

chapter hangar

It's All About the Kids

EAA Chapter 1232, San Rafael, California



Jackson Mercer gets a ride in Phil Smith's RV-8.

June 26 brought with it the promise of a great day for the North Bay EAA Chapter 1232 second annual Marin Youth Aviation and Young Eagles Day at Gness Field (DVO) in Novato, California. Thanks to the efforts of many volunteers and to the thorough organizational work of Chapter President Phil Simon, all that remained to be done was to set up registration tables, hang signs, organize the food preparation area, and set up a coordination post on a second-floor deck that overlooked the ramp.

The static display area featured the Cessna 310 *Songbird* from the '50s television series *Sky King*, a Kitfox Lite, Starduster, Breezy, Chipmunk, 1941 Porterfield-Turner, and working aircraft from the CAP (Bonanza A36), California Highway Patrol (Cessna 182), and the Marin County Sheriff's Department (military Cessna 172, aka T-41). In the mid-morning, an HH-65A Dolphin helicopter arrived from U.S. Coast Guard Air Station

San Francisco to complete the aircraft display, while the Ninety-Nines staffed its popular information



Sam Birer is all smiles after riding in Byron Fox's Nanchang CJ-1.

booth near the registration desk. A fire truck and crew from the city of Novato were also on hand.

We held a pilot briefing that morning in the CAP Squadron 23 trailer and highlighted the challenges for the day, including a temporary flight restriction over the NASCAR races being held 5 miles east at Infineon Raceway at Sears Point, possibly heavy inbound traffic for that event, and crosswinds of 20 knots that were forecast to develop by 1 p.m. We also outlined procedures for taxiing and loading/unloading Young Eagles, and photographer Brandt Miller reviewed his efficient procedure for taking each Young Eagle's photo with the pilot and plane after their flight while matching the correct photo with an e-mail address for distribution later.

Nine Young Eagles pilots started giving rides at 9 a.m. sharp in planes as diverse as a Bonanza, Twin Bonanza, Comanche, Rockwell Commander, Cherokee, Bulldog, RV-8, and Nanchang. Our pilots made the effort to spend time with each Young Eagle, explaining various functions of parts of their

aircraft and just making them feel comfortable in and around the planes and pilots.

Because we were never really deluged with crowds during the day, pilots were able to come to the registration desk, get a cold bottle of water and maybe a snack between flights, meet their next Young Eagles and their parents, and then walk the Young Eagles to the plane. Certainly we would have sped up the cycle if necessary to accommodate waiting Young Eagles, but this technique proved so popular and effective that for future events we'll have to balance the need for quick turnaround between flights with the ability of the pilots to build a strong rapport with their Young Eagles.

While waiting for their flight or afterward, kids and parents could wander through the static display of aircraft where they could talk with pilots and owners (who proved to be effective ambassadors for sport aviation), sit in on aviation videos and "ground school" presentations in the CAP trailer, or grab a hamburger from the Chapter-run concession area.

All told, 81 Young Eagles were treated to flights over the Golden Gate Bridge, Point Reyes/Drake's Bay, the Marin Headlands, and San Francisco Bay. The smiles of the Young Eagles emerging from planes after their flights showed that their flights had made an impression, and while you never know how long those first impressions will last, there were several youngsters who we clearly "reached." There is no doubt that several Young Eagles left with a newborn passion for flying and might someday be back giving some other Young Eagles their first flights.

Since this was only the Chapter's second Young Eagles rally some things worked well, while others need some attention. On the positive side, our pilots really stood out. They went far beyond just giving rides. Our volunteers brought an astonishing array of skills to bear in organizing and preparing for the



Young Eagle Stacey Augilar with pilot Byron Fox.

event. The static display area proved to be popular, both for the variety of unique planes on display as well as the accessibility of the pilots and owners who "manned" each plane and were more than willing to spend time with the youngsters and their parents. Additionally, the "playbooks" that Phil Simon developed for each operational area (registration, food prep, CAP cadets, etc.) kept us focused on the important issues both before and during the event, and were essential in making the whole day go smoothly.

