

# EAA 430 FLYER

***Dedicated to having fun with airplanes and promoting General Aviation***

Volume 8, Issue 6

Serving the Port Angeles & Sequim Area

June 2009



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## **In Appreciation**

I decided this month it was time we take time to thank and recognize our volunteers who keep this club running smoothly. It's hard to decide who's first but Ken Brown is right up there with doing the website and accounting for all our funds including general accounting, the scholarship fund and raffle, etc. Then there's Joan Masterson who compiles and edits our interesting newsletter. Donna and Trent Sommer do so much it's hard to begin. Trent, with some help from Bob Hicks, prepares his hanger for our May thru October meetings and Trent also does the job of new membership signups. Bob Hicks does a very thorough and prompt job of recording our regular and board meetings. Richard Bielawa coordinates our scholarship committee and youth selection activities. Russ Sides has his thumb on the Young Eagles activities to make them run smoothly. Bob Nagy coordinates our merchandise, hauling it to and from meetings and selling it and accounting for the money. The same with Jerry Tonini doing the raffle month after month. Jim Cone is so good advising and helping, technically, those of us building planes so they get built faster and safer than most clubs do. Jim Cone also should be thanked for jumping in and volunteering at the last meeting and slaving over the BBQ cooking hamburgers and also for coordinating the latest Young Eagles Rally. Donna Summer should be thoroughly recognized for the interesting speakers and programs she lines up for our meetings.

Take a minute and thank these folks for helping make our club one of the top EAA clubs in the country. This way we'll never end up having to fold from the lack of interest.

Thanks folks!

*Bob Cummings*

## Calendar

- June 27**      **Chapter Meeting/Potluck** 11 a.m.  
SVA Hangar 10  
Speaker: **Melinda Denton**  
Angel Flight
- July 8**      **Board Meeting** 9 a.m.  
82 Living Waters Lane, Sequim
- July 8-12**    **Arlington Fly-In**  
Arlington Municipal Airport (AWO)  
[www.NWEAA.org](http://www.NWEAA.org)
- July 25**      **Chapter Meeting/Potluck** 11 a.m.  
Speaker: **Charles White**  
Vortex Generators
- July 27 -  
August 2**    **EAA AirVenture Oshkosh**  
Wittman Regional Airport (OSH)  
[www.AirVenture.org](http://www.AirVenture.org)

### Note

**The Summer schedule of Chapter Meetings is in effect. Meetings are held on the last Saturday of the month at Sequim Valley Airport, hangar 10, at 11 a.m., potluck at noon.**

**Remember—Meeting with speaker starts at 11 a.m.**

### Short note from the NOTE\$keeper

Current Balances for our accounts as of June 6, 2009

- Checking :                      \$1,165.35
- Savings :                        \$1,666.17
- EAA Scholarship Fund:      \$1,731.40

## **EAA Chapter 430** **Meeting Minutes**

Meeting: Board of Directors

Location: 82, Living Waters Ln, Sequim.

Date: June 10<sup>th</sup>, 2009

Meeting called to order at 9:02 AM by President Bob Cummings. Members present were Vice-President Richard Bielawa; Secretary Bob Hicks; Treasurer Ken Brown; Editor Joan Masterson; Membership Coordinator Trent Sommer; Gary Johnson, Ex-officio.

**Minutes:** Minutes of the May meeting were approved as published.

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

**Membership Report:** Trent Sommer reported two new members were welcomed at the May Chapter meeting.

**Activities Report:** Donna Sommer was absent due to illness. The June program speaker will be Melinda Denton, a representative of Angel Flight. Programs for the balance of the year are as previously circulated by Donna. Numerous favorable comments were received regarding the trip to the Port Townsend Aero Museum.

**Young Eagles Report:** Russ Sides was absent and will be for the June 13<sup>th</sup> Flight Rally at KCLM. Trent Sommer will be standing in for Russ and will call the pilot list. Trent reported the insurance certificate from EAA for the event has been received. Gary Johnson said that Dave Miller will handle ground school. He has checked out the site at KCLM. No video display capability will be available. No press notices placed yet but will be by Trent and Donna closer to the date. Board discussed needed ground personnel. Some regular volunteers will not be available due to family activities. Pilot briefing at 9:00 AM. Flights from 10:00 AM to 2:00 PM.

### **Old Business:**

**Scholarship Program:** Richard Bielawa provided minutes of Scholarship Committee meeting of 6/8/2009 (attached) and summarized the meeting discussion. Discussion followed covering local flight instruction through Rite Bros Aviation and the need for a CFI. Some names were mentioned. There was discussion of the online Private Pilot Ground School courses available at no charge through EAA and Sporty's Pilot Shop websites. Noted is the requirement for a Young Eagles flight, ages 13 to 17, and obtaining a Young Eagles logbook which provides an access code for the online course. These logbooks will be available at the 6/13 event for Young Eagles who qualify.

