



The Crosswind

Correction

Official monthly publication of EAA Chapter 1232 and the Gness Field Community Association

“MOGAS BETTER THAN NO GAS”-THE ADVENTURES OF A YOUNG TOM RYAN

Volume 3, Issue 3
March, 2015

For some time we'd been told that we needed to get Tom Ryan to do a presentation on "Champs to Baja", and we finally succeeded and Tom was our featured speaker for the February 10 chapter meeting. We were not disappointed.

The story starts with Tom as a youngster, when he purchased a '62 Tri-Champ and flew that plane all over the place on a student license. He then sold it and bought an A-85 powered Champ (as opposed to the Tri-Champ's C-65). The new Champ had no radio, but the only problem with that was that the towers of the day weren't always quick with the light signals, resulting in a lot of confusion and frustration trying to get in to land at some places. To get anywhere up and down the West coast with all its metropolitan centers you needed to be able to communicate. This led to Tom's purchasing a Superhomer "Whistlestop" coffee-grinder radio.



In 1967 Tom was invited by a buddy to go drift diving on the eastern coast of Baja where ocean upwelling attracted lots of fish to feed and the unique geology produced an 8 knot current allowing the diver to drift for quite a ways. Tom bought the proper crystals for the radio and since the site was about 700 nm south Mexicali, the

closest port of entry into Mexico, he left the Bay Area a day and a half before he was due to meet his friend.

This is where the "mogas is better than no gas" saying comes in. Even though Tom had the latest version of the "Airports of Baja" guidebook, it was a long way between avgas pumps in Mexico as the gas had to come into a port by boat then be loaded into 55 gallon drums for transport inland. He found that the A-85 in the Champ ran really well on mogas so he learned to land on a strip of road, thumb down a passing car and charm the driver out of the gas in the car (his dollars were worth a lot more in pesos), then proceed on his merry way.

Tom talked a little about "mordita", or "the bite"-a pleasant term for the bribe necessary to get past a particular bureaucratic choke point, such as an official at the airport who won't let you take off because your paperwork is incorrect. The mordita could be "minute" (small, five pesos), "medea" (medium, 50 pesos) or "grande" (100 or more pesos). The grande modita was usually accompanied by the guy with the "big hat", or the "jefe" (boss). It was his tenous grasp of the details of the mordita led to him having his plane (and himself) impounded while performing an act of mercy.

Having stopped in a small fishing village (boat gas was good, too, if it wasn't too awfully tainted with oil), Tom was approached by the town's schoolteacher, who implored him to fly a little girl with a horribly abscessed tooth over the mountains (a grueling day-long trip by car) to get help. Tom's papers didn't provide for this side trip, so the schoolteacher gave him a handwritten letter explaining the circumstances.



He flew the girl to the city and presented her to the authorities with the letter of explanation, and the girl (and the letter) were whisked off to the hospital in a taxi.

The officials turned to Tom and asked for his papers, and since he didn't have the proper authorizations or the letter from the schoolteacher his plane was impounded and he was arrested and taken to a "jail" in the desert several miles out of town. Tom feels that had he fully understood the level of mordita for this particular situation he probably could have avoided the jail time.

Truly, no good deed goes unpunished.

March EAA Meeting: Bentley Nelson, photographer

We're pleased to announce that the speaker for our March 10 EAA meeting will be local aviation photographer, Bentley Nelson. Bentley has a great bio which follows, but I can tell you that I met him at a meeting featuring EAA's Jeff Skyles at Chapter 1269 last April. In talking with Bentley I found out that he had worked with EAA to shoot a couple of events at Pioneer Airport on the EAA grounds at Oshkosh, and had published a book and large format calendar featuring images from a Stearman fly-in held there several years ago. My copy of this book sits in a place of honor on a table in my living room, and I still have the calendar up in my workshop/garage/storage room even though the calendar part is two years out of date.

Bentley's going to come share with us a presentation he calls "Airfields of Summer-

A Tour Through the Heath and Soul of Aviation", including both images and video clips. I have to say I'm really looking forward to this, as it's one of my dream trips to spend a summer travelling through the Midwest with my son, attending all the small, homegrown fly-ins and amateur baseball games we can. Anyway, here's more info about Bentley:

"My interest in flight goes back to my childhood hanging out at the original Oceanside Airport just south of Camp Pendleton in Southern California, where my Uncle was the manager. In many ways, "The Airfields of Summer" is my way of recapturing the spirit of those times by telling the story of the people, places and events that are bringing the spirit of flight to life today."

