



EAA 430 Flyer

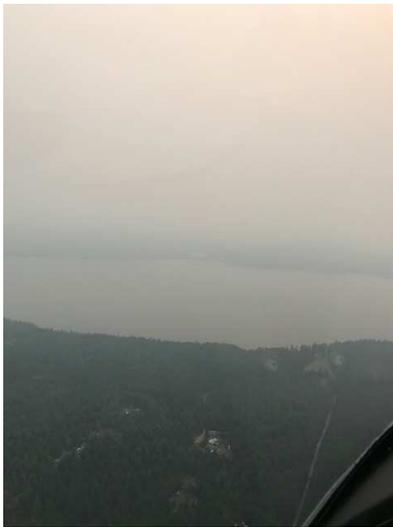


Experimental Aircraft Association Chapter 430

Serving Sequim, Port Angeles and the Northern Olympic Peninsula.

VFR?

What we take for granted on Reference outside the window.



Boy has it been smokey the last two weeks. I was up in Alaska and heard one of my friends say it smokey down here. I had no idea the extent of the smoke.

Many pilots look up at the sky and hear an airplane go over head and

can't see it. Or can barely make it out in the smokey haze. Do you know what FU means on the METAR report? What 2 ½ miles really looks like inflight?

Well, I got back from Alaska. I had a flight back to W28 that afternoon and the first thing I did was to fill the airplane. If I took off I wanted fuel to be my last thought for a 30 plus minute flight back to W28.

Now understand I have been flying IFR most of my flying career. I have over 28K hours of flying. When you get airborne in marginal weather you must have an out. If in this case the smoke gets so bad you have to go IFR more less you had better know what you're doing. I like to

stay in view of the ground and other references. Like buildings on the coast line, boats on the water, etc. I don't like crossing open water when its marginal visibility and the altitude has to be so low there isn't an out.

So, there you are flying along and the weather visibility gets so bad you have to turn around. You are on the shore line...which way are you going to turn? Out over the water? Toward the coast? If you think you can maintain level flight and NOT lose 10 feet of Altitude in a 30-degree bank at 100feet AGL, go ahead but I bet you can't. The accepted way to turn is toward the shore. This type of turn will give you many visual references. References that you have been taking for granted all your flying life. Turn out over the water and all those references go away. The smoky ski meets the water and it's the same color. The view out the front window, the side window, etc. is now really limited. Now your view is 2-3 miles and mostly at an angle: "slant Vis". No mountains to look at. The shore progressively comes into view SLOWLY. You don't get to see any references. Until they are on you. Just like at night. Do that at night and you are not going to last on this side of life very long.

Don't forget about the possibility of another plane coming the opposite direction at the same altitude. You better make sure all your lights are on. Oh, and if you're doing this over land remember the towers. They have guy wires!

Well, I filled the plane up. Checked the weather along my route, looking at the web cams at all the airports along the way, then determining that the weather along my flight path was better the further North I went. I launched. I had a plan to

go up the shoreline, not crossing Puget Sound on a direct route to W28. I had also watched airliners departing from SeaTac and noticed the altitude they disappeared at.

Now after listening to the ATIS at Boeing the weather had gone IFR. What is IFR? Any portion of the ATIS in this case below VFR minimums. It was 2 ½ mile vis and clear. Ha, what a weather report!

What can you do to get out of an IFR airport? You can get a “Special VFR” departure. The hard part of getting out are the IFR arrivals and departures. You have to get the Special and get in line for departure. If you have to come back you have to get a special also. You may not be allowed in for some time and be asked to hold outside the zone. Or you are number three inline on the special request. You better have lots of fuel. The IFR guys get priority.

I was lucky, I know the system, and have done hundreds of “Specials” I asked the tower when I got my “Special” if there were a lot of Inbounds. They said “Nope. You’re number one.” Cool!!! I did my run-up. Completed the checklist and blasted off. As I expected the smoke was pretty bad but the air was dead smooth. Inflight visibility was about 2 miles up and down along the route. I was looking out for other traffic, and lo and behold there’s a Turbine Otter coming at me. No lights on. I proceeded up the coast, I got the ATIS for Paine Field and then contacted Tower and got permission thru there area. I then crossed over the short span of water at 1700 FEET MSL. No problem at that altitude I can glide to either side from half way to Whidbey Island or Paine Field area.

So, I made it back to W28 only took a few more minutes than normal direct.

For you new pilots, you’d better not do this. You just plain ol don’t have the experience to keep the plane level and think about your next five moves

at the same time. Seen it tried and it’s never come out good. GET IT!?

I had breakfast with a couple at a Lodge in the Brook Range, AK one morning. They proceeded to go out and hit a mountain at full speed. There were already several accidents in the Brooks Range that week. Bad weather all...sheep hunting season had begun.

Things to study...

