



**What Happened to all the Airline Pilots?**



*I'll fly almost anything. This a Gyrsaker Hybrid Falcon.*

When I was growing up in Alaska (West Virginia didn't count. Haha, there weren't any airplanes to speak of in WV). Back in the early 70's Vietnam was over and the military was letting pilots out at an alarming rate and the airlines were glad to get them. That isn't so anymore. Then, there were so many pilots it was impossible to get a job without knowing someone. Then deregulation, mergers, layoffs

and really messed up the airlines. Some made it for a whole career but many didn't.

When we were kids we grew up looking at the skies and the noise from and airplanes going over, wondering where he was going, what he was doing and what type of airplane is that? General Chuck Yeager from WV was a National Hero breaking the "Sound Barrier". Things like that got kids interested in someday flying. The News was all about aviation and the accomplishments that were going on everyday.

I remember my first flight on an Eastern Airlines Lockheed Electra. Man was I excited. ( I later flew them for 12 years) Who knew?

I use "HE" because that's the way it was. Mostly still is a "man's" profession but that is changing. Yes, women do well in today's environment but not then. Get those girls interested. They are such good pilots, very attentive to details and very good relating to other crew members in the cockpit. Very important in todays aviation environment. Don't forget, during WWII women flew the same airplanes men did but NOT in combat. Stereotyping at its best. After the war it was back to the house. Later things changed. Women have just as much opportunity to have an aviation career as men.

So where have all the pilots gone? What happened?

Well, it's a long story but basically kids aren't as curious as they were back then with airplanes. The news media only covers airplane crashes, dang it. And thank goodness, there are less of

those events. Airlines and airplane flights are so common flying is not so interesting anymore.

Oh, it's still interesting to you reading this article, but you got to put yourself into these kids' shoes today. How many times have you seen a kid ask to see inside the cockpit lately? We used to have them up in the cockpit all the time. That's how future pilots are found...looking inside the cockpit as they walk by to the passenger area. The Mom or Dad would say let's look at the cockpit. If some little guy or gal walked by the cockpit door and looked in and any of the pilots ever saw that, we would immediately have asked them to come on in. We would light up the whole cockpit with the warning lights, bells and voices from who knows where! Heck, I still look in the cockpit when I go by.

A friend of mine's son at the age of 31 decided to become a pilot for a living. His Dad is an airline pilot and has been all his life and his son's life. This young man just thought flying was common place. His Dad's answer to the statement was "you could have figured that out 10 years ago." Now here's what you have to do to attain your dream. (Both of Tom Hart's sons did the same thing). But for whatever reason growing up this kid didn't want to be a Career Pilot. Until one day it got him bad. He decided that was for him. Flying was truly for him. It's what he wanted to do. No holding back. Less than a year after the declaration he has his first flying job. Towing banners on the Jersey Shore. What fun! He is now he is on his way. He has a Burning Desire to be a pilot. He will be a pilot. He is a Pilot (Not a Driver). I hate that term. And from what I hear he is a good one (PILOT).

The way I got hired to fly floats with No Float Rating is I had been seen flying all over Alaska and was still alive. That's a good criterion I guess. LOL!

What's cool is during this day and time in aviation history is we have the biggest shortage of Pilots ever.

Now this kid went to Oshkosh for years. Not on the airliner but in J-5's, Brunerwinkle Bird Bi-planes. He even flew his Dad there a couple years ago.

The Young Eagles Program is a great venue to find that one in a 1000 kid that might want to someday pursue an aviation career. It would be nice if the schools offered field days to the aviation museums and airports.

Heck only less than 1% of the populace are pilots. Why? Many don't have the opportunity to get into aviation. Unless! Unless! They have a *burning desire* and are encouraged by their parents, supported by grandparents to be interested in flying, or going somewhere new all the time in an airplane or just being a pain in the ass hanging out at the airport begging rides for washing an airplane, cutting the grass, anything to get money to get a flying lesson. That's what future pilots do.

If the kids just ask for a ride that's cool, but make him work for it. If he is serious he will figure out how to pay for the gas. He'll figure out how to get to the airport, he'll figure out if he works a little and has some money he can get a ride and some instruction.