A graduate of UCLA's Film and Television School, Nelson has written, produced and directed hundreds of broadcast and corporate productions, receiving awards at the New York, Chicago and San Francisco Film Festivals, as well as two Emmys from the National Academy of Television Arts & Sciences. One of Nelson's broadcast productions, a musical program entitled "Suzanne Ciani and the Wave: LIVE!," aired as a pledge-break special on PBS stations and is available on DVD.

Still photography has been a constant throughout Nelson's career from his early days shooting for newspapers and corporate annual reports to today's independent projects focusing on the Spirit of Flight and the world of Independent Baseball.

Be sure to join us March 10!

An Interesting Point of View on the Coming Drone "Explosion"

We don't normally like to copy articles from other sources (seems kinda lazy), but this one makes an interesting point, regardless of your position on drones:

February 15, 2015 by Alton K. Marsh, Senior Editor, AOPA Pilot

Think you have all the ratings? If newly proposed FAA rules on drones get approved—it will take two years—as written, there will be a new type of "pilot" certificate (only required for commercial drone use) called Unmanned Aerial Systems Operator. (Can "Rocket Pilot" be far behind?) Most rule comment periods are 60 days, but apparently that limitation has been tossed away. Here's the good news. An early draft of the regulations says you need to go to a Knowledge Test Center to take the written test. No previous flying experience, medical certificate, or pilot certificate is required. It must be repeated every two years. If you are already a pilot, you still have to get a UAS operator certificate. First there is an application process. You have to be 17 or older. Following that applicants must visit a flight instructor who signs them off for the written test. All

this means we have a pool of potential pilots coming to the airport soon, since that is where many Knowledge Test Centers are located. Do you suppose if we treat them as one of the pilot community, they might actually become private pilots? How many will there be? We can be a lot more optimistic than the FAA. The FAA thinks there will only be 7,500 commercial-use drone pilots in the United States five years after the drone regs take effect. I just checked a Web photography site called SLR (single-lens reflex) Lounge Beta, and I believe the estimate I found there that there are 100,000 wedding photographers out there who want to be competitive, so could there be 20,000 who might want to get a certificate? Now then, the National Association of Realtors said in 2007 there were two million real estate agents in the United States working for 109,000 firms. A few thousand firms may want their own drone, or at least sign a contract with a local drone pilot. So, another 10,000? We're leaving out a bunch of industries here that may send people to the local Knowledge Test Center. Welcome to aviation, folks.



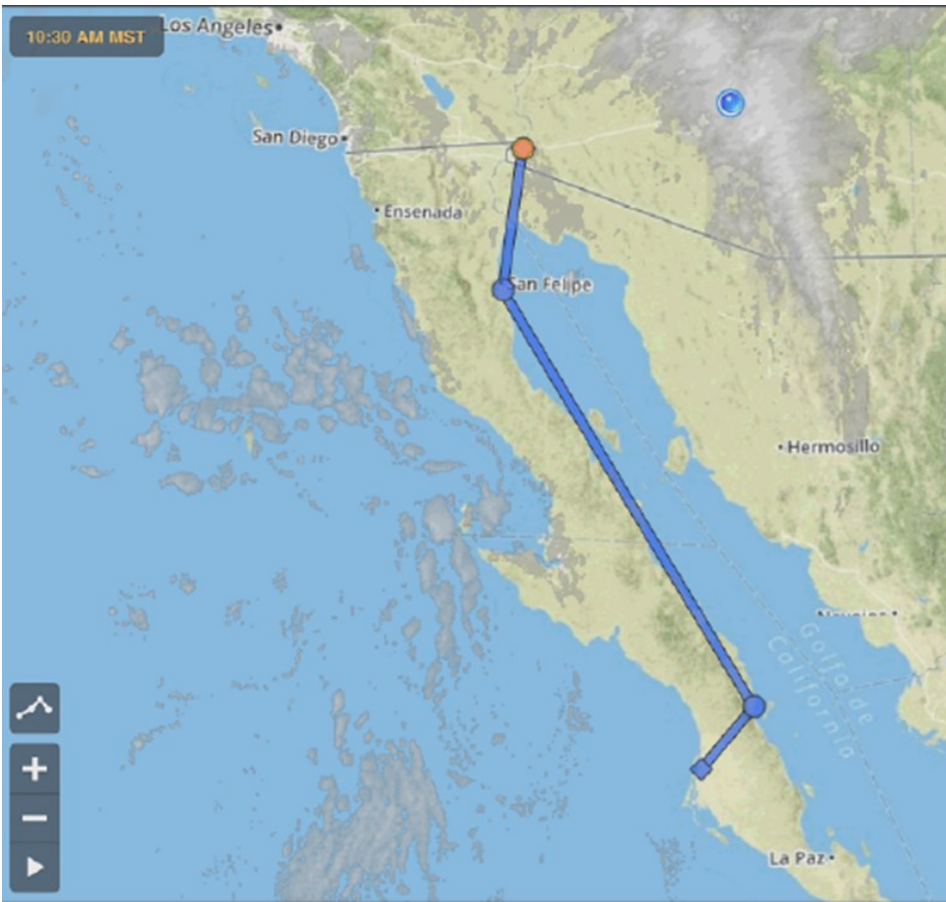
- DJI Inspire, above, about \$2,900
- Ultra-hi res 4K video camera aboard
- Internal GPS and IMU (Internal Measurement Unit) make it foolproof to fly—no skill or instruction needed (ed—?!)
- Can fly 45 mph to 1000 ft. altitude, controllable as much as a mile away from operator

