



The Crosswind

Correction

Official monthly publication of EAA Chapter 1232, Novato, CA

Meeting News/Call for Chapter Officer Candidates

Volume 1, Issue 4
August, 2013

Looking Back at the July Meeting

We were fortunate to have Steve Knecht of the Gness Field Community Association as our guest speaker for our July meeting. Steve is an outgoing board member with GFCA and has been very active in helping build a working relationship between our chapter and GFCA, focusing not only on the things we have in common but also on the things unique to our particular organization.

For instance, GFCA wants to support the development of youth in aviation, just as we do. They have been successful creating a funding stream to support their vision of an annual scholarship to help a local high school student pursue his/her own development in aviation. We have the experience in attracting and recruiting youngsters through our Young Eagles program, so we have a complimentary set of specialized capabilities that when combined can help both organizations achieve a common goal.

Steve covered two main topics on Tuesday; GFCA's development and mission and their upcoming

Wings Over Marin II event, to be held September 21 at Gness. There will be more on each elsewhere in this newsletter.

Looking forward to August and September Meetings

Coming right after Oshkosh, our August meeting has traditionally been reserved for member "reports" from their own experiences there. This year will be no different, as several members are planning to be there at least part of the week. We'll also have the August edition of the very popular and well-received video magazine from EAA HQ, but more on that later.

We discussed doing something different for September, a "hangar-crawl" to take a peek at the projects being worked on by members. This first one will cover the hangars at Gness, with future crawls at Petaluma and San Rafael/Smith Ranch. One option would be to do a "progressive" dinner, with each hangar hosting a different part of the dinner. Or, we could do the crawl and meet back at the CAP trailer for pizza, or go offsite in Novato for dinner. One

other suggestion that seemed to have widespread acceptance is to include a ground-based poker run as part of the festivities; an entry fee of \$5 would net the winner about \$75 for a night's work if we get 15 participants. Or, we could go to a \$10 buy-in and you might be able to retire! Let's plan to talk about this more at the August meeting, but if you can't make it but would still like to make your recommendation email us at:

eaal232@gmail.com

We also talked about the need for candidates for Chapter officers; President, Vice-President, Secretary/Treasurer, Young Eagles Coordinator. We've burned out all the guys who got this chapter off the ground and kept it running for the past 14 years; Tom Schiff, the founder, Phil Simon (former President several times), Carl von Doymi (former President), Brant Miller (Treasurer multiple times, along with web editor), Herman Frentzel (past President, several times). Right now one person is serving as President, Young Eagles Coordinator, and newsletter editor.

Inside this issue:

Calendar	2
Young Eagles Update—Save the Date!	2
Oshkosh Report—In Brief	3
Oshkosh Report—Continued	4-5
GFCA/Wings Over Marin II	6-7
Thursday "Lunch Bunch"	8
Hayward Air Rally	9

Any and all of those positions are up for re-election at the December meeting. We've put a lot of effort into re-vitalizing things in the past few months but we need some help to keep things fresh. If you haven't already please give some thought to stepping into one of these offices in December.

CALENDAR

- Aug 10 GFCA Monthly
Breakfast Meeting-
Scanlon Hangar 9:00
- Aug 10 PAPA "Poker Run" for
more information:
papapetaluma.org
- Aug 13 EAA 1232 monthly
meeting, CAP trailer,
Gnoss Field, 7:00 pm
- Aug 14 PAPA Monthly
Meeting, O69 5:30
social time, 6:30
meeting
- Aug 30-31 Watsonville Fly-in
and Airshow
- Sept 10 EAA Monthly
meeting-Gnoss
Hangar Crawl and
Poker Run
- Sept. 21 Wings Over Marin
Women in Aviation,
Gnoss Field 10-4
- Sept. 28 Marin Young Eagles
Day, Gnoss Field
9-1
- Every Thursday Lunch Bunch,
The Club at McGinnis Park
Golf Club, San Rafael, noon

Save the Date: September 28 for Young Eagles!



This has to be the BEST Young Eagles photo EVER...

