain many new tools and features designed to allow EAA members to interact with one another on the web. An important part of the project is to provide the ability for all EAA Chapters to have a web presence that is fully integrated with EAA's overall systems and member logins. Currently, only one-third of EAA Chapters have an active presence on the web. The new initiative will create a simple, template-driven way for every chapter to

have a group page within the overall "Oshkosh365" community. Related features will include the ability to share news, resources, events, and to participate in online discussions. This exciting new service will be provided free-of-charge for any interested chapter.

Trial Membership Program

The Trial Membership program is a direct result of discussions that have been held during our Chapter Leadership Academies about how to improve membership recruitment (the number one priority issue for chapters, and for EAA as well). We have recognized that a situation exists where new membership prospects at a chapter level are being asked to immediately pay both chapter dues and EAA dues. This can create a barrier to joining. The new program will empower chapters to give a complimentary six month trial membership to EAA to new chapter members. The trial membership will include all benefits of EAA membership, including the magazine, free-of-charge for 6 months. The program will be trialed in early 2009 with a handpicked group of chapters. If successful, the program will be available to all chapters later in 2009.

Improvements to Youth Programs

The success of EAA's fundraising efforts has allowed for a major expansion of the Young Eagles Credits Program, which currently awards a \$1 credit for each Young Eagle flown, to create scholarships to the EAA Air Academy. Credits will increase in value to a \$5 credit per Young Eagle flown, and the range of activities that credits can be applied to will be greatly expanded. This will build on the passion and proven ability of chapters to involve young people in aviation activities beyond Young Eagles. The revised credit program will be implemented in February 2009 to reflect credits earned in 2008. In late April 2009 we will be announcing full details of an exciting new program that is designed to help young people on their aviation path—from their Young Eagles flight through completion of online ground school, all the way to their first real flying lesson. EAA Chapter Office | P.O. Box 3086, Oshkosh, WI 54903 | 800-236-4800, ext. 4876 | www.eaa.org/chapters





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
- 6351 Slick Magneto. Best Offer
Kurt Goekler
 kurt@wilderauto.com 360-461-4481

Additional details of items are on the website 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

- 2 Open hangars for rent at Diamond Point Airport
 \$200 per month each
George & Birgit Llewellyn 360-683-9393
 boatgeorge@hotmail.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, Jerry Tonini, 360-683-4830

EAA Chapter 430
 Olympic Peninsula
 P O Box 13
 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

January 28
Wednesday, 7 p.m.

Tom Hart
Communication 101
See and Be Seen
Monterra Clubhouse

