



## NEWSLETTER

### Port Angeles Business Association

# JANUARY 2007



#### Our Purpose

- To promote all business in the Greater Port Angeles area.
- To provide information regarding business development in the Greater Port Angeles area.
- To increase business growth and develop jobs within the market place.
- To retain the private enterprise system with free competitive markets.

**P.A.B.A.** is a dynamic, diverse-membership organization representing business men and women in the greater Port Angeles area. Our members are the active business leaders in our community from both large and small businesses. At any meeting you may be sitting next to the owner of a hotel, restaurant, technology business, sign maker or an elected official. Our focus is to be actively opening the door to business opportunities critical to maintaining a strong and healthy economy.

**P.A.B.A.** is a renowned and respected organization that provides community and business leadership as we participate in and encourage the growth of local business. We actively encourage new business investment in our area with a concern for our heritage as well as our wonderful quality of life. We help to position Port Angeles as the premier place for business on the North Olympic Peninsula.

**Guests are welcome** at our meeting. Join us and meet our local business and civic leaders and find out first hand the important issues of the day. We encourage anybody to join us at Joshua's Restaurant in Port Angeles on Tuesdays at 7:30am to participate in a hometown organization whose interest is that Port Angeles will remain a great place to live and an exciting place to do business. The Port Angeles Business Association means business.

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### SPECIAL SECTION

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WWII Veteran and Pearl Harbor Survivor

**January 2nd, 2007**

**Guest Speaker: Rob Onnen**

Tax Consequences of Buying and Selling Real Estate

**January 9th, 2007**

**Guest Speaker: Ray Gruver**

Port Angeles School District Levy

**January 16th, 2007**

**Guest Speaker: None**

Open Meeting to Discuss PABA Business

**January 23rd, 2007**

**Guest Speaker: Diane Schostak**

North Olympic Peninsula Visitor and Convention Bureau

**January 30th, 2007**

**Guest Speaker: Paul Cronauer**

His Purchase of the Landing Mall in Port Angeles

**Computer Corner**

Tip and Tricks for your Computer

## SPECIAL SECTION

The Port Angeles Business Association was honored with a presentation by Lee Embree. Lee was both in the wrong place at the right time and the right place at the wrong time. He was flying to Hawaii from the United States and managed to land safely during the Japanese attack on Pearl Harbor. As an aerial photographer he took the FIRST photos of the attack in 1942. His photos were published in Life magazine.

**READ HIS STORY ON THE NEXT PAGE!**

## January 02, 2007



PABA's own Rob Onnen spoke on taxes and the sale of Real Estate. Before selling any real estate, he says you should always consider the tax consequences and the various methods of legally avoiding the grim tax reaper. Since 1993 Onnen has assisted over 5,000

clients with their 1031 exchanges. He welcomes the opportunity to discuss your unique situation at no cost or obligation. **An article from Onnen on this subject will be featured in our February Special Section**

## January 09, 2007



Ray Gruver (Levy Committee CO-chair) spoke in favor of the Port Angeles School Districts 4 year levy. He also introduced Mary Hebert (Assistant Superintendent) and Jeff Hines (Past School Board President) who

described the critical need for its passage. The levy is a four year replacement levy and proposes no new taxes. The levy funds are 17% of the district's budget. It was pointed out that Port Angeles students lead the state in several key academic areas. Gruver also illustrated the quality of education in Port Angeles through his profiles of three former students.

## January 16, 2007

Open Meeting. Topics included, the working of PABA's committees, future programming and the newsletter.

## January 23, 2007



Diane Schostak, Executive Director of the North Olympic Peninsula Visitor and Convention Bureau addressed The Port Angeles Business Association Tuesday, January 23. Schostak's topic was "General Tourism and Promotion on the

Olympic Peninsula."

Schostak provided a short biographical sketch of her career. She indicated that the Olympic National Park is the biggest draw for tourists to the Olympic Peninsula. ONP is facing serious funding problems and urged the group to support the Park. Schostak discussed and explained the Olympic Peninsula Joint Marketing 2007 Budget. Most of her marketing effort is toward the Northwest. The core mission of the Bureau is to promote the unincorporated areas of the Peninsula.

## January 30, 2007



Mr. Paul Cronauer, who is a Port Angeles native, explained how he and his partner, Mark Craig, plan to remodel the Landing Mall they just purchased.

In addition to the current tenants, a French Bakery, an organic grocery, a seafood market and a wine and cheese shop are planned. Extensive remodeling and painting of the outside of the building and the waterfront dock is also

## COMPUTER CORNER

### Antivirus Protection

**EVERY** computer should have some kind of good anti-virus program. A computer virus loose on your computer can be embarrassing and even result in costly repairs to your office computer and network. Stop before you buy a Norton product. While this used to be the product of choice we do not recommend it anymore because it **SLOWS** the computer down so much. Call your computer expert before purchasing a product for a recommendation. **Next Issue: Should you upgrade to Microsoft Vista?**

*"I am old enough to know, that the more I know, the more I know I don't know." Craig E. Johnson - the geek*

# An Extra Pair of Wings

By Lee Embree

*Reprinted with permission*

As an aerial photographer in WWII, I was assigned to a crew on a B-17. On December 6, 1941, we were processed for overseas duty, the Philippine Islands via Hickam Field in Hawaii.



