



EAA 430 Flyer



Experimental Aircraft Association Chapter 430

Serving Sequim, Port Angeles and the Northern Olympic Peninsula.

A Little Hangar Flying: Night VFR and Cold Starts



*Editor's note:
With the start
of the New
Year EAA 430
welcomes
Mike Radford
as chapter
President, and
renaming of
the President's
column to A
Little Hangar*

*Flying. Mike will be writing about lessons
gleaned from years of aviating in the most
demanding environment of Bush Flying in
Alaska: 38 years of Floats, Wheels and Skis and
counting. Big Airplanes and small ones.*

VFR to IFR: DANGER, particularly night VFR

I have lost over 30 friends and acquaintances in airplane crashes. I literally stopped counting. We here at Sequim Valley airport we just lost another pilot.

It is a dangerous situation. American research shows that 76 per cent of VFR into IMC accidents involve a fatality. The dangers of flying VFR into IMC have been recognized for a long time. Yet VFR pilots still fly into deteriorating weather and IMC.

In this issue we reproduce a January 2016 update from FlightSafety Australia entitled "178 seconds to live—VFR into IMC" that shows the issues are universal and relevant to every pilot.

Cold Weather Engine Damage

I have personally witnessed two engine failures on downwind in Alaska when the pilot got in and did not pre-heat enough, and their engines destroyed themselves shortly after takeoff.

During this cold snap we have had, I have repeated watched several guys start up and go at below 30 degrees. Maybe not now but later... Going at noon doesn't cut it either. The core of the engine is still cold.

The issue isn't thick oil as you might have been taught, but rather the tolerances between aluminum and steel parts when they are cold. There is a good article on this subject written by Mike Busch, that originally appeared in the January 1999 issue of Cessna Pilots Association Magazine and now available online at:
<http://www.avweb.com/news/maint/182846-1.html>

Mike Radford

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On the Horizon: Calendar of Events

EAA Chapter 430 meets on the last Saturday of the month, in Hangar 10 at Sequim Valley Airport at 10:00 a.m. For directions and additional information about chapter programs, see the chapter website: <http://www.eaa430.org>

Date	Topic
Saturday January 28, 2017 10:00 a.m. Hangar 10 Sequim Valley airport	EAA Chapter 430 meeting 10:00 AM. Program: The Future of Sequim Valley Airport, by airport manager Andy Sallee.

Monthly Chapter meeting February 18, 2017 10:00 a.m. Hangar 10 Sequim Valley airport	Keith McMinn will talk about his experience flying US Air Force C-17 missions to Antarctica.
Saturday and Sunday February 25-26, 2017	The Northwest Aviation Conference & Trade Show Washington State Fair Events Center Puyallup, WA
Monthly Chapter meeting March 25, 2017 10:00 a.m. Hangar 10 Sequim Valley airport	Mike Lavelle will survey air racing events from pre-World War I to the eve of World War II. Air Race promoters attracted large crowds and international media attention despite the Depression. Having an air race enhanced the reputations of host cities. The economics of these events benefited aircraft engineers, manufacturers, pilots and their aircraft. The Bendix, Thompson and Schneider Trophy's became world famous and prized possessions. The National Air Races were a highlight of a troubled time. The presentation will discuss the role the air races played to enhance aviation awareness in the United States during this period of pre-world War II aircraft design and development.

EAA 430 Achieves Nonprofit Status!

After years of work by many editions of the EAA 430 Board, the chapter has officially been designated a 501(c)(3) nonprofit entity by the Internal Revenue Service, effective December 2016. This means that all donations to the chapter are now tax deductible!

EAA 430 Scholarship Student Update



Seth Mulhausen has had a busy semester at Rocky Mountain College in Billings. He's is a member of the NIFA Flight Team and they competed last fall against Utah State, Colorado

Metro, Colorado Northern Community College, Westminster College, and the US Air force Academy, at Logan, Utah. The first evening was aircraft recognition and Seth did well, identifying the older GA airplanes from the US (as well he should having worked at the Port Townsend Aero Museum, home to many old airplanes), not so well identifying old Russian airplanes. In the flying events Seth competed in the navigation and short field landing competitions. Other non-flying competitions included Pre-flight and Simulated Comprehensive Navigation. Seth enjoyed the competition and learned a lot by observing how other teams competed.

