The Crosswind Correction

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

September Meeting-Transocean Airlines

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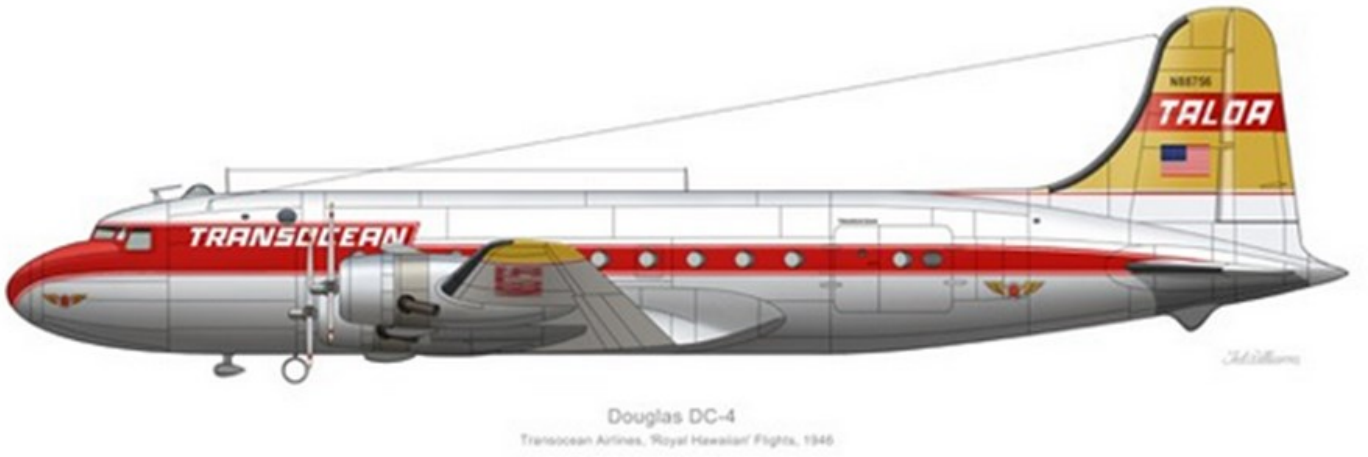


Douglas DC-4
Transocean Airlines, 'Royal Hawaiian' Flights, 1946

"Word that a new airline was in the offing spread quickly with Captain Nelson's first call, and the response was overwhelming. Looking for employment and happy that the war was over, applicants from all branches of the armed services rushed to the Oakland Airport, hoping to land a job with this fledgling airline. I remember seeing the long rag-tag line that stretched away from the International Terminal Building, out the door, down the steps, and all the way back to the airport restaurant, a distance of a hundred yards or more. Many were in civilian clothes but others, still wearing various military uniforms, were trailing duffel bags.

"Yes, indeed, those were halcyon days. We were all young and overflowing with enthusiasm for what we saw as a chance to break ground with a new airline. We wanted to have our place in the sun as pioneers and innovators. The romance and promise of commercial flying... the excitement and exuberance of this bunch of young hopefuls would provide the spirit that was soon to become Transocean Air Lines."

- Ralph Lewis, By Dead Reckoning, Paladwr Press

One of the pilots at Transocean Airlines was Ernest K. Gann, the author of many books, some of which were made into movies. (The High and the Mighty, Island in the Sky, Fate is the Hunter, A Hostage to Fortune, The Aviator and many others). In 1938, Gann started flying for American Airlines and flew the North Atlantic, to Africa and India. After World War II ended, Gann left American Airlines and became a pilot for Matson Airlines, which failed shortly thereafter. Eventually, Gann started flying for Transocean Airlines.

Our September speaker is none other than our own John Lannom, who was hired by Transocean in 1959 at age 18 and, after training at the Oakland home base, moved to Tokyo to work with the airline there

Come join us on Tuesday, September 9 for what promises to be a very entertaining presentation. As usual, the festivities begin at 6:30 with pizza/salad and soft drinks, with the presentation starting at 7:00.

By the way, Matt Pearson of the C.A.P. advises they installed window air conditioning units to help make the summer meetings more tolerable!