Baja Whale Petting Tour

This must be "Baja Month" here at EAA/GFCA. First, we had Tom Ryan regaling us with stories of his flights to Baja as a young man (see page 1 of this newsletter), and now we have a story about the trip GFCA

the la Mision hotel in Loreto was also to be provided, and arrangements were made for the pilots to make the short flight from Loreto (on the eastern short of Baja) over to the whale camp (on the western short).

Because facilities at the whale camp are limited, half of the pilots would make this short trip on Friday, flying over in the early morning, while the other half was to make the trip on Saturday morning.



There was a new sheriff in town, however, and BPP's normally well-oiled reception process was thrown out of whack a bit. The new Customs chief had his own idea of how this should all go, including no refueling until you had gone through all the Customs processes inside the terminal. This resulted in some delays in getting all settled in, but you would have to guess that would have made it harder for participants to depart without paying the proper mordita!

Aside from that, the canine unit that searched each arriving plane, and the fact that internet service was down all over town off and on through the weekend, it was everything that was expected and the rest of the trip was just as advertised.

Breakfast was provided all three days, and there was a huge party in Loreto on Saturday night. Viisitors were successful in "petting" the whales on both excursions over to the west coast camp, but more on that later...

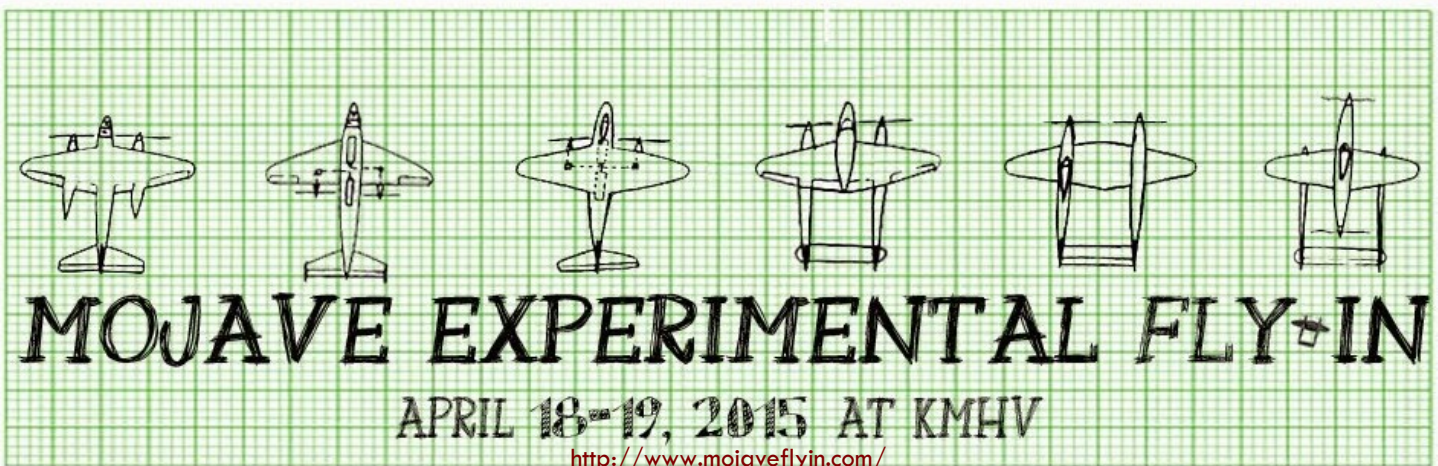
members Don Herzog and Steve Isaacs made south to Loreto , Mexico February 28 through March 1 to pet whales, a trip sponsored and conducted by the Baja Bush Pilots (BPP).

