

What did I do last weekend? I went to a football game....

by Mercedes Eulitt

What an honor it was to participate in a 49 ship formation flight fly for Breast Cancer Awareness with many other members of the Experimental Aircraft Association and RV Community. The flight was during the Star Spangled Banner for the opening of the NFL game of the Kansas City Chiefs vs Oakland Raiders last weekend. When I was asked if I would be consider being part of this I had no hesitation in my response. The RV Kansas City formation flight team was overwhelmed with the response from all the RV pilots all over the country. Even though the gas bill was going to be about \$1000.00 for my plane, my fiancee and I both made the trip in our own planes.

I felt prepared for this because I passed my formation check ride last year after 2 years of training. The training is like doing a commercial check ride next to 4 other airplanes.

After preparing and packing my plane for the trip, I took off the Thursday before the fly over with my Fiance, Sean Farrell. As we flew across the country we picked up other RV pilots along the way, some over a VOR at 9,500ft and others at gas stops. We flew into Lee Summit airport, KS on Friday with many cheers on our arrival and the airplanes taxiing into a hanger to get the smoke brackets installed. We had

many volunteers fixing hamburgers as people took apart wing tips to get the airplanes modded for the smoke brackets. Early Saturday morning we had a long brief where you could hear a pin drop. We had two practice flights that day. After the practice flights we were tired and hungry and thankful to the volunteers that prepared dinner. After dinner, we reviewed the videos and photos took that day and knew how to adjust for the TV cameras tomorrow. Then all the flying stories and laughter erupted for the next few hours.



Sunday morning we got up early, prepped the planes and had our last brief. After the detailed brief I walked to my plane thinking about each part of the flight and what I had to do precisely. Once in my plane I saw the signal to start engines. We all started at once and the ramp was alive with sound. We all checked in on the radio in the designated order. Alpha 1, 2, 3, 4 Bravo 1, 2, 3,4 down to Mike 1. We all taxied and did our run-up and gave our thumbs up down the line from M1 all the way to Alpha 1. We started taking off in 2 by 2's and then each set of two's formed a 4-ship. It was those 12 sets of 4 ships we joined Bravo to Alpha, then Charlie joined, then Delta joined until we were all in our posi-

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A Glimpse of History at the Airshow

At this year's Watsonville Airshow and Fly-In on Labor Day weekend, I again volunteered to judge airplanes. Displayed were a number of beautiful old airplanes. One airplane, an Interstate NC 28329, really sparked reflections. If you attended the fly-in you may have noticed it. It's a little blue airplane with yellow wings. It's a single-engine, a tail-wheel, high wing, two-place tandem seating (one behind the other) airplane. The design is not sleek; the fuselage is wide between the belly and top.

However, Interstates fly extremely well. This fact is transmitted is to the pilot's bottom. And that message goes from there,

up the back to the brain, where it is processed (or not). I flew another Interstate; the controls are very well balanced and responsive, predictably. On landing, Interstates are more controllable and easier to keep straight than other tail-wheel airplanes. Only 47 of these airplanes were built.

N 28429's history is unusual. The aircraft logbooks were on display showing documented dates and places flown. The logbook reveals that during the attack on Pearl Harbor, December 7th, 1941 ("a day that will forever live in infamy"--FDR) it was in the air, during the morning aerial attack. It departed on a training flight from an airport on the Island of Hawaii and flew to another airport on the island of Lanai and then back. Pearl Harbor is on the south end of Oahu, close to Lanai. The two men flying were unaware of the ongoing attack. After it landed back on Oahu, it was immediately grounded by military order. Most, if not all civilian aircraft were grounded for the war's duration. However, this airplane was drafted and the military used it for recon flights, looking for enemy submarines and other activity. This Interstate was damaged several times over the course of its life. The last time it was badly damaged in a forced landing near Woodside. After several changes in ownership it was purchased by Kevin Brown. He, with the help of expert mechanics, rebuilt or restored it to its present excellent condition.

That's the history of the airplane in a nutshell. But what about the two pilots who were flying it on that fateful day in 1941? We don't know. They were part of "The Greatest Generation"—Tom Brokaw. They were part of the generation: "never in the course of human endeavor, have so many owed so much—to so few"—Winston Churchill. He was speaking about the pilots who won the Battle of Britain and prevented a Nazi invasion of England. So this little airplane is a vestige of those traumatic days and leads us to reflect.