Heck, my late father-in-law started flying at 16, was a WW II Pilot, and Captain for Alaska. When he figured out he was going to fly DC-3's from Anchorage to Fairbanks and back for several years he started his own airline hauling freight, and Alaska went by the way side. That's right, he didn't actually quit he just stopped flying Alaska's freight and started flying his own. Get it? He loved to see new areas and things on his own terms. He had so many stories we would run out of time every time the family got together for dinner talking about planes and flying. One of his sons is a B-747-400 Captain, the same son's wife was a Bush Pilot and later a B-737 Captain, is Daughter (Kathy) married me, a Bush Pilot and B-747 Captain, Retired. His other Son

is a top Aviation Mechanic, etc. Pilots all around.

I was talking to him one night and found out one of the lakes I was going into in the Brooks Range he flew in all the stuff that I was hauling out some 40 years later. Little did I know that would happen. I did it on Floats in the summer, he flew it in with a DC-3 on skies. How much flight time he had is unknown. He flew all the time. His airplanes, Alaska's airplanes and when times were slow at his place and Alaska, he worked for others at 85 hours a month. As many as three outfits a month or more if he could do it.

Pictures I had of airplanes on my walls at home he would go look at and comment that he flew that airplane. That is the type of interaction the young guys and gals need to spark that fire. The young kids of today need guys and gals to show them how fun flying is. They have to want it though. You can't force it. You could buy them a rating but if they didn't earn it then it doesn't mean as much.

One thing comes to mind of what happened was the pay was so low, conditions of the apprentice so bad, so many regulations rules and so on really stymied many aspiring pilots. But the ones that got consistent support from mentors and had a *burning desire* to be a pilot made it. Many are stories that you would not believe. Like a float plane pilot in the oil fields of Louisiana that got hired at Delta and retired at Delta. From floats to airliners. Go figure... A duster pilot that was making 20 bucks a day flying all day got hired at Delta and retired at Delta. A duster pilot!! Heck they don't know how to talk on the radios. Many Bush Pilots that got hired at Reeve and retired at Reeve were ex-military pilots.

In Alaska Pilots are everywhere. All of us flew to fly and kept at it. Were we or they better than anyone else? NOPE. They just had one thing in common...A *burning desire* to be a Pilot. Some people say he's a pilot cause he's lazy. That isn't true. Piloting an airplane is work but

its so dang fun no one calls it work. Bob Reeve Said: "Flying Beats Work". Yea, ask him that when he was flying his Boeing Tri-motor ( now in the Boeing museum) into a mine out of Valdez, AK. And is stuck in the soft snow. Ya, the Regulations won't get any fewer, the requirements for pilot any less, but the pay is dramatically going up. Supply and demand. I worked several jobs to make a living in this profession. That is not necessary anymore. Starting pay is up like any other trade. Make no mistake, this is a trade. We used to say: "The only way to the Left Seat is thru the Right Seat apprenticeship". As a copilot, I was often reminded I was the only one in the cockpit on OJT (On the Job Training).

Ya, college degrees are still required. I never got one of those. I was lucky to make it out of the 10th grade. But most people aren't working in the field they chose in college anyway. So take that degree put it in your back pocket and go fly your ass off and get the minimum time requirements and never give up on your aviation dream. Don't get caught up in staying at one outfit forever either. But get something out of every job, then move on to what's best for you.

Another thing that happened is, we take flying for granted as a society. It's almost as common as going to get in your car. The pendulum swings both ways. The pilots will once again be respected for what they do. I don't know what happened there but I guess it got so safe and reliable people likened flying to a bus ride. Ya, right. I always thank the pilot for not killing me after landing.

Example, when I was five years old we used to go to the airport to look at airplanes. Before that people used to go to the railroad station and watch trains. Now to get someone to look up to the sky it requires some guy doing loops, rolls, spins, with lots of noise and smoke. I still look up no matter what, just because. So if your talking to me and I hear an airplane I no longer am listening to you. I'm listening to what the

engine sounds like, is it a radial? Which way is the plane going, how high the plane is and what kind of airplane is it. We used to play that game when I was a kid in West Virginia. I bet you did also. Piper, Cessna, Bonanza! Tail Dragger? Wow! An airplane! Look!

In Anchorage, Alaska people actually go to Lake Hood in the long Summer evenings, (the busiest Seaplane Base in the World, ATC Tower Controlled) with a pizza and refreshments, just to sit on picnic tables by the water lanes and watch the float planes come and go. Wondering all the time, what fun are they going to get into? Or grading landings. I am guilty of this many times, as many dates with Kathy started out that way. We later on took our boys and girls to the Lake to watch. By then they were watching me come and go.

