

EAA 430 FLYER

Dedicated to having fun with airplanes and promoting General Aviation

Volume 8, Issue 11

Serving the Port Angeles & Sequim Area

November 2009



Happy Thanksgiving

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A Tumultuous Year

With the end of the year in sight, and after reviewing what happened this year, I can only marvel at it all. It all started with doing battle with those great folks in Oklahoma City that are "here to help". I know, I know, my story is pretty typical of what is happening to a lot of us as we become increasingly more seasoned and, hence, more excellent pilots. Then, there was our mad dash across the country in a rental truck with our daughter's belongings. Thankfully, our marriage survived the trip.

Then, things got really interesting with an expensive abortive trip to Rotorway in Arizona to take flight training, which couldn't happen because of the snafu with our good friends in Oklahoma City. Eventually, these "friends" relented and again I took the trip to Arizona and got the flight training I needed. Finally, I could then begin the flight testing of my beautiful aircraft, complete with a visit with a very knowledgeable Rotorway guru. What a thrill to see my "masterpiece" fly so beautifully for the first time! But, alas, after three hours of successful hovering it all ended, not only with my masterpiece no longer flyable, but with my enthusiasm for helo flying as well. It may come back, I'm working on it.

Finally, there was a most excellent adventure of flying solo to San Diego on business in my Cardinal. It included meeting some great folks (including three very-down-to-earth FAA people) that paid money to hear what I had to teach. A highpoint even included a dinner at the Kansas City Barbecue of Top Gun fame and a Young Eagle flight. With the Cardinal back safe at W28, the usual costly annual had to be attended to. Despite the trouble of having to remove so much Al oxide, the occasion allowed for some great camaraderie and fellowship with friends both old and new, and then the Cardinal finally was no longer a pumpkin.

And so, looking back over what for me was a tumultuous year, I have to admit that I have a lot to be thankful for. Besides being alive with having sustained only minor injury, the friendships deriving from our very cohesive chapter are truly high on my list of things to be thankful for. I appreciate all the well-wishes and help you have given me. I definitely plan to do a lot more flying in the Cardinal (to celebrate being alive), and perhaps even some helo flying in an R22 rental. But indeed, for me the year has been one to remember.

A handwritten signature in black ink, appearing to read "Richard L. Sullivan".

Calendar

November 19* **Chapter Meeting** 7 p.m.
 Speaker: **Dave Woodcock**
 Professional Aerial Photographer
 Movie of flights over Banff-Jasper, Canada
 Monterra Clubhouse

November 26 **Happy Thanksgiving!**

December 9 **Board Meeting** 9 a.m.
 82 Living Waters Lane, Sequim

December 11 **Happy Hanukkah!**

December 12 **Christmas Dinner Party**
 Joshua's—Port Angeles
 Social 5 p.m. Dinner 6 p.m.
 Election of Officers

December 25 **Merry Christmas!**

No Chapter Meeting in December

January 13 **Board Meeting** 9 a.m.
 82 Living Waters Lane, Sequim

January 27 **Chapter Meeting** 7 p.m.
 Speaker: **Ben Buss**
 Oregon Aero
 Monterra Clubhouse

*Note

Because of the Thanksgiving holiday, the Chapter Meeting will be held one week earlier than usual. And it will be held on **Thursday**, the only day the Monterra Clubhouse had available.

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 Drive. The Clubhouse is straight ahead. A map is on the EAA 430 website.



The Christmas Party will be held at Joshua's in Port Angeles.

Social at 5:00 Dinner at 6:00

Buffet of four entrees includes:

Prime Rib, Teriyaki Chicken, Grilled Salmon or Vegetarian Fettuccini

Choice of soup or salad, a dessert, coffee or soft drink.

Wine and full bar available.

\$22.00 per person, tax included, gratuity not included.

Short note from the NOTE\$keeper

Current Balances for our accounts as of November 9, 2009

- Checking : \$ 947.49
- Savings : \$1,667.92
- EAA Scholarship Fund: \$2,261.40

EAA Chapter 430**Meeting Minutes**

Meeting: Board of Directors

Location: 82 Living Waters Lane, Sequim.