Save the Date!

Our annual Young Eagles day is set for Saturday, September 28 from 9:00 a.m. to 1:00 p.m.. As always, we'll be scrambling to find enough pilots, planes and ground support to fly as many kids as is possible during that 4-hr period, so mark your calendars and let your friends know they're welcome to join us. As we've grown over the years our support needs have changed, and we'll be focusing on identifying separate ground safety officer

and air boss, and a stronger pre-event briefing. Any ideas you veterans of these events may have regarding these issues would be greatly appreciated.

Also, we'll be handling registrations a little differently this year. In the past we've relied solely on local Scout troops for our "passengers", and this has been very successful. However, many of the Scout leaders have learned to "game" our reservation policy to the point that we're seeing the same kids year after year after year as they grow older, yet we're unable to accommodate many of the first timers that come to us.

Since we'll have a very visible presence at GFCA's *Wings Over Marin* event the Saturday prior to our Young Eagles day we're going to hold all pre-registration requests from groups until after that event, giving preference to Young

Eagles that sign up there (at *Wings Over Marin*). We'll then open up registration to the groups with the total number of Young Eagles preregistered to be determined by the number of pilots/planes/seats committed to that point.

Of course, we'll be doing the barbeque both during the event (for all of the kids and parents) and after the event, for the rest of us. Be sure to plan to hang around after the last kids are flown and enjoy some downtime-it's one of the best things we do all year.



Phil Simon has already signed on as chef for the day!

NEW MEMBER WELCOME

We're especially glad to welcome back a former member, **Lee Utterback**, who had faded into the darkness a couple of years ago but stayed on our mailing list, receiving meeting notices and newsletters. He came to our July meeting, and he apparently liked us enough that he re-upped. We're glad to have you back, Lee-we missed you!

EAA HQ Video Magazine: August Edition

Since everyone looks forward to the monthly EAA Video Magazine from HQ, here's what on the program for this month's edition:

- A whirlwind tour and on-site Airventure report from EAA Staffer Hal Bryan, filmed during the final days of preparation for the convention
- Behind the scenes and in the air with one of the largest seaplane operations in the world, Kenmore Air in Seattle/Vancouver
- Part IV (final part) Steel Tube Fuselage construction

NOTE: it's Oshkosh night this time, so bring your photos/videos and stories. Just got some great ones from new member Mike Garcia, including some in-flight video of P-51 formation flying...

Personal Report-Oshkosh/Brodhead-by Ken Mercer

This year I resolved to “do” assisting with the parking of Oshkosh differently. I'd been five previous times since my first time in 1990, once with my son Jack (in 2005 when he was 11-the best one yet) and once in conjunction with a Sonex construction seminar held the day weekend before the start of the 2003 event. I've camped, I've stayed in a hotel in Ripon, and stayed in the U of O dorms once. All had their benefits, all had their drawbacks. But I'd never really volunteered at Oshkosh until this year.

So this year I decided I'd go “all in” as a volunteer, and started the process early in February when the first issue of the new, revised and vastly improved Vintage magazine came out from EAA's Antique/Vintage division. In that first issue there was a small item on how to volunteer in the Red Barn, the Vintage headquarters at OSH, with a very clear invitation to first-timers. 'Nuff said- I sent off an email to the contact listed, and didn't hear anything for a couple of weeks. Then, out of the blue, I get a very nice email back apologizing for the delay, welcoming me, and recommending that I contact the Vintage volunteer chairperson for more details on the opportunities available. I did that and was pleased to get an immediate (I mean, two hours) response asking if I preferred to work the flight line

(Frontier all the way out via Denver) and back (the dreaded MSN/DFW/SFO connection on American this time) on Wednesday, the 31st. Done, and everything 's paid for by mid-May.

Finally, the 25th rolls around and everything goes as planned, EXCEPT the weather...

