



ANTIQUER

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Jan-Feb 2008

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Steve Byers

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Bob Blanchard

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Annual Business Meeting-Pot Luck Dinner

The Annual Business Meeting for the San Diego Chapter was held at Barnstormers Hangar, on Joe Crosson Drive at Gillespie

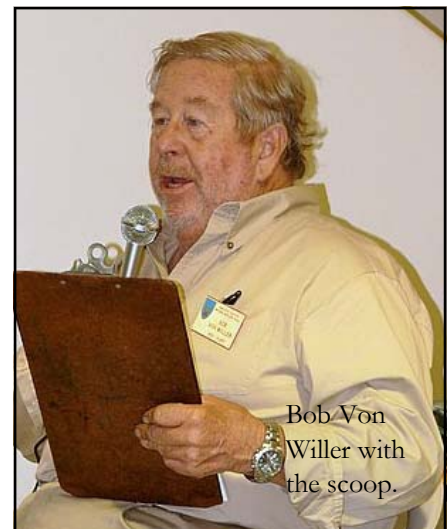


Tom Weeks enjoying pot luck offerings.



Bruce Craig as Santa addressing the crowd

ings during the year including a tour of the USS Midway. Lack of a quorum precluded



Bob VonWiller with the scoop.

Field on Thursday, December 20th, 2008. The affair was a pot luck dinner so members brought their favorite dishes to contribute. Considerable food was available with some left over, particularly desserts.

A brief business meeting was followed by a review of chapter activities during the past year by Bob VonWiller. The chapter was treated to a number of tasty meals and meet-

the scheduled election of a board of directors for 2008.

At various meetings during the year, Bob VonWiller has been highly successful in
(Continued on Page 3)



Event Calendar . . .

Feb 16—Chapter Aviation Swap Meet.

1719 N. Marshall. See flyer next column.

Feb 21-24—National Warbirds Operators Conference, Palm Springs, nwoc@cox.net.

Feb 24—Chapter fly out for lunch at Ocotillo Wells dry lake.

Mar 7-8—50th Annual Cactus Fly-In, AZ Chapter AAA, Casa Grande, Az, Call 520-836-7447, dprez@cactusflyin.org.

Mar 13-15— Intl. Women in Aviation Conference, Town & Country, San Diego, CA.

Mar 27—Chapter General Meeting, Bill Dennison's Hangar, Classic area; 5:30PM

Mar 28—Riverside Ca. Airshow 2008. 9:00 to 4:00, see www.riversideairshow.com.

Apr 19—Warbirds Show, Minter Field, Shafter, CA. Call 661-703-5005.

May 17-18—Planes of Fame Airshow, Chino, CA. Call 909-597-3722.

June 21—Eagle Mountain Airshow, Porterville, CA Airport. Call 559-289-0887.

Jul 28—Aug 3; EAA Airventure, Oshkosh, WI. See www.airventure.org.

Oct 4-5—MCAS Airshow with Blue Angels.

Chapter Plans for 2008

Aviation Swap Meet: To kickoff the 2008 program, the Chapter is hosting an Aviation Swap Meet in the area surrounding Bob Von Willer's hangar

The San Diego Chapter of the Antique Aircraft Association
presents

Aviation Swap Meet

Saturday February 16, 2008
1719 North Marshall Ave
El Cajon, CA (see map below)
10:00 am to 2:00 pm

This is your opportunity to clean out the hanger or find what you
have been looking for.

Avionics, Tools, Books, Supplies - you'll find it all!

Free lunch and refreshments will be served!

\$20 suggested donation for sellers



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at the "Glue Angels" area at Gillespie Field. Here's a chance to turn all those unused tools, materials, books, etc., into hard cash. It starts at 10:00AM through 2:00PM. We are asking for a \$20.00 donation from those who wish to take advantage of the selling opportunity. Lunch and refreshments will be served!

Ocotillo Lakes Fly-Out: On Saturday, February 24th, the Chapter is sponsoring a luncheon get-together at the café at Ocotillo. Hopefully, the lake will be dried-out by then. Its just a brief hop so come join the fun.

