

CLALLAM COUNTY PILOTS ASSN/ WPA
NOVEMBER 2010 NEWSLETTER
 CCPA meets on the third Thursday of the month, 7PM, Rite Bros, KCLM
HOWEVER, THIS MONTH ON NOV 18 WE WILL MEET IN
THE KCLM TERMINAL (Old Security Room) at 7PM

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



**At Our Next Meeting...
DOUG SANDAU...**

...will give us a talk on his BAGDAD EXPERIENCES. As you all know Doug Sandau is the manager of KCLM. What most of us do not know is that he has also had management experience at the Bagdad airport.

This should be one cool program. Come one come all. We don't want to miss you!

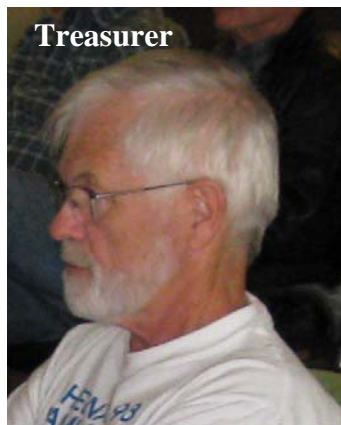
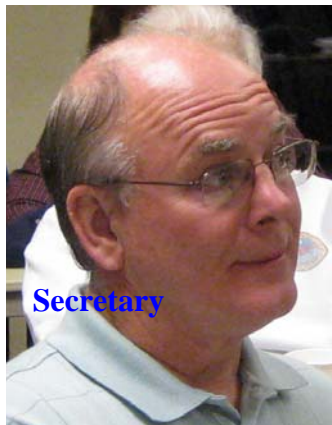
Have You Renewed Your CCPA/WPA Dues? Now is the time to do so!

The best way to renew is on-line. Go to www.wpaflys.org. Then, click on Membership. Next, click on New Membership/ Renewals. Give them the information they request and, voila, you will be renewed!

However, if you must write a check, address your check to CCPA/WPA, make it out for \$31, and mail it to our treasurer, David Miller, 501 S Blue Water View, Port Angeles, WA 98362.

We strongly caution you, not to use the membership form in *WINGS*. Experience has shown that if you send a check directly to WPA it will sometimes take months before you are actually renewed. **Renewing on line saves you a lot of confusion and is also instantaneous.**

Our Nominating Committee of Gene Rimov, Glenn Miller, and Richard Gardiner has been busy.



?? President ??

... and there is the rub. We haven't found someone to head our organization. We've only had a nibble so far.

..... And there is the rub. We need to find someone to lead our esteemed organization. Jerry Nichols has done one outstanding job, but he has had the position of president for longer than anyone else. He has continued as president even when he was very sick. Anyone who has held the position of CCPA or EAA president knows that after two years one can get very tired. It is time that someone steps up to the plate. It's time for someone else to give us new leadership.

It should be easy for someone with the proper skills to take Jerry's place. We now have an excellent place for the board to meet. We have several good places for the membership to meet. Our attendance at our safety breakfasts has averaged more this year than any other year. We have a strong board and an outstanding slate of officers for next year. Our membership is greater than it's ever been. We have a great newsletter editor. If the new president is afraid that he might have to miss a meeting or two, the board has a vice president or a president emeritus that can step in and temporarily run any meeting. So come on, that special somebody! Let's step up to the plate.

If you wish to nominate someone, give someone on the nominating committee or one of our board members your suggestion, or bring up your idea at our next membership meeting.

Thank you,

Gene, Glenn, Richard

If you missed our last general membership meeting, you missed one fine talk about how the Hubble Space Telescope was designed and constructed. Paul Messinger led the CCPA membership through all the personnel problems that the "bright boys" had in dealing with a project that was at least in part classified as "top secret".

Imagine how difficult communications could become when engineers and scientists of one part of this project would be isolated from others working on a separate part of the project. A lot of technology (and some hardware) from classified systems were used in the Hubble.

One of the most amazing accomplishments was get-

ting the Hubble to do all it does with the computer technology (both programming languages and memory capabilities) of 20 years ago. It was truly a momentous accomplishment.