The other thing I resolved to do differently this year was to take in one of the smaller, grassroots Midwest flyins you read about in all the trade mags and online. Since I'm toying around in the initial stages of construction of a Pietenpol Aircamper and am a dues-paying member of the Brodhead Pietenpol Association I made arrangements to attend the BPA Piet flyin at Brodhead, Wisconsin the Friday and Saturday before opening day for Oshkosh. I corresponded back and forth with other BPA members on the Matronics Pietenpol online forum, many of whom would be flying their Piets in for that event, and even managed to set up a couple of evening ride-alongs.

Quick, make the hotel reservations in south Madison (about 45 minutes north of Brodhead and an hour and a half drive to Oshkosh) and arrange to pick up a car at KMSN upon arrival Thursday evening. Airline reservations made for the flight out on Thursday the 25th

(Frontier all the way out via Denver) and back (the dreaded MSN/DFW/SFO connection on American this time) on Wednesday, the 31st. Done, and everything 's paid for by mid-May.

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This can't be July in Wisconsin...

O.k., this is NOT what I expected of Wisconsin weather in July. I expected hot, muggy days with bugs. Lots of bugs. And apparently that's exactly how it was, the week before I got there. In fact, the afternoon I landed in Madison it was 87 degrees/85% humidity, with thunderstorms building to the west. Turns out those storms were marking a cold front which dragged through on Thursday night and on into part of Friday. That front left weather that made me think it was the middle of March; high winds, overcast skies with showers throughout the weekend, and temperatures in the 50s. No bugs, though.

As a result, the Pietenpol flyin/reunion in Brodhead that was expected to draw 30 flying examples saw only 12, and there were very few opportunities for them to fly on either Friday or Saturday. There were some pretty informative forum sessions in the hosting EAA chapter 431 hangar on



Saturday, most notably a presentation by Corvair conversion specialist William Wynne which moved to the parking lot around his truck, taking most of the attendees with it. Over the next couple of hours he addressed individual questions about the conversion, helped troubleshoot some problems, and showed what to look for in a stock Corvair block. One of the more interesting subjects he covered was how to go looking for a candidate engine in a junkyard, armed with only a 3/4 inch socket wrench.

This guy's really smart, really knowledgeable about auto engine conversions in general and Corvair engines in particular, and doesn't suffer fools or persons he perceives to be charlatans lightly. I didn't see it at Brodhead, but I've even seen him attack one of his own customers online when he thought that person did something stupid that was disloyal or questioned his (Wynne's) integrity. At the very least he's not just another gearhead; he's a gifted engineer with a real keen ability to connect

Oshkosh Odyssey-continued

with his customers. He's got the charisma of a snake-charmer, and I'm pretty sure I don't mean that in a bad way. Anyway, he'll be in SoCal in October and I invited him to come up north, and if he does come I highly recommend you go hear him, talk with him, even argue with him. Who knows; maybe we can get together with another chapter or two to host something to entice him to come up.

The event at Brodhead ended with a little bit of sunshine, some flying, and an unbelievable grilled pork chop (over an inch thick!) dinner. I caught a cold standing in line outside in 50 degree weather waiting to get in, but it was worth it for the pork chop. Not sure I'd do the Brodhead fly-in again, though, especially with the quality and growing numbers of flying Piets at the West Coast flyin at Fraizer Lake each June.

On to "FrostKosh"

The cold weather carried over into the first couple of days of Oshkosh. I slept in on Sunday morning, leaving Madison about 11:00 a.m., arriving at campground checkin about 1:00 after a really pleasant drive up the backroads of south-central Wisconsin. Set up camp, went out to get supplies, then caught one of the campground busses down to the "show" (your Monday ticket gets you in on Sunday, too) to walk around a little to get a feel for the setup, and was surprised to see that Sunday's become a pretty big day in its own right as all the vendors are in place and almost everything's staffed for business. I took advantage of that to sign up as a volunteer in the vintage area, with a required volunteer orientation Monday at 10:00 at flightline operations.