Chairs and Tables: Bob Von-Willer initiated a fund raiser specifically to buy chairs and tables for the Chapter so we would not have to depend upon others to have the basic furniture for our meetings. The response has been gratifying and 100 chairs have already been purchased. Tables cost \$52.00 and our goal is to buy 12, so anyone who would wish to contribute to the cause please see Bob Von Willer or Len Buckle. Remember, such donations are tax deductible.

Prop Wash by Bob Von Willer

The recovery dinner in January was successful with a record turn-out of members attending. We awarded three aviation training scholarships for 2007, to recipients attending the dinner. Rich Trafton gave out his usual awards, to those who were attending, that is.

We started collecting donations to buy 100 chairs for use during Chapter activities. Due to the generosity of our members we have already met our funding goal. Contributing to the fund were, Bill Allen, Fran Bera, Len Buckel, Steve Byers, Emidio DelConte, Norm Erb, Eve Hearne, Dick McDowell, Chris Reilly, Bob Von Willer, Mike Weaver, Mike Farris, and Rich Bergman. Thanks so much to all our donors! We are now trying to raise money to buy 12 tables. We are making fast progress but anyone who

would like to contribute, see the article above for instructions.

We are staging a Chapter Swap Meet on February 16th, just to test the idea. So far, there has been a lot of interest. Check the article above for time and place.

Also, be sure to remember the Chapter Fly-Out to Ocotillo Wells Dry lake on February 24th. We will meet for lunch at the Desert Rose Café.

The next general meeting will be held on March 27th at Bill Dennison's hangar in the "Classic" area at 305 Kenney Dr., El Cajon. We will be serving a (free) meal starting around 5:30PM. Bill will give a demonstration of the process of casting metal parts.

Remember the 50th Cactus fly-in to Casa Grande, AZ on March 7-9. We should have good chapter representa-



tion there.

We have a lot of Chapter activities scheduled so please mark your calendars and join us.

Bob Von Willer
President, AAASDC

Annual Business Meeting—Pot Luck . . . (Cont.)

staging auctions of various memorabilia for the purpose of fund raising. He continued



the practice at the business meeting by auctioning several items donated to the chapter.

while Patricia Burke won the second. The big winner for the evening was a ride in the CAF's T-6 aircraft, sponsored and piloted by Jack Draper, which was won by Ed Salkheld with a lofty bid of \$200.00 (See photo). Surprisingly, the rather brief auction contributed over \$600 to the Chapter's coffers. Thanks to all who contributed articles and especially to those who entered the bidding. And thanks to the rather small crowd that attended and brought "goodies" for the pot luck. *(Thanks are due Mike LaFrance who contributed several photos to the story.)*



Jack Draper with Ed Salkheld



Included were two ground school courses, donated by Golden State Flying Club. Mike Kirchgestner was the lucky bidder for one



Blanchard's Hangar No Longer Empty

Bob Blanchard's hangar at Sky Harbor had been devoid of aircraft since the sale of his Portuguese Chipmunk in June of 2007. Since that time, considerable travel has been invested in finding a certificated light sport aircraft to fill the LSA bill. Most of these aircraft are over 60 years old which gives a slight clue as to their general condition. That is, if you're looking for a pristine 1946 Champ, Luscombe, or Ercoupe, the search can be numbered in years, if ever.

After gathering background data

on around 62 candidates over a 7 month period of time, and actually visiting 15 of them, Pat Burke and Bob finally settled on a 1947 415CD Ercoupe with a C85-12F engine overhauled with C-0200 parts. Unlike most of its LSA kin, the Ercoupe sports an electrical system, which translates into "a starter"!

The ordeal was definitely a "learning experience" involving understanding TCD's, STC's, AD's for several aircraft, and just what makes an aircraft "Light Sport". Also, with the strong market for LSA qualified

aircraft, there is a lot of what is simply "junk" lying in wait for the unwary. The aircraft is equipped with rudder pedals and a nice panel, but its definitely not a Chipmunk, although I must say, it's a lot faster! Move over you Saturday-Sunday Flyers!