BPP was to meet all the pilots at Loreto International Airport to take care of customs, parking , fuel, entrance papers, immigration, and take care of most of the participant's "fees" (could that have been the "mordita", detailed in our piece on Tom Ryan's early trips to Mexico in his Champ?). Transportation to and from the airport to



CALENDAR

- Mar 10 EAA Chapter 1232 Monthly meeting, CAP Trailer Gness Field, 6:30 p.m. dinner, 7:00 Mtg. speaker aviation photographer Bentley Nelson, *Airfields of Summer-A Tour Through the Heart and Soul of Aviation*
- Mar 14 GFCA Breakfast Meeting, Scanlon Hangar Gness Field 9 a.m. Av Edidin, *Cross Country Weather*
- Mar 14 Scanlon Aviation Open House, Scanlon Hangar, 11 a.m.-3 p.m.
- Mar 18 GFCA Board Meeting, Airport Lounge, Gness Field 7 p.m. Supervisor Teams briefing, members welcome!
- April 2 Marin County Airport Commission meeting, Room 329 Civic Center (Board Chambers), 7 p.m. Let's pack the room!
- April 11 GFCA Breakfast Meeting, Scanlon Hangar Gness Field 9 a.m., *Airport Budget Workshop* with Eric Steger, Marin County Department of Public Works
- April 14 EAA Chapter 1232 Monthly meeting, CAP Trailer Gness Field, 6:30 p.m. dinner, 7:00 Mtg. Tour of John Long's hangar/machine shop
- April 18 Mojave Experimental Fly-in, Mojave Space & Air Port KMHV, 281 nm SE <http://www.mojaveflyin.com/>
- April 22 GFCA Board Meeting, Airport Lounge, Gness Field 7 p.m. members welcome!
- May 9 GFCA Breakfast Meeting, Scanlon Hangar Gness Field 9 a.m. Speaker Aaron Singer, *Seaplane Adventures of Sausalito*, followed by Hangar Crawl at Gness Field at 11:00,
- May 12 EAA Chapter 1232 Monthly meeting, CAP Trailer Gness Field, 6:30 p.m. dinner, 7:00 Mtg. speaker TBD
- May 16 AOPA Regional Fly-In, Salinas Airport (SNS), 99.7 nm SSE
- May 20 GFCA Board Meeting, Airport Lounge, Gness Field 7 p.m. members welcome!
- June 3 Marin County Airport Commission meeting, Room 329 Civic Center (Board Chambers), 7 p.m.
- June 9 EAA Chapter 1232 Monthly meeting, CAP Trailer Gness Field, 6:30 p.m. dinner, 7:00 Mtg. speaker TBD
- June 13 GFCA Breakfast Meeting, Scanlon Hangar Gness Field 9 a.m. Speaker Ted Newman, *Hangar Maintenance and Repair*
- June 13 Scanlon Aviation Open House, Scanlon Hangar, 11 a.m.-3 p.m.
- June 17 GFCA Board Meeting, Airport Lounge, Gness Field 7 p.m. members welcome!