Grade wise he is maintaining a cumulative GPA of 3.6 and next semester will be taking Aviation

Safety, Advanced Aircraft Systems, CFI Ground, 737 Aircraft Systems, and a one credit class in Altitude Chamber training (always fun to watch your fingertips turn blue). In addition he's continuing as a Flight Team member.

In flight training Seth is about a third of the way through his Commercial Pilot curriculum and his major flight goal for the next semester is to complete the long cross country. He mentioned something about Montana's winter weather being a challenge. No kidding; it gets seriously cold and nasty there.

Dave Miller
Scholarship Chair

FAA Issues General Aviation Medical Rule

From FAA.gov website News, January 9, 2107

The Federal Aviation Administration (FAA) today issued a [final rule](#) (PDF) that allows general aviation pilots to fly without holding an FAA medical certificate as long as they meet certain requirements outlined in Congressional legislation.

“The United States has the world’s most robust general aviation community, and we’re committed to continuing to make it safer and more efficient to become a private pilot,” said FAA Administrator Michael Huerta. “The BasicMed rule will keep our pilots safe but will simplify our regulations and keep general aviation flying affordable.”

Until now, the FAA has required private, recreational, and student pilots, as well as flight instructors, to meet the requirements of and hold a third class medical certificate. They are required to complete an online application and undergo a physical examination with an FAA-designated Aviation Medical Examiner. A medical certificate is valid for five years for

pilots under age 40 and two years for pilots age 40 and over.

Beginning on May 1, pilots may take advantage of the regulatory relief in the BasicMed rule or opt to continue to use their FAA medical certificate. Under [BasicMed](#), a pilot will be required to complete a medical education course, undergo a medical examination every four years, and comply with aircraft and operating restrictions. For example, pilots using BasicMed cannot operate an aircraft with more than six people onboard and the aircraft must not weigh more than 6,000 pounds. A pilot flying under the BasicMed rule must:

- possess a valid driver's license;
- have held a medical certificate at any time after July 15, 2006;
- have not had the most recently held medical certificate revoked, suspended, or withdrawn;
- have not had the most recent application for airman medical certification completed and denied;
- have taken a medical education course within the past 24 calendar months;
- have completed a comprehensive medical examination with a physician within the past 48 months;
- be under the care of a physician for certain medical conditions;
- have been found eligible for special issuance of a medical certificate for certain specified mental health, neurological, or cardiovascular conditions, when applicable;
- consent to a National Driver Register check;
- fly only certain small aircraft, at a limited altitude and speed, and only within the United States; and
- not fly for compensation or hire.

The July 15, 2016 FAA Extension, Safety, and Security Act of 2016 directed the FAA to issue or revise regulations by January 10, 2017, to ensure

that an individual may operate as pilot in command of a certain aircraft without having to undergo the medical certification process under Part 67 of the Federal Aviation Regulations, if the pilot and aircraft meet certain prescribed conditions outlined in the Act.

The FAA and the general aviation community have a strong track record of collaboration. The agency is working with nonprofit organizations and the not-for-profit general aviation stakeholder groups to develop online medical courses that meet the requirements of the Act.

178 seconds to live—VFR into IMC

*from FlightSafety Australia
January 22, 2016*

Flights operating under visual flight rules (VFR) flying into instrument meteorological conditions (IMC) remains a prominent safety issue, with the [Australian Transport Safety Bureau](#) recording 111 occurrences over the last 10 years, investigating 18 serious incidents and accidents.

A decade after [publishing 178 seconds to live](#), we look back at our cover story from 2006 and the safety advice still relevant today.

It's an all too common scenario: a VFR pilot flies into IMC and needs help.

On average, Australian air traffic controllers are called upon once every 10 days to assist a pilot in deteriorating weather. Of the reported occurrences, 60 per cent are above cloud and can't get down. The remainder are either in deteriorating weather, in cloud or have reduced visibility due to smoke or haze.