I wasn't a float plane pilot when we were dating, but I did have a tail dragger. So she decided I was alright. We would fly that airplane everywhere. Go look at Moose and Bears in the evening, eat lunch on a sand bar somewhere at the base of a glacier, fly down to a secret beach and dig clams, eat lunch on the tail. Then repeat all that with our sons and daughters.

So no wonder three out of five people in Alaska have their Pilots Certificate. Imagine that! Maybe that's the key. If everyone is interested in flying sees people flying everywhere then more kids will be interested. They say you can stand on the street corner in Nome, Alaska, swing a dead salmon in a circle and 3 of 5 people you hit with it would be Pilots. Why is that? Because there are pilots and their planes everywhere you turn.

Airplanes are not Rich Guy play things in Alaska. Airplanes are everyday tools to get to where you need to go. Hunting, cabin, fishing, trapping etc.... Because it's the ONLY way to see the Alaska Bush.

Not all pilots in Alaska are cool, but if you're a pilot in Alaska you're probably cool. Pilots still supply "Bush Alaska" with all supplies needed to live. Pilots landing where they do to bring those supplies is often a landing strip in the middle of no where. Or a small no name lake or creek. If you could not land you would carefully throw the supplies out. Sometimes it worked good; sometimes the supplies landed in a thud and broke all over the place. Like the live turkeys Reeve Aleutian Airways threw out of a DC-3 to the villagers on St. Paul Island one time just before thanksgiving. Not knowing turkeys don't fly well. Note: Reeve had DC-3 rigged with a mail drop system because in the early days there wasn't a runway on St. Paul Island.

All villagers and all the kids turn out to see the plane and the pilot upon landing. Ha, I have NEVER seen a Pilot not show a kid the airplane no matter how big a hurry he was in. The villagers all want to shake your hand. Asking, do you have newspaper? The answer always from me was, yes. Everyone shakes your hand for landing with their glove off. (The custom in the Alaskan Bush in winter when shaking hands is to take your gloves off). I have refused to shake peoples hands here in the Lower 48 if they offer their hand with a glove on. Just habit.

If you want to FLY, you will find a way. If you really want to learn HOW to FLY, go to Alaska. Tom Hart used to say: "Flying the Chain" (the Aleutians) was a good place to learn HOW to Fly. If you know a kid or grand kid take them to the airport. It doesn't have to be a Young Eagles program, just you showing your enthusiasm towards aviation and playing games with them in the car maybe just enough to get them going. See you at the airport I'll be the guy looking up at the sky.

Again, get a kid excited about flying. She or he may or may not continue an aviation career but you did your part in exposing the Fun and Joy you have in flying.

Don't forget the Air Affair coming up this next weekend. It's getting bigger and bigger every year. Good weather or not, show up.

I still think there ought to be an Outhouse Flour bombing contest.

Mike Radford

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\*Phones area code 360 unless otherwise noted

### 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
August 26-27, 2017 0900-1600 Sequim Valley airport	Olympic Peninsula Air Affaire. EAA 430 members are encouraged to participate in ground display of experimental aircraft. Volunteers are always needed to man the chapter information booth.
September 9-10, 2017 Hood River, OR (4S2)	Fly-out to Western Antique Aeroplane and Automobile Museum show and Fly-in
September 30, 2017 Sequim Valley Airport Hangar 10	Monthly EAA 430 chapter meeting. Program TBD.

### Eclipse 2017!

By Paul Kuntz, John Meyers, Dan Masys, Andy Sallee, John Cuny, and Ken Brown

The Great American Eclipse on August 21, 2017 was widely advertised as a once-in-a-lifetime event, and the path of totality crossing our nearest neighbor Oregon made it a natural magnet for EAA 430 aviators. Here we offer the trip reports and photos of chapter members who

flew to it, flew through it, and drove to see it from the ground.

From Paul Kuntz:

In May 2017, right after I realized there was going to be a total eclipse, I ran across the web site for the FBO at the Madras OR airport, saying that they were taking reservations for the large number of aircraft expected to fly in for the event. Being right on the centerline of the path of totality, Madras was a prime target for eclipse watchers from all over. I booked a spot, which covered the period from Thursday through Tuesday. I figured it would be OK to fly there on Sunday morning, observe the eclipse on Monday morning, then fly back to Sequim Monday afternoon. A primary objective was to minimize the number of nights camping out by the plane, since Mary is definitely not a camping enthusiast and I need to do what I can to maintain her tolerance of my airplane obsession. During the week leading up to the eclipse, the weather was looking good for the entire area, but the persistent forest fire haze was a bit of a concern.

