

CLALLAM COUNTY PILOTS ASSN/ WPA

NEWSLETTER

CCPA meets on the third Thursday of the month, 7PM, Rite Bros, KCLM

Please Note: Because of technical requirements our August 21st meeting will have to be held at Coldwell Banker.

AUGUST 2014 EDITION

Officers

President	Jerry Nichols	452-5403
Vice President	Gary Johnson	452-2340
Secretary	Mike Kitz	457-3035
Treasurer	David Miller	452-7136
Board Member	Robert Hicks	452-9399
Board Member	David O'Donnell	477-3319
Newsletter Ed.	Gene Rimov	452-2806

WASHINGTON PILOTS ASSOCIATION



Our August 21st meeting will be held at 7:00 pm at Coldwell Banker, 1115 E Front St, Port Angeles.

At our August meeting

How To Fly the B-29 Superfortress: B-29 Flight Procedures and Combat Crew

Functioning

Official Training Film

TF1-3353

1944

War Department

Confidential

First Motion Picture Unit

Army Air Forces

This Youtube production is a digital image and sound restoration done in 2012. For all you history buffs this is a video that is well worth seeing. As you all know the B-29 was a technical revolution at the time. It was not an easy aircraft to fly. It is obvious that the War Department put in a lot of extra effort to make this film an excellent training device.

Thanks goes to Bob Hicks for recommending it. Since showing this film requires the use of the internet, please remember that our August 21st meeting will be held at Coldwell Banker where the proper technical resources are available.



Bob Hicks

At Our July Meeting . . .



Jeff Well, FBO

On July 17 the CCPA general membership met with Jeff Well, FBO, to determine how he felt about a bicycle trail around the airport just outside the perimeter fence. Jeff's response was enthusiastic. The problem seems to be that with only one entrance to airport businesses, additional access with a trail suitable for both pedestrians and bicycles makes his business more visible and more accessible. It would also make businesses on both sides of the airport more accessible to each other.

Jeff had a number of recommendations about this project:

1. Don't try to do everything at once. Take small steps.
2. Keep expenses down. Perhaps CCPA can take on some expenses.
3. Keep commissioners informed and airport businesses informed.
4. See if volunteers can be used for labor.
5. Don't worry about the tread being perfect. Get the trail established first.
6. Let's get to work and make some progress.

Jeff Well, RITE BROS, is located on the south side of KCLM. Is there any business on the north side of our airport that is interested in the Pilots' Loop Trail? Well it turns out there is!

Wanda Smith depends to a certain extent on folks who walk or bike to her brewing company from the Olympic Discovery Trail.

Her brewing company has a tasting room and an outside beer garden that looks out at the airport. However, for bikers and hikers to get from the ODT to the brewery demands that those who take this route go through a major obstacle course in the form of overgrown brush and tall grass.

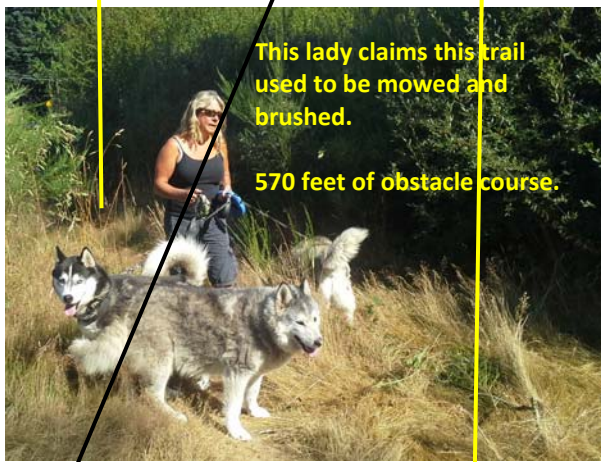


Clearing up this 570 foot long "obstacle course" could be the first project in establishing the Pilots Loop Trail. "The obstacle course" used to be brushed and mowed and is the only thing in the way to accessing a large part of KCLM's industrial park. Let's talk about this at our August 21st meeting.

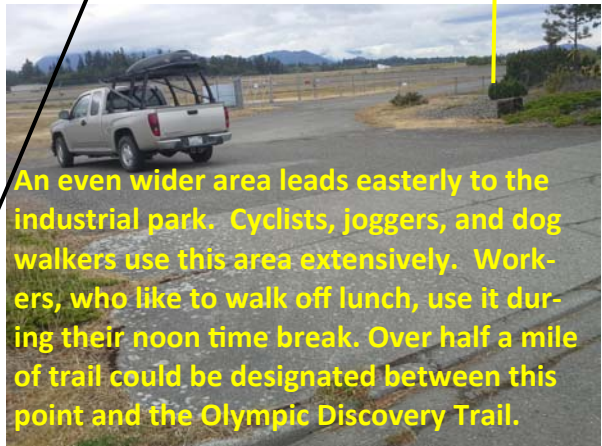


Olympic Discovery Trailhead at 18th Street and Milwaukee DriveAbout 100 yards from Runway 13/31

A nicely paved trail follows the obstacle course as one travels east.