It is a dangerous situation. American research shows that 76 per cent of VFR into IMC accidents involve a fatality. The dangers of flying VFR into IMC have been recognized for a long

time. Yet VFR pilots still fly into deteriorating weather and IMC.

From *Flight Safety Australia* January-February 2006...



Flight Safety Australia's cover from 2006

Some of these pilots may simply underestimate the danger and overestimate their ability to cope with flight in reduced visibility. The pilots of the 24 fatal aircraft accidents involving continued flight into IMC in Australia over the 10 years from 1992 to 2002 probably thought the same thing. Fifty-four lives were lost in these accidents.

At some stage in your flying you will encounter bad weather—unless you only fly on perfect weather days.

Spatial disorientation is the big danger. And it can happen a lot faster than you might think—just 178 seconds on average, about the length of a commercial on TV. That estimate is based on studies in the 1990s by aviation researchers at the University of Illinois. They took 20 VFR pilots

and got them to fly into IMC in specially programmed flight simulators.

All of the pilots in the study went into graveyard spirals that would have ended in uncontrolled flight into terrain or rollercoaster-like oscillations that became so intense that they would have resulted in structural failure of the aircraft.

In repeated tests on the simulator the result was the same—all pilots lost control of the aircraft. The outcome differed only in the time required before control was lost which ranged from just 20 seconds to 480 seconds.

A close look at one VFR into IMC incident illustrates the dangers.

In 1999, a pilot was conducting a visual flight rules (VFR) flight from Walgett to an airstrip near Merriwa. The Piper Archer had departed from Walgett earlier in the day, but returned a short time later when it was reported that weather at the destination was not suitable for VFR flight.

However, the pilot felt under pressure to complete the flight that day. He continued to monitor the weather by telephoning for weather reports from an automatic Bureau of Meteorology outlet and by contacting a friend near the destination airfield.

The aircraft departed again at 1415. But the pilot never reached Merriwa. The aircraft's wreckage was located two days later on top of a ridge, 3880 ft above mean sea level (AMSL) slightly to the left of the direct track between Walgett and Merriwa.

The Australian Transport Safety Board (ATSB) investigation found that the Piper Archer collided with trees during a right turn, at a rate of descent of about 2500 ft/min.

A post impact fire consumed the cabin and fuselage immediately behind the cabin. The pilot

and passenger escaped the wreckage; however, the pilot died from his injuries before rescuers could get to the accident site.

The pilot held a private pilot license for airplanes and a commercial helicopter license, together with a valid medical certificate. He did not hold an instrument rating and the aircraft was not approved for IMC.

Reports at the time of the accident indicated that the cloud base was 3600 ft AMSL, and that cloud was covering the ridge where the wreckage was found. The weather over lower terrain to the southwest of the accident site was suitable for VFR flight.

Once the aircraft entered cloud, the pilot was no longer able to rely on external visual references, and most likely became spatially disoriented.

Investigators noted that the pressure the pilot felt to complete the flight might have influenced him into choosing the shortest direct route over high terrain, with associated poor visibility, rather than the longer route further to the southwest, where clearer conditions prevailed.

Decisions, decisions

Just how different decision-making patterns affect safety was the subject of a recent ATSB report.

Three weather-related decision-making behaviors were compared: VFR pilots flying into IMC; a weather-related precautionary landing; and significant weather avoidance action.

The results suggest that the mid-point of the flight can be a 'psychological turning point' for pilots, regardless of the flight distance involved.

The VFR into IMC group had the greatest risk of a fatality or serious injury, while the

'precautionary landing' group had the greatest risk of some form of aircraft damage.

The chance of a VFR into IMC encounter increased as the flight progressed, until it reached a peak during the final 20 per cent of the flight distance. The results highlight the danger of pilots 'pressing on' to reach their destination.

A VFR pilot may exhibit a range of behaviors when faced with adverse weather. For example, at the first hint that conditions are deteriorating, a pilot may decide to immediately return to the point of departure.

At the other extreme, a pilot may 'press on' into deteriorating weather, either unable or unwilling to see the increasing danger of their actions, until the aircraft suddenly enters IMC.

A more typical scenario might involve a pilot who, in response to deteriorating conditions, initially continues the flight as planned, but later decides to return, divert, or perhaps even carry out a precautionary landing.