On Wednesday the FBO sent out an email notice with a NOTAM for the arrival procedure and temporary tower, not unlike Oshkosh, but with assigned arrival times. I had put a Sunday arrival in my reservation, so I was assigned an arrival time of 12:12 PM, amongst a constant stream of arrivals every three minutes over a several hour period. I didn't like that prospect, so I talked to Mary, who agreed that we should move our Madras arrival to Friday.

So, we left Sequim at 1130 on Friday for an uneventful flight over the top of a fairly solid undercast that ended at the Columbia River, then clear skies into Madras, between two fire fighting TFR's -- one to the north and one to the west of the airport, about 25 nm away. On arrival the temporary tower was not operating yet, and there were only about twenty aircraft lined up in what was described as "grass" on the web site, but was more accurately "dirt with potholes".



*Paul with Pipistrel and tent*

There was an adequate number of port-a-potties on hand, several food vendors, and a large number of optimistic booths pedaling eclipse t-shirts and assorted memorabilia. There were no showers, but the FBO was very friendly and accommodating, and had their office and restrooms open from 5AM to 10PM every day. They had a beer garden of sorts in one of the two large hangars, where they had local bands playing music in the evenings (not bad, actually). There were a number of shuttle bus routes to and from the town of Madras and into surrounding areas. In addition to people camping by their planes, the airport had places for drive-in tent and RV camping. A huge encampment of tents and RVs was located on a large farm a couple of miles north of the airport, which held probably ten- or twenty-thousand people, and another large encampment on the fairgrounds in town. By then end of the day on Friday, there were still less than fifty aircraft tied down.

On Saturday morning a few more planes began straggling in. Mary and I took the shuttle to town, visited the fairgrounds briefly, walked through the town for a look around, had some lunch and eventually caught the shuttle back to the airport, where we hung out at the beer garden and talked to some of the others who had flown in from California, Oregon and Washington. There was growing vehicle traffic on all the roads in the area, with long lines entering the camping areas. By Saturday evening about 150 planes were on the ground, including a few jets and light twins. The crowd was still pretty sparse at the

airport, however, which was disappointing all the food and merchandise vendors.

On Sunday aircraft arrivals began picking up, eventually developing into a steady stream of arrivals very minute or two. We spent about three hours at the Erickson Aircraft Collection, located in a large new hangar at the airport. They have a very nice collection of warbirds, including some rare examples (P-39, P-40, Japanese Oscar, P-38, PV-2, Martin Mauler, Grumman Duck and more). Most are flyable. Late Sunday afternoon they flew a P-38, P-40, Corsair, P-51 and P-47). By Sunday evening the available parking space on the airport (ramp, gravel and dirt) was full of airplanes and tents.

On Monday morning, everyone was up early and hustling to get camping gear packed in the airplanes while setting up chairs and various forms of camera equipment to observe the eclipse event. More airplanes began arriving about 5 AM, including several charter jets that offloaded VIP passengers into a couple of large semi-trailers that appeared to be equipped with air conditioning and refreshments to keep the VIPs cool and contented while us common folk lounged in the dust. The FBO personnel managed to squeeze in twenty or twenty-five aircraft more than their planned max capacity.



*Darkness approaches Madras from the West*

The edge of the moon began to appear over the disk of the sun shortly after 0900, with totality occurring at 1019. Aircraft arrivals continued until about 1000. The smoke from forest fires

created a slight haze that was pretty thick to the west, but it was not evident looking east toward the sun. I wasn't equipped to get useful pictures of the eclipse itself, but I took an interesting slow motion video with my iPhone of the shadow sweeping in from the west. It was about four or five seconds from the time the shadow hit Mt Jefferson (27 nm west) until we were in totality at the airport.