- Special VFR requirements? When it comes into play. Things the Approach Control or tower will tell you to do. What’s it all mean? You better have a pen ready to copy the clearance. It will come fast.
- Inflight VFR requirements? What are they for Day and Night Flying?
- What are the fuel requirements for departure and arrival day and night?
- FAR requirements of a water crossing altitude in a single engine airplane. (Big One around here)

Please make sure you have the dates marked on your calendar to attend the first VMC Club meeting in Sept. It is September 12 at 7pm @ Mariners Café. Be there! Tell other pilots. If nothing else you will get to do some great hangar flying!

Ray Ballantyne can answer your questions about Special VFR he was Tower Chief at the busiest float plane base in the World; a unique experience. As an example: when I went up to Alaska last week, we went to Lake Hood and watched float planes coming in for an hour one right after the other non-stop. Beavers, Otters, Cubs, Sedans, Maule’s, 185’s, 180’s, 206’s. Landing long, short, step turns, etc.

See ya at Air Affaire this upcoming weekend. August 25. Hey about the Air Affaire? I have been asking to have a flour bombing contest.

That's where we fly with a passenger and throw out a bag of flour at an outhouse. The closest team wins. There are some rules but not many. Just be safe and no one goes below 100 feet and no diving at the outhouse from high up. No taking doors off either. Some airplanes are not allowed door removal. If you're wondering why, it because someone tried it already and almost crashed. There is a charge of 5 bucks and a prize at the end. Money should be donated. Any suggestions on that are accepted!

Mike Radford
President, EAA chapter 430

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EAA CHAPTER 430 2017 BOARD & OFFICERS		
PRESIDENT	Mike Radford	907-360-8182*
Vice –PRESIDENT	Jim Rosenburgh	681-0973
SECRETARY	Ray Ballantyne	683-8571
TREASURER	Harry Cook	907-978-8750
Events & Programs	Lee Runion	425-282-9122
Tech Counselor & Flight Advisor	Jim Cone	775-0311
Tech Counselor	Dan Masys	797-3260
Website Editor	Ken Brown	681-8796
Newsletter Editor	Dan Masys	797-3260
Membership	Bob Hicks	452-9399
Merchandise	John Meyers	477-1354

Young Eagles	John Meyers	477-1354
Scholarship	Dave Miller	452-7136

*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
Saturday-Sunday, August 25-26, 2018 9:00 a.m.- 3 pm. Sequim Valley Airport	2018 Air Affaire. Antique plane exhibitions, classic car show, hot air balloon rides, helicopter rides, remote control aircraft, aerial demonstrations, aviation crafts, music, food and more. See http://olympicpeninsulaairaffaire.com/ For details. EAA 430 members needed to staff the chapter booth.
Wednesday, September 12, 2018 7:00 p.m. Mariners Café, Sequim	First meeting of the EAA 430 VMC Club. All are welcome!
Saturday, September 29, 2018 10:00 a.m. Sequim Valley Airport hangar 10	EAA 430 monthly chapter meeting.

Donna Sommer receives national EAA award at Oshkosh 2018

Reprinted from the *Sequim Gazette*
by Erin Hawkins
Tuesday, August 21, 2018

To sum up her life and love of aviation in a few words, Donna Wilson-Sommer says, “It’s been a joy ride.”

A Sequim resident, Wilson-Sommer said aviation has been her life for many, many years. If her love of flying isn’t evident in her numerous years of piloting, becoming an active member of several aviation organizations or if the plane props and aviation decor that fill her Sequim home aren’t enough, the 2018 Major Achievement Award she received on July 28 at the Experimental Aircraft Association (EAA) Chapter Leaders Breakfast in Oshkosh, Wis., confirms her passion for all things planes



At 84, Wilson-Sommer said receiving this kind of award made her feel like royalty.

“I felt like Cinderella at Disneyland,” Wilson-Sommer said when she received the award at the breakfast.

Nine EAA chapter leaders were recognized for his or her contributions to the promotion of aviation in their local communities, and Wilson-Sommer was one of the few recognized. She has been a member of the Washington Pilot Association (WPA) and EAA since 1972 and joined the Sequim EAA chapter 430 after she and her second husband Trent Sommer moved to Sequim in 1998.

Not only was she congratulated by other leaders and members at the breakfast, she also earned a special visit from the commercial pilot that flew her plane on the way to the award ceremony. Wilson-Sommer said she mentioned her travels to the stewardess on the plane and before she knew it the commercial pilot came to shake her hand, and at the end of the flight invited her to take a visit — and seat — in the pilot’s cabin.

“It was an experience,” she said. “That kind of respect, you can’t buy it.”

Finding her wings through mourning

Wilson-Sommer married her first husband Harold Wilson in 1956 and they became active in aviation in 1960 after returning to the Seattle area where they were active with the Navioneers and WPA.

She said her inspiration and love of flying started by sharing the passion with Harold and it was after his death at 45 that she was inspired to earn her private pilot’s license in 1980 as a widow caring for three children.

“I was mad at death,” she said. “I had no idea I’d ever fly.”

She also took over Harold's WPA Treasurer term after his death and served as the WPA State president from 1985-1987. She also served as the vice president of EAA 430 from 2003-2005.