Now, the first time I went to Oshkosh was in 1990 and after being rained on three of

the six days I was there I firmly resolved never to camp there again. Yet, because I'm a tightwad (and didn't plan far enough in advance to reserve a hotel room) I decided to camp again this year. Big mistake. That cold front that arrive on Friday morning resulted in a low of 49 degrees overnight Sunday, and I quickly found out that the "rating" on my sleeping bag of 45 degrees was just a joke. Somewhere around 2:00 a.m. Monday morning I climbed back into the car, bundled up under the sleeping bag, and slept there. Not the most comfortable arrangement, but about 15 degrees warmer than the tent. Let me again state that as much as I enjoy the "buzz", the ambiance of Camp Scholler, I will NOT camp in a tent there again. If I do stay in Camp Scholler again it will be in one of those 40 foot, diesel powered continental schooners.

The convention itself was a blast, better than any of the other six I'd been to. I don't think anybody missed the active military presence (at least I didn't), and while it did seem attendance might have been down slightly over previous years (although the numbers aren't out yet), everything seemed to run really smoothly. Busses to and from the campground arrived every few minutes, and there were never any large backups (although I missed the evening airshow on Wednesday and I understand there was a fairly long wait for the busses then), and it was never a problem getting on any of the trams along the flightline. In fact, at one point Tuesday I had just gotten to the warbirds area all the way to the north end of the field when I realized I had left my phone charging in the Vintage flightline ops building near the south end of the field. I hopped onto the next tram headed south, picked up my phone (and a sandwich from the Operation Thirst truck,

since I had just finished working a shift), walked across the roadway and caught the next northbound tram and was back in Warbird Alley less than 20 minutes after I left. A new set of food vendors meant there were many more choices, pretty reasonable prices, and the lines were entirely manageable. Again, the final counts aren't available at this writing but the field was full of planes. A new section of the south 40 was opened this year so I don't think the field was ever closed to new arrivals, but parking did extend all the way to the new perimeter road south of 18.

I had a blast working two, three hour shifts in Vintage parking, one crazy one on Monday evening after airshow and another Tuesday morning, riding a scooter up and down the parking lanes as the "trailer" watching for wingtip clearance and on-lookers (usually taking photos with their backs to the taxiing plane) stepping into the path of the planes coming off of or headed to the runway. It was a very cool, up-close way to see some of the most amazing vintage restorations, and I had the privilege of helping park a couple of fabulous past champions and a chance to talk to their current owners. I have to say that the whole Vintage flightline operation was very well coordinated and run, and the briefing was very thorough and professional. I'll definitely volunteer next time I go, and even though I'm not sure it will be in Vintage I came away with an understanding of just how much planning and organization go into Airventure/Oshkosh, and how important are the roles of all the volunteers. From an operations management point of view it's an amazing how such a complex operation is conducted so well with so many volunteers. I think I heard there were over 4800 total volunteers this year at Oshkosh.

In an “only in Oshkosh” moment on Tuesday afternoon I sat down on a bench outside the Aeromart parts sales tent when an older gentleman noticed the Brodhead Airport t-shirt I had on and asked me if I had actually been there, as he had just missed the Pietenpol flyin the previous weekend, having been delayed by the weather on a flight out from the West Coast in his Wittman Tailwind. During the course of the conversation I learned that he was from the Museum of Flight at South County airport in San Marin, and in fact was the protégé of Ole Falin, the famous prop -carver. Falin donated his prop-making shop to the Museum and this fellow , Herb Robbins, continues to design and produce props although he himself is in his mid 80’s. He mentioned he was looking for apprentices of his own, and invited us down for a chapter tour of the museum and prop-making shop.

Tuesday afternoon was the debut of Jetman. I really had no expectations for his performance, but I had heard him speak at the Innovations Center earlier in the day and found him (Yves Rossy) to be intelligent, witty and really interesting. EAA was sending out text messages during the day with the airshow schedule and the expected start of his act, and about 3:45 I found a spot on the ground in Vintage parking where I could see both the the “live” takeoff via helicopter and the broadcast version on one of the two Jumbotrons set up at show center. A group called AirshowLiveTV had set up live video feeds from inside the helicopter and on Rossy’s wing which were shown on the Jumbotrons. The actual flight was tough to see from the ground, as his minimum altitude was 2,500 feet (hence the nickname “Speckman”, but the live feeds added a real sense of involvement in the event. Honestly, I’ve never head a crowd go silent like this one did as he pushed off the helicopter’s skids and began to fly. I have no idea how his act will fare as an airshow act, but he’ll be doing this again at Reno and I’d

highly recommend you catch it if you have a chance.