Annual "Recovery" Dinner – Jan 12th, 2008

The Chapter's annual recovery dinner was held on Saturday, January 12th, in the Cardinal Room of the King's Inn

Hotel in Mission Valley. Around 90 members and guests attended. This dinner is actually a 2007 activity which

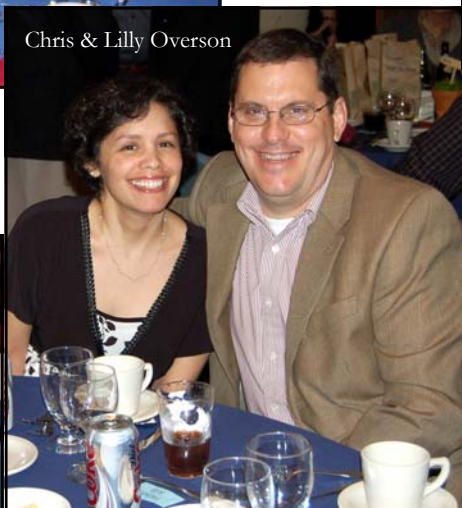


John & Jerri Hickman with Mike McCrae

Andy and Stephanie Petersen were superb hosts and provided complimentary white or red wine with dinner. Dessert was particularly tasty, particularly the cheese cake which was light and moist unlike much of the rather dry, pasty cheesecake served in many restau-



Don Ganoe with Alice Stocker



Chris & Lilly Overson

tion were presented to each 2007 board member. Then Bob introduced the members of the 2008 board of directors, which actually only involved one change: Chris Overson retired as treasurer and Tom Weeks joined the board as Activities Chair. The remaining board positions stayed the same with Bob VonWiller repeating as President, Steve Byers serving as Vice President, Donna Smith becoming treasurer, Glenn Cruz assuming the duties of the secretary, Len Buckel continuing in his position of membership chair. Bob Blanchard will serve as board member-at-large during 2008. Bob Blanchard then presented Bob VonWiller with a certificate of appreciation for his contribution as chapter president during 2007.



Bob & D'Marie Simon

rants. As guests were enjoying their coffee, President Bob VonWiller mounted the podium to welcome the members attending and to introduce the outgoing members of the board of directors. Certificates of apprecia-

we celebrate early in 2008. It gives us an opportunity to get together and "recover" from the holidays and spend some time meeting new members and chatting with old friends.

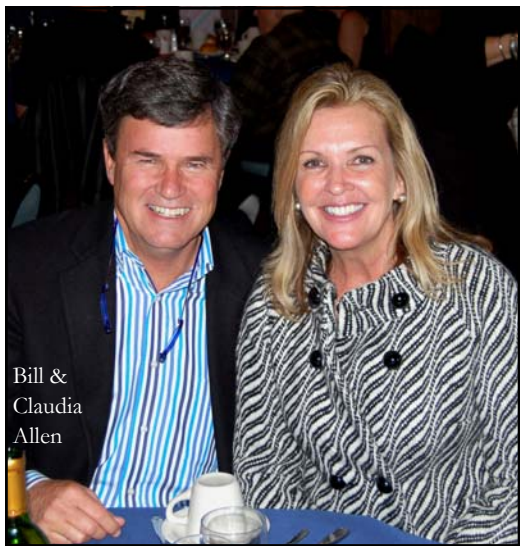
A no-host bar opened at 6:00 along with a veggie h'doeuvers table. As usual, the room was decorated by the restaurant's staff in an aeronautical motif with little airplane and plant center pieces with our trusty chapter banner hanging from the front wall. Dinner entrees included prime rib or broiled salmon, each of which was served hot and delicious. As usual,



Dotti Buckel & Dorothy Trafton

Next, Bob Blanchard officiated for the presentation of aviation training scholarship awards for 2007. Three \$1,000 awards were given. Recipients were Shon Northcutt, Bethany Duncan, and Titus Dinkens. This was the fifth consecutive year that the (Cont. on Page 5) chapter has presented

Recovery Dinner—Continued



Bill & Claudia Allen

room, to Rich Trafton who annual presents humorous awards to selected chapter members for what we call “auspicious accomplishments” during the previous year (2007). These awards are considered to be the high (or low) point of the evening depending upon whether one is a recipient or just a relieved on-looker. It should be noted that these are not simple “dime store notions” but actually carefully designed models depicting the event being celebrated. Sometimes, the