Chance can play a big part in the outcome as the following two accident case histories illustrate:

In case 1, the aircraft was on a private flight from Shepparton to Moorabbin with the pilot and three passengers on board. Before departing from Shepparton, the pilot had obtained an enroute weather forecast that indicated that VFR flight via the Kilmore gap was possible but that conditions were likely to be marginal.

On departure from Shepparton, there was scattered cloud at 2500 ft with a ceiling of approximately 4000 ft. Visibility was about eight km, with occasional rain showers.

As the flight approached Mangalore, the hills to the east and southwest were shrouded in low stratus. Abeam Seymour, the weather ahead

appeared to be closing in so the pilot began a left turn onto a reciprocal heading for Mangalore.

However, the weather had closed in from behind, and soon after completing the turn the aircraft was enveloped in cloud. The pilot contacted

Melbourne ATC and reported that he was in cloud with nil visibility. ATC advised him to concentrate on keeping the wings level, and provided radar vectors to ensure that the aircraft remained clear of high terrain in the vicinity.

Abeam Mangalore the aircraft broke free of cloud and the pilot was able to resume navigation. The flight continued to Shepparton and a safe landing.

This pilot emerged unscathed from a VFR into IMC incident because—luckily—advice and guidance were at hand.

In contrast, the pilot involved in the next accident, while initially slow to recognize deteriorating weather, made a wise decision to carry out a precautionary landing.

In spite of this, the aircraft was destroyed and the pilot and one of his passengers were injured.

The planned flight was from Bendigo to Albury. The area forecast indicated that the weather enroute would be okay for VFR flight. A cold front was moving slowly through the region from the southwest, but was not forecast to reach the area of the planned route until after the flight. The pilot did not hold an instrument rating but had completed three hours of instrument flight training.

The aircraft departed Bendigo at 11 am with the pilot, his wife, and their two children on board. It soon became clear that the front was moving much more quickly than forecast and that the

weather along the planned route could deteriorate below that required for VFR flight. The pilot decided to return to Bendigo and told ATC of his intentions.

A short time later the pilot again contacted ATC and advised that the weather had deteriorated further and that he was going to carry out a precautionary landing in the Rushworth area.

The pilot identified a suitable landing area and carried out a low speed pass to confirm the area was free of obstacles. He configured the aircraft for a precautionary landing and made a slow-speed approach to the field.

Just after touchdown the nose gear hit the bank of a ditch that was hidden by reeds and long grass. The nose gear was sheared off, and the aircraft continued for some distance before it overturned and came to rest.

The pilot and the front-seat passenger were restrained by their lap-sash seat belts, but the pilot suffered a fracture to his left arm. One of the passengers in the rear of the aircraft received minor injuries.

What happens when you enter cloud?

Our normal environment is with two feet planted firmly on the earth, clear vision of our surroundings, gravity allowing us to feel weight/pressure on our feet (with a force of 1 g), and our inner ears providing our sense of balance.

Orientation is achieved with 80 per cent of the input to your brain coming from your eyes (external visual references) and 20 per cent split between your inner ear and proprioceptive system (seat of the pants or what you feel).

When you are flying you are operating in an unnatural environment that can result in different forces.

Usually it is easy to orient yourself in VFR flight. You have visual reference to a horizon outside the aircraft, and in steady flight you only have a force of 1 g acting on you. Even pulling 2 g in a steep turn is usually not a problem as long as you can see a horizon to maintain orientation.

But when a VFR pilot enters cloud, the horizon disappears. Suddenly, 80 per cent of the input you need for orientation is lost. Worse, if your flight attitude changes, or you make any maneuver that results in forces of more than 1 g, your sense of balance will also change.

Spatial illusions and disorientation are created when the fluid of the inner ear responds to acceleration, deceleration, pitch, roll and yaw. It is very easy to find yourself in a gradual turn once you have lost the horizon. Your inner ears will simply not detect the change.

Even after a minor distraction in the cockpit, you can find that when you look back at the artificial horizon that there has been a slow, 10 or 15-degree bank angle introduced. You make control inputs to correct the turn. But without a view of the horizon you will be relying on your sense of balance provided by your inner ears. The problem is that the acceleration forces affect the fluids in your inner ears resulting in a sensation of turning in the opposite direction.

