

# Runoff



VOLUME 36, ISSUE 7 JULY 2009

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## DAWN PATROL AT HARRIS RANCH



The Dawn Patrol mission for Saturday July 11 was to Harris Ranch Restaurant located on the West Side of the valley half way between the Lemoore Naval Air Station and Coalinga. Brings back memories of past flights to Harris including the one where George Smith's Focke-Wulf 190 had a bird strike.

## GENERAL INFO

- Kings River Runoff  
EAA Chapter 376
- Visit us at  
[www.EAA.cc](http://www.EAA.cc)
- Submit articles, photos, etc. to:  
[flybum@comcast.net](mailto:flybum@comcast.net)

## NEXT GENERAL MEETING

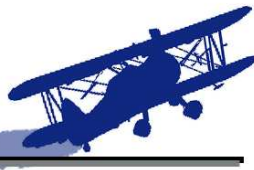
**Tuesday, August 25, 2009**

**Location: Yosemite Falls Cafe (Ashlan Ave, West of Fwy 99)**

**Time: 6:00 PM Dinner 7:30 PM Meeting**

**Program:** Oshkosh AirVenture 2009 videos and stories. If you were there please be ready to tell us about your experience.

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## **PRESIDENT'S CORNER**

In our June 30 General Membership meeting we discussed the state of our hangar and Bill Smilie Aviation Center project and kicked off a new phase of fund-raising.

The program portion of the meeting included four sections. 1. Review primary mission of EAA376. 2. Discuss construction ideas. 3. Discuss approach to fund-raising. 4. Discuss Bill Smilie Aviation Center ideas.

### Primary Mission:

The primary mission of EAA Chapter 376 can be restated many ways but basically it boils down to providing an environment for our members to enjoy the hobby pursuit of aviation. This is supposed to be a fun, recreational pursuit. I think it is important to keep this notion at the forefront and avoid letting our project take over the atmosphere of our activities together so much that it feels more like an obligation or drudgery.

### Construction:

We pulled out the plans which consist of 71 sheets of paper many of which are printed front and back. We reviewed the major elements of the building plans. If you have not heard yet, our building permit has been issued and we are able to prepare the land now. Our first move will be to clear the land of debris, add dirt to the property and grade according to the plans. There are very precise requirements for this to ensure that runoff water will find its way around two corners to reach the drain at the corner of Doolittle and Vandegrift. Our member Bob Salvo is on board for helping us through this. Bob is a swimming pool contractor will be able to help us obtain the 45 truckloads of dirt that we need.

It was agreed at the meeting that we have a mix of informed members and resources such that we will pursue each phase of the construction via informal meetings and discussions which can be documented by affirmation votes in minutes of regularly scheduled meetings when needed. Anyone wanting to be "in the loop" as we go through this should inform me directly. We do not intend to impose all the myriad of decisions and actions upon our general and board meetings but rather keep those meetings focused on the primary mission of our chapter.

### Fund Raising:

Our efforts to appeal to corporations and philanthropists for donations have met with almost no results. Now that we have our building permit we are initiating a grass roots fund-raising campaign that I believe will improve our appeal to corporations and philanthropists. You will hear more about this campaign in the coming months.

The full scope of the plan is more than I want to write about in this article but the gist is that we are making presentations and appeals in various ways for \$10 donations from individuals. These donors will be rewarded with recognition in various ways. The plan is to make donating a fun experience. This amount is intentionally low in order to attract a large number of financial supporters. These people will be offered opportunities to donate regularly and donate higher amounts if they would enjoy doing that.

**PRESIDENT'S CORNER CONTINUED**

We began this campaign with \$10 donations from our own members during the June meeting. Each donor was rewarded with applause and will further be rewarded with other recognitions. This campaign will include frequent recognitions of all our previous donors.

We have had two major fund-raising campaigns in the past. One campaign asked for \$350 from each member. Another campaign asked for \$1000 from each member. Those donors and all on record will continue receiving recognitions.

On July 10 I was guest speaker for a meeting of the Quiet Birdmen and spoke to the topic of the Bill Smilie Aviation Center. Almost half the people in the room participated in the \$10 campaign. We are seeking other opportunities to reach groups. If you have connections to arrange a guest speaking appearance please step up and let me know.