### **New Business:**

Ken Brown suggested the Chapter discontinue mailing newsletters as the dues don't cover the costs. Cost is \$33 per year per newsletter. Dues received are \$25 per year. Ken suggested the change commence in 2010. A motion was made, seconded and passed to make the change as suggested by the Treasurer.

Cont'd. from p.3

Copies of the newsletter for FBO's can be printed and delivered by hand.

Next Board Meeting will be held Wednesday, July 8<sup>th</sup>, 2009 at 9:00 AM at 82 Living Waters Lane, Sequim.

There being no further business the meeting was adjourned at 10:20 AM.

Respectfully submitted,

Robert M. Hicks,  
Chapter Secretary

**Attachment:**

**Proceedings of the Scholarship Committee  
June 8, 2009**

In attendance: Bob Cummings, Richard Bielawa, Mike Neubauer, Donna Summer, Tom Hart, Joan Masterson

The following issues were agreed upon:

- 1) Yearly budget: Of the present scholarship funds (~ \$1731), the chapter should limit distributions in 2009 to no more than \$1000. In anticipation of increased available annual funds, the distributions should be no more than 60% of the existing funds each year.
- 2) Scholarship objectives: Because of the spread in ages of expected recipients and the corresponding appropriateness of what would be most meaningful for them, two venues make the most sense: a) funded (limited) flight training for the younger students, i.e., those still in middle school or high school, and b) direct funding in the form of monetary supplement for books, e.g., just as we did for Laura Dunham.
- 3) Yearly distributions: the distributions be made 50-50 for each of the two scholarship venues.
- 4) 2009 distributions: It is recommended that Chris Bacchus, who is enrolled in Big Bend, be awarded \$500 /year.
- 5) Scholarship requirements for applicants:
  - a) Having passed the on-line course or having already passed the FAA written ground school examination;
  - b) A recommendation by an EAA 430 member; and

**EAA Chapter 430**  
**Meeting Minutes**

**Meeting:** General Membership

**Location:** Hanger 10, Sequim Valley Airport

**Date:** May 30<sup>th</sup>, 2009

Meeting called to order at 11:15 AM by President Bob Cummings. Flag salute followed, with Pledge of Allegiance.

Motion made, seconded and approved to accept the minutes of the April, 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. Gary Johnson reported that cards had been sent to members of disbanded Chapter 1026 inviting them to consider membership in Chapter 430. Five invitees were present.

**Activities Report:** Donna Sommer reported that next month's program would be presented by a representative of Angel Flight, and that following today's meeting and BBQ/Potluck lunch, members are invited to travel to Port Townsend Aero Museum for a tour.

**Young Eagles:** Russ Sides announced that the next Young Eagles Flight Rally would be June 13<sup>th</sup>, EAA's International Young Eagles Day, at Port Angeles (KCLM). Gary Johnson reported that Jeff Well, Rite Bros Aviation, would allow us to use his parking ramp to the south of his building and that a gate for public entry is available. Russ said he would be away but Trent Sommer would coordinate.

**Project Reports:** **Jim Cone** reported he had lost building time on the RV-12 due to a trip to Italy. His will now not be the first one completed! He has since completed the fuel tank, will be placing the plane on the landing gear today and is waiting for avionics and firewall forward kits. **Trent Sommer** reported he and **Tom Hart** had almost completed the top wing of the first "Mini" and were starting on the second "Mini", which they plan to complete first. **Richard Bielawa** reported he was working on an avionics problem in his Rotorway helicopter project but otherwise it was complete. He also stated he had his Medical certificate back. **Dan Donovan** reported he had the repaired wings back on his Bearhawk. He now has a wing cradle available. **Paul Messinger**, 1026 visitor, reported on the status of his Pegasair project. He stated he had been able to get 8 hours flight time in a Pegasair in Los Alamos, NM. **Jay Pearlman** reported he had completed the plumbing on his RV-6 project and that his Wag-Aero Sportsman was for sale. **David Orr** stated his Zenair 701 was progressing. **Russ Sides** has an EAA video on metal working available. **Mike Lynn** has a MiniMax project for sale.

Cont'd. from p. 5

**Old Business:**

**Scholarship Fund:** Bob Cummings had nothing new to report. Donna Sommer suggested the Chapter should consider two High School graduates as candidates for Chapter support. Jeep Larson stated he has a candidate for support also. President Bob Cummings requested information on these candidates be brought to the next Board Meeting.

**Tool Crib:** No report

No other Old Business.