The ambient light level did not start to dim noticeably until the sun was nearly fully covered perhaps two or three minutes before totality. In the last 30 seconds the air temperature began to drop noticeably. During totality it felt more like dusk than night, with a couple of planets visible. The sight of the sun's corona was absolutely awe-inspiring, with streams of light extending outward to two or three sun diameters from the black disk where the sun should have been. Pictures just don't capture the experience of being there in person. After just over two minutes of totality, a bright flash of light at the edge of the black disk brought the light level quickly back to normal, and then it was a somewhat anticlimactic rewind of the preceding hour as the moon moved on to the east. By 1130 it was all over and the scramble to depart began.

The FBO had the departure pretty well organized, and handed out slips of paper on Monday morning prior to the eclipse, with block departure times for 15-plane groups. Our early arrival on Friday got us a slot in the second group, departing at 1200. We were packed and ready to go, so as instructed we pushed the plane back and swung it around to line up between lines of parked aircraft. After the first group began to move out, I started my engine, but then had to sit for five or six minutes until my Rotax oil temperature was warm enough to let me add the nearly full power that it took to break free of the divots in the dirt that my wheels were sitting in. The Cessna pilot next to me who was trying to get out of his parking spot wasn't happy, but there wasn't much I could do about it. We taxied across the dirt to the paved taxiway and lined up,

then had to sit for about 30 minutes while several VIP jets were cleared to back taxi one by one all the way from the opposite end of the runway, turn around and take off. I guess they all had places to be and things to do, but meanwhile I was worriedly watching my CHTs climb steadily into the yellow. Fortunately as I was about to shut down, the temps began to stabilize and held just short of the red until the parade of Gulfstreams, Lears and Citations concluded. After that, the good folk in the temporary control tower got us on our way quickly. By 3 PM we were on the ground back in Sequim. I'm certainly glad we weren't part of the miles of bumper to bumper traffic we could see on the roads below us.



*Paul and Mary in Madras*

Was it worth the trip? Absolutely! In addition to the spectacular eclipse experience, we met a number of very friendly and very interesting people from around the US and a few foreign countries. The small staff at the FBO did a phenomenal job of preparing for, and pulling off, a very significant logistical challenge. Mary is glad that we went, and was a good sport throughout, but after three days and nights of portapotties, bugs, snakes, no showers, sleeping on rough ground with a barely adequate air mattress, and changing clothes in a tent just tall enough to sit up in, she has made it crystal clear that camping is the other once-in-a-lifetime

experience that she chalked up on this little adventure.

It's nice to be home again with some great memories to cherish.

Cheers,  
Paul

From John Meyers:

Trip Report – Flying to and from ECLIPSE 2017  
– Oregon Coast

The Pacific Northwest weather window was good for Eclipse viewing trip from home (WA59 – Rakes Glen) to vicinity of Newport on the Oregon coast, Monday August 21, 2017. We departed around 8 am. with Chehalis (KCHS) as an intermediate destination. Skies were clear although we looked down upon foggy spots over Puget Sound. Our mission objective was to enjoy the event along the line of “totality” then scoot back home.

We landed KCHS as comfort fuel stop... added 5 gallons... not much but also was a reset for biological needs to plan non-stop into eclipse, then home with no stops. The departure timing was calculated to arrive just north of Newport OR with 10 minutes to spare. Several planes departed KCLS with same idea in mind.

Enroute to ONP VOR, we observed lots of traffic visually or on traffic device heading south. I learned a new term for the various tablet or installed traffic displays... now called “fish-finders” (heard on ATC).

We flew at 7500’ and arrived just north of ONP VOR to stake out our piece of the sky ... and loiter for a few minutes awaiting the event. There were about 6 airplanes in our proximity as indicated on fish-finder. Now and then we could catch a visual on traffic. Up high, there were contrails indicating some unusual turns by those observers.



From Chehalis, I communicated with SEA Center for traffic advisories. They were really busy and declined others of flight-following soon after we were on frequency. North of ONP VOR, he announced “radar service terminated”... very understandable. We found the alternate Center frequency serving ONP and Salem... and just monitored that busy channel. I had a video and audio recorder running to capture the event with moderate success in the end.

[Editor’s note. Note: See John’s real time cockpit video and radio and cockpit audio on YouTube at:

<https://www.youtube.com/watch?v=GVo5eV0RQZI&feature=youtu.be>

Hint: it gets verry interesting at about 8 min and 30 seconds into the 13 minute video...]

During our delay orbits, we could see the onset of shadow... thence totality. We headed eastbound with the shadow ... darkness was upon us. There was twilight around the full horizon, the distant volcanic peaks of Hood and Jefferson glowed orange.