Web Gems-This Month's Best

(if clicking these links doesn't work copy/paste them into your browser's address window)

How your Lycoming engine is built: <http://youtu.be/gxRI4c522Fo>

7 Planes, 1 Runway: <http://vimeo.com/71747995>

1940 Stearman "Cloudboy": <http://www.flyingmag.com/videos/video-channel-flyingtv/cloudboy?con=outbrain&obref=obnetwork&src=related&con=outbrain&obref=obnetwork#oid=8wdDU5bDpQUr5KBHhRdZdq0F0B5DiQHJ>

A unique compilation of newsreel video, "enhanced" sound, and historical research of the run-up to the Lindbergh flight. Four short, interesting parts: <http://www.airportappraisals.com/contact/>

Aerobatics training with a former SR-71 pilot: <http://youtu.be/N8Aniv8BDPc>

4:11 of low-level B-17 fly-bys: <http://youtu.be/VeijersyPWA8>

Remember Felix Baumgartner's highly-publicized jump from 128,000 ft? Check this one out, by a Google exec, from 136,000 feet with a five-point landing (knees, hands and face): <https://vimeo.com/109961386>

Drone 101: <http://youtu.be/5lMwGzI0Pcs>

Constructing Hoerner wing tips: <http://youtu.be/jgvLQ1flt1s>

Skydiving close call: http://youtu.be/Ce_sAXKk4QA

Boeing Crew practicing 787 routine for Farnborough: <http://youtu.be/GZRKm6PG918>

Building a Pietenpol wing rib in high speed-30 required: <http://youtu.be/Gl59zR2rlsl>

Gravel bar fun, NorCal style: <http://youtu.be/Gc9SZ0ysqto>

Mars Water Bomber-BIG splash: <http://youtu.be/l3C0rQo6l3k>

F-18 Carrier Ops: https://www.youtube.com/embed/wfOD2y_AD_w?feature=player_embedded



Gross Field Community Association News



PAT'S NEW RV-12

Congratulations go out to our own Pat Scanlon, who brought a new RV-12 S-LSA factory-built trainer online this month on lease back from new owner Jim Swanson. This Garmin Touch-equipped beauty has already seen quite a bit of action since arriving at Gnos and seems to be scratching a long-standing itch with many local pilots, as well as being a natural entry point for basic flight instruction.

Chances are you'll see (and hear) it flying quite a bit while you're out at the airport, but be sure to stop by and take a closer look if it's sitting outside the Scanlon hangar. You'll be surprised at the design details and quality of construction.



It sure is good to see a nice, new trainer on the field. When was the last time you could say that, 1985?

Gross Hangar Crawl After May 9 Breakfast Meeting

We'll be hosting the first annual combined EAA/GFCA hangar crawl following our May 9 breakfast meeting. EAA Chapter 1232 has hosted similar hangar crawls at Smith Ranch the past two years and these have quickly become their favorite meetings of the year (after Young Eagles days). We'll plan to leave the Scanlon hangar as a group at 11:00 a.m. that day on a guide-led tour of various hangars and aircraft at Gnos.

We need someone to lead the tour-could that be you? If so, drop us a note at grossfieldcommunityassociation@gmail.com

Fly-out to AOPA Fly-in: May 15/16

We're gearing up for a GFCA flyout to the AOPA Regional Fly-in at Salinas Airport (KSNS, 99.7 nm 153 true) on May 15-16. By all accounts the last year's switch to



smaller, regional fly-ins was a huge success, and this will be our first chance to experience the new setup close to home.

Admission is free (there's a big change, right there!), and there will be a free pancake breakfast and lunch (at a discount from an assortment of local food truck vendors), as well as the usual exhibits and seminars throughout the day. Chances are there will be some exhibition flying, as well; last year there were aerobatic performances and rides available in various types of aircraft, from warbirds to antiques.

This year you'll also be able to fly in on Friday evening and camp with your plane, and there are activities planned especially for Friday evening.

We'd like to organize a flyout for as many GFCA members as possible. If you're planning on going let us know at grossfieldcommunityassociation@gmail.com. Let us know, too, if you'd like to go but need a ride-we'll do our best to match you up with someone who's flying down.