Bill Smilie Aviation Center:

This name refers to one of the functions of our hangar and refers to a collection of services for youth. Our trade show display provides a good orientation to the services for youth. I am using this in presentations to groups. We are in process of creating high school aviation clubs. We are working to provide school projects with an aviation theme for students to earn academic credits. We are able to provide free ground school to youth. We are currently involved with many youth and educational organizations in the Fresno area. The projects we are currently involved in and are still developing are numerous and you will be seeing the results of those efforts as we move forward.

If you would like to participate in our fund raising campaign you can donate by cash or check (payable to EAA Chapter 376) at any of our meetings or by mailing to our official address: EAA Chapter 376, 4974 N Fresno St #343, Fresno CA 93726. Your donation will be added to our records and recognitions will come. Please keep your donation amount small enough so that you will truly enjoy the experience.

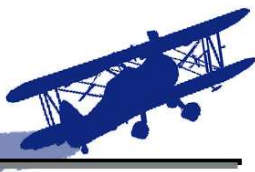
All my best to you and your family!

Doug Betts

EAA Chapter #376 President

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doug@dougbetts.com



## DAVID AND HIS JET

Article by Jim Pratt

Most of you have probably heard that my son-in-law David Zweigle was killed in the crash of his L-29 Delfin on July 4 near the town of Tehachapi. David was flying with two other L-29s who were members of the Thunder Delfins Flight Demonstration Team. In the back seat of David's aircraft was an 18,000 hour former Air Force B-1 test pilot who also retired from United Airlines as a check pilot. His name was Col. Bob Chamberlain.

I met David back in the late 1980's at an airshow at Lemoore Naval Air Station. My oldest daughter Julie had just started dating him and brought him to the airshow so that I could meet him. He was a good looking kid with a nice smile which made me take the safety off my rifle. He earned a few points by being a student at Fresno State. David wanted to graduate then become a Naval Aviator (more points). Months later, he got his private pilot's license but then had an accident while hand propping a Cessna 150 which struck his foot and damaged it badly, cancelling his chances for a Navy career. He went on to get his commercial pilot's license, then went to A&P School at Reedley Col-

lege, getting his certificate and an Inspectors endorsement. He then bought a twin Beech TravelAir. David and Julie eventually got married. The Chapter 376 Dawn Patrol did a flyover at the wedding, which brings tears to my eyes now when I think about it.

David and Julie eventually became the parents of two children. He became airport manager at Reedley Airport, greatly improving the facilities there. It was during this time that David, Russ Blackburn, and another partner bought the L-29 Delfin. What an amazing thing that was. I had the pleasure of flying in the Delfin twice, taking the controls for a good period of time, fulfilling a lifelong dream of flying a military jet. David and I had once discussed buying an L-29. It was just a dream to me, but he went out and did it. That was David. Determined, doing what others only dreamed about. The guys flew the plane regularly for several months.

Later on he landed a job with Mesa Airlines and was trained on the Canadair Regional Jet. He was assigned to a commuter airline on the east coast and flew his first commercial flight on September 10, 2001. Bad luck struck on September 11, with the terrorist at-

David on July 4 at Tehachapi



Col. Bob Chamberlain

tacks on the World Trade Center and most new pilots were subsequently laid off. Having just moved to North Carolina for that job, David and Julie picked up their belongings and headed back to California, ending up in Tehachapi where Julie's sister Wendy was living and teaching. Julie got a job teaching in Mojave and they bought a home in Bear Valley Springs near Wendy and Robert. David eventually took a job as airport manager at Tehachapi Airport

## DAVID AND HIS JET CONTINUED

where he got so busy that the L-29 was parked and not flown for the next several years. During that time David made vast improvements to the airport, described by one city official as having created a "jewel in the mountains" referring to what David did for the airport. David was promoted to Assistant City Manager this past year.

Several weeks before this July 4<sup>th</sup>, David decided he wanted to get the L-29 ready so that he could fly with the Thunder Delfins who were scheduled to do some formation flying over the city to celebrate the 4<sup>th</sup>. He worked long hard hours doing the required annual inspection on the aircraft. He even put a new paint job on the bird.