Thank you Kevin Brown (and expert mechanics) for bringing this airplane back to life; and thanks for presenting the copies of the logbook documentation; and explaining it's fascinating history to those stopping to look and listen.. It wasn't Grand Champion. But as one of the three judges, I would have given it a special award, based on its displayed documented history.

Dan Chauvet
Aircraft Judging Team Member



Chapter News EAA Chapter Minutes



Date: 1 October 2013

Time: 7:30 PM PST

Place: EAA 1119 Hangar, 60 Aviation Way, Watsonville, CA

Type: Chapter Meeting

How called: Regularly

scheduled.

How notified: Chapter Newsletter and Website calendar.

Treasurer report

- Checking: \$ 4390.06
- Savings: \$ 8384.36
- Pancake breakfast made some bucks and served a lot of people

Meeting notes

- Calendar
- Young Eagles 10/5/13
 - Bring me your old Sporty's catalogs to hand out to kids.
 - 64 kids flew last month.
- Second Saturday 10/12/13
 - Aircraft Display
 - Airport Blvd Cleanup @ 10am, Tom Hoyt park
- Hangar - came up on list. EAA chapter can't

own an airplane. Risk management researching. Rayvon trying to find a way to write into airport rules. How is it worded that non-profit organization can have a hangar without a certified airplane to put in it. Discussion. Scott Randolph; submit your idea for wording, suggestions are needed. Please.

- Airplane donation. Jabaru 250. Looking for place to store it. Communicating with someone in Merced.
- MBA webcam is being set up for weather and security.
- Presentation
 - Oratex fabric demo by Chris

Chapter 119 Membership

“Flightline” is published monthly and sent to all Chapter 119 members either by email or in hard copy. Membership in Chapter 119 is \$15 per calendar year. Checks payable to EAA 119. Mail to: 60 Aviation Way, Watsonville, CA 95076

First Eagle Flight

As per the new EAA Eagle Flights program, EAA 119 received a request from Mr. Dewayne Irons of Boulder Creek. I volunteered for this flight, contacted Dewayne, and we discussed when he would be available. On October 17, he came by my house, and we drove to Watsonville airport. The previous day had been rather gusty, but that had stirred things out and made for good conditions.

I showed him the preflight procedure, we pulled the C-172 out of the hangar, got in, and of course, it failed to start on the first try. That always builds confidence! We taxied to the run-up area, and then discussed the various checks.

We departed straight out from 20, I pointed out Monterey Bay Academy, and then we continued toward Capitola. I demonstrated the controls, and then had him follow along the coast, a quarter mile offshore. When we reached the west end of Santa Cruz, I showed him a steep turn to the left, and then he tried one to the right. After he calmed down, we went on to Waddell Creek, and I opened the throttle to gain altitude. The air had been very smooth over the water, but as we started over the Pine Mountain area, there was the usual turbulence, but it was quite mild, because we had made an early start.

From 3,000 feet, we had a good look at Boulder Creek, and then continued down the San Lorenzo Valley. I pointed out some landmarks, such as the big Probuild lumberyard in Felton. Passing over Capitola, we went back over the water and followed the coast down to the mouth of the Pajaro river, we made a descending turn to pattern altitude, and then made the usual left-45 entry into the pattern. I executed a so-so landing and then taxied to the fuel island.

Dewayne had already joined the EAA, so he was familiar with some aspects of General Aviation. On the way back to Boulder Creek, I advised him about ground school and flight training, and how long it would probably take, if he wants to obtain his Private Pilot license.

This was a lot different than flying Young Eagles. The flight was longer, and there was a lot more communication with the passenger. It is often hard to tell if kids got much of a flight, or not, but adults are more interested and aware. I am sure that Dewayne had a good time, and I hope he goes on to take flight training.