Date: November 11th, 2009

Meeting called to order at 8:55 AM by Vice President Richard Bielawa. Members present were Editor Joan Masterson; Activities Coordinator Donna Sommer; Treasurer Ken Brown; Ex-Officio Gary Johnson; Young Eagles Coordinator Russ Sides; Membership Coordinator Trent Sommer; Treasurer Candidate Dan Donovan; Secretary Bob Hicks.

Minutes: Minutes of the October meeting were approved.

Treasurer's Report: Ken Brown presented a report covering the period Dec. 31, 2002 thru Nov. 09, 2009. After discussion a motion was made, seconded and approved to accept the report.

Membership Report: Ken Brown presented an updated listing of new members in 2009. A total of 12 against 4 losses. Current Chapter membership is 80. After discussion a motion was made, seconded and approved to accept the report.

Young Eagles Report: Russ Sides displayed the new YE digital camera purchased with the bonus money received from EAA HQ. Russ stated that the camera was selected to work with the existing photo printer, and includes a removable data card. Ken Brown offered to donate two additional data cards he possesses.

Activities Report: Donna Sommer stated the Christmas Party at Joshua's Restaurant, Port Angeles, December 12th, would start with a Social Hour at 5 PM. Bob Hicks and Gary Johnson confirmed that CCPA had received an invitation and had broadcasted this to its membership. Donna asked for a copy of the CCPA roster for telephone contact and Gary said he would provide it. Donna reminded the Board that the November meeting date had been changed to Thursday, November 19th, to resolve conflicts with Thanksgiving and Monterra's clubhouse bookings. Donna stated that the January 2010 program would be a presentation by Oregon Aero. A tour of Coast Guard Port Angeles Air Station is planned for sometime in 2010, date to be established.

Old Business:

Scholarship: Richard Bielawa stated that the current Scholarship Committee consisted of himself and Michael Neubauer. He will ask for a volunteer third member at the next meeting.

No other old business.

New Business:

Website: Webmaster Ken Brown presented an Annual Report of website activity for the year 2008. He noted growth in the activity and that this was good for attracting new advertisers.

Cont'd. on p 4

Cont'd from p.3

Advertising: Richard Bielawa showed labels created for use with aviation magazines, specifically "Sport Aviation", that can be left in locations such as medical and dental offices and waiting rooms. Board discussed ways to reclaim past advertisers. The \$45/year fee is considered a bargain. Specifically, members stated they would contact Dog House Powder Coating, a past advertiser.*

Annual Audit: Treasurer provided signed report of the Audit of Chapter accounts completed by Richard Bielawa and Jeep Larson. A copy was provided to the Secretary for the Chapter records. Treasurer also stated the Chapter had no problem with its 501(c)3 status as annual income is under \$5000. A simple postcard tax filing is all that is required.

Sequim Valley Airport: Donna Sommer reported on a conversation with Andy Sallee. He has plans for building improvements at the airport including a new structure useable as a terminal building replacing the existing trailer. It could be a future meeting location for the Chapter. No dates were mentioned. Ken Brown circulated email message from Andy concerning Winnie Sallee's failing health. After discussion the Board unanimously approved the sending of flowers and a suitable card to Winnie from the Chapter. Donna offered to handle this. It was suggested that members be encouraged to send cards to Winnie individually.

Recognition: The Board approved the presentation of a suitable memento to the outgoing President at the Christmas Party.

There was no other new business.

Next Board Meeting will be held Wednesday, December 9th, 2009 at 9:00AM at 82 Living Waters Lane, Sequim.

There being no further business the meeting was adjourned at 9:38 AM.

Respectfully submitted,

Robert M. Hicks,
Chapter Secretary.

*Ed. Note: Dog House Powder Coaters has mailed their check since the Minutes were taken.

EAA Chapter 430
Meeting Minutes

Meeting: General Membership

Location: Monterra Clubhouse

Date: October 29th, 2009

Meeting called to order at 7:07 PM by President Bob Cummings. Flag salute followed, with Pledge of Allegiance.

Visitors and guests were recognized: Bob Woodward, building a Cozy at KCLM; John Oliveira, building an RV-9A at OS9; Win Perman, guest of Tom Hart; Norm Coote, Port Ludlow; Julio Tonini, Pennsylvania; Linda Conn; Bob Duncan, Program speaker.