Some of you have asked if we will have a Safety Breakfast on the day after Thanksgiving. The board will like to answer that question with a resounding "YES". One of our board members simply answered that November 26th was the only day this year that his job would allow him to attend a Safety Breakfast. So if you are going to be in town, come to Fairmont Restaurant on November 26th. Although Jerry and Gene will be away on that date, others of you can certainly bring safety items to discuss.

Jerry
will be glad to
help you find
out what a great
experience it is
to lead CCPA.



**WAS YOUR AIRCRAFT FIRST REGISTERED IN
MARCH?
IT DOESN'T MATTER IN WHICH YEAR!**

“AIRCRAFT MUST RE-REGISTER - If Issued Registration Before October 1, 2010.

The Re-Registration and Renewal of Aircraft Registration rule went into effect on October 1, 2010. Aircraft registrations issued on or after this date will expire after three years when they may be renewed. Aircraft registered before October 1, 2010, are required to re-register during the next three years according to the schedule provided in 14 CFR Part 47.40. Reminder notices will be sent using the address of record, make sure your address is up to date.

The first group of aircraft to be re-registered are those aircraft that have a current registration issue date during the month of March, from all years. Application for re-registration of these aircraft should be made between November 1, 2010, and January 31, 2011. Making an early application will ensure the new certificate of registration can be delivered before the old certificate expires on March 31, 2011.

More information about these and other changes can be found at <http://registry.faa.gov/aircraft.asp>.

Questions may be directed toll free to 866-762-9434.”

Of course the above announcement doesn't mean that the aircraft gets on the internet and registers itself. However, it does mean that if you are the OWNER of an aircraft, that was first registered in March, then you have only until January 31st to get that aircraft registered.

But it's a little trickier than that. If you operate an aircraft knowing that the aircraft is not registered properly, then you can be subject to disciplinary action by the FAA!

Minutes of October 21, 2010
CCPA General Membership Meeting
@
Coldwell Banker Office

Jerry Nichols announced that the SeaTac Class B is proposed for a redesign. The proposed outline was passed around and impacts to local pilots were discussed. It was noted that there will be three meetings to discuss the implications of the proposed redesign. The meeting will be:

December 9	Everett
December 14	Burien
December 16	Auburn

The program for the evening was Paul Messenger giving a presentation on “The History of Optical Telescopes from Discoverer to Hubble (as I lived it)”.

PROGRAMS:

November 18: Doug Sandau on Bagdad Experiences. **Please note: This program will be held in the KCLM terminal.**

December 4: EAA Christmas Time Celebration at Joshua's restaurant. 1700 Social, 1800 Dinner. **It is not too early to call Donna to let her know that you are coming 681-7427**

January 20: Doug Sandau on KCLM projects

Safety Breakfasts are held at Fairmont Restaurant, 1127 Hwy 101 West. Port Angeles @ 7:30am on the second and last Friday of the month: Nov 12 & 26, Dec 10 & 31, Jan 14 & 28

Executive Brd Meetings are held at Coldwell Banker 1115 E 1st Street, Port Angeles: Nov 2, Dec 7, Jan 4, Feb 1

Future board meetings may be reset by a newly elected President.

Board Meetings are open to all CCPA members

CALENDAR**November 2010**

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

December 2010

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4 Christmas-time with EAA and CCPA
5	6	7 Executive Board Re-member Pearl	8	9	10 Safety Breakfast	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31 Safety Breakfast	New Years Day

Do you know of a good program for CCPA? We need good suggestions for and folks to participate in our Third Thursday Meeting Programs. Don't be bashful. Give us your ideas.

**Minutes CCPA Executive Board Meeting
November 2, 2010**

Executive Board Meeting minutes of October 12, 2010 were approved as sent out.

The Treasurer reports we currently have \$2,385.84 in our checking account.

Programs for upcoming General Membership meetings are anticipated to be:

November 18 th	Bagdad Experience – Doug Sandeau (at KCLM terminal)
December 4 th	EAA Christmas Dinner – Social Hour starts @ 5:00PM
January 20 th	KCLM Projects Update – Doug Sandeau

Reminder from John Dobson: Excise taxes on airplanes will probably be re-proposed in the State Legislature this next session. We should be ready to defend against any proposals.