FOLLOWUP TO FAA HANGAR USE POLICY

In last month's newsletter we published news of a new agreement being worked on by EAA and the FAA regarding the use of hangar space at airports which receive FAA funding. While the intent of this policy is "noble", in that it attempts to keep hangar space free for airplanes and not for use as a warehouse, as previously written this policy excluded things like an old couch, a refrigerator, and even construction of an airplane in that hangar space.

Obviously, EAA was proud of having gotten to agree that homebuilding should be considered an "allowable" activity, but since the actual wording was very vague many EAA members were very vocally-concerned that only final assembly might be allowed, and that it would be up to individual FSDOs to determined if anything other than "final assembly" would be permitted. A hailstorm of comments and discussions ensued, and Avweb's Paul Bertorelli provided this summary of the situation:

"Sometimes, I'm glad our readers are paying attention because I'm not sure we always are. By "we," I mean the editorial we; the crack, watchdog aviation press. Specifically, I'm referring to the FAA's hangar policy toward homebuilding that escaped the Level 4 bio containment last week and never should have.

It set the AVweb (and KITPLANES) mailboxes alight for a couple of days. During AirVenture, we broke the story that the FAA's new airport use policy considers homebuilding to be a "non-aeronautical activity." Absurd on its face, right? Well, yes, but the policy statement still made it alive out of 800 Independence. EAA published this somewhat obscure story on the policy just ahead of AirVenture. Although the policy clearly lists building airplanes as a non-aviation activity, the story wasn't clear on that point. A sharp-eyed AVweb reader, alerted by his airport manager, contacted us and we chased it down.

When we queried EAA, the association said it considered the new policy a major win. Huh? The back story—still not clear from EAA's initial story—is that the victory part is because the FAA agreed to add "final, active assembly" of an aircraft to the hangar policy. Before that, homebuilders weren't mentioned at all and thus had

"EAA is also urging hangar owners and lessees to review contracts with their airport authority to determine if they are in compliance. "

no protection. Still, I wouldn't call the current policy as written an improvement, since the policy clearly still disallows homebuilding as an aeronautical use. That gives airports pre-disposed against amateur builders a powerful lever to restrict or eject them from hangars. (But only at airports where FAA funds are expended.)

EAA says it will fight to have all active homebuilding considered an "aeronautical use" at airports receiving FAA grants after reviewing a proposed policy issued by the agency a couple of weeks ago. EAA says it also heard from members apparently confused by the document because of "faulty information from inaccurate reports and chatter." You really have to wonder how educated people in government agencies allow such absurdities to reach street level. The underlying goal here is to prevent airports that receive FAA funding—so-called obligated airports—from becoming just more E-Z-Storage sites. You know how it works. At some airports, hangars don't have airplanes, but they do have boats, cars, gas grills, furniture, RVs, motorcycles and so on. The policy is intended to curb that and I think I'm on firm ground in saying most aircraft owners and pilots would back that idea. But in typical government fashion, the one-size-fits-all approach banned homebuilding through a twist of logic that eludes me"

While EAA continues to maintain that the new policy is a "major step forward" it also says the section of the policy that deals specifically and in some detail with the status of homebuilding in airport hangars, needs a rewrite. As we reported earlier, the policy, which appeared in the Federal Register July 22, regards all stages of homebuilding before an undefined tipping point as "final assembly" to be a non-aeronautical activity. EAA first reported on the proposed policy July 24. "We believe any type of active homebuilding meets the standard of aeronautical activity and EAA will fight for that language."

EAA is also urging hangar owners and lessees to review contracts with their airport authority to determine if they are in compliance. The current dustup resulted from controversy at Glendale Airport (PDF) in Arizona after complaints about non-aviation use of hangars there. The problems in Glendale prompted the FAA to audit dozens of airports around the country and they found many examples of non-aeronautical use of hangars besides homebuilding. homebuilding as a protected aeronautical activity. Now that will change."

Actual policy, as proposed by FAA: https://www.federalregister.gov/articles/2014/07/22/2014-17031/policy-on-the-non-aeronautical-use-of-airport-hangars#h-13

Spraying Latex-*by Douwe Blumberg, Brodhead Pietenpol Assoc. newsletter*

In the search for a more inexpensive and user-friendly aircraft coating, homebuilders have been experimenting with latex paint for a couple of decades now.

I have always been intrigued by the latex concept. From its low cost, instant color matching, water cleanup, superior adhesion and longevity, low toxicity and inherent UV protection, the attributes of latex always appealed to me. . The one aspect however, that I've always been skeptical about was the often marginal quality of the final finish, to my eye at least.