The Tuesday evening schedule at the Theater in the Woods was pretty good. I had originally intended to go just to hear Chris Hadfield, the Canadian astronaut who had recently returned from five months as commander of the International Space Station, but it turned out the first part of the event would be the presentation of the Bill Barber award for airshow performer of the year (Skip Stewart this year). I was surprised at how entertaining that part of the evening was. I didn’t really know who Bill Barber was and what the award represented, but after a 15 minute overview I got a sense of just how important this award must be to the performers themselves. You can only be voted “in” by the previous winters, and in fact all the living past recipients were there to congratulate the winner.

The “feature” forum of four astronauts, each from a different era (Gemini/Apollo, Mir, Space Shuttle and International Space Station) hosted by David Hartmann, who knowledgeably led the discussion for over an hour, and turned out to be much more interesting than I could have imagined. During the course of the forum there was also a presentation on the current developments in the space program (the Mars explorer is already under construction, as is its’ launch vehicle), and ended with a message to the audience from the I.S.S., taped earlier in the day.

Wednesday morning was the annual EAA membership meeting at 8:30. The business part of the meeting was pretty dry, as expected, but I had really come to see if there would be any fireworks during the open mike portion as there had been last year over the cost of food and drink at the show, the poor treatment of volunteers, and the presence of the high-dollar chalets along the best portions of the flightline.

stead, there was a steady stream of positive comments complimenting Jack Pelton and the Board for their handling of the Rod Hightower situation, supporting their challenge of the FAA’s last minute \$450,000 charge for ATC services for the show, and in general stating how it seemed that EAA was back on track after several years of wandering from its’ basic mission. In fact, Board members handed out cards with the revised re-statement of mission to every member in attendance to reinforce this effort (reproduced below).

It was definitely a bummer to have to leave Oshkosh early, but after a week on the road it was nice to be sleeping in my own bed Wednesday night.



Who we are...

We Serve the Community by...

<p>Inspiring New Participants in Aviation</p> <ul style="list-style-type: none"> ◆ Invite the public to experience flight ◆ Provide a compelling view of possibilities ◆ Nurture interest in aviation ◆ Support clear pathways to participation 	<p>Enriching the Participation Experience</p> <ul style="list-style-type: none"> ◆ Protect rights and freedom to fly ◆ Affordable flying in a local environment ◆ Knowledge, Information, Resources ◆ Diverse interests, camaraderie, fun ◆ Aviation events and activities
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We Are...

A community of passionate enthusiasts that promotes and supports recreational flying

Our Mission...

To grow participation in aviation

Our Market...

- ◆ **Current EAA Members**
- ◆ **Prospective Members - active in aviation, haven't joined EAA**
- ◆ **General Public - interested in aviation, have not yet engaged**

Volunteer Opportunities Abound at Wings Over Marin II

Wings Over Marin
- Celebrating -
Women in Aviation

MARIN COUNTY AIRPORT
GNOSS FIELD, NOVATO

SATURDAY, SEPTEMBER 21, 2013
10:00-16:00

Free Parking.
Admission: Adults \$10,
Youths \$5, Children (up to 8) Free.
WWW.GNOSSFIELD.ORG

All public readings and events sponsored or conducted by the County of Marin are held in accessible sites. Requests for accommodations may be made by calling (415) 463-4301 (TDD) or (415) 473-3322 (TDD/TTY) or by e-mail at Accessibility@marincounty.org at least four weeks in advance of the event. Copies of documents are available in alternative formats, upon request.

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too many people show up and have to be turned away, such has been the initial response to the event publicity.) GFCFA/EAA Chapter 1232 member David McConnell has lined up 40 aircraft from all over California for the static display, and at this point there are no duplicates!