To overcome this illusion you might make a correction back to the original position. While this may feel better to you, the original turn has been reintroduced with the airspeed increasing and the altimeter unwinding rapidly.

The illusions can be so strong that many pilots will disregard their instruments, certain that they're wrong.

There is a simple way to demonstrate what it feels like to experience a slight disorientation or dizziness similar to the illusions that may happen in a cockpit in cloud. Sit on a swivel once chair

and tuck your feet under the seat of the chair. Close your eyes and place your head forward so your chin touches your chest. Hold onto the seat so you don't fall off and get someone to spin you around on the chair for 3 or 4 rotations (it doesn't have to be very fast).

Then lift your head up straight and open your eyes. You will feel a slight dizziness as the movement of the fluid in the inner ear was moved into another rotational plane when you moved your head. This is different to what your eyes were telling you.

If you are VFR and you find yourself in IMC you need to ignore your senses, and follow your instruments. Seek help from ATC if you can. And try to remain calm.

Some general principles of instrument flying need to be understood and followed:

- Trust the instruments and believe what they are telling you.
- Maintain a scan of the instruments.
- Do not dwell on one instrument for too long, and check the attitude indicator after you check any other instrument.
- Use smooth and gentle control inputs to get the aircraft to do what you want.

One of the keys to avoiding a VFR into IMC incident is to be able to recognize deterioration in the weather while there is still time to make a safe diversion. This is often easier said than done, but there is evidence that in-flight, weather-related decision-making can be practiced and learned.

Research by the US Federal Aviation Administration has found that experienced pilots generally use the following indicators to assess in-flight weather changes:

- Lowering cloud base.
- Rising terrain.

- Darkening clouds.
- Increasing cloud cover.
- Reducing visibility.
- Rain showers.
- Changes in wind direction and speed.

A change in three or more indicators was sufficient for the experienced pilot to initiate a diversion to an alternate or a return to the departure aerodrome.

You should monitor the weather behind your aircraft. There is no point deciding to turn back to find that the weather behind the aircraft is as bad as it is in front—or worse.

Always give yourself time to make informed decisions. If the weather appears to be getting worse, slow the aircraft down (use flaps and lower the gear). The slower speed will usually improve your forward visibility and give you more decision making time. It will also reduce your turning radius if you have to maneuver in a tight space.

The safest thing to do is to cancel a flight if the conditions look like they might become marginal. But it can be a difficult decision because you might have a lot of time and effort invested in the flight, and there may be friends and family counting on you.

Remember, your primary responsibility is your safety and the safety of your passengers.

Preparation: The key, of course, is to avoid deteriorating weather or IMC in the planning phase. Thorough weather planning and an extensive understanding of weather forecasts and meteorological conditions help pilots determine whether the weather is acceptable for VFR flight.

The weather on the TV usually gives a satellite image and a surface chart. Get to know what they mean and use them to check the weather around you even when not flying to give you an

indication of how frontal passages and cloud bands evolve.

However, when you do commit to going flying make sure you get the relevant aviation forecasts you need and update them through FLIGHTWATCH.

You can also call ahead to your destination to find out actual weather or check with ATC to hear from pilots flying along the route.

When you are planning to take others on a private flight, make sure they understand the importance of the weather conditions, and tell them that you will cancel plans if the weather is not suitable. If someone has to be home by a certain time, make sure they understand this might not be possible.

Preparation is the key. Have the current maps and charts to ensure you have the latest information about airports, NAVAIDS and facilities available, including ATC frequencies.

Learn how to obtain weather and NOTAM information, and always submit a flight plan. Use ATC flight following services enroute. Call FLIGHTWATCH for updates of weather reports. And remember to always set the altimeter within 100 nm of the position of your aircraft to ensure you are flying an accurate height.

It all comes down to thorough preparation, alternate plans and timely decision-making. And decisions have to be constantly reassessed based on the current situation—looking and planning ahead is essential. Problems occur when pilots fail to make a decision. It's vital that you constantly consider your options and that you are prepared to act swiftly.