From the earliest days, the "accepted" latex application method has been with rollers or foam brushes, including the final coats. While I've only seen half a dozen latex paint jobs done this way, the great majority just didn't equal the "standard" aircraft coatings in the finish department.

Recently however, I came across a couple of articles reporting great results spraying latex paint through an HVLP (High Velocity Low Pressure). The purchase of a new HVLP gun for my studio prompted some experimentation recently and I honestly cannot believe the quality of the finish. Here's what I did and what I learned.

Back in the shop with my gravity fed HVLP gun (a Fuji mini-mite 4 to be exact), which is turbine powered (as opposed to being hooked up to a compressor). A note here about turbine HVLP guns; the air gets pretty hot, so plan on adding an extra length of hose to give the air more time to cool or else the latex could dry too much in the air and cause a poor finish. Latex, like most coatings, must be thinned to be sprayed. I had read that windshield wiper fluid, containing ammonia, helps improve the atomization properties of latex. So, following the paint gun owner's manual, I thinned the paint by approximately 20% with windshield wiper fluid (the blue color) instead of the recommended water. I adjusted the mix until it took 25 seconds to empty a standard viscosity cup. Prior to mixing I added a bit of "Floetrol" which is an additive designed to improve flow out properties. It retards the drying time and helps the latex smooth out better. I sprayed on a cool day, and the Floetrol retarded the paint too much. I'd use it on a hot day, but not on a cool one.

A note about paint. Only use the best quality "finish grade" latex as it is a finer product for spraying, but not the ultra heavy self-priming types. I strained the paint as I filled the paint gun's reservoir.

I have read that you can use latex for your first coat if you use a foam brush to ensure the latex encapsulates the weave, and then spray your finish coats.

Whatever type of gun you use, you'll need a lot of air pressure. This is why an HVLP gun really helps, especially a gravity fed gun. You'll want to open the air valve all the way, and actually reduce the fluid adjustment so the air has to work on less fluid. Adjust the spray pattern to the largest size, as latex always sprays much smaller patterns than other materials. Of course I had tested all of these adjustments on scrap previously, so the gun was already dialed in.

The actual spraying pretty much went per normal. What is different however, is that you're spraying a thicker coat initially (after drying however, latex has been proven to be lighter than other systems, such as Poly Fiber). On my test pieces, without floetrol I couldn't get a run, even on a vertical surface. On the cold day, using floetrol, I did experience some runs, which I believe wouldn't have occurred without the additive. Subsequent spraying, using the lessons learned, did not produce any runs. I did find that on a cold day, one can "fix" the paint into position and eliminate a running tendency (only if you're spraying on a very cold day, or sprayed too heavy a coat) by heating the freshly sprayed paint with a heat gun held about a foot away, being VERY careful not to get too close, or too hot and blister the paint. This seemed to start the drying process, or at least created a film that stopped any running tendency cold. However, on a normal day, this would not be necessary at all as it almost dries too quickly, hence the Floetrol. My personal opinion is to use Floetrol on days above the mid seventies, but not on cooler days.

Because latex covers so well, two full cross coats seemed to produce the coverage I wanted. Once the latex dried, the semi-gloss mimicked a classic dope job perfectly, even showing a slight amount of weave, which I really like. One can also spray a final coat of clear dope or polyspray if desired.

You'll really want to let the latex dry completely before exposing it to any wear and tear.

A little water clean up, and I'm now ready for a trip to the auto paint store for some color-matched enamel (without hardener) as I'm still not sure about latex over metal, though I've heard it works fine.

Vision-Correcting Electronic Displays In The Works

New display technology now in the research stages at the MIT Media Lab automatically corrects for vision defects, so users don't need to wear glasses or contact lenses. "The technique could lead to dashboard-mounted GPS displays that far-sighted drivers can consult without putting their glasses on," according to the MIT news release. The screen also could display 3-D content and diagnose the user's vision defects. "So the same device could, in effect, determine the user's prescription and automatically correct for it," said MIT. Researchers at the University of California at Berkeley also are participating in the research.