On the radio, there were a few exclamations of joy and wonder as the event unfolded, interspersed with the usual ATC functions. Up high, several airliners requested 360’s to share event with passengers. As totality abated, we were treated to the diamond ring effect bathing us in something that looked like light from an arc lamp. Then all was back to normal.

Ooh’s and Aah’s were shared with wife and self during the event. As we headed north, someone on frequency thanked ATC for putting on such a fine show !

We joined Dan and Linda Masys for lunch at OS9 on the way home... we didn’t know they were out there with us, but enjoyed debriefing and sharing the eclipse experience upon return to home turf.



*Eclipse glasses on, John and Allirie Meyers and RV-6A at Spruce Goose for post-eclipse repaste*

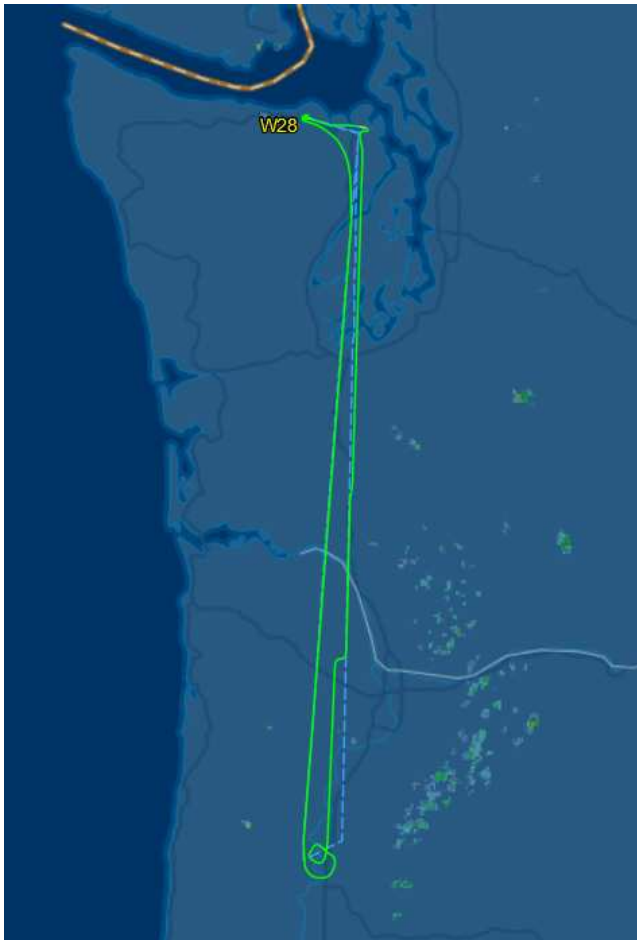
John Meyers

From Dan Masys:

Paul Kuntz’ descriptions at EAA 430 chapter meetings of his experience of the 1979 solar eclipse made it seem like a not-to-be missed opportunity! Since my wife Linda and I have always taken time to view meteor showers, unusual conjunctions of planets and the moon, and other cosmic entertainment, we put it on the calendar for August 21 many months ago.

At the same time, the prospect of clogged roads and price gouging locals in the path of totality made a surface trip unappealing, so we decided to just wait till the appointed day and see if the weather would be flyable. Flyable it was, and we planned and flew a course almost due south, crossing the centerline of totality just a few miles south of Salem, OR.

The online flight planner predicted an hour and 23 minutes enroute on a line that would put us about ten miles beyond the eclipse centerline, and our plan was to turn back to the northeast to put the moon-on-sun at 45 degrees to the right of our course line, for Linda to get the best photos. (Like everyone else, we found getting good eclipse photos, especially from a moving aircraft, is just about impossible without special lenses and filters, so we just have mental pictures of the most spectacular sun views.) We lifted off from W28 at 8:50 a.m. and headed south.



*Flight track of N104LD to eclipse centerline and back, from Flightaware.com*

We had unexpected tailwinds at 11,500 and were cruising with a groundspeed of just over 200 mph, which was too fast, so we pulled the throttle back to lengthen the time enroute. (I can't believe I just wrote that; first time ever wanting to go slow on a cross country.)