**New Business:**

**Collings Foundation Bombers:** Bob Hicks reported that the Collings Foundation "Wings of Freedom" tour would be at Port Angeles June 17<sup>th</sup>, 18<sup>th</sup> and 19<sup>th</sup>. B-17, B-24 and P-51 aircraft will be featured. Bob had publicity fliers available and asked for volunteers to take them to selected locations for display. Bob Nagy and Bob Cummings took fliers for specific locations.

There was no other New Business.

**Next Board Meeting:** July 8<sup>th</sup> at 9 AM at 82 Living Waters Lane, Sequim.

**Raffle:** No Raffle was held.

**Merchandise:** Bob Nagy stated he had Chapter merchandise for sale.

**Next Chapter Meeting** will be held June 27<sup>th</sup> 2008 at 11: AM at Hanger 10, Sequim Valley Airport.

Meeting adjourned at 11:45 AM.

A Chapter potluck and barbecue lunch followed the meeting. Following the lunch, 14 Chapter members went by van and aircraft to the Port Townsend Aero Museum for a tour.

Respectfully submitted,

Robert M. Hicks,  
Chapter Secretary

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**Anyone Going to Oshkosh?  
July 27—August 2, 2009  
Get tickets at [www.AirVenture.org](http://www.AirVenture.org).**

Cont'd. from p. 4

- c) 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."

6) Annual scheduling: Announcements for student application should be no later than Feb. 1 and awards should be made by May 1.

7) Uncertainties: The award of flight training benefits from the discount offered by Rite Bros. Aviation, but a suitable flight instructor, one who might offer training at a commensurately discounted rate and is suitably insured, has not been identified and needs suggestions from the Board and/or the General Membership.

Prepared by Richard Bielawa

### **406-MHz ELTs not required for flights to Canada, for now** **By AOPA ePublishing Staff**

For the time being, pilots who fly to Canada don't need to worry about being forced to upgrade to a 406-MHz emergency locator transmitter in order to continue flying in that country. Canadian Minister of Transport John Baird suspended the controversial rule which would have required all aircraft flying in Canada to be equipped with the 406-MHz ELT starting this year.

Canadian Owners and Pilots Association President Kevin Psutka has confirmed for AOPA that the minister refused to sign the rule because it did not include any viable alternatives to equipping with the 406-MHz ELTs. A new rule is to be drafted that includes alternatives and gives the acceptance of the new 406-MHz ELTs a shot.

Right now, the switch to the 406-MHz ELT is cost prohibitive for many pilots. Installation of the new equipment starts at \$1,000, but can increase dramatically.

AOPA has been opposed to any proposal that would require the switch to a 406-MHz ELT, believing that such a decision should be left to the pilot's discretion based on the type of flight operations and areas in which he or she frequently flies.

In October 2008, AOPA filed formal comments on the Canadian proposal, suggesting an alternative that would allow foreign-registered aircraft to carry a 406-MHz personal locator beacon in addition to the 121.5-MHz ELT already installed in most U.S. general aviation aircraft.

"We're pleased that Canada's Minister of Transport recognized the detrimental impact the mandate would have had on general aviation aircraft flying into the country," said Rob Hackman, AOPA senior director of regulatory affairs. "The FAA does not require a 406-MHz ELT, so consistency in regulations between the United States and Canada makes it easier for pilots to fly in both countries."

May 7, 2009



Joan Masterson, Mary Brown and Bev Cone (l-r) are ready to start registrations.



Mary and Bev's smiling faces welcome new Young Eagles.

Peter Bahnsen, Pat Weiderhold and Jim Cone examine Gary Johnson's Fisher, which was used for a pre-flight ground demonstration



### Young Eagles Rally June 13, 2009 Port Angeles Airport

We had a good turn-out of both pilots and Young Eagles. Ten pilots flew 43 official Young Eagles. Keith Kretschmer also flew a young man, Gerry Kelly, who has Cerebral Palsy. Although he is well beyond Young Eagle age, (he was born in 1980), I've asked if an exception could be made so he could see his name in the logbook. He was very excited by the experience.

One young lady, Jessica DeFilippo, had a flight at our May Rally and returned, with her logbook, for another one. Her mother informed us that she has signed on to the website for the free course being offered by EAA and Sporty's, and is working diligently on it. Jessica is 15.

Peter Bahnsen	flew	3	Gary Johnson	flew	8
Alan Barnard		2	Keith Kretschmer		8
Richard Bielawa		5	Jay Pearlman		1
Ken Brown		8	Joe Platt		3
Bob Hicks		3	Ginny Wilken		3

Many thanks to all of you and to the very capable ground crew, particularly Jim and Bev Cone, who stepped in at the last minute to substitute for Donna and Trent Sommer. Young Eagles flights can't happen without all these volunteers. Your assistance is very much appreciated.