On the "needs work" side, our publicity leading up to the event will be improved the next year, and we are also thinking about having the event during the school year when families are not on vacation and the weather might be better. While the food concession has the potential to

be a great fundraiser for the Chapter, it took a lot of work. And after we paid for other expenses we didn't actually net much. Most importantly, we learned that we could really benefit from many more ground volunteers during the event.

Still, we had a great time, and we've already had some lively lunchtime discussions regarding future events. We hope to have members attending Young Eagles workshops at EAA AirVenture to seek out additional ideas and information, and we're talking with other Chapters in the area about their particular experiences. Putting on a Young Eagles rally can be a lot of work, but this event really energized our Chapter. We're already looking forward to our next Youth Aviation and Young Eagles Day. —Ken Mercer

Land of Enchantment Fly-In 2004

EAA Chapter 179: Albuquerque, New Mexico

The Town of Moriarty, New Mexico, hosted EAA Chapter 179's Land of Enchantment Fly-In 2004 on Saturday and Sunday, September 11 and 12. Weather was typical for New Mexico (excellent), and pilots from around the state and neighboring states took advantage of the "severe clear" conditions.

Aircraft representing the entire spectrum of fixed-wing aviation began arriving before the 8 a.m. start time on Saturday. Two locally based ultralights were the first in the air, soon joined by everything from a trike to Julie Smith's North American T-6. Konrad Werner, Chapter 179's Aircraft Parking Chairman, reported that this was the first Land of Enchantment Fly-

In that required aircraft to park off the side of the taxiways because the ramp was full.

We were pleased to welcome Tom Baca, the new head of New

Mexico's State Aviation Department, who flew his Beech Bonanza in. The Commemorative Air Force displayed its PT-23, and Albuquerque Soaring Club President Kathy Taylor and her husband, George, displayed their Grob sailplane. Another Grob was displayed by Sundance Aviation's Rick Kohler, who also sponsored the free fuel raffles with Applebay Aircraft's George Applebay. Ken and Lucille

Ken and Lucille Bethard with their RV-6



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chapter hangar

Bethard, president and secretary of EAA Chapter 1306, made a short 11-mile trip from their home on Sandia Airpark in their RV-6.

Paul Conn made the trip from Tucson, Arizona, in his Fairchild 24W. This exceptional airplane was judged Grand Champion of the Land of Enchantment Fly-In 2004. Paul did a superb job of restoration, repair, and custom modification on his Fairchild and won the Outstanding Custom Antique Aircraft Award at EAA AirVenture 2004. In all, 88 aircraft participated in the Land of Enchantment Fly-In 2004, a significant increase over last year's event.

The Land of Enchantment Fly-In was hard hit in 2001, scheduled as it was on the weekend following the September 11 attack on our country. Konrad Werner, the president of EAA Chapter 179 at that time, decided the

event would take place as scheduled, and so the Land of Enchantment Fly-In 2001 became a drive-in event, with open hangars providing the public with a look at the locally based aircraft grounded in the aftermath. We have been rebuilding the fly-in each year since 2001. Our goal with the Land of Enchantment Fly-In 2004 was to expand from a single day to a day and a half format with the aim of making a full weekend of it in the future.

Albuquerque's Early Ford V-8 Club brought out some wonderfully restored Fords of yesteryear. EAA Chapter 179 members Rick and Nettie Richter arranged for support from local businesses to make the Land of Enchantment 2004 run smoothly. The New Mexico State Defense Force and the Young Marines (who came out to one of EAA Chapter 179's Young Eagles rallies earlier in the summer)



Paul Conn's Fairchild 24W



Harley Wadsworth's Pober Pixie

combined forces to provide fire watch and overnight security as a coordinated exercise between the two groups. Moriarty High School's Junior ROTC added manpower to the EAA Chapter 179 volunteer staff.

Thanks to everyone who participated in making this year's Land of Enchantment Fly-In a success. See you all next year at the Land of Enchantment Fly-In 2005!