*Linda dons the eclipse glasses to check progress of the moon's shadow across the sun.*

Right on schedule, at 9:05 the moon began to eat an ever larger crescent out of the sun. We expected it to get progressively darker over the next hour, but as everybody else has observed, daylight persisted till the sun was more than 95% covered, and it was only in the last 2-3 minutes that dusk became gray and then became night time. Both the onset of totality and its end seemed shockingly fast. Being on the centerline we got a full 2 minutes and 1 second of complete coverage of the sun, but the experience seemed like 30 seconds!



*Sunshine off to the east, night time above*

Within ten miles of the centerline of totality, we also encountered a swarm of traffic! It was good to have ADS-B out and traffic display from ADS-B in, because there were targets to dodge at all IFR and VFR altitudes, including a hot air balloon at 10,500 feet that became completely invisible when darkness came. Yikes!



*Balloon on its way to becoming invisible at 10,500 feet.*

I had thought that by being up at oxygen altitudes we might have some room to spare, but there were relatively high speed targets moving in all directions.



*Descending to avoid traffic conflicts near Salem, and picking up more as we descended...*

I am also glad we were not listening to the Center frequency as John Meyers was, because if I heard the transmission “jumpers away!” in the darkness of totality over the Willamette valley, the pucker factor would have gone up quite a bit!

Viewing the sun at totality defies being captured on film, since the eclipse viewer is being plunged into a surreal environment that envelopes one completely, and the intensity of the black disc surrounded by a thin, brilliant white rim is both too dark and too bright for cameras to register correctly. That makes the in-person experience all the more memorable.

Our flight back to the northern Olypen was uneventful, and on landing at Jefferson County we were delighted to meet up with fellow eclipse flyers John and Allirie Meyers returning in their RV-6A. Comparing notes from our flight experiences that morning, it was clearly thumbs up all around.



Dan Masys

Andy Sallee

From Andy Sallee, we got a short note saying simply that he flew through the eclipse at 37,000 feet. On a little further investigation, what Andy meant was that he and wife Jane were on the special Alaska Airlines flight that departed Portland early Monday and headed out over the Pacific to view the eclipse at ‘first touchdown’, when the angle of the sun was low. As far as we know, the Sallee’s were the only ones from Sequim to get liquor-filled boxed chocolates and a visit to a donut wall as part of their eclipse experience.



*Andy and Jane join the fellowship of eclipse glasses Selfies aboard Alaska Airlines.*



*The unique night sky with distant sunshine at totality, from 37,000 feet.*

John Cuny represented the ground troops of EAA 430. On behalf of the Flower Power generation,



he and wife Sherl drove to camp on the ranch of friends in Amity, Oregon in their VW microbus. John writes:

The trip was great. We had a perfect spot. Total eclipse! Wow, what a sight! I couldn't get any good photos of the eclipse but I'm sure you have seen many. We did have a great time and as a topper we got to see this magnificent herd of elk on the way home.



Oh, and here's John's eclipse Selfie:



The astute reader will note that no pictures of the actual eclipse, whether partial or total, were submitted by our "totality goers". For those we are indebted to Ken Brown, who stayed home in Sequim and captured these:



And the many moons projected on his house siding, pinhole camera-style:



Thanks to all who contributed their words and photos for this fun, rare astronomical event!

### Available from our Members

**Garmin GTX 327 transponder.** Solid state 250w digital transponder, 380 hrs TTSN, current model, removed from RV-12 during avionics upgrade. New costs \$1850.00; this one yours for \$500. Includes installation manuals, tray, connectors, operating manuals, assistance with installation if needed. Dan Masys [dmasys@uw.edu](mailto:dmasys@uw.edu) or 360-797-3260.

**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

**Smith Mini Biplane kit, construction of body and wings completed.** Need a winter project? Sheet of AD 2024 025 Alcad included for cowling. Call 360-681-7427 with reasonable offer.



**Titan Mustang Kit #162.** 70% complete; basically fully assembled up to the firewall. Avionics not installed. Aluminum fuel tanks installed, vice plastic factory tanks. Can be delivered locally without taking off outer wing panels. Log and photos provided. \$49,000. Gordon Tubesing 386-569-6524.



**EAA 430 member Mel Rudin is parting out his Velocity,** and offers the following components. Contact Mel at [rudin@olypen.com](mailto:rudin@olypen.com) or 360-461-1691 for more info:

Avionics (all with trays)Bendix-King

KX 155 with glideslope KI 209	\$2500
KY 97A Comm	\$1500
KT 76C Xponder	\$500

PS Engineering audio panel

PMA 6000 with Marker & Intercom	\$750
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Approach interconnect IFR/HUB \$325

Approach 18" cables for all of above \$300

Total Assembly \$5875

UMA Instruments Electric 2 1/4 " dia.

