

CLALLAM COUNTY PILOTS ASSN/ WPA

NEWSLETTER

CCPA meets on the third Thursday of the month, 7PM, Coldwell Banker, Port Angeles

Only this month we will be manning the POPA booth in Puyallup

If you can help, please call Jerry Nichols 452-5403

NW Aviation Conference and Trade Show , February 25 and 26

Officers

President	Jerry Nichols	452-5403
Vice President	OPEN	
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



Are you going to the . . .
**NW AVIATION CONFERENCE and
TRADE SHOW ?**
Sat Feb 25 and Sun Feb 26

Come join CCPA as we man the Port of Port Angeles information booth. There's lots to tell attendees about Port Angeles and KCLM. Pilots who fly into Port Angeles may not realize the area around Port Angeles is quite wild compared to the rest of Washington. Wild animals migrate between Olympic National Park and Forest and properties on the outskirts of the city. With a wet climate there are many waterfalls to view. The ocean strip along the west end of the Olympic Peninsula is one of the wildest in continental US. There are lots of opportunities for recreation such as boating, hunting, and fishing. So come on over.

PUYALLUP, WA | FEBRUARY 25-26

save the date for the northwest's premier aviation event

NORTHWEST AVIATION CONFERENCE & TRADE SHOW

ADMISSION: \$5/DAY
Kids 17/under **FREE** | Parking **FREE**
BOOTH SPACES AVAILABLE
Call for info: 360-427-5599

Photo credit:
TAC-AERO

FRI FEB 24 8:00 - 15:00 5th Annual Aviation CAREER FORUM Jobs, education, military transition,	SAT FEB 25 8:00 AM - 17:30 Refresher Clinic IA MAINTENANCE FAA maintenance renewal series;	SAT/SUN FEB 25/26 SAT 4 sessions SUN overview PILOT SURVIVAL WORKSHOP	SAT/SUN FEB 25/26 SAT 9:00 - 17:30 SUN 10:00 - 16:00 2017 NW CONFERENCE AND TRADE SHOW	SAT FEB 25 9:15 AM - 12:15 PM RUSTY PILOTS FORUM AOPA will help you understand what's changed in aviation
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Mike and Darcie, Please forward this to the CCPA Board.

Thanks,
Andy

To the CCPA Board,

I often enjoy reading your newsletter. In your January newsletter under: CCPA Board Actions, Announcements, and Discussion, in items numbers 3, 5 & 6 you talk about the need to get pilots to attend safety forums. I absolutely agree and feel this is important. What happened to John and his passengers was absolutely tragic and it is important to continue efforts to help prevent this sort of thing from happening in the future.

The hardest part about meetings is so many of us are tied up with jobs, raising kids, travel and more that its difficult to impossible to attend most meetings, myself included, on any sort of regular basis unless one is retired. Increasing membership and having more participation would help enhance aviation safety. Most pilots under 50 are active on Facebook. A CCPA Facebook page would be helpful if updated frequently with meeting notices, local aviation announcements and safety articles.

The web page http://www.wpaflys.org/Chapters/Clallam_County/Clallam_County.html is good and might be even more effective with having more photos and a explanation of what the organization does and how it benefits pilots at the top of the site.

A simple post card type mailer such as the one I have attached oriented to joining the WPA and CCPA that could be sent to all non member pilots in Clallam County might be helpful in attracting new members.

I think the idea of Safety Breakfasts are great but I wont attend most as I am not generally a early morning person and often out of town or busy with other projects. I will attend in the future on the occasion that I am free.

I would also place free a link to the CCPA on the www.sequimvalleyairport.com website "Home" page and some CCPA info on the Sequim Valley Airport's Facebook Page if the CCPA board wishes. We currently have a EAA 430 link.

Keep up the good work and we appreciate what you are doing for our local aviation safety and pilots.

Andy Sallee
President
Sequim Valley Airport
[\(360\) 670-3083](tel:(360)670-3083)



The CCPA board's answer to Andy Sallee's letter is on the next page.

Andy Sallee <sequimairport@gmail.com>

Hi Andy,

Thanks so much for your letter concerning both safety and the reported aircraft accident occurring on December 29th on the Dabob Peninsula. Your letter of encouragement to the CCPA board to keep stressing safety was very much appreciated. The fact that you took the time to write your letter, is as far as we are concerned, a real boost to all those who feel that safety is a very important aspect of flying.

If we are to look at a worse case scenario, that would have to be a collision between a private pilot's aircraft and a commercial passenger aircraft. We suspect that such an incident could have a real impact on both the commercial pilot community and the private pilot community. But lessons learned from any aircraft accident is also an opportunity to learn how to make our skies safer.

Thank you for all your suggestions. We need to take an active role in creating opportunities for pilots to consider safety, whenever they are restoring, building, testing, or flying their aircraft. The CCPA board very much appreciates your interest. Thanks so much for your letter!