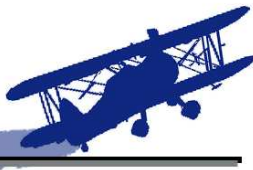
Col. Bob Chamberlain, who also owns an L-29, agreed to fly out from Colorado to give Dave a competency check. The competency check went well and Bob signed Dave's LOA, making him legal to fly the Delfin again.

My daughter Michelle and I went to Tehachapi Airport on July 4, which was the 3<sup>rd</sup> year in a row that we had gone there for the celebration. Two years ago, David arranged for me to fly with the Thunder Delfins, which was another unforgettable thrill. Of course I was hoping for another ride in David's plane. As usual, I had my camera ready when David and Bob took off for the first flyby. I snapped some pictures of the takeoff then stood on the taxiway, waiting for the formation to come back over the airfield. After waiting for more time than it should have taken, and starting to worry, I suddenly spotted a column of black smoke rising from the hills north west of the airport. I told myself that it couldn't be a plane crash, yet knowing it most likely was. One of the policemen at the airport park received a call that a plane had crashed and he jumped in his car and left. That left everyone at the park, including David's mother and two brothers, wondering which of the three planes had gone in. Even-

tually, the two Thunder Delfins flew back over the field and we knew then that it was David's plane. Everyone at the park was in a state of shock and dismay and there was a lot of crying. It was very surreal, like a scene out of a very sad movie. It would be hard to describe the terrible feelings the came over me and I am sure over everyone else.

We eventually learned that the plane went in, that there was a fire and no one survived. I talked to one of the Delfin pilots and they said David was just joining up with the formation but they were not sure what happened because he was out of their view. No radio transmission was heard. There is a lot of speculation including mechanical failure and a stall during a maneuver. I visited the crash site a couple of days later after the aircraft was removed and saw a very deep impression where the aircraft hit the ground in hilly





## DAVID AND HIS JET CONTINUED

terrain. It slid across a field and up onto a road, breaking in half as it slid. A fire ensued. Witnesses said that the pilot made every effort not to hit the houses on the way in and luckily they did not.

We know that David was an excellent pilot and that Col. Bob Chamberlain was a highly experienced military test pilot. Dave was most likely receiving some instruction in the fine art of formation flying, but who was at the controls at the time of the accident is not known.

David was a great son-in-law, a loving father, and a great guy and will be missed by a lot of people. There were over 1,000 people at his memorial service. The town of Tehachapi loved him as evidenced by the local newspaper and TV reports and the blogs relating to the crash. I am sure people felt the same about Bob. Dave leaves behind his wife Julie, son Wes, and daughter Hunter. They miss him terribly. See you in the sky Dave.

Pictures:

Julie Zweigle—Happier Times

Hunter—in April

David Zweigle and son Wes



See John Symon's Dawn Patrol Article on Page 16)

**DAWN PATROL—HARRIS RANCH PICS BY DOUG BETTS**



**DAWN PATROL CONTINUED (PICS BY DOUG BETTS)**

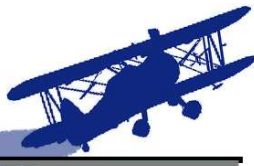


**DAWN PATROL CONTINUED****A Salute to Bill Hamby**

Sadly Bill passed away on July 4, 2009. There will be a memorial service on Saturday August 1st in Granada Hills. Bill was a resident of Sierra Skypark in past years and a great friend to the chapter. For several years he allowed us to hold our meetings and barbeques in the hangar at his home. Bill owned an aerospace company that made electrical components for missiles. He built a Lancair IV P. He also owned several aircraft including a Lake seaplane and spent the summers in Alaska enjoying the wildernss. We will miss him.