Michele & Andy Butler

awards are actually animated. Rich spends considerable time and money in designing and constructing the awards. The first award was to go to

Reuven Silberman for excellence in demonstrating a ground loop (unfortunately, Reuven was not present to accept the honor.) Second, Len Buckel was given an award for surviving the “Pecos Texas” incident in which his cub was levitated into the Texas



Rich Trafton with Len Buckel

boonies. And third, Mike McCrae was singled out for excellence in taxiing his T-6 aircraft through any and all obstructions! The awards were all in fun, and everyone attending appreciated them, particularly the participants. Not much can follow Trafton’s performance, but VonWiller took the opportunity to briefly discuss what Tom Weeks and his plans are for chapter activi-

ties in 2008. (See Page 2 for a preview). The annual recovery dinner is indeed one of the high points of the year. Everyone always enjoys the dinners, the conviviality and the opportunity to dress up a bit, and to be able to sit down and eat a delicious dinner in surroundings other than someone’s



Ted McLin & Fran Bera

aviation scholarships during our annual banquet. (Please see Page 7 for a thumbnail description of each recipient and Page 8 for their photograph.)

Next, the meeting was turned over, with some trepidation by many in the

hangar. (Not that there’s a thing wrong with eating in a hangar, most of the time.) Our thanks go to Andy and Stephanie Peterson for once again serving as our gracious hosts, to the staff of the Cardinal Room who again demonstrated that they run a top notch restaurant, and to all those who made it possible by attending. See you all next year!!



Rich Trafton and Mike McCrae

Gillespie Fly-Out Notes by Len J. Buckel

On **Sunday, December 23rd**, Mike Dufford in his Cessna 170 and Curtis Hopkins in his Helio went to breakfast at Oceanside. They walked up the street to the Mexican restaurant. Andy Petersen in his Cessna 185 and Don Ganoe in his Cessna 182 went to Borrego Springs for breakfast. Donna and Bruce Smith had flown their RV early (as usual) and a little while after I saw them land I went to their hangar. Bruce had already left for Otay Lake to work on their P-51 replica that he and his father are building. Donna and I went across the field to the Gillespie Café and had breakfast.

On **December 25th**, Don Ganoe took a friend for her first ride in a small plane on Christmas day. He said that he headed for Big Bear but it was really rough. He turned around and came back. His friend did not get sick and Don told her that it was as rough a ride as she would ever experience. Winds had been forecast from seventy to ninety miles per hour for Christmas day.

January 1st – 2008. It has been traditional that the pilots from Gillespie Field make a New Years flight to Chiriaco Summit. Last year, the winds were so bad that we diverted to Ocotillo Wells and had breakfast there. This year strong winds were again forecast for the desert. We called the AWOS's at the Borrego Springs and Thermal Airports. The surface winds at both places were calm or very low. We decided to try it. Going this day were Mike Dufford in his Cessna 170, John Bovee in his Cessna 180, Joe Pribilo in his Bonanza, Pat Falley in his RV, and me in the Piper J3 Cub. Joining us from Las Vegas was a friend of Joe's, Tom Buck in his Ercoupe. Also joining us was a friend of Pat's, Mark Cira from Oceanside in a Cirrus SR-20. With Mark was Mika, his cousin from Canada and Dayna, a neighbor and friend. Climbing out from Gillespie it was evident that we had a strong headwind. Looking towards Ramona from the Cajon Mountain area one could see blowing dust. I had a ground speed of 61 MPH at 4500 feet and the outside air temperature was 65 degrees. It had been much colder on the ground but grew warmer as