You can register for the event on the AOPA website here: <https://www.aopa.org/login/EventRegistration>

March Meeting-Cross Country IFR

Our speaker for the March meeting is Av Edidin, who provided the following intro-

duction: "I have been flying for about 28 years, and for the past eight or so years have made a coast-to-coast trip at least once and sometimes as many as four times in a year. For about six years I flew a Cessna T182T while for the past two years I have been flying a Cessna T310Q. One or the other of the aircraft has landed in each of the lower 48 states, so a wide variety of geography will be discussed. My aviation background includes an aerospace engineering education as well as substantial time spent "low and slow" flying mainly taildraggers in the Northeast. However this talk will focus on IFR flying and will provide an overview of the challenges associated with going across the country in a day or two, with the understanding that most of the time there will be some weather along the way. The talk will focus on the beauty of the country in general, as well as specific instances of how weather factored into various legs of the flights. Convection and fog are the big challenges in summer, particularly east of the Mississippi, and so NEXRAD and Stormscope weather avoidance will be a focus of the talk, which will be illustrated with screen shots accumulated during the many flights. "

Join us on the morning of March 14 for what promises to be an informative and interesting presentation, whether you have a thousand hours' "hard IFR" or just fly day VFR.

February 14 Breakfast Meeting

On a beautiful Saturday morning more reminiscent of summer rather than Valentine's day, GFCA was visited by Corl Leach, president of the California Pilots' Association, and Joe Borzelerrri, VP for our region and himself president of the Sutter Buttes Regional Aviation Association. Leading off, Corl highlighted a few of the challenges some airports are facing, from land use/encroachment issues at Torrence Airport and San Luis Obispo to Santa Monica's fight to remain open at all. He also pointed out that CalPilots advocates in the important statewide arena that is not currently "covered" by local groups like GFCA nor national groups, like AOPA. Land use and environmental impacts are two of the more important functions the state controls.



More GFCFA News



For his part Joe talked about how his group managed to negotiate with their County to take over the day-to-day operations of their airport. This discussion created a lot of interest from those in attendance, with questions about who does what and how many people it takes, how expenses are covered, how FAA grants are applied for and administered, and how the relationship with the County has survived, among others.

The combination of great weather, the lifting of a three day Presidential TFR, and our guests produced a record 44 attendees. Next month's breakfast will feature Bay Area pilot Av Ediden, who will share his experience with long cross-country flights, and comparing weather between what you see inside the cockpit and what you see out the window. Join us on March 14.

AVIATION COMMISSION MEETING-Feb 4

One of the agenda items was for the creation of the goals and objectives for the Commission for the coming fiscal year 2015. This document will be finalized at the April meeting of the Commission and will become part of the FY2015 County Budget. GFCFA is making several recommendations regarding the goals of the Commission.

In conjunction with this process GFCFA sent out a link to an online survey to collect the input from our membership. This link originally went out at 10:00 a.m. on February 18, and we had 19 complete responses by the close of business that day.

A followup email was sent to all members on February 23 and resulted in another 18 responses, but if you have yet to give us your input you can still do so. Here's the link to the survey, one more time:

<https://www.surveymonkey.com/s/HRWHQK7>

CHANGES TO AVIATION COMMISSION

Our congratulations go out to GFCFA mem-

ber and long-time commissioner Ernie Ganas who retired this month from the Aviation Commission after 17 years of service. Thanks for all your work, Ernie-we're glad you'll continue to be around the airport and we're sure we can find something to keep you busy and off the streets. Ernie will be replaced on the Commission by a non-pilot appointee from District 2.

Another GFCFA member, Rick Beach, was nominated to the Commission by the Novato City Council. His appointment was formally approved by the County Board of Supervisors on March 3. Those of you who know Rick understand that the pilot community will continue to be well-represented on the Commission.

SUMMER INTERNSHIP(S)



We're very pleased to announce that GFCFA has reached an agreement with Aaron Singer (Seaplane Adventures, our May breakfast meeting speaker) to create/host a very unique aviation summer internship this summer. Under this agreement Aaron will employ the intern for 24 hrs/week at his seaplane base doing a variety of work including helping out with dock and aircraft maintenance, launching and recovering flights, preparing the aircraft for the day's work, loading and unloading passengers, monitoring weather for the operations, etc.. GFCFA will provide 15 hours' dual flight instruction (using Scanlon Aviation instructors in Scanlon's brand-new RV-12), ground school and mentoring. We hope to get the intern to solo during this time.

GFCFA is committed to sponsoring at least one intern for this program this summer, with the option to support additional interns depending on the success of our fundraising efforts over the next couple of months. We

hope to introduce our intern(s) at one of our breakfast meetings. Solicitations for applications have been sent out to 43 high school and community college counselors.