Think could I get through there—have I got an escape route? It's okay to turn around. It's okay to consider that I won't make my destination.

It comes down to thorough preparation, a range of alternate plans and timely decision-making.

Available from our Members

Garmin color GPSmap 295

Vern Sprague has a new GPS Garmin 295 for sale. Value \$360. Phone 360-683-7571

dollyvern@olypen.com

Sky Raider Kit for sale

Mel Rudin writes:

Bill Hancock was one of the early members of 430. He was building the Sky Raider for his personal fun plane. Unfortunately he died before he was able to complete the project. His widow, Sylvia, would like to get the use of her garage back; consequently she would like to find a good home for the project.

The Sky Raider is a single place, high wing, tail dragger that looks like a small Piper Cub. The fuselage is steel tube with aluminum longerons. The wing has two aluminum spars with wood ribs. All framing construction is complete; and all fabric and finishing components are stored with the kit. What remains to be completed is the cabin floor, instrument panel, selection of instruments and an engine with accessories. The engine that is currently with the kit is a Rotax 277. It is out of production. The best option is a Rotax 477 which is in production and was a recommended option for the kit.

I will be glad to take any interested parties over to see the project. Sylvia doesn't want a crowd so we'll do it in 2s and 3s. Contact Mel Rudin at rudin@olypen.com

Aircraft hangars for sale at the Port Angeles Airport. Newer, well built. Now just \$31,000 each. Call for brochure or more information. Alan Barnard, Windermere 360-461-0175

Large T Hangar for rent at Diamond Point Airport. \$200.00/month. George Llewellyn 360-477-8180



Lancair 235, O-235 LCE2 engine, aircraft 275 hrs since new & SMOH, hangared in Port Angeles. All electric instruments; no vacuum pump. Wooden cruise prop. A good airplane that cruises at 156 kts on 6.5 gallons per hour. 32 gallon fuel. Contact Bill Bartlett for more information at wbartlett@msn.com

EAA CHAP. 430 Monthly Meeting Minutes

Date: November 19, 2016 at Hangar 15 SVA

Meeting called to order at 10:00 AM by President Dave Moffitt followed by the flag salute

New Members: Stan Tomich and Robert Fuller

Communications: We have made a filing with the state to change wording of our corporate filing to accommodate the IRS requirement regarding final distribution of assets should the chapter dissolve.

Minutes of last meeting stand approved

Treasurers Report: Treasurer not present

Projects: Stan Tomich is working on his KitFox kit he has recently acquired. Ernie Hansen is progressing on his exp. super cub at Diamond Point. It is reported that Jim Bettcher is on his way back from Tenn. with a Glass Star.

Memberships: Bob Hicks not present, but we have the 2 new members

Activities: Holiday party coming up December 3 at 5:00 Cedars at Dungeness Golf Club and we will have Toys for Tots plus Santa! Tickets \$30 with choice of meals.

Young Eagles: No current activity but a presentation was made to the PA Kiwanas Club as they were unaware of the Y.E.

Tech: None

Scholarship: None

Old Business: 501(c)3 awaiting IRS response. Election of new officers: Pres. M. Radford, VP Jim Rosenbrugh, Sec. K. Brown, and treasurer Harry Cook. Dan Donavon moved to close nominations. All nominations accepted by unanimous vote. Scott Brooksby is offering a ground school 5-7 pm Tuesday and Thursday, call him if interested.

New Business: Coffee will be provided by Mary Kuntz that will be brewed by same and not purchased from Starbucks. Donations still accepted!

Meeting Adjourned: 10:20 followed by Jim Rosenburgh's Flying to Canada presentation, procedures to accomplish same. very informative, good job Jim!

Respectfully submitted,
Norm Coote
Secretary

27 signed in for attendance

Note: General Membership meeting minutes are now included in the monthly Newsletter. Minutes of the monthly Board meeting are also available to chapter members via login at the *Members only* page of the chapter website:

http://www.eaa430.org/users_Login.php?accesscheck=%2Fusers_Profile.php

If you are a chapter member and do not yet have a login to the Members page, you can register with your email address to create a login, at http://www.eaa430.org/users_Registration.php

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