We always need ideas/pictures for future programs and articles for the Newsletter/Wings. If anyone has any suggestions please contact any Board member.

We discussed an article about the future of 100-LL Aviation fuel. There are a number of potential substitutes that may be used as a replacement for 100-LL. It will not happen in the short term, but it is an issue of which we need to keep apprised. A couple of good websites are www.100octaneforplane.com and www.avweb.com (keyword “avgas”).

The FAA Re-Registration of Aircraft Program is coming. See article in AOPA for more details. It is still unclear what the cost will actually be. It is a good idea to check to see that the FAA has your current address.

Gene suggested we have someone come and talk at one of our General Membership meetings about the Seattle Class B re-design after it becomes finalized. We will look into doing this sometime next year.

Gene and his nominating committee are still working on a candidate roster for next year’s CCPA officers. They should be ready with “The List” soon!!!

Renewals fees for WPA/CCPA dues are now being requested for 2011. Renewals can be accomplished on-line and/or mail in applications can be found at www.wpaflys.org. If you mail in your payment you can mail it directly to WPA or to our:

CCPA Treasurer
David Miller
501 S. Blue Water View
Port Angeles, WA 98362

Breakfasts

November 12th and 26th
December 10th and 31st
January 14th and 28th

Next Board Meetings

December 7th
January 4th
February 1st

Unraveling the mysteries of fuel

Posted by [Ben Visser](#) · October 31, 2010

Ben Visser is an aviation fuels and lubricants expert who spent 33 years with Shell Oil. He has been a private pilot since 1985.

Fuel is an item that is very important for the proper operation of our aircraft. Even though the world is full of “fuel experts,” it is still a bit of a mystery.

I recently received three questions that are actually interrelated:

The first has to do with water in a plane’s fuel tank. The person changed out the fuel cap and gasket, stored the aircraft in an unheated hangar, and still found water in the fuel sump. Why? Any hydrocarbon fuel, such as 100LL, will absorb a small amount of water from the air. The amount of water suspended will depend on the temperature of the fuel. During the day, the fuel will absorb water from the air, then when it cools down at night some of the water can drop out and become free water. Because of surface area, the next day the fuel will absorb more water from the air and not the free water that had previously dropped out. The bottom line is that free water will always be present and all FBO tanks and aircraft tanks must be sumped daily or before every flight.

The second question deals with how long 100LL can be stored before being sold at an FBO. Although not specified in the ASTM D-910 spec for 100LL, the limits for the oxidation tests are designed to ensure that the fuel will be suitable for service after a year in proper storage. There are two major concerns here. One is that not all storage is under ideal conditions. The other is turnover. At an FBO, the tanks are not usually emptied completely prior to the addition of fresh fuel, which means a part of the old fuel is left in the tank. When you consider that the fuel can sit awhile at the refinery, then at the distributor, then at the FBO, and finally in the fuel tank on an airplane, you can understand that, over time, especially if the storage is not up to par, there can be some problems with the fuel. This older fuel can allow gum formation and other problems, so it is very important that all parties who handle the fuel follow proper handling procedures and practice good inventory control.

The third question came from Bent Esbensen, who stated that the Danish government is demanding that all mogas contain at least 5% ethanol. He was wondering if this fuel would be OK to use in his plane. I understand that avgas cost \$11.50 a gallon and mogas cost only \$6.50 there, but the answer is still NO. This answer is based on many factors, but the biggest is that ethanol is a polar solvent, which means that it will absorb water — and the answer to the first question tells us where the water comes from. Add the effect of aging from the second question and you have a real problem. In addition, even 5% ethanol blends will attack rubber and metal fuel system components and can cause premature failures.

So remember: Water is present in the fuel system no matter what; FBOs and other fuel systems should practice inventory and proper quality controls to ensure that avgas is sold within a year; and that ethanol is a no-no, even at the 5% level.

You can contact Ben at Visser@GeneralAviationNews.com.