The focus of this year's event is "Women in Aviation" and there will be several featured female speakers from various facets of aviation, including a local astronaut, career airline and military pilots, maintenance technicians, ATC personnel and the former head of the Oakland Airport. In addition, there will be a symposium in which the speakers will address the question of "how do YOU get here?". Of course, there will also be commercial exhibitors and vendors, including food.

In one particularly interesting feature of this year's event, our chapter will have a central presence at the event where we will not only be soliciting and taking registrations for our Young Eagles day the following weekend (September 28), but will also be holding hourly drawings from those registrations to give rides during Wings Over Marin II. Steve Knecht, the organizer of the event for GFCFA, came up with this great idea and is arranging to have the actual flights (loading, departure, arrival an unloading) broadcast live to the event crowd by a roving "reporter". Also docents on each of the busses bringing attendees to the field from parking at Fireman's Fund will highlight this activity for each load.

In August 2010, barely a year and half after the organization was formed, the Gness Field Community Association hosted *Wings Over Marin*, an airport open house at Gness Field which drew 1,500 attendees, over twenty static display aircraft and fly-bys throughout the day in waived airspace. It was quite a success for

such a young organization.

This September 21 GFCFA will host *Wings Over Marin II* at Gness, implementing details learned during the inaugural event, and they're hoping to attract as many as 2,500 attendees this time. (In fact, there has been some planning around what to do if

Volunteers are badly needed in all areas of the operation, though. Shifts are 1/2 day, with the free admission for the other half of the event, and lunch is provided (a total value of \$20).

To be a part of this event as a volunteer contact Marilyn McConnell at mcmare@comcast.net

GFCFA Board Meets with County DPW, Supervisor Arnold to Discuss Gness Field Issues

The Gness Field Community Association Board of Directors met on July 17 with Supervisor Judy Arnold, Airport Manager Dan Jensen and DPW supervisor Saiid Fakharzadeh, ostensibly to open a dialog between airport users and managers but more specifically to address some of the deferred maintenance issues and the County's budget for the airport. After initial introductions Saiid provided an overview of the airport's budget, explaining that the County runs the airport as a self-sustaining enterprise. He presented not only the results of the actual 2011-2012 budget for the airport (showing a slight loss for that fiscal year), but also a draft of the recently-ended 2012-2013 budget, which showed a \$79,000 "profit" from the operations of the airport. It is expected that those funds will go into an airport reserve account, bringing that balance to over \$400,000. More on this later.

"All together, the airport itself covered over \$150,000 in overhead expenses for other departments AND brought in almost \$700,000 for the county..."

There was much discussion of the line items that make up the airport's expenses, specifically around the overhead charges for other County departments such as accounting, legal, public works and human resources. Saiid was unable to explain exactly how those charges are calculated but did promise to find out who was responsible so that we could discuss the matter with them. These charges are included in the line item "General Fund Expenses" on the scanned budget copy posted on our website at

While this accounting process resulted in an operational "profit" of \$79,000 this past year, it is important to note that the air-

port's financial contribution to the County is much, much larger. By state statute, all personal property and use taxes collected from the airport tenants are split between the host school district and the County. Last year alone these taxes resulted in a +\$301,000 contribution to the Novato school district and another \$315,000 + to the County General Fund. All together, the airport itself covered over \$150,000 in overhead expenses for other departments AND brought in almost \$700,000 for the county! That's not counting quantifiable items such as the number of jobs produced by the airport or the economic multiplier effect of spending in the county by its users, much less the "soft" benefits of providing emergency access and a base for any number of charitable and/or public safety flight operations.

This accounting actually makes the lack of maintenance and upkeep even more puzzling and frustrating for the ever-shrinking number of airport users and tenants, and during the discussion it was learned that the County is not really moving forward on any maintenance issues until a determination is made on the proposed runway extension. This extension is expected to cost over \$15 million, with up to 10% of that coming from the County as part of the FAA grant process. The County is therefore reluctant to spend any of the reserve fund or commit other allocated FAA funds (over \$600,000) in light of the need to raise its' \$1.5 million matching share.