- John Nogatch

2013/Chapter 119 Officers and Position Holders

President	Chris Laws	786-0988	chris@k6rmw.net
Vice-President	Gryphon McArthur	763-0290	info@eaa119.org
Secretary	Tom Hail	703-4243	thail@sbcglobal.net
Treasurer	Tracy Laws	786-0988	tracy@k6rmw.net
Director	Scott Randolph	728-3646	scott@randolphs.net
Director	Ken Locke-Paddon	684-0477	kenpaddon@aol.com
Director	Richard Yee		ryee@cruzio.com
Director	Jim Doherty		
Director	Sean Farrell	818-5574	spfarrell10@yahoo.com
Young Eagles Coordinator	Tom Hail	703-4243	thail@sbcglobal.net
Tech Advisor	Dennis Thomas	479-7986	Dthomas773@sbcglobal.net
Tech Advisor / Flight Advisor	J.R. Warmkessel	335-5846	Flying@warmkessel.com
Flight Advisor	Larry Baker	227-0755	larrybaker@arthlink.net
Webmaster	Richard Yee		webmaster@eaa119.org
Newsletter	Brian Moffet	415-665-9621	moffetb@cruzio.com
Copy Editor	Naomi Brokaw	415-665-9621	wordstakewing@skyhighway.com



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tions. Since we all train to the same standard you know the other pilots will be flying where they should be. Once we were all formed up we had a spotter airplane coaching and also there for any support needed. We heard Alpha 1 say we are starting the run in. I took deep breathes and relaxed. Since I was in the back it was bumpy from all the planes in front of me. I just needed to relax because the plane flies level just fine and it didn't need any over controlling inputs or pilot induced oscillations.

I first dressed off the planes in front then looked up a diagonal and then to my right then back in front and continued my scan. I made small inputs to keep me in position. I was lucky that as I looked diagonal I had a view of the stadium coming in sight. Alpha 1 called smoke on and I saw my lead's smoke off his wing tips and I was right behind him between his smoke trails. Then I saw the fireworks from the stadium. It was quiet in my plane but I could feel all the other pilots smiling with pride.

Once the pink smoke burned out I could feel all the pilots exhale. I wanted to cheer when Alpha 1 said we hit the timing perfectly for the Star Spangled Banner. Then Alpha 1 started detaching the large flight and we headed back to the airport in our flights of 4. We landed and there were people lined up cheering at the airport. We were loaded onto the bus giving hugs to everyone. Everyone's cell phone was buzzing with pictures, video's and text messages. Once we arrived at the stadium we were escorted to the field to be introduced during a commercial break. Then off we went to the skybox to relax and watch the 3rd and 4th quarters.

It is one of those life events that I will always remember. First in memory of friends who have passed from Breast Cancer, second knowing we raised money that will continue Breast Cancer research and last the camaraderie of my fellow formation pilots who are always encouraging me to be the best pilot I can be and to have fun doing it.

Wanted / For Sale

FOR SALE: Tecnam P2002 Sierra LSA: 2 year warranty, Garmin GTX327 + SL40, PM3000 intercom, toe breaks, night lighting, external power receptacle and BRS prep kit / harness. Always hangared. \$129,999 Call 831-234-1049

40 X 30 Hanger at Marina to share. My PL-1, which is a low wing is on one side and a 152 fits in also. Any thing that would fit. A project would be nice. Rent for the whole space is \$350 Half is \$175. Contact Steve Adams, (831) 234-4878, sgadams@onebox.com

CLEAN 1957 CESSNA 182A. TT 3568. Engine 730 SMOH, prop 10 since prop rebuild. Only \$38,000. King Avionics, Complete logs since new. Annual due Oct. 2014. Ready to fly! Contact Doug Glass at 831-763-2598

For Sale- Garmin 496 with XM antenna, Cessna yoke mount, all the goodies. Great condition. \$975.00
Bill Scherer (831) 359-5720

Watsonville Chapter 119 Experimental Aircraft Association

Watsonville Municipal Airport
60 Aviation Way
Watsonville CA 95076

Events Calendar

Oct 30, 2013	Watsonville Pilots Assoc meeting. 7:00 PM. Managing West Coast VFR and IFR Weather
Nov 2, 2013	EAA 119 Young Eagles Rally, EAA 119 Hangar. 10:00 AM - 3:00 PM
Nov 5, 2013	EAA Chapter Chapter Meeting. 60 Aviation Way, Watsonville CA. 7:30 PM Start.
Nov 9, 2013	Second Saturday at Watsonville Airport. Aircraft Display, Special Fuel Pricing.
Nov 20, 2013	Monterey Bay Ninety-Nines Meeting. 7:00 pm start, 60 Aviation way, Watsonville, CA