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

Treasurer's Report: Accepted as published in the Newsletter without comment.

Membership: No Report.

Nominating Committee: Gary Johnson reported there is a complete slate of candidates for Chapter offices for 2009: President – Richard Bielawa; Vice-President – Ken Brown; Secretary—Bob Hicks; Treasurer – Dan Donovan. Nominations will close and election will be held at the November meeting in accordance with the Chapter By-Laws.

Young Eagles: Russ Sides recognized Ken Brown for his award of a 300 Mission jacket from EAA HQ, and asked Ken to display it. Russ indicated he would not be continuing as Chapter Young Eagles Coordinator in 2010.

Tech Counselor/Flight Advisor Reports: Paul Messinger reported he had an overstock of material and hardware from his Pegasair project and will be willing to provide what he can to builders in need. He asked builders to call him at 457-1711. Paul mentioned the flight of a Light Sport aircraft from South Africa to Oshkosh and back this year. Paul said a DVD of the flight will be available next year. Paul mentioned receiving an aviation electronic Newsletter today announcing the restoration of a classic Bellanca for Hawaiian Airlines who flew these originally. Paul mentioned he had been a member of the EAA committee that made the Tony Bingelis Award in 2008.

Project Reports: Bob Woodward reported his Cozy at KCLM is about 80% complete and an IO360 engine is on order. Trent Sommer mentioned that a member has need of a Continental rocker box cover. Paul Messinger reported on his plans-built Pegasair which is now ready for paint. Paul described the design and its slow flight ability. Power is a turbocharged Subaru conversion with electric adjustable pitch propeller. Mike Neubauer reported he had acquired an antique Champ from Tailspin

Cont'd. on p. 6

Cont'd. from p. 5

Tommy, FBO at 0S9. **Russ Sides** showed pictures of the fuselage progress of his Rans S-19. **Trent Sommer** reported his Playboy is “back together” and taxi tested. He is still working on the Smith Miniplanes with **Tom Hart**. **Gary Johnson** displayed a tow bar for his Fisher Horizon he had made from an aluminum crutch. **Mel Rudin** stated he had numerous parts for sales that are surplus to requirements for his Velocity. **John Oliveira** reported on his RV-9A project started in New York State and now at 0S9. An IO 320 with fixed pitch prop will be used.

Old Business: None.

New Business: Donna Sommer said she had condolence cards at the meeting for Jim and Bev Cone and Mrs. Jack Hartmann. Members were encouraged to sign if they desired. The cards pertained to the death of Jim Cone’s daughter, and the recent passing of Jack Hartmann, a former Chapter member.

Next Board Meeting: Wednesday, November 11th at 82 Living Waters Lane, Sequim at 0900 hrs.

A short break was taken at 7:38 PM for refreshments and sales of raffle tickets. Fivewinners were drawn.

Program: Donna Sommer introduced Bob Duncan, Sequim resident and current Alaska Airlines pilot who presented the survival suit he had invented and described its capabilities, and his plans for its certification and manufacture. He also showed and donated to the Raffle, two of the pneumatic seat cushion he invented and sells. Following his presentation Donna gave him a Chapter “Thank You” coffee mug.

Next Chapter Meeting will be held Wednesday, November 18th,*2009 at 7:00 PM. Location will be Monterra Clubhouse. The meeting is brought forward one week because of the Thanksgiving holiday.

Meeting adjourned at 8:45 PM.

Respectfully submitted,

Robert M. Hicks,
Chapter Secretary

* Ed. Note: The meeting DATE has been changed to November 19— the only date Monterra had available.

Final Report from Ken the Note\$ Keeper

November 11, 2009

Fiscal year 2009 is ending with the election of officers on November 19. At that time I will hand over the checkbook to the newly-elected Treasurer.

As this goes to press, the audit of the chapter books has been completed and, after 8 years, I will no longer be handling the financial business of the chapter.

When I first took on this job, we were using a yellow pad and a pencil to keep track of the membership dues, and other items necessary to run a chapter. Notices to members were considered a taboo if sent, and even an email reminder was not looked upon with much favor.