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*Runoff*



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Photo by Jim Pratt Chino Airshow 2009

This one is for you Heitkotter

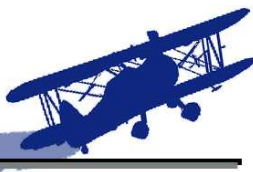
P-38 Lightning

The type of plane flown by Jim Heitkotter in the China Theater during World War II

**CALIFORNIA AIRSHOW SCHEDULE 2009**

<u>When</u>	<u>What</u>	<u>Where</u>
July 27 – Aug 2	EAA AirVenture 2009	Oshkosh, WI
August 07-09	Salinas Intl Airshow	Muni Airport, Salinas, CA
Aug 15-16	Wings Over Wine Co.	Santa Rosa, CA
Aug 22-23	Camarillo Air Expo	Camarillo, CA
Aug 28-30	Thunder Over the Valley	Santa Maria, CA
Sept 11-12	EAA 376 Flyin	Sierra Skypark, Fresno
Sept 12-13	Calif Capital Airshow	Mather Airport Sacramento
Sept 16-20	Reno Air Races	Stead Field, Reno
Sept 26-27	Redding Airshow	Redding, CA
October 02-04	MCAS Miramar AS	San Diego, CA
Oct 08-13	San Fran Fleet Week	San Francisco, CA
Oct 17-18	Edwards AFB Open Hs	Edwards AFB, CA





## JOHN SYMONS'S WHATINTHEHECKIZZIT

### WHATINTHEHECKIZZIT #23: ANSWER

The airplane illustrated in my "Whatintheheckizzit #23" is a Vultee V1-A. Originally designed as the VulteeV1 this design was the brain-child of famous designer Gerard (Gerry) Vultee. A need was seen for a fast transport airplane and the Airplane Development Corporation that was financed by automobile manufacturer Errett Cord accepted Vultee's design for production. Production was initially started at the Burbank

Airport but was subsequently moved to Glendale Central Airport.

The design which was considered "state of the art" at the time was powered by a 650 H.P. Wright R-1820 engine and incorporated an innovative aluminum "strip" construction over oval frames this combination providing a strong monocoque construction. A similar strip construction was used for wing skin covering which lent itself extremely well to repair when necessary. A common electric motor was used for wing flap operation and cycling of the retractable landing gear.

Eleven of these airplanes were ordered by American Airways who operated them

as a fast transport capable of carrying the pilot and eight passengers for a distance of 750 miles at a speed of 195 M.P.H.

Notwithstanding the apparent potential of this airplane its future as a civil airliner took a turn for the worse when it soon became apparent that the U.S. Government was taking a dim view of allowing the use of single engined airplanes into airline service, the more so since twin engine Douglas DC-2's and Boeing 247's were coming on line. Since their future in regular airline service was drastically curtailed many of these Vultee's found a new home as very well appointed executive airplanes. A further adaptation of the airframe was undertaken when a 735 H.P. motor was installed to provide the necessary power for a seaplane version that was equipped with 30-foot long Edo floats. That model was exported to the U.S.S.R.

A further adaptation was developed as a bomber when fitted with bomb racks and an upper dorsal machine gun position; sixteen of these modified versions went to Spain and were used by both the Nationalist and Republican forces during the Spanish Civil War. The last one of these served with the Spanish air force until 1953. The U.S. Army acquired an airplane that had been damaged and it was repaired and



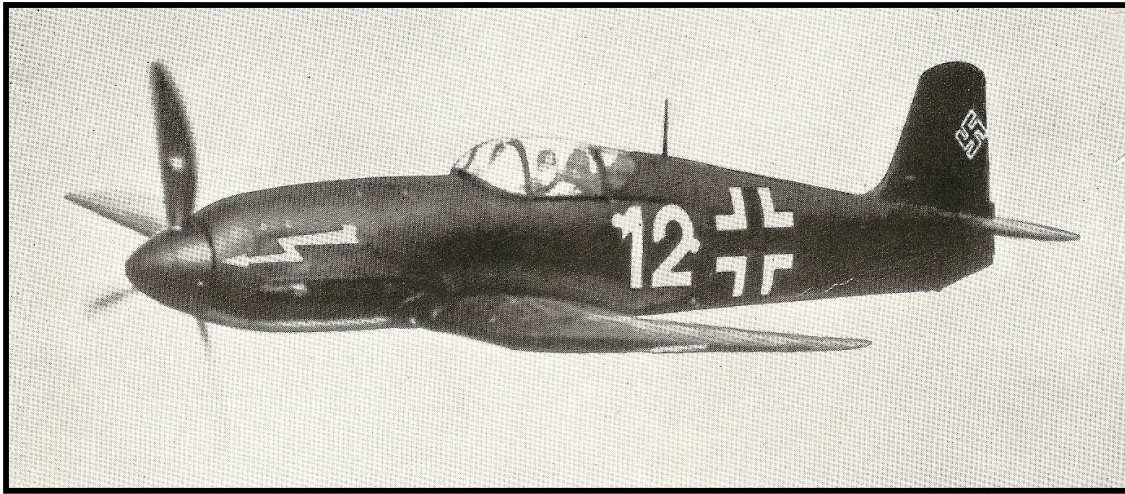
put back into service for use by the U.S. Embassy in Columbia to provide a high-speed courier service.

