

# CLALLAM COUNTY PILOTS ASSN/ WPA

## NEWSLETTER

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

**MARCH 2017 EDITION**

### Officers

President	Jerry Nichols	452-5403
Vice President	<b>OPEN</b>	
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**



**AT OUR NEXT MEETING, MARCH 16 . . . .  
SITUATIONAL AWARENESS, TAKE-OFFS,  
LANDINGS. . . .Presenter: Bob Hicks**

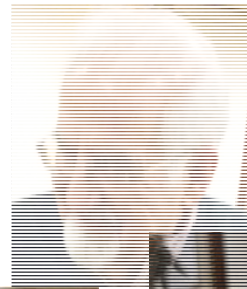
### Was It Worth the Effort?

Port of Port Angeles Booth, NWAC&TS, in Puyallup on February 25<sup>th</sup> & 26<sup>th</sup>

For the third year in a row CCPA has set-up and manned the Port's booth at the Northwest Aviation Conference and Trade Show in Puyallup. We need to thank Jerry Nichols, Bob Hicks, Mel Rudin, Dave Miller and Gene Rimov of CCPA for the helping hands in running "our" booth. Jerry Ludke, POPA, with his wife Deloy manned the booth in the afternoon of the 26<sup>th</sup> and then took down the display at the end of the show. It was a great cooperative effort.

Then at the next CCPA executive board meeting on March 5<sup>th</sup>, the board decided it was important to try to see what benefits were derived for both Port Angeles and KCLM airport. If you were to look at what brochures were distributed most, then it was obvious that Olympic National Park seemed to be the most popular attraction. Also, a fair number of airport diagrams were distributed. It was noted that if we were acting like a chamber of commerce, then visitors could drive to Olympic National Park without visiting the airport. Although a number of pilots were interested in diagrams of KCLM, there seemed to be two outstanding issues that came up when those same pilots were engaged in a conversation: 1) There is no on site restaurant at KCLM. 2) If you were to fly to KCLM, you wouldn't have a car to drive to important destinations in the Port Angeles Area.

Generally, it was felt that we didn't do too much to attract pilots to fly into KCLM. So was this effort worth the trouble? Is there anything we can do to encourage more pilots to pick Port Angeles as a destination?



**THANK YOU  
EVERYONE !**



**AT OUR NEXT MEETING, MARCH 16 . . . . .  
JOHN AND MARTHA KING'S PRACTICAL RISK  
MANAGEMENT . . . TAKE OFFS AND LANDINGS**

Some pilots really wonder if all this is necessary . . . . ADS-B, situational awareness . . . . . and suddenly a full pat-down for everyone in security lines at our airports. Some of us are not thrilled at all with the latest changes, but safety and security are both intertwined. Somewhere, somehow, there is someone sitting behind a big desk that is sure that all this is necessary for the nation's survival. That may or may not be so, but to make it all happen we can take it one step at a time. Here is a first step:

In order to present such a program Bob has had to obtain an additional app or two so that he can load this program on his computer. After viewing the program, he'll have to bring it to Coldwell Banker to see if it can be displayed. There is a lot of effort put forth in presenting a program like this.

So let's all show Bob Hicks our appreciation by coming to our next meeting.

We'll see you on Thursday the 16<sup>th</sup>.



**Editorial**

**Was It Worth the Effort?**

Port of Port Angeles Booth, NWAC&TS, in Puyallup on  
February 25<sup>th</sup> & 26<sup>th</sup>

When I was asked about William Fairchild International I found out that attendees at the NWAC&TS quickly discovered that KCLM did not have an onsite restaurant. I quickly surmised that pilots who fly into KCLM looking for a restaurant are making the airport rather than Port Angeles their destination. Furthermore, as pointed out at our latest executive board meeting, if you wanted to visit the Port Angeles area, you would arrive with your own car rather than by aircraft.

Another observation: The Olympic National Park brochure was the most popular one we had. And furthermore, Pilots often pick up a brochure with a diagram of our airport. Is there any way to combine these two observations into a viable avenue for selling attendees on Port Angeles and at the same time flying into KCLM? . . . . . I think there is!

What we need is both a different background and brochure for our booth. Let's tackle the brochure first. Let's make that brochure on a legal size piece of paper that folds up into the usual brochure size. Let's also assume that we have that brochure in our hand when an attendee approaches our booth. Those who man the booth can give the attendee the brochure after a little bit of explanation. Second, the background to our booth should have the same information as the brochure so that we reinforce our message which might be: **WHY NOT FLY INTO PORT ANGELES AREA AND SPEND A DAY?**

Now on both the background and our brochure we might have that stunning photo of Jell Well walking in front of his airplane with the mountains behind him. Perhaps that photo in the background should be even larger. On both the background and the brochure we need a diagram of KCLM similar to the photo in the state's brochure on airports in Washington. Superimposed on that diagram would be arrows pointing to Olympic National Park, the nearest restaurant, to downtown, to Olympic Discovery Trail, etc. And of course to get

to these places we would also put in that brochure: RENT YOUR CAR AT RITE BROS or pick up a courtesy car for short trips, or take one of our bicycles and ride the Olympic Discovery Trail. Once we have our brochure opened with our message right in front of our attendee, just flip it over and there will be detailed directions to all the most popular places.

And to attract folks to our booth simply put up a monitor at least 24" in size showing a slide show of a few airplanes in the air and all of the great places around Port Angeles. After seeing all these things, wouldn't you want to fly to Port Angeles? Also, if you flew in, you'd save many hours for sightseeing rather than for driving.

Only problem, to do all this for next year would take time, money, and determination.

Your newsletter editor,  
Gene



**PROGRAMS**

**March 16 Practical Risk Management: Takeoffs and Landings**

**April 20 Tentative Program: Doolittle Raid**

**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.

**March 10 and 31**  
**April 14 and 28**

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

**March 1**  
**April 5**  
**May 3**

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

# March 2017

SUN	MON	TUE	WED	THU	FRI	SAT
			<b>1 Executive Board</b>	2	3	4
5	6	7	8	9	<b>10 Safety Breakfast</b>	11
12	13	14	15	<b>16 Landings &amp; Takeoffs</b>	17	18
19	20	21	22	23	24	25
26	27	28	29	30	<b>31 Safety Breakfast</b>	

How many of you had a chance to visit the GO-JET booth?

\$36?

\$67?

\$11,000

**GOJET PILOT ADVANTAGES**

- Top-tier pay scale
- First Officer pay starting at \$36.50/flight hour
- Captain pay starting at \$67.39/flight hour
- Per diem of \$1.80/hour
- 75 hour monthly line guarantee
- ATP - CTP course paid for
- Commuter hotels
- Referral and mentor bonuses
- Up to \$11,000 in tuition reimbursement for ATP Flight School students
- Become upgrade eligible as low as at 2,500 hours total time

# April 2017

SUN	MO	TUE	WED	THU	FRI	SAT
						1
2	3	4	<b>5 Executive Board</b>	6	7	8
9	10	11	12	13	<b>14 Safety Break-</b>	15
16	17	18	19	<b>20 Doolittle Raid ????</b>	21	22
23	24	25	26	27	<b>28 Safety Break-</b>	29
30						