An hour before our departure, I phoned my wife, Betty, to tell her goodbye. At 9:00 p.m. we were told to load up. As I climbed into the aircraft, I made sure I had my personal camera, a 4x5 Speed Graphic which I planned to use for taking pictures to

send home to Betty.

Lieutenant Barthelmess, our pilot, asked me to go up forward for takeoff and the first part of the flight. With the heavy load of fuel, tool boxes, luggage and machine guns on board, it would help to have my weight up front to help correct the center of gravity. Minutes later we were rolling down the runway. The nose lifted, and we were over San Francisco Bay, gradually gaining altitude. Soon we were over the Golden Gate Bridge. Nothing but black night lay ahead.

I stayed up in front because the engine noise wasn't quite as loud. As the hours ticked by, I tried to cat nap but without much success. After a very long, tiring but uneventful night, our navigator said we should be sighting the island of Oahu. Our pilot was getting worried about the gas supply because we had about one hour supply left. Looking out the window, I saw only dark cloud formations on the horizon that looked like mountains. Finally after several minutes, we sighted the island of Oahu. What a relief to see something besides water. As we approached the islands, I left the front and crawled back through the pilots' and crew chief's compartment and along the bomb bay catwalk to the radio compartments. With my Speed Graphic in hand and loaded with a film pack, I headed for the rear waist gunners' positions – one on each side. I wanted to try, with my own camera, to get some good pictures of the famous places I'd heard so much about: Diamond Head, Waikiki Beach, Royal Hawaiian Hotel and Honolulu.

There were no machine guns in place and no Plexiglas in the window openings. It was perfect for photography! I saw Diamond Head and then Honolulu. I thought, *Wow! We really have made it to the Hawaiian Islands!* For an Iowa farm boy, this was living. I took a shot out the right window.

By now we were about a mile off Waikiki at about 2,000 feet altitude in line for a normal over-water approach for landing at Hickam Field.

Suddenly I saw large clouds of black smoke, similar to a huge oil well fire, rising from Hickam and beyond. By this time, we were farther out from the shoreline, ready to turn right for the final approach. I observed hundreds of small black puffs of smoke above Hickam and Pearl Harbor. I recalled seeing the same thing back home on the movie theater screens of newsreels showing the war in Europe. I began to sweat, and not just because of the warm tropical air whistling in my face. We turned on final approach and I jumped over to the left side window opening, camera in hand. Something crazy was going on. Up ahead I saw airplanes going in all kinds of directions. Then I noticed more black smoke. We were now pretty low, flying directly over the entrance to Pearl Harbor. Suddenly I saw and felt the bomber pull up with a surge of power and start to gain altitude.

As we flew over the runway, I got a close look at some of those wild flying airplanes and saw the red meat ball painted on them. Were they really Japanese airplanes? We made a go-around, turning left around the outside edge of Pearl Harbor. I couldn't believe what I was seeing. Many ships in the harbor were burning and exploding. Airplanes were climbing, turning and diving all over the place.

We continued our slow left turn, coming out over the water again. Our pilot turned left just off the shoreline for another final approach to Hickam. As we passed over Pearl Harbor entrance again, I saw a Navy ship coming out of the harbor. It was firing, all guns almost straight up. Just then I saw something that looked like a bomb fall in front of our left wing. I looked up and saw an airplane with those red meat balls on each wing. The pilot of that plane was obviously trying to bomb the Navy ship just below us, and they in turn were trying to hit the Japanese plane. And here we were, flying right between the two! We were lucky and didn't take any hits.

Again I felt that surge of those four powerful engines. As we passed over the runway, I saw a B-17 on the Hickam flight line with its tail-end burned off and its nose pointing upward at about a 45° angle. We did another go-around, using the same flight pattern as the first time. The anti-aircraft fire became more intense. Heavy black smoke poured from many of the Navy ships and there were repeated explosions.

I heard what sounded like hailstones falling on a tin roof. I looked back and saw two fighter-type aircraft on our tail. The hailstone noise was their machine gun fire hitting the sheet metal of our tail surfaces. It was getting a little too close for comfort since I was in the tail section. For some reason, they stopped firing and passed us on the left, so close I could see the Japanese pilots grinning from ear to ear. I took a shot of those two with my Speed Graphic and heaved a sigh of relief.

We were now on final approach and slowing down considerably, so the planes disappeared very quickly - but not for long. Moments later, the same two appeared under our left wing, diving and flying in the opposite direction. A third aircraft in front of them crashed and burned.

Nick, our radio operator, opened the door and yelled, "We're going to land this time, regardless, because the fuel gauges are showing empty." I hoped they could stretch the glide path to the runway. Sure enough they did as the landing gear tires squealed on the runway surface. We were down at last!