The display is a variation on a glasses-free 3-D technology also developed at MIT. But while the 3-D display projects slightly different images to the viewer's left and right eyes, the vision-correcting display projects slightly different images to different parts of the viewer's pupil. "Essentially, the new display simulates an image at the correct focal distance -- somewhere between the display and the viewer's eye," said MIT

Aviation Films Coming to Theaters

Aviation films don't come to theaters too often, and if you've already seen Disney's second "Planes" animated movie this summer, that's pretty much the whole list. But two feature films are in production that will bring airplanes back to the big screen. A documentary, "The Invisible Highway," narrated by Harrison Ford and shot in 18 countries on seven continents, aims to "show you aviation like you've never seen it before," according to the trailer. Brian J. Terwilliger, the creator of "One Six Right," directed the film, which will reach theaters sometime next year. Also in development is "The Millionaires' Unit," a historical documentary about a group of Yale students who formed a private air militia in 1916, prior to the U.S. entry into World War I.

The film, a labor of love that has been in production since 2008, got a sneak preview at EAA AirVenture last week. AVweb's Rick Durden interviewed Marc Wortman, author of the book that inspired the film, and Darroch Greer, producer of the documentary. Greer said the film will be out on DVD soon and he expects it to be shown on PBS stations and at aviation museums around the country in the near future. The independent film "Charlie Victor Romeo," based on a stage play where all of the dialogue is taken directly from cockpit voice recorder transcripts, continues to play at small theaters and film festivals around the world. A website called Tugg enables filmgoers to request a showing, and if enough people sign up online, the filmmakers will schedule a showing in a theater or community venue. Also now making the rounds of film festivals, after a private screening last week at Oshkosh, is "Flying the Feathered Edge," a documentary about legendary pilot Bob Hoover. The film will make its world premiere at the Rhode Island International Film Festival on Aug. 10.

Book Review-*Manifesto*, by Mike Busch

Mike Busch is the authority on "minimalist maintenance philosophy" for general aviation aircraft. As he says on his website, www.savvyaviator.com , "There's a dirty little secret about aviation maintenance: it often breaks aircraft instead of fixing them." If you've ever read any of Mr. Busch's articles in Sport Aviation, Avweb, Cessna Pilots Association, Cirrus Owners and Pilots Association or other publications, you know that he can be a bit dogmatic in his views on maintenance practices, and maybe even a little bit too technical in his discussions on the subject. This particular book is the first in a series of books in which Mr. Busch will reprint and/or adapt articles he's written over the past 25 years, organized around airframe, annual, engine and other maintenance topics. It's intended to be an introduction to the broader concepts of "as required maintenance" (not a new concept at all, but one that originated in WWII and has been "rediscovered" every decade since) and Owner Centered Maintenance, which puts the owner in charge of maintaining his/her aircraft rather than completely abdicating that responsibility to the mechanic as many of us do.

Manifesto is short (99 pages), much easier to read than most of Mr. Busch's magazine articles, and provides easy-to-grasp "takeaways" at the end of each chapter. It's a good, single evening's read that will at least have you form you own opinions on

these volatile subjects.

Interestingly in addition to the managed maintenance service Mr. Busch also has developed a network of repair stations that he has certified to do pre-buy inspections to make it easier for prospective owners to find qualified shops to do pre-buys anywhere in the country. With the approval of his managed maintenance clients he is also compiling engine analysis data from which he and his data team will try to create an engine "report card" to help owners and their mechanics foretell engine problems; they've already had some success predicting valve failures.

Other, non-customers will be invited to participate in this project at some point, and they will also have access to the data and findings. It's likely that you'll be reading a lot about this and other, similar projects in the next couple of years.

Mike is currently completing a series of free webcasts through EAA. You can find archived recordings of previous events, such as the August 13 webcast on resolving owner/mechanic disputes, on the EAA website. You can also register for the live session on pre-buy inspections on September 3 (https://www2.gotomeeting.com/register/915492874), where you can actually ask questions during the webcast.

September 27 Young Eagles Day!

It's that time of year again-Young Eagles day, in conjunction with GFCA's open house on September 27 from 10-2. We're looking to fly about 60 kids before 1:00, and this time we're going to try to stagger the pilots to attempt to keep from burning them all out. It always seems that only a couple are left for the last group, and that means it takes longer to fly the remaining kids and puts the entire load on those one or two pilots.