The Board detailed many of the more serious, safety-related maintenance issues, such as intermittent ceiling reporting on the AWOS requiring replacement of the unit, cracks and resulting dangerous loose aggregate/pebbles on all taxiways, and the spreading crack in the middle of the runway, and stated in no uncertain terms that these items cannot wait until the runway

extension is completed in 5 years as DPW now plans. In fairness to the County officials present, they believed they were supporting the airport users by going along with the runway extension proposal, and they seemed both surprised and happy to hear that it was of less importance to us that the ongoing maintenance and upkeep of the existing facilities. Given that the FAA is pushing the extension in their quest to keep Gness as a qualified reliever airport for the Bay Area (we're currently out of compliance for that designation due to runway length), the County's in a bit of a "pickle" and will need to decide between satisfying the FAA and it's own constituents on this issue.

"intermittent ceiling reporting...requiring replacement of the unit, cracks and resulting dangerous loose aggregate/pebbles on all taxiways, and the spreading crack in the middle of the runway..."

A grant request for replacement of the AWOS unit (now malfunctioning for over two years) is pending with the FAA, and Dan expects a determination in the next two to three months. GFCFA Board President Mark Sheron pushed Dan and Saiid to commit to a timely replacement of this device no matter what the outcome of the FAA grant application.

This meeting helped answer some questions and raised several more, but most importantly a relationship has been established between the County and airport users. There was general agreement that the County should seek GFCFA's help in soliciting input from airport users going forward, both on maintenance matters and future budget development.

Your can address your comments and concerns to us at: eaal232@gmail.com

The "Thursday Lunch Bunch"-Who ARE these guys?



Many years ago a group of chapter members began a tradition of meeting at a local restaurant for lunch every Thursday. Originally it was at the Golden Griddle restaurant in downtown Novato, and there were consistently 7-10 members and friends every week. That original group included several members based at Gnos, Petaluma and Smith Ranch, consisting of builders, FBO owners, retired airline and

military pilots, and other friends and acquaintances with an interest in airplanes. The location stayed the same for several years (even though ownership, and the quality, of the restaurant changed at least twice during this time), and the numbers gradually grew every year.

"Jokes are flung, photos are passed around, articles shared and opinions sometimes are offered"

A couple of years ago the group, now over 20 strong and still growing, went looking for a new home and found one at The Club restaurant at McGinnis Park, across the canal from San Rafael/Smith Ranch airport. Management there usually sets aside a room for the group (mainly to keep the noise down), which gathers there every

Thursday at noon. If you haven't tried it yet and you're available during the work day, drop by and check this group out. It's a whole different experience than our evening meetings-not better, not worse-just different and a lot of fun. If you can't already tell where the group is ask the concierge where all the pilots are; she'll definitely know.

There are usually numerous individual conversations going on during the meal with no real theme other than airplanes, flying, and the occasional foray into politics to curse the powers that be. Jokes are flung, photos are passed around, articles shared and opinions sometimes are offered. If you'll call Phil Simon beforehand he'll greet when you arrive introductions you to the group.

The next "meeting" of this group is Thursday, August 8.

What Exactly Do Your Membership Dues Get You?

We've all heard folks tell us they'd join our chapter but they really can't afford another \$25/year in dues. That may or may not be the real issue-we all belong to multiple aviation organizations, after all, from EAA national to AOPA, maybe GFCA and/or PA-PA. Those costs do add up, but it's likely that somewhere in the back of their mind (and perhaps yours, too) the real issue and question is "what does that \$25 get me that I don't already get from other aviation groups"?

Well, here's a partial list of benefits, one that was originally published in the May newsletter:

-Monthly speakers: veterans, local pilots, builders, aviation subject matter experts, focused on OUR type of flying and interests.

-Monthly video updates from EAA, and hangar flying of the finest variety.