—Chris Kinnaman

Sharing Spaces

EAA Chapter 80: Omaha, Nebraska

EAA Chapter 80 had been looking for a place to build a new Chapter hangar for several years. We had checked with most of the airports in the Omaha area, and most either refused or asked us to come back in a few years when plans for improvements were more concrete.

One of our members, Larry Gitt, had been in contact with Ron Gray, an airframe and powerplant (A&P) mechanic at the Wahoo Municipal

Airport 25 miles west of town. He suggested looking at renting the old maintenance shop, which was vacant. Ron contacted the Wahoo Airport Board, and its members liked the idea because the old building needed repairs and they believed that an active EAA Chapter would increase traffic at the airport. That was the green light we needed, so we started exploring the idea with Chapter 80 and Ultralight Chapter 17 members.

We put together cost estimates for maintaining the hangar and tried to figure out how to split the costs between Chapter 80 and Ultralight Chapter 17. We decided on an 80/20

split, and each Chapter voted to proceed. Mike Howard, president of Chapter 80, and several other members of each Chapter attended public meetings of the Wahoo Airport Board to work out the deal. It was a good one. We were to get 55 percent of the hangar plus the office and storage area, and the airport board got the

remaining 45 percent of the hangar.


The hangar needed major maintenance and a new dividing wall to separate the two spaces. The board agreed to supply the materials and the Chapters would supply the sweat. Also, since the board owns the building and would get the long-term benefits of the improvements, the Chapters got a great discount on the rent for the first two years of the lease.

With the lease signed, the work began. Members were told to set aside their Saturdays for the months of March and April so they could work on the new hangar. Every Saturday we had a group of up to 25 workers there to work on the hangar. It is amazing the talent and skills of EAA members. We had framers, electricians, plumbers, and an engineer.

Things progressed rapidly. Soon we were done, and the building looked as good as it did half a century ago. Now we have a 44-foot by 40-foot hangar; a pilot lounge complete with a refrigerator, microwave, two couches, and a hide-a-bed; and a large storeroom for our Chapter tools.

When the work was done it was



time for a party. We planned our annual picnic for June 20 at the new hangar and attracted 25 airplanes (on a gloomy gray day that was forecast to get worse) and 125 people. The local newspaper was present, and we got great coverage with photos of our new hangar and many of our members' aircraft. We plan to continue these types of activities to demonstrate the positive relationships that can be forged when local airport authorities and EAA Chapters work together in a positive way. —Mike Howard 

Please note:
Chapters sharing a common facility is a great way to reduce costs and possibly allow Chapters to have a permanent home sooner than if doing so individually. If your Chapter and a fellow local Chapter are considering such an arrangement, please be sure to contact the EAA Risk Management Office at 920/426-6106 before entering into any agreements to discuss insurance requirements.

- Welcome New Chapters**
 The following have joined EAA's Chapter family. Belonging to a Chapter is an excellent way to share your aviation interests, make new friends, get involved in your community—and have fun! To find a complete list of Chapters near you or for information on starting a new Chapter, call the Chapter Office at 920/426-4876 or visit the Chapter page on the EAA website at www.eaa.org.
- EAA Chapter 1389**
 Middleton, Wisconsin
 Meets first Wednesday at 6:30 p.m.
 Middleton Municipal – Morey Field Airport
 Albert Barger, President
 608/846-1941
 - EAA Chapter 1390**
 Homer, Alaska
 Meets first Tuesday at 7 p.m.
 Contact president for location.
 William Baechler, President
 907/235-7084
 - EAA Chapter 1394**
 St. Louis, Missouri
 Meets second Sunday at 2 p.m.
 Creve Coeur Airport
 Robert Rockford, President
 314/429-5980
 - EAA Chapter 1396**
 Petersburg, West Virginia
 Meets first Tuesday at 7 p.m.
 Grant County Airport
 Roy Martin, President
 304/257-1707
 - EAA Chapter 1398**
 Hot Springs, Arkansas
 Meets third Tuesday at 7 p.m.
 Contact president for location.
 Thomas Connell, President
 501/623-8239

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