We were cash poor and not financially able to do much.

Summary of how far we have come.

	Checking	Savings	Scholarship	Total
12/31/2002	\$ 463.17	\$ 698.17		\$ 1,161.34
12/31/2003	\$ 37.04	\$ 996.49		\$ 1,033.53
12/31/2004	\$ 142.52	\$ 1,239.82		\$ 1,382.34
12/31/2005	\$ 683.76	\$ 645.95		\$ 1,329.71
12/31/2006	\$ 1,274.24	\$ 652.04		\$ 1,926.28
12/31/2007	\$ 2,018.57	\$ 659.15	\$ 298.50	\$ 2,976.22
12/31/2008	\$ 1,105.79	\$ 1,664.44	\$ 1,484.50	\$ 4,254.73
11/09/2009	\$ 922.49	\$ 1,667.92	\$ 2,261.40	\$ 4,851.81

We sold chapter merchandise, caps, shirts, etc., for the first time in 2005. The chapter has had two major raffle items for the scholarship fund and both items were donated to the chapter by members. One was a folding bicycle and the other was a two part O2 system. The special drawing for these items was accomplished at the annual Christmas Party. Unfortunately, this year we do not have a drawing.

We continue to be financially strong but need to develop fund raising to continue to support the scholarship fund. Currently the monies for this fund come from the raffle table along with special designated donations. There is a need for additional merchandise for the table to increase ticket sales. Changes that are in the works for next year include a change to membership dues. Since the Board approved the email-only distribution of the newsletter starting in January 2010, the few remaining members who are paying for the paper edition will find their dues reduced to the email subscription price.

The Icy Grasp of Winter

By Jim Cone

(Reprinted from the Midwest Aviation Journal)

I know that you have seen this article in previous years, but I think that it is a good review to consider each year as the cold weather sets in. Our area is particularly prone to icing conditions even before winter sets in.

The first dark clouds of winter have cast their shadows across the prairies and the leaves have started to fall. This means the end, for a time, of warm fair days. It also signals the time when icing becomes more of a factor when flying. Icing is always a possibility when flying in instrument conditions. But, icing can occur even in clear air if the conditions are right. A slight drizzle falling into colder air can cause ice. Icing can also occur by descending a cold soaked plane into warmer moist air. Most large planes are equipped to fly in icing, but most small planes are not. Icing on a small plane can result in three major problems, all of which can be fatal.

The first is pitot tube icing. If your plane is not equipped with a heated pitot tube, ice can build up and give erroneous readings to the airspeed indicator. If the tube becomes blocked with ice and you are climbing, your indicated airspeed will increase even though your speed is the same. If you pull back to slow the indicated speed, the increase will only get worse and eventually you will stall. That very thing happened to a Boeing 727 when the crew forgot to turn on the pitot heat before takeoff. It crashed, killing all aboard. If you are descending and your pitot tube ices up, your indicated airspeed will decrease. If you increase power or increase your descent rate to get the indicated speed back up, you could over-speed the plane to the point of structural failure.

Second, as ice builds up on the surface of the aircraft, the plane weighs more. Water weighs about eight pounds per gallon, so it doesn't take much ice to add a lot of weight to the gross weight of the plane. In a very short time, the plane can be over-grossed. That doesn't mean that the plane won't fly. In fact even if the plane picked up enough ice to double its weight, it would still fly, if the ice didn't also effect lift by disrupting the airflow over the wings. That would just be like flying in a sixty degree bank, pulling two G's.

The trouble is, the ice does disrupt the airflow over the wings, which leads to the third problem with icing. Icing destroys lift. It does so by changing and disrupting the airflow over the wing. The air does not flow smoothly over the wing and so lift is decreased. That coupled with the extra weight of the ice and you can be in a situation that even with full power, you cannot maintain level flight. This is not conducive to a long pleasant flight.