Many of these Vultee's with differing power plants and modifications found their way into the hands of private owners and some were used to make record-breaking flights due to their relatively high performance.

The fastest airplane in the Vultee V1 series was the "V1-AD special" which was built for publisher William Randolph Hearst with a 1,000 H.P. engine and a super plush interior. The airplane was later sold to a Panamanian General for use in South America where it was damaged then repaired

It would appear that the only remaining example of the Vultee V1 series is on display in the Virginia Aviation Museum.



**JOHN SYMONS'S WHATINTHEHECKIZZIT****WHATINTHEHECKIZZIT #24**

The airplane illustrated for my "Whatintheheckizzit #24" was a fighter introduced to the Luftwaffe in the strangest of circumstances. Some clues to its identity are:

- ◆ Its color scheme was changed quite frequently for propaganda purposes.
- ◆ In some instances it was referred to as a night fighter. Notwithstanding the fact that it had no landing lights.
- ◆ Despite the fact that it had a very limited production run it appeared in numerous locations supposedly as a first line high performance Luftwaffe fighter.



1958 Cessna 172  
Excellent condition  
\$35,000

6 cyl Cont 145 HP O-300  
1400 hrs since o-haul  
New upholstery, one piece windshield, custom wingtips,  
good paint  
Encoder xponder, intercom, ADF  
1 NAV COM & 1 COM RADIOS  
Log's available, no damage history  
STC Mogas (burns 7 1/2 gph)  
Contact: John Jauron (559) 439-4900

**HOMES FOR SALE AT SIERRA SKYPARK**

**House for Sale at Sierra Skypark 4506 W Vandegrift Garage Plane Port  
3 bdr AC \$329000 Phone Dennis 903-5221**

**Home for Sale – Sierra Skypark, Fresno  
4482 West Chennault Avenue  
Fresno, CA 93722**

This home was constructed in 1987 as a retirement home for Mr. and Mrs. Rodney Windle. Given that it was to be a retirement home, a great amount of thought was given to detail. We too intended to stay longer so we have made some improvements while we were here.

The home has 2100 square feet of living space comprised of 3 bedrooms (2 with walk-in closets), 2 ½ baths on a raised foundation (crawl space under the house) and foyer entry. There is a free-form pool and the yard is fenced into three separate uses; open play area, swimming pool and yard storage or dog area. The home features oak accents and trim throughout. All carpets and hard wood flooring were recently installed.

This home has two dual-pack a/c units both new in 2007 and a vented swamp cooler for the entire home new in 2004 when the roof was replaced in the same year. Other items that have been replaced are the water softener, the pool equipment (filter and pump), and we added a new atrium cover in 2004. This home has a central-vac system, gas fireplace insert w/blower, home alarm, dual pane windows, framed with 2x6 studs for extra insulation, RV parking (motor home), new low-flow toilets and new septic dry well in 2008, enclosed hanger with 220v for welder, switched air compressor and a heater set-up that includes a thermostat.

**Contact: Galen Raymond @ 435-3688 office or 447-8384 home**

**\*New\* asking price is \$350,000 or reasonable offers considered.**

## Dawn Patrol Breakfast Fly-In at Harris Ranch on July 11, 2009

We had our usual Luncheon at Yosemite Falls on Wednesday July 8<sup>th</sup> and after a long and protracted discussion lasting all of 3 minutes Harris Ranch came out as the winner.