-Local Builder Support Network: Projects in progress include Sonex/Onex, Glastar, RVs, Pietenpol, many others completed and flying

-Social/Community Events: Young Eagles Rallies and individual flights, aviation field trips,

-Thursday lunch group, monthly chapter meetings, camaraderie

Maybe the most important thing this chapter provides, however, is a local community of enthusiasts who share an interest in recreational flying and vintage, homebuilt or just plain interesting aircraft. Yes, EAA national and AOPA may give you "the big picture" and help advocate for your rights and aviation interests nationally, and GFCA may be bigger and successful at promoting the interests of Gnos and the local community to Marin County (and they certainly do great breakfasts!), but where else can you talk about building or working on an airplane with someone who knows what you're talking about and may have some bit of knowledge that can help you or is just interesting? Or can loan you that wrench you only need to torque your prop nuts, and doesn't think that sounds kinky just saying it? Maybe you need a certain size thimble to finish swaging a cable? We're a unique bunch, with unique (dare I say "sophisticated"?) interests and abilities, and there's a huge benefit to having a local pool of such capabilities and knowledge.

If you're not a member, come visit with us at one of our various endeavors. If you haven't been in a while you might be surprised!

EAA Chapter 1232-Novato, Ca

San Francisco and North Bay California

Ken Mercer, *President/Young Eagles*

Coordinator 415-378-8504

Phil Simon, *Vice-President* 415-454-5496

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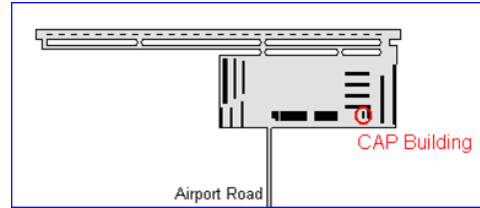
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Our monthly membership meetings are held the second Tuesday evening of each month (except December), starting with dinner at 6:30 and followed by the main presentation(s) at 7:00. Our hosts are the Novato Squadron of the Civil Air Patrol who graciously allow us to use their facility at 400 Airport Boulevard, Gness Field, in northern Novato (in the south parking lot). Here's a crude map, but please do contact one of our officers for more information and/or directions:



In addition to our regular monthly evening meetings, many of us meet for lunch at noon every Thursday at The Club restaurant at McGinnis Park Golf Course on Smith Ranch Road in San Rafael. The hostess on duty can direct you to our "regular" room but again, please contact one of our officers for better directions.

Membership is \$25/yr. and is open to anyone-contact any of our officers (above, left) for details!

The Hayward Air Rally *(From Press Release)*



contained multiple checkpoints, which were required to be visually identified by the flight crews. Prior to departure from Hayward, each pilot turned in estimates of their enroute flight times and fuel consumption for each of the two legs.

"...their results included a mere six seconds of composite time error, and a fuel error of only 0.33 gallons ..."

composite time error, and a fuel error of only 0.33 gallons over the route. This crew continues their excellence in the event, with seven top five finishes in the last eight years, and their second overall win.

A special 50th annual Hayward Air Rally is planned for July, 2014 originating in Hayward, CA with a final destination of EAA Airventure at Oshkosh, WI. For more information about the Air Rally, visit the event web site www.hwdairrally.org. Details about the 2014 event, can be found on the web site.

The longest continually-held flying event of this type in North America, this proficiency challenge offers aviators the opportunity to demonstrate their airmanship skills of fuel planning and cross-country flight without the use of advanced navigation equipment. The actual rally course was announced the day prior to the event. This year's course was two legs, each approximately 250 nautical miles. The first leg was from Hayward (HWD) to Redding, CA (RDD). The second leg extended from Redding to Bend, OR (BDN). Each rally leg

Traditionally flown without the use of GPS, DME, RNAV or digital fuel flow displays, flight crews are scored on a combination of identifying check points, matching predicted time (to the second) and matching predicted fuel usage (to the tenth of a gallon). The lowest score wins.

The winners of the event this year are David Hindi of Morgan Hill and Jeff Zalewski of San Francisco flying a Cessna 172. With just over 5.5 hours total flight time, their results included a mere six seconds of