This lady claims this trail used to be mowed and brushed.
570 feet of obstacle course.



An even wider area leads easterly to the industrial park. Cyclists, joggers, and dog walkers use this area extensively. Workers, who like to walk off lunch, use it during their noon time break. Over half a mile of trail could be designated between this point and the Olympic Discovery Trail.

. . . And where is Twin Peaks Brewing and Malting Company?

PROGRAMS:

Aug 21: Bob Hicks B-29 Training film

At the moment we don't have a program for September. Do you have program that would be of interest to CCPA?

SAFETY BREAKFASTS:

**7:30 AM
Aug 8 & 29
Sept 12 & 26**
Safety Breakfasts are held at Fairmont Restaurant, 1127 Hwy 101 W, Port Angeles on the second and last Friday of the month.

Executive Board Meetings: are held on the first Wednesday of the month at 7pm at Coldwell Banker, 1115 E Front St, Port Angeles. All CCPA members are welcome to attend.

**Sept 3
Oct 1**

If you have a desire for a particular program or wish to present one, call Jerry 452-5403.

August 2014

SU	MO	TU	WED	THU	FRI	SAT
					1	2
3	4	5	6 Executive Board	7	8 Safety Breakfast	9
10	11	12	13	14	15	16
17	18	19	20	21 B-29 Training Film	22	23
24	25	26	27	28	29 Safety Breakfast	30 SAF
31 SAF			SAF means	Sequim Air-Fare		

September 2014

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3 Executive Board	4	5	6
7	8	9	10	11	12 Safety Breakfast	13
14	15	16	17	18 General Membership	19	20
21	22	23	24	25	26 Safety Breakfast	27
28	29	30				

**Will the Pilots Loop Trail Make Any Difference In Our Environment?
Is It Necessary to Have an Environmental Impact Statement to Take Down the Lincoln Park
Trees? (An Editorial)**

In attempting to answer these two questions I simply would like to refer our CCPA membership to the book, *Climate of Extremes*, by Michaels and Balling Jr. (Copyright 2009 by CATO Institute). These two authors make a very strong case that at the moment our government is unbalanced in the number of extremist climatologist setting environmental policy. So far predictions only 10 years in advance seem to be excessive as to how fast sea level is rising or how warm our climate is becoming. Their position is that, "yes", global warming is taking place, but not necessarily at the predicted rate. And, yes, people in the past have felt that the climate has also gone haywire. The authors' position also indicates that radical departures from our fossil fuel based technology will cause more harm than good, but by using our present day and developing technology we might solve some of the problems caused by global warming. It is a most interesting book and I highly recommend it.

"Will the Pilots Loop Trail Make Any Difference In Our Environment?" If the effect is positive, that effect will be so small as to be unmeasurable. However, we can make a case that if enough folks use their bicycles instead of their cars on our trail, then the carbon footprint left behind would be less than if the trees in Lincoln Park had been left standing and no loop trail had been developed. A bicycle used on level ground is a more efficient machine (80%-90%) than the average car (perhaps 30%), or a diesel car or truck (perhaps 40%), or a hybrid car or truck. A bicycle used on level ground is even more efficient than a person who walks or jogs. However, those trees in Lincoln Park are very inefficient in using the sun's energy to convert carbon dioxide to oxygen (somewhere between 1% and 3%). In fact, the seaweed/algae in the sea produces approximately 90% of the world's oxygen from the carbon dioxide produced by animals and energy production. All we can do is believe that we are making extremely small unverifiable progress towards reducing that carbon footprint and that's all.

"Is it necessary to have an environmental impact statement . . ." I really don't think so. Let me give you an example. Using only a Memorandum of Understanding (one paper) Clallam County installed over six miles of paved bicycle trail on the unused railroad grade north of Lake Crescent in Olympic National Park. When this project was completed, a new superintendent, Karen Gustin, was installed as the head of ONP. Karen seemed totally opposed to completing the last 3.5 miles of trail to connect to the existing Olympic Discovery Trail. So two environmental statements and thousands in expenditures later, she relented. The political pressure from the county's cyclists was unrelenting; the completion of the connecting trail is now under way. So what about those trees in Lincoln Park? Why not take all possibly future offending trees down now, especially since the FAA is pressuring the city for their removal and the airport has been shown to be a necessary part of the North Olympic infrastructure. There really isn't any other choice. If the county can remove trees from a far larger project without an environmental impact statement, why can't the city of Port Angeles do the same?

Gene