Later in life, two of her sons joined her in the Civil Air Patrol Seattle Composite Squadron where she was trained to be a search and rescue pilot and observer. She also joined the Greater Seattle Chapter of the International Women's 99's and was the project organizer for painting the Sequim Valley Airport name.

"I had a chance to blossom and be somebody," she said. "I turned my 'cant's' into 'cans'."

In her years of piloting, Wilson-Sommer flew all over the country. She later met her second husband Trent Sommer and knew they were a match when they discovered each other's love for flying.

"We were made for each other," she said.

They married and moved to Sequim and became a big part of the aviation community, opening their hangar for EAA 430 meetings, where it is still the chapter's home until present, and Donna developed a passion for the Young Eagles and continues to volunteer her time to the program.

Other achievements

Wilson-Sommer held several different careers throughout her life, working as a contract draftsman for engineering firms, drawing plans at Todd Shipyard in Seattle and later worked for WACO Airplane company at Renton Field to redraft plans purchased from the Smithsonian for the WACO UPF-7.

She also earned other numerous awards in her lifetime, including: the Dick Corey Distinguished Service Award in 1984, Pilot of the Year Award in 1987 and 1988, the Bernie Lyman Award for contribution chapter size, strength and purpose in 1996; The Washington State Division of Aeronautics awarded her the Gerber Memorial Award in 1984 and Aviator of the Year Award in 1988, and she also won the the President's Award for outstanding support in 2000 from EAA 430.

She also says she is a good organizer, and organizing monthly summer potlucks at the Sequim Valley Airport in her and Trent's hangar. At 80, she and Trent started building an RV-12 plane in their hangar together. She said the Sequim Valley Airport is a great asset to the community.

"It's been my life," she said. "I've had a family of support."

Her last flight she took she said she flew as a co-pilot in the plane she and Trent built in 2016. In her free time, Donna also enjoys watercolor painting commissioned portraits of planes.

"I've had an exceptional life," she said. "I've had so many fun experiences with people."

Available from our Members

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, Professional Realty Services 360-461-0175

EAA Chapter 430 Membership Meeting Minutes

Date: July 28, 2018 Location: W28 Hangar 10, 10:10 a.m.

- Chapter President Mike Radford opened the meeting with the Pledge Allegiance
- Introduction of Guests:
 - Mike Larue – Bend, OR
 - Jerry Stile – Diamond Point, WA
 - Tom Klein – Sequim, WA
- Treasurer Report: Treasurer report and budget information is located in the MEMBERS ONLY section of the eaa430.org web site.
- Chapter General Meeting Minutes: Are available on the web site, and are included in the newsletter. There were no changes or corrections to the minutes. Motion made, seconded, & voice approved as published.
- Membership: Bob Hicks reported we now have 99 paid members.
- Young Eagles: Our next event is on August 4th at Sequim Valley 0900-1400
- Chapter Merchandise is available from John Meyers.
- Project Reports: (members open forum)
 - Harry Cook:** Harry reported on a few remaining minor squawks he is fixing.
 - Red Hausler:** Red reported he had good news and bad news. The good news, he sold the Kitfox. The bad news, he is now without an airplane.
 - Ernie Hanson:** The Cub wings are covered and he will be starting on the fuselage soon.
 - Dave Miller:** The RV-14 is masked and ready to go to the paint shop. We should have pictures at the next meeting.
- **Old Business:**
 - Reminder of the upcoming VMC club. Announcement will be forthcoming.
 - Jim Rosenburgh made a short presentation to the membership about the chapter sign. He asked the membership for any input they may have on a design. Jim has a sign board and as soon as we get a final design he will coordinate with the sign shop to have it made.
 - Donna Sommer received the 2018 Chapter Major Achievement Award this morning, July 28, 2018 at a breakfast ceremony at Oshkosh.
 - **Diamond Point airport appreciation day August 11, 2018 1000-1500. (\$5/pp)** If you are flying in please be there by 0900. Details at 2WA1.org or 2WA1.com.
- **New Business:**
 - Emily Westcott gave a short presentation on the upcoming Sequim Air Affaire. There will be a committee meeting at the airport trailer on Tuesday, August 14th at 4:30 pm. She said the chapter will have its same location for our booth. **Volunteers are needed to set up the booth Friday night August 24th and to man the booth on Saturday and Sunday.**
 - There will be no Chapter 430 meeting in August because of the air show.

Break for coffee, cookies & donuts

- **Raffle:** The raffle was won by a member whose name escapes me (sorry). A total of \$41.00 was added to the scholarship fund. Thanks to everyone who participated.

Social Meeting and Presentation:

Lee Runion gave an excellent presentation on the AOPA Air Safety Foundations Nall Report. His presentation focused on the type flying our members do and what phases of flight pose the greatest challenges.

The meeting concluded with an excellent “pot-luck” and good fellowship.

- Next BOD meeting will be August 17, 2018 0900 Mariner’s Café Sequim
- Next General meeting will be September 29, 2018 1000
- Don’t forget we need volunteers for the Air Affaire on August 25 and 26.

Respectfully submitted,

Harry Cook for Ray Ballantyne, Secretary EAA430

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.