we climbed. The conditions varied from smooth to rough all the way to Chiriaco. It is always rough in the Julian area when we have east winds. The wind is always strong there and I saw a 44 MPH ground speed going over Julian. I also lost almost 1000 feet of altitude there. I had gone to 7000 feet because I knew that this would probably happen. I believe that all of us went up to about 7000 feet on the way to Chiriaco. Over the Borrego Springs Airport at 7000 feet I had a ground speed of 60 MPH with an OAT of 50 degrees. Ten miles from our destination descending through 5900 feet the temperature was back down to 43 degrees. We had the Chiriaco Airport to ourselves. It seemed that most people stayed home today because of the wind forecast. The first to arrive landed on runway 24. They reported that it was extremely rough east of the airport so several of us decided to land on runway 6. I crossed mid-field from 24 downwind and landed after an Ercoupe on 6. It was smooth as glass for us. All the rough air seemed to be east of us. There were few people in the restaurant when we entered. After we had ordered, Pat Falley and his friends arrived. While we were eating, it was noticed that the wind was now blowing outside. I took off first and as I turned downwind, I noticed that I had a ground speed of 80 MPH. It was rough over the ridge between Chiriaco and the Salton Sea. On the east side of the Salton Sea at 5500 feet and in smooth air it was 45 degrees OAT and I had a 92 MPH ground speed. There was dust in the air in the Borrego Valley and south in the Imperial Valley. The barometric pressure was high. The Borrego Springs AWOS was reporting 30.43 when we were going east and reported 40.37 when we were returning. There was a little bit of rough-



ness on the way back but it was better than the leg east.

Saturday, January 12th, was the date of the Chapter's annual "Recovery Dinner". (See also article on Page 4.) For several years now, we had held it at the King's Inn in Mission Valley. This is owned by Andy and Stephanie Petersen who are Chapter Members. They always treat us very well and throw in a lot of "extras" for the price of the dinner. Before using their facility, the Chapter wives always had the chore of decorating the tables and dinner site. Their people take care of all of these chores and they give us an appetizer bar and include wine on all of the tables. This makes it a lot easier on the Chapter. This year, we had 81 dinners served. (See article below on the three scholarship winners). This filled the "Cardinal Room" very well and I think that a good time was had by all. A stroke of bad luck had Andy Petersen and Earl Hickman "under the weather" so they didn't attend. Also unable to attend were AC and Dorothy Wood. They had an early morning flight the next day and elected to stay home and rest as they had just come off of another flight. It was a very nice party complete with the "insulting and degrading" awards that are always presented by Richard Trafton. The worse thing about his awards is that the recipients are not allowed to rebut Dick's stories.

Sunday, January 13th, was a scheduled display day at Classic Hangars so we cannot journey very far for breakfast as we have to be back by

Gillespie Field Notes . . . Cont.

12:30 PM. There was only two going to breakfast this day. They were Joe Pribilo in his Luscombe and me in the Piper J3 Cub. We have to go somewhere close so we decided to go to Oceanside. We returned to the restaurant straight up the street from the airport where we ate at least ten years ago. We had been back after it changed hands and were not satisfied with it at that time. We understand that, that group “went under” and the place was vacant for two years. It reopened as a Mexican restaurant but we had never been there. Curtis Hopkins had been there recently and said that the food was good. So Joe and I tried it. The entire menu is Mexican dishes. There are about three choices for breakfast. Joe and I had breakfast and what we had was good. It is too bad that they

don't have ham or bacon and eggs or other “gringo” staples on the menu. We had Santa Anna conditions this day. It was warm and clear. As we climbed out from Gillespie, we had headwinds of about 15 MPH down low. When I got to 2800 feet, there didn't seem to be any wind component. My indicated and ground speeds were about the same. Coming back it was so clear that the Coronado Islands, (down in Mexico) were very visible.

January 28th. I had sent out e-mails reminding those who had not attended the Recovery Dinner that the 2008 dues were payable. On this Monday, I received a telephone call from Shirley (Sealing) Parks that she would not renew this year. Horace Sealing, Shirley's deceased husband

and she had joined the Chapter in 1968. Horace had suffered a heart attack and died while moving his Fleet out of a tie down spot at a Ramona fly-in years ago. Shirley had been the Chapter treasurer for the years 1978 through 1988. She had remarried and moved to Yakima, WA. She had always remained a member of the Chapter over the years. When she called, she informed me that she has cancer and is in a hospice. She doesn't expect to live until the end of the year. This was a hard thing to hear from one who has been a dear friend for so many years. It would be nice of some of her old friends would send her a card. Her address is in the 2007 Membership Directory.

Not many breakfast flights were made at the end of this period. Several week ends were rainy or windy, or both.