Unless your plane is equipped with a heated pitot tube and some de-icing equipment which is working satisfactorily, don't even think about flying when icing is predicted. Most weather sequences have a section that describes icing possibilities and heeding their warnings is good advice. If you do find yourself in icing conditions, you must get out of them as quickly as possible or you could be in real trouble real fast. In most cases, descending to well below the freezing level is the best alternative, terrain permitting. Failing that, turning towards clearer air or back where you just came from before you started picking up ice may allow the ice to sublime away. Don't forget carb heat. If you are getting ice on the outside of the plane, then conditions are ripe for getting it on the inside also. There are also some rare instances where climbing may get you out of icing conditions, but in most cases small planes don't have the ability to climb fast enough, especially considering the extra weight and loss of lift that icing causes. Look in any weather manual at a cross-sectional view to see how a warm front or an occluded front could result in icing by flying into one air mass from another.

Flying in the colder days can be refreshing. The visibility is usually better and because of the colder temperatures, aircraft performance is usually better. Just watch out for winter's icy fingers waiting to snatch your aircraft from the skies and dash it to the ground.

A Little About Hypoxia

In response to an *AOPA ePilot* article, *Hypoxia but Saved*, Cary Album responded:

Forty plus years ago I had the opportunity as an AFROTC cadet to go through the high altitude training at Buckley AFB, CO. Although I was a resident of Laramie, WY (elev. 7377) and supposedly accustomed to higher elevations, my abilities at higher altitudes simulated in the altitude chamber were little better than the other guys, many of whom came from much lower elevations. At 18,000' simulated, I was pretty useless.

As I 've gotten older, I have realized that my physical ability to process oxygen has deteriorated to some extent. While I once regularly flew without supplemental oxygen at the 11 and 12,000' level, I now check my pulse ox with my pulse oximeter any time I' m flying above 8500', and often I need supplemental oxygen just to bring my O2 percentage to 90% at elevations as low as 9000'. Lower oxygen levels compromise mental acuity and significantly affect night vision. I understand that anything less than 90% is likely to cause mental "fuzziness ", and I can attest that it is true.

Part of the issue is that the FAA rule mandating O2 for pilots (12,500' or higher for more than 30 minutes, or 15,000' or higher) is unrealistic and fails to take into account density altitude. Just like an airplane 's engine is affected by density altitude, so is the pilot 's "e ngine. " There are many other reasons why an individual pilot might require supplemental oxygen at lower altitudes: if a smoker; if even slightly ill with a disease that compromises lung function; if slightly anemic; or just being older.

Any of us is subject to needing supplemental O2, even at relatively low altitudes. Being aware of the possibility is the first step. Knowing when to use supplemental oxygen is the second step, and only a pulse oximeter can determine necessity. Purchasing and using supplemental oxygen when needed is the third. For less than a thousand dollars, a good supplemental oxygen setup and a quality pulse oximeter can be purchased, and it 's money well spent.

Cary Album



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
- **1968 Cessna 150H. New Interior, Imron paint, strobe light, shoulder harness, Auto gas STC, 4737TT on airframe, 650 SMOH on engine, 300 Navcom.Xpdr. Hangared since complete rebuild @ \$33,500. Will sell for \$28,950.**

Bob Cummings
bobnjan11@msn.com cell 360-683-9175
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
rbielawa@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

Several new items have been added to the raffle table. There are several gift certificates for Sporty’s Pilot Shop and some 18-month carbon monoxide detectors—great prizes for very little investment. Buy some tickets and try your luck! Proceeds go to the Scholarship Fund.

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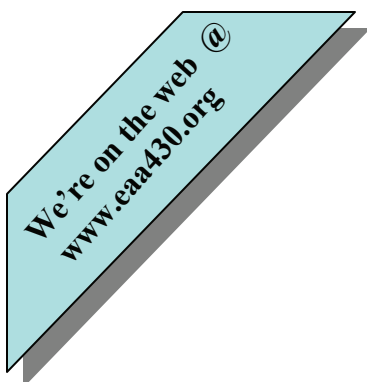
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Newsletter Editor	Joan Masterson	681-4441
Merchandise	Bob Nagy	681-2268
Young Eagles Coordinator	Russ Sides	681-7542

Chapter Meeting

November 19
Thursday, 7 p.m.

Speaker: **Dave Woodcock**
 Movie of Flights over
 Banff-Jasper, Canada

Monterra Clubhouse