Airspeed 40-200 kts \$200

Altimeter 0-10,000 pt scale in/hg

VFR only \$150

Manifold pressure 5-35 in/with sender \$125

RPM with sender and tang adapter \$200

Other

Dynon EFIS 10A internal battery and external remote  
compass \$1250

Lighting dimmer solid state 2 circuits with pots &  
knobs \$75

Electro luminescent light strips (two) 1.5" x 18" with  
power inverter \$150

Air/oil separator –

RMJ-AERO for Lycoming \$125

Engine mount Lyc/I/O360 for

Velocity/Cozy \$500

Usher gasolator- with Curtis valve \$40

Weldon boost pump B81z0-J 4.5 psi \$400

Plane Power Voltage regulator R1224 \$90

B & C alternator L-40

with mount bracket \$200

Starter relay \$5

Battery relays (2) \$15 ea.

Odyssey Battery PC680 (2) \$60 ea.

Odyssey Battery box (holds 2) \$25

Whelen strobe power supply (comet) \$200

Whelen strobe/position lights

A600 PG/PR shielded, cables included \$250 ea.

Positech oil cooler - 10 row (2) \$150 ea.

Pitot AN5813-1 24v heated, used on twin Cessna with  
9" mast & nose adapter \$750

Ameri-King 12v to 24v converter 551-9 \$100

Headsets (4) \$50 ea.

2A shoulder harness "Y" (2) \$30 ea.

3A lap belts, use with 2A (4) \$30 ea.

Diagonal shoulder harness (2) \$15 ea.

*MORE TO COME.....*

## EAA Chapter 430 Membership Meeting Minutes

Date: 7/29/2017

- Jim Rosenburgh presided (President in Alaska on a family matter)
- Pledge Allegiance
- Introduction of Guests
- Total attendance was 26 members and 9 guests.
- Guests were:
  - Roy Runyon
  - Tom McDonald
  - Tracy Boulton
  - Wayne Pinger
  - Greg Shippie
  - Mike Hersey
  - Mike Friend (EAA 406)
  - Richard Pearlman
  - Jerry Stiles.
- Approve Minutes:

- Revisions/Corrections as published in the newsletter:
- Reports:
  - Treasurer: Harry Cook Total of the accounts is \$5896
  - Young Eagle: Lee Runion (August 12<sup>th</sup> W28)
  - Tech Advisor Dan Masys
- Project Reports: (members open forum)
  - James (Composite's lab will be having an open house on Saturday 8/26 at KCLM to show and tell. Fun outing.
- Old Business: none
- New Business:
  - Volunteers to help with the booth setup at Air Affaire and to staff the booth.
- Comments from the Membership:
  - Dan Masys gave a short commentary on the ADS-B rebate program and a short how-to (based on his recent experience) on the process to achieve the requirements for the rebate. Q&A followed.
    - FlightAware.com if you create an online IFR flight plan your ADSB will be tracked
    - PlaneFinder.net for following friends
  - Next Chapter Meeting- (August / dark) September 30<sup>th</sup>
  - Next Board meeting Mariner's Café August 11<sup>th</sup> 0900-1000
  - Air Affaire August 26-27<sup>th</sup> (Saturday & Sunday)

Close of the business meeting

There was no presentation. Falconry presentation was not available and DVD player not found for backup video presentation.

Announcements:

- There will not be a chapter meeting in August. The Air Affaire (8/26-27/2017) will be our monthly meeting. Volunteers are needed to setup the booth (8/25<sup>th</sup>) and staff the booth for the 8/26<sup>th</sup> and 27<sup>th</sup>. In addition, the chapter would like to have airplanes on static display at the booth.
- Next BOD meeting will be on August 11<sup>th</sup> at the Mariners Café
- Volunteers are need for the following chapter positons:
  - Programs & Activities chairperson
  - Coffee Wrangler (everybody likes coffee and cookies)
  - Raffle Manager (if we want this activity)
  - The Chapter Secretary positon will be on the ballot for 2018

Potluck followed.

Respectfully submitted,  
Ken Brown  
Secretary

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>

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 the website.