This year we're very happy that the vast majority of our Young Eagles will come from the Novato High School JROTC (30) and Big Brothers/Big Sisters of Norcal, (30+), a group we've been "courting" for a couple of years. We've also invited the Cadets from the C.A.P.'s Squadron 23, on the field here at Gnoss.

As always, we need volunteers, both in the air and on the ground. It's always a great event, and in combination with GFCA's second Open House (with static displays and free BBQ provided by GFCA and the CAP) and an older mix of Young Eagles, should be a hoot.

We'll be making appeals for volunteers all through the month of September, especially for pilots and planes, but if you'd like to get a jump on things contact our Young Eagles Coordinator, Ken Mercer, at 4154-378-8504 or drop him an email at EAA1232@gmail.com

CALENDAR

Sept 6-7	California Capitol Airshow, KMHR Sacramento Mather Field 64nm 067 true
Sept 8	EAA Chapter 1232 Monthly Meeting, CAP Trailer Gnoss Field, 6:30 p.m. dinner, 7:00 mtg.
Sept 10-14	Reno Air Races, KRTS Reno Stead 155nm 053 true
Sept 17	GFCA Board Meeting, Pilot's Lounge, Administration Bldg., Gnoss Field. Members always welcome!
Sept 20, 21	Wings Over Wine Country, KSTS Santa Rosa, 25nm 331 true
Sept 27	12th Annual Young Eagles Day and Airport Open House, 10 a.m.—2 p.m. Gnoss Field
Oct 1	Marin Aviation Committee meeting, 7:00 p.m. Board Chambers, Civic Center
Oct 4	CalPilots Annual Meeting, Castle/Merced KMER, 105nm, 115 true
Oct 9-13	Fleet Week, San Francisco
Oct 11-12	50th Annual Watsonville Fly-in and Airshow, KWVI Watsonville 81nm 53 true
Oct 14	EAA Chapter 1232 Monthly Meeting, CAP Trailer Gnoss Field, 6:30 p.m. dinner, 7:00 mtg
Oct 15	GFCA Board Meeting, Pilot's Lounge, Administration Bldg., Gnoss Field. Members always welcome!
Oct 21	Presentation of Gnoss Vision Report, Board of Supervisors Chambers, Civic Center
Nov 8	Annual EAA Chapter 1232 BBQ and Hangar Crawl, San Rafael Airport CA35

12th Annual Young Eagles Day

and

Gnoss Field Open House

Saturday, September 27 10:00 a.m. to 2:00 p.m.

-Young Eagles flights

-Free BBQ (while it lasts!)

-Unique variety of static display aircraft

Volunteers needed! Contact Ken Mercer at mercer.k@comcast.net if you can help.

Web Gems-This Month's Best

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

B-36 History (55 min, actual footage): http://youtu.be/PHSmGOvlO7M

A-10 live fire exercises, in HD: http://youtu.be/AicqBhHvGlA

Sea Fury gear up landing: http://youtu.be/x_sf9OK8P6k

One Week Wonder Flies: http://youtu.be/YPxEK5uLF9w

Millionaires Unit Trailer: http://youtu.be/xKqTA6WI02Q

Bob Hoover "Flying the Feathered Edge" trailer: http://youtu.be/PzBiMQNc4tA

Low and Slow to Oshkosh-here's an approach I bet you haven't seen: http://youtu.be/fQD5x1779tA

Interesting history of Boeing 707 development: http://www.rbogash.com/Boeing/707-is-60.html

Embry Riddle Aviation 101 online free introduction course:http://goto.erau.edu/aviation101/index.html

Some unique airshow vid angles: http://youtu.be/Bu535PZzysE from John Lannom

Matt Younkin Beech 18 aerobatics, from the cockpit (looks like work!) http://youtu.be/9Jk83zZXhBI

A thunderstorm's impact on a major airport: http://generalaviationnews.com/2014/08/16/video-a-thunderstorms-impacts-on-air-travel/?utm_source=The+Pulse+Subscribers&utm_campaign=26a3d63374-TP2013&utm_medium=email&utm_term=0_62525a9780-26a3d63374-51737

Perhaps the best Oshkosh recap, by "Slick": http://youtu.be/hmOPgYEBwEw

Stunning director's showreel: http://vimeo.com/89526883

Polished Latex Paint on Aircraft:

Video of results http://youtu.be/uX611NL7eHk

EAA Webinar http://www.eaavideo.org/video.aspx?v=2735032127001

Slides from Oshkosh Forum: http://wienerdogaero.com/LatexProcess.php

Gnoss Field Community Association News

SUN RIVER (OR) FLYOUT

Three planeloads of GFCA members took off from Gnoss Field about 10 a.m Friday, August 8, and were blessed with great weather and a tailwind all the way up to Sun River. The trip was not without some intrigue, however; shortly after departure Don Herzog's pilot's side window failed and he and his passenger/son Mike had to return to Gnoss. Fortunately, Steve Isaacs had not left yet and Don and Mike were able to catch a ride up with him.

The entire group dined together at the resort on Friday evening, then headed over to the Oregon observatory, complete with a large, domed permanent telescope and several nice portables set up around the observatory for viewing Saturn, Mars, and the M-30 and Spiral nebulae. On this particular evening the moon was nearly full, but Mark Sheron said the viewing was so incredible even then that he'd like to go back up during a new moon when the viewing is certain to be even better.

Many in the group went back on Saturday for some daytime viewing of the sun, while Bob Comyn and Steve played a round of golf on one of the resorts four championship golf course.. Meanwhile, Mark, Teresa and Mike headed out for a spectacular bike ride along the Dechutes River. After a full day of activities the group met again for dinner and then spent another evening

looking at stars, planets and galaxies at the Observatory.

The tailwind that blessed the group on the way up on Friday reciprocated as a headwind coming home on Sunday, with the only weather some thunderstorms brewing over the Sierra foothills to the east. Everyone was able to give the boomers a wide berth, however, and all returned to Gnoss that evening tired, but relaxed after their weekend in the Oregon woods.

Many kudos to Steve Isaacs for making all this happen. Organizing this trip, setting up the reservations, getting everyone there must have been a lot like herding kittens!

AWOS, TAXIWAY, RAMP REPAIR STATUS

Lo and behold, DPW did some repair work on the worst sections of the inter-hangar taxiways, sealing areas that were most prone to producing loose gravel and levelling other, wavy areas. That is much appreciated!

Still no movement on the AWOS replacement, but that's due to a delay in the local FSDO where there have been several management changes over the past few months. Each one seems to prevent the AWOS grant request from being sent up the chain of command. Dan Jensen is expending huge amounts of energy trying to break the request loose.

You may be able to help in the meantime. If you're returning to Gnoss and are unable to obtain ceiling information from ATIS please consider sending a email describing the situation and how the lack of ATIS ceiling data influenced your decision on whether or not to return directly to Gnoss.

You can use their online email function here.

AIRPORT VISIONING REPORT

Twelve blue GFCA t-shirt clad members were present at the special August 28 meeting of the Aviation Commission in the Board of Supervisors' Chambers at the Civic Center where the first draft of the report generated from comments noted at the July 17 airport Visioning. The report itself was pretty positive, the meeting unremarkable, leaving everyone there wondering what its' purpose was (other than to delay the Merits hearing).

MERITS HEARING RESCHEDULED

At one point the final runway extension merits hearing was scheduled for August 19, but once everybody realized that this hearing couldn't take place until after the visioning process had been completed it was postponed. The first draft of the visioning report was presented to the Aviation Commission on August 28, as noted above, and additional comments and input will be incorporated into the final report, which is to be presented to the Commission for final approval at their October 1 meeting. If adopted (and we certainly hope there will be no more delays) the report will be presented to the Board of Supervisors for their approval and acceptance at their October 21 meeting. Agonizingly (and astonishingly), the date for this hearing was set for February 28, this time leaving everyone to wonder what other forces are at work to slow things down even more.

EAA Chapter 1232-Novato, Ca

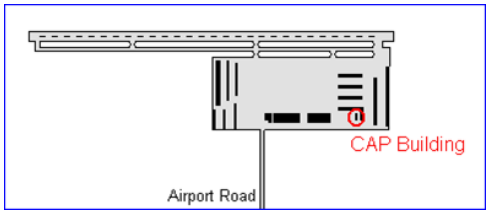
San Francisco and North Bay California

Ken Mercer, *President/Young Eagles Coordinator* 415-378-8504
Phil Simon, Vice-President 415454-5496
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, Gnoss 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!