Joan Masterson

## A SWITCH IS A SWITCH... OR IS IT?

By Art Bianconi

(reprinted from Western Canada RVator)

Some years ago I was fortunate to be able to work alongside engineers from Underwriter's Labs (UL) during destructive testing of electrical devices. This was part of my apprenticeship as a designer for a major electrical manufacturer, and it was during this period that I acquired an appreciation for the real-world differences between AC and DC current and the impact those differences have on switch design and applications. I share this with you because I am growing increasingly concerned at the widespread lack of appropriateness most home builders demonstrate when selecting switches for the cockpit environment. Each time a builder asks me to perform a pre-FAA inspection of an aircraft, I carefully examine the switches and, to date, over 3/4ths of the projects inspected have turned up AC rated or non-rated switches in DC circuits.

**Current is current. What difference does it make, DC or AC?** The difference between AC and DC load carrying capability are dramatically non-linear and are best appreciated by carefully inspecting a high-quality switch carrying both AC and DC ratings. Typical of this is the roller and bar micro switches made by MICRO Corp. Rated at 10 amps at 125 or 250 volts AC, the same switch can only carry 0.15 amps at 250 volts DC! The voltage stayed the same!

**But I'm using 120 volt AC switches with only 14 volts DC...?** Those of you who can still remember the old Kettering coil ignition systems will recall that when the condenser in the distributor went bad, the point generally turned blue and melted down in just a few minutes. Cockpit switches don't have the benefit of the condensers to absorb the electrical inertia present in a DC circuit and, as a result, the gap temperatures get hot enough to weld contacts. That includes AC rated switches, even those made with exotic high temperature alloys.

AC current changes directions 120 times a second in a 60 cycle circuit. As a result, there are 120 times each second when there is no current flow at all. The current actually helps turn itself off the moment it sees a gap, and the switch designers use this phenomenon to help reduce the cost of manufacturing the AC switches. In DC circuits, however, the "push" is constant even when the points begin to open, and the resulting flash is DC current's way of demonstrating its resistance to termination.

**But, won't my circuit breakers protect me...?** No, they won't. Fuses and CB's provide overload protection and a welded set of contacts will not, by themselves, cause an increase in circuit load. What often happened during UL testing was that the points welded shut, making it impossible to open the circuit. Cycling the switch to the open position was often misleading; yes, the lever moved, but inside the switch, the cam had separated from the welded points. While it appeared to have broken the circuit, the circuit was, in fact, still hot. If the load involved was your fuel boost pump and you thought it turned off when, in fact, it was still running, what would be the consequences? If it were a flap or elevator trim device or a landing gear motor, how would a tripped circuit breaker save you if the activating switch was welded closed and in a mode other than what is required for a safe landing?

A DC rated switch will cost you about 3 times more than an AC rated switch of identical current capacity. If your panel sports 10 switches (which is not likely) the difference will be less than \$35.00. You've gotten this far. Is it worth jeopardizing your investment or your safety by cutting corners with even one cheap or improperly rated switch?

*Courtesy of Jim Cone*




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### FOR SALE BY MEMBERS

- Aircraft hangars for sale at the Port Angeles Airport. Nearly new, well built. \$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*  
rbielawa@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*  
rbielawa@mindspring.com    360-681-4441
  - Four (4) 4 x 8 x .020 sheets of 6061-T6, still in original factory and shipping wrap. \$240 for the lot.

*Larry Werner*  
360-683-7284
  - Great Lakes Biplane. Copy of classic fully aerobatic plane when completed. High quality factory-made parts including: Fuselage, gear with clevelands, most all wing fittings, most tail feathers, complete set stamped and heat-treated ribs, seats sticks, pedals and control parts. Too much to list. Jacobs Radial available, or fly with O-360

*Michael Neubauer*  
360-477-5745
- Additional details of items are on the web site [www.eaa430.org](http://www.eaa430.org)  
Please notify the editor when an item has been sold. *Joan Masterson*    360-681-4441  
rbielawa@mindspring.com




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### FOR RENT BY MEMBERS

- 1 Open hangar for rent at Diamond Point Airport  
\$200 per month

*George & Birgit Llewellyn*  
boatgeorge@hotmail.com    360-683-9393

**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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<b>Young Eagles Coord.</b>	<b>Russ Sides</b>	<b>681-7542</b>

**Chapter Meeting**

**June 27**  
**Saturday, 11:00 a.m.**

**Speaker: Melinda Denton**  
**Angelflight**

**Sequim Valley Airport**  
**Hangar 10**

