

**CLALLAM COUNTY PILOTS ASSN/ WPA
NEWSLETTER
JULY 2011 ISSUE**

**CCPA meets on the third Thursday of the month, 7PM, Rite Bros, KCLM
This month we meet on July 21, 7pm, Rite Bros, KCLM**

Officers

President	Jerry Nichols	452-5403
Vice President	Gary Johnson	452-2340
Secretary	Mike Kitz	457-3035
Treasurer	David Miller	452-7136
Board Member	Blake Baumstark	457-4939
Board Member	Robert Hicks	452-9399
Board Member	Dava McNutt	460-7979
Board Member	David O'Donnell	417-4741
Newsletter Ed.	Gene Rimov	452-2806



**What a fine week, June 21—June 25
COLLINGS FOUNDATION
WINGS OF FREEDOM
We all had a great time!**



WOULD ANYONE LIKE TO DESIGN A PATCH?

Chapter 430 EAA has a fine patch. Some are embroidered on a baseball cap. Some are truly a patch and are glued or sewed on various pieces of clothing. Would someone in CCPA like to design an appropriate patch?

There are many appropriate themes. For instance, since CCPA has been very successful in having the Collings Foundation return on a regular basis, perhaps a portion of our patch could reflect that. Are we the Witchcraft chapter?

Perhaps, since we have had some great safety breakfasts, a coffee cup might be an appropriate symbol. Come to our next meeting with your ideas.



Alan Barnard did a great job in organizing this event and being a liason between CCPA, the Collings Foundation and the Port Angeles community.



Thank You

... everyone who helped out with WINGS OF FREEDOM. Thanks go to Jerry and Alan who were there every day. When Bellingham cancelled, Collings stayed right here in PA. It took Alan only a half hour to arrange for another night of accommodations. Since those who work for the Collings Foundation do so voluntarily, they really appreciated both the addi-



tional accommodations and the free meal. Guess whose birthday it was? We had a great BBQ in the Loomis Tavern. Jerry and Alan appreciated those who showed up



for the extra day. On Friday we had great attendance at our safety breakfast. Many of us went over to the airport after breakfast and bid the Collings crew farewell.

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JULY 2011 ISSUE (CONTINUED)
AND NOW FOR THE REST OF THE STORY !!!!

PROGRAMS

July 21 Cmdr
 Craig O'Brian

If any of you have a program that you want presented, please let any board member know.

SAFETY BREAKFASTS are held at Fairmont Restaurant, 1127 Hwy 101 West, Port Angeles @ 7:30am on the second and last Friday of the month.

July 8 & 29, Aug 12 & 26, Sept 9 & 30

EXECUTIVE BRD meetings are held at 7pm on the first Wednesday of the month at Coldwell Banker, 1115 E. Front St, Port Angeles. Aug 3, Sept 7



Please note: Your newsletter editor has switched from using Windows XP to Windows 7. Sorry that there were a few glitches, but by next month I should have the situation under control.

Editor Gene

July 2011

Sun	Mo	Tue	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 Coast Guard	22	23
24	25	26	27	28	29 Safety Breakfast	30
31						

August 2011

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	Regular Meeting	19	20
21	22	23	24	25	26 Safety Breakfast	27
28	29	30	31			

Hey, Gang,
Below is an article that Jerry sent to me. It seems to me to be at the very heart of why CCPA/WPA exists. I suspect that we ought to review this article at our next Safety Breakfast.

Your newsletter editor . . . Gene

June 21, 2011

By Benet Wilson benet_wilson@aviationweek.com

WASHINGTON

General aviation (GA) safety has made the National Transportation Safety Board's (NTSB) top 10 most-wanted list for 2011. But two GA advocacy groups took exception with the board's findings, nothing that safety is the industry's number one priority.

The United States has not had a fatal large commercial aviation accident since February 2009, but the story is very different in the world of GA, says the board. "Each year, hundreds of people—450 in 2010—are killed in GA accidents, and thousands more are injured," it says. "GA continues to have the highest aviation accident rates within civil aviation: about 6 times higher than small commuter and air taxi operations and over 40 times higher than larger transport category operations." The causes of GA accidents are almost always a repeat of the circumstances of previous accidents, it adds.

"We agree with the National Transportation Safety Board – 450 deaths a year in general aviation accidents is too many. One is too many," says Bruce Landsberg, president of the Aircraft Owners and Pilots Association Foundation. "The Air Safety Institute looks forward to working with the FAA, industry, and pilots in practical ways to address this, but broad generalizations are, essentially, just that."

Reducing GA fatality rates requires improvements to the aircraft, flying environment, and pilot performance, says NTSB. "Maintenance personnel need to remain current in their training and pay particular attention to key systems, such as electrical systems," it says. "Aircraft design should address icing. GA aircraft should also have the best occupant protection systems available and working emergency locator transmitters to facilitate timely discovery and rescue by emergency responders."

Earlier this year, the GA industry re-launched the General Aviation Joint Safety Committee (GAJSC) in partnership with FAA, says Pete Bunce, president of the General Aviation Manufacturers Association (GAMA). "The group has participants from the broad GA industry including manufacturers, operators, flight instructors, and associations with the NTSB as an observer," he says. "The GAJSC safety analysis team is co-chaired by GAMA and the FAA Office of Accident Investigation and Prevention. Through this effort, we are redoubling and focusing our efforts to prevent loss of control accidents and controlled flight into terrain."

The best aircraft in the world will not prevent a crash if the pilot is not appropriately trained and prepared for conditions, says the board. "GA pilots should take initial and recurrent training on the various weather information sources and learn what to do when they inadvertently encounter adverse weather," it says. "As aircraft become more sophisticated with glass cockpits, GA pilots need to be more than just familiar with the technology; they need to also understand how it can malfunction. An emergency is not the time to be checking a manual to figure out how to adjust the flight display. And, as the people responsible for passengers, GA pilots should make sure that every passenger has a seat and a restraint system, including children under the age of 2."

**Minutes CCPA Executive Board Meeting
July 6, 2011**

Executive Board Meeting minutes of June 1, 2011 were approved.

The Treasurer's report showed \$2,641.10 in our checking account. Payments to Gary Johnson and Jerry Nichols for Picnic expenses were approved and paid.

Programs for upcoming General Membership meetings are anticipated to be:

July 21 Coast Guard Air Station presentation still awaiting confirmation.

Possible future programs: Skip Mosher, FAA check pilot and Ms. McAllerer Helo pilot

Old Business:

Reviewed Wings of Freedom. Consensus was that it was a good event and Collings people complimented volunteers and were pleased with PA visit

Membership: One recent renewal.

CAP status: Nothing has been reported but it was observed that the CAP squadron appears to be active and they are again using the building.

New Business:

Always need articles for newsletter. Gene will be gone in September so he will issue a combined August September newsletter.

Program ideas are appreciated.

Board meetings are now on the first Wednesday of the month.

Safety breakfasts have been well attended.

Safety Breakfasts

July 8th and 29th

August 12th and 26th

Sept. 9th and 30th

Next Board Meetings

August 7th

Sept. 7th

Submitted by Gary Johnson, Acting Secretary