The CCPA Board

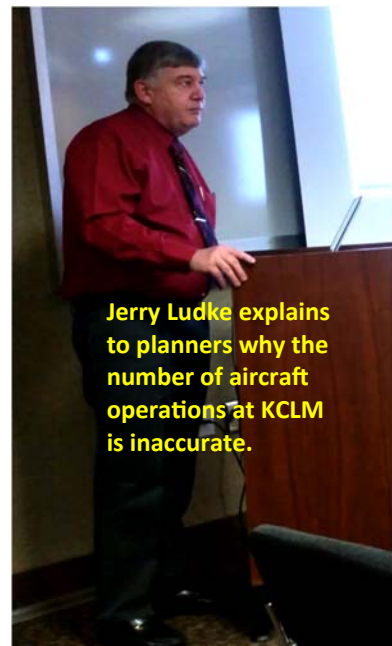


Public Hearing on Jan 9 (5 Year Strategic Plan)

A few CCPA members attended this hearing to find out that use of William Fairchild International has not been monitored accurately. As a result of this finding it was realized that an automatic way of recording take offs and landings needs be installed.

And, yes, the Lincoln Park trees were again discussed. As a result of this discussion the Port Commission and the City of Port Angeles met at a later date and agreed to take these trees down.

The CCPA board is anxiously waiting to see action taken on both of these items. When there is no action, KCLM can lose Federal Support for future maintenance on all or even part of Runway 8 / 26. However, this time signs are very hopeful.



January 9 Strategic Plan (continued)



Reid Middleton



Connie Beauvais

Steve Burke

Karen Goshen

John Nutter

Colleen McAleer

John David Crow at hearing



Mel

Jerry

Gene

Bruce

At Our Safety Breakfast, February 9th . .

Since the weather has been snowy, slushy, and slippery around Port Angeles, we reviewed an accident report that occurred in similar conditions.

A Beech 58 took off near Denver with slush on the runway that was ½ to 1 inch deep. The report stated that when the pilot had become airborne, his windscreen was completely covered with slush. So he immediately

set the plane down which by this time had drifted over the grass. The plane struck a runway light and, there was extensive damage to the aircraft itself. So the problem was what should the pilot have done?

First it was determined that the Beech 58 was a twin engine aircraft with contrarotating props. It also was determined that the nose gear picked up much of the slush and then the contrarotating propellers threw the slush and dirt into the windscreen. The faster the aircraft went, the more slush there was to hit the windscreen. One other consideration that needed to be determined was the dimensions of the runway. Was this an 11,000 foot runway or the shorter runway of an outlying field? It was also determined that the pilot knew that there was an unacceptable amount of slush on the runway, but somehow he felt he needed to chance it.

Suggested courses of action: The pilot knew that the runway condition was unacceptable and thus he should not have even chanced it in the first place. Most agreed that once airborne he should have stayed airborne, announced this emergency, and stayed in the pattern. If there was traffic in the area, another pilot might follow and even give some good suggestions. Hopefully, by the time our pilot turned base, much of the slush would have been blown off with an acceptable view to the side and perhaps a partial view straight ahead. Once airborne, the pilot monitors any instruments that would help determine the aircraft's attitude.

Last, there was discussion concerning the condition of the airport right here in Port Angeles. We, too, have had slush on our runway. There was some discussion concerning announcing runway conditions on our ASOS. We need to find a way to warn arriving aircraft. We need a faster or better way to remove snow and slush.

One other item was brought up. It seems that there has been action towards recording landings and takeoffs automatically. That's very good news.

PROGRAMS
February 25 and 26
NWAC&TS

March 16 Practical Risk Management: Takeoffs and Landings

SAFETY BREAKFASTS are held on the second and last Friday of the month at Priscilla's Cruise In Café
 2341 E Hwy 101, Port Angeles, @ 7:30 AM.

February 10 and 24
March 10 and 31

EXECUTIVE BOARD Meets on the first Wednesday of the month @ Coldwell Banker, 1115 E Front St. Port Angeles

March 1
April 5
 All CCPA members are welcome to attend. If you wish to present a program, please talk to Jerry Nichols 452-5403

If you have not paid CCPA/WEA dues, it would be very much appreciated if you did!

Thank you.

February 2017

SUN	MO	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24 Safety Breakfast	25 NW Aviation Conference and
26 Trade Show	27	28				

March 2017

SU	M	TUE	WED	THU	FRI	SAT
			1 Executive Board	2	3	4
5	6	7	8	9	10 Safety Breakfast	11
12	13	14	15	16 Landings Takeoffs Mr. Hicks	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31 Safety Breakfast	



The good news is that Bob Hicks is out of his walker. He's also able to drive. So that's cool! However, we hope there were no bad vibes when the snow hit. Nice job, Bob!

On March 16 Bob will be presenting one of the King School programs on "Practical Risk Management". In the past Bob has done an outstanding job of preparation. This will be an important meeting for all CCPA members.