S.T.E.M. PARTNERSHIPS

Initial contact has been also been made with the principals at each high school in Marin County proposing a partnership to provide aviation-based S.T.E.M. instruction (science, technology, engineering and math) in their schools. Under such a partnership GFCFA would provide the software and stipend for a teacher via the nationwide program Fly to Learn (www.flytolearn.com), a 10 week structured course that provides all the lesson plans, software and instructional materials to teach aircraft design. Student teams then create and pit their design against those of teams all over the country, measuring performance and adherence to the contest's design goals. The grand prize is a two-weeks' all-expenses-paid trip for the team and their teacher to work with the staff building a plane at Glasair in Arlington, Washington. The school would provide the classroom and computer resources and help identify a teacher for this after-school program.

COMMITTEES

We are reaching a point as an organization where we have a lot of irons in the fire; Education (Internships, S.T.E.M.), Airport Beautification (signs, events, facilities), etc., and we could benefit from forming several different committees of volunteers to get some things done. These committees could be made up of two or more people with a particular interest, or start with one person who wouldn't mind recruiting others to help out.

We'll be reaching out to individuals in coming weeks; don't be surprised if one of the Board members asks you if you'd be willing to help out. We're not looking for anything that approached a job, just a couple hours' a week (maybe more to get things going). As always, the more brains we have working on an issue the better.

Of course, if you'd like to volunteer before we get around to asking you just drop us an email.

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

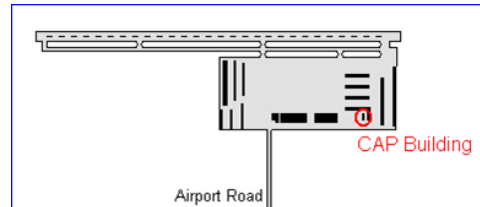
Tom Schiff, *Secr./Treasurer* 415-515-6630

www.1232.eaachapter.org

www.facebook.com/EAA1232



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!

EARLY NOTICE-APRIL MEETING SPEAKER

For over three years GFCFA has been working to improve communications between its' members (the users and tenants of Gness Field) and airport management (namely the County's Department of Public Works, our "landlord"). The need for more and better information about airport matters has become even more important as the runway extension proposal first looked like it was ready to move forward, then got pushed back even further.

People want to know what "the plan" is for maintenance issues that had been un-addressed for several years, first due to the horrible economy then because of the runway extension project. When, for instance, will the crack down the runway centerline be fixed? Why don't we have a working AWOS after all these years? Will it take a prop damage incident to fix the crumbling top seal in the taxi lanes?

The lack of information was getting more and more frustrating, and the GFCFA Board of Directors spent hundreds, if not thousands of hours trying to fit all the pieces together to determine just what the County has in mind for the airport, both in the short and long terms.

As last's year's grand jury report on the

airport implied, however, it's tough to get direct information about the airport. What that report didn't specify is that the airport matters are handled by several people within DPW and the Department of Finance, depending upon the specific issue.

For instance, planning and grants management are handled by one part of DPW, while airport operations are handled by another. Distribution of property tax revenues and allocation of County-wide expenses are handled separately by the Department of Finance. Governmental accounting for airport expenses and revenue is done in a way unfamiliar to most of us from private industry, and on top of all that there are FAA regulations and procedures to understand.

This has made it very difficult for GFCFA to get a good handle on just what the "plan" is.

For all the reasons above we're very pleased to announce that the speaker for our April 11 breakfast meeting will be Eric Steger of the County's Department of Public Works (the operator of Gness Field). Eric's presentation will focus on three areas:

- an overview of the County's budgeting process which both determines and is an indication of priorities for the airport
- a discussion (with Q & A) of the projects "map" for the next five years
- a discussion of the "income" side of things (rents in comparison to other area airports, concessions, etc.).

This is an important meeting for us, as it's a chance to establish a better, more open rapport with the County. This will give DPW a chance to try to explain some of the complex reasons why certain things are done a particular way, or take so long to accomplish, while giving us a chance to voice our concerns and hopefully develop a larger voice in setting priorities for the airport.

Let's be real clear about this much going into this meeting-we're frustrated, but we do NOT want this meeting to devolve into shouting matches like those the County saw in past years at meetings regarding affordable housing issues.