AAASDC Aviation Training Scholarships Awarded

The Scholarship Award Committee, composed of Lonny Bosselman, Donna Smith, Steve Byers, and Bob Blanchard met on January 3rd to review applications for 2007 scholarship awards. Three \$1,000 awards were recommended to the Board of Directors, who subsequently approved the expenditure. Award certificates were presented to the following recipients at the Chapter's Recovery Dinner on January 12th. All of our awardees are highly motivated to pursue careers in aviation, find flying a joyous and fulfilling undertaking and aspire to “giving back” something to society for their good fortune.

Bethany B. Duncan is a 23-year old private pilot and a certified flight instructor currently working on her multi-engine rating at Jean's Flight Training, Gillespie Field. She attended San Diego Christian College. Ultimately, Bethany would like to become a corporate jet pilot. She worked at Jims Air Aviation Services, Lindburgh Field, to learn the business. Currently, she is working as a

full-time flight instructor. She has carefully defined her goals and plans to achieve them through continued education, flight training, and work-related experiences. Bethany's scholarship was funded by the Alfred N. Long Memorial Fund.

Shon Northcutt, has his private pilot certificate, and is currently building cross country time so he can begin work on his instrument rating at Jean's Flight Training, Gillespie Field. Shon has accumulated 70.8 flight time hours. He is 18 years old, is attending Cuyamaca College, and aspires to a flying career in the U. S. Marine Corps. Ultimately he would like to fly for one of the major airlines. He is currently working at Jet Air at Gillespie Field and enjoying his interaction with the corporate pilot community. When not flying, Shon enjoys surfing and riding dirt bikes.

Titus Dinkins, is 21 years old and has earned his private pilot certificate flying at Jean's Flight Training, Gillespie,

Field. Titus was born and raised in Thailand of missionary parents and currently attends San Diego Christian College. He has accumulated 90 hours flight time and ultimately would like to get a helicopter rating so he could use his aviation training anywhere in the world in helping missions and humanitarian relief. In the summer of 2007, he worked in Thailand as a volunteer in a remote jungle area helping to build a school and water treatment facilities. Titus feels that, “Flying for me is like escaping from this world and its distractions and worries and going to another place of freedom and life”. I'm sure many of us would agree with that sentiment.

These young aviators are all impressive in their commitment to careers in aviation and the personal confidence they share in achieving those goals. (See the “Feature Photo” on Page 8 for a group photo of the awardees.)

**Antique Airplane Association
San Diego Chapter**

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**“Keep the Antiques
Flying”**

The San Diego Chapter of the Antique Airplane Association holds meetings at various locations in San Diego around the Gillespie Field area. Meetings are announced through the Chapter Newsletter, *The San Diego Antiquer*. Membership is open to all interested parties. Dues are \$15.00 per year. Contact Len J. Buckel at 619-449-0539, or at Lenj3@juno.com for an application and for general information . . .

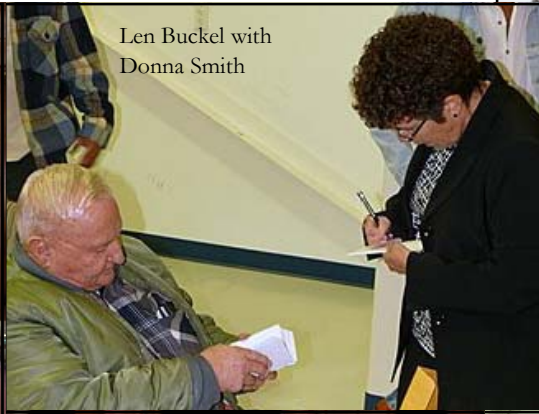


Scholarship Awardees— (L-R) Shon Northcutt, Bethany Duncan, and Titus Dinkins, each received \$1000 aviation training scholarships during the 2008 Chapter Recovery Dinner on January 12th. All three recipients are taking flight training at Jean’s Flight Training at Gillespie Field. They were congratulated by Bob Blanchard, Chair of the Scholarship Awards Committee, and offered the Chapter’s best wishes in their pursuit of their respective careers in aviation.

Photo Appendix . . .



Rich Trafton



Len Buckel with
Donna Smith



“Dame” Fran Bera



The “Buckels” and the “Traftons”



Mary Ford and “toys”