I took advantage of an offer to fly with Doug in his "172" and I am glad I did.

The following people were in attendance, Ralph Eaves, Erik Hermansen, John Symons, Doug Betts, Roy Emerizian, Rick Emerian, Jim Oliver, Dan Ribb and Phil Moradian, and the airplanes were a Citabria, Cessna 172, Cessna 182, RV-6A and assorted RV-10's.

Vi drove me to the Madera airport for an early morning departure with Doug in his 172 he was just entering the pattern as we pulled into the Administration building parking lot.

After fueling up we taxied out, cleared the pattern and hit the airways in short order. After take-off Doug gave me a turn at the wheel and with appropriate instruction I managed to navigate us from Madera to Harris Ranch via Kerman, Helm, five Point and the giant cattle grazing area north of the "Ranch". I would have you know that all of this was accomplished using only roads, railroad tracks, canals etc for navigation. None of this sissy G.P.S. nonsense for me. Doug made a nice landing and we proceeded to the tie-down area.

The "Ranch" is a very large established but once again without the aid or G.P.S. we found our group back in the coffee shop. Both the service and the food were great and they were eclipsed only by the airplane companions at the table. During a conversation with Jim Oliver I was reflecting my poor experiences when transmitting the Las

Airport during a recent trip and expressing my discomfort with Las Vegas. Its phony atmosphere and its grumbling at which point Jim told me that at one time he had been asked if he

had ever done any gambling to which he replied "I have been a farmer all my life, what would you call that.

Breakfast is over, the party is over and it is time to head for home. This is where it gets tricky. As we are leaving the "Ranch" I suddenly get the inspiration to use the potty before starting the trip home so Doug asks if I will be able to find the tie-down area since he would like to get some pictures before all the guys head on out. Sure no problem I tell him just you go ahead. Well wouldn't you know it I finished my business head on out the restaurant and started walking out to the airplanes with confidence? After walking for quite some distance I begin to realize that the guy who had won the "Navigator of the Year" award was well and truly lost. I had walked far enough in the wrong direction to know that I did not want to walk all the way back to find the right direction so I headed into the rear entrance at the far end of the complex. A delightful young lady approached me asking if I could use some assistance. Assistance came in the form of her suggesting to her boss that we go bring his car around and give me a ride back to the airplane.

I am now back at the airplane only to find that my good buddy Ralph has gone off looking for me. I wonder if I should go try to find Ralph but decided against doing that since we could well end up with me looking for Ralph who is looking for me who was looking for our gang in the first place.

All ends well and we even get to take-off from a different direction since the windsock has had a change of heart while we were filling our tummies.

The flight home is uneventful once again following roads, railroads and canals.

We all had great time.

John Symons



## MEETINGS / EVENTS

### Next General Meeting

Tuesday, August 25, 2009

Location: Yosemite Falls Cafe (Ashlan & 99)

Time: Dinner 6:00 PM Meeting 7:30 PM

**Program:** Oshkosh AirVenture 2009 videos and stories. If you were there please be ready to tell us about your experience.



### Next Board Meeting

Tuesday, August 4, 2009 7:30 PM

Wes Nelson's Home

### Next Barbeque Luncheon

Sierra Skypark 12:00

- ◆ August 8, 2009
- ◆ Bring Deserts
- ◆ Need volunteers for setup.

Submit Articles and photos to:

[flybum@comcast.net](mailto:flybum@comcast.net)

We need someone to cover the Saturday morning Dawn Patrol missions. Send an article with your photos.

### Dawn Patrol Fly-Out Planning Luncheon

Every Wednesday at 12:00 pm

Meet at Yosemite Falls Café, Blackstone just north of Shaw, west side.

### Dawn Patrol Flyout

Every Saturday Morning 0730 (location posted on [www.eaa.cc](http://www.eaa.cc) each Thurs.)

Email notification is also sent out

### Future Young Eagles Rallies:

August 8, October 10 and  
November 7

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