



# Chapter 723 News



The Tom Henebry Chapter

February 14, 2009

## President's Message By Don Miller

Each of us enjoys the exhilaration and freedom of flying our aircraft, whether it's a homebuilt or certified model. The freedom to go where we want (within limits), when we want, is a privilege that we sometimes may even take for granted. Historically, the US has been a flyer's environment that's less restrictive than some of the rules and policies imposed by other countries on their private pilots. This appears to be changing. Maybe we've been taking these freedoms for granted? Since 9/11, we've experienced a steady stream of tightening policies around our airports and legislation that threatens affordable access to flying our planes.



One proposal that we all face now is the Transportation Security Administration's (TSA) Large Aircraft Security Program (LASP). In a nutshell the LASP would require all owners and operators of aircraft with a gross weight of 12,500 pounds or more to:

- o Obtain permission to operate their personal aircraft each time they carry passengers in domestic airspace
- o Flight crews would be required to undergo fingerprinting and a background check
- o Passengers would have to be vetted against the terrorist watch list, and
- o Additional security requirements would be imposed on the airports serving these aircraft.

So, you may be saying, "My plane is well under the 12,500 pound gross weight limit. What does this have to do with me?"

Well, recently the U.S. Customs and Border Protection (CBP) placed new requirements on all private aircraft regardless of size. The CBP defines private aircraft as "any aircraft, other than government or military, which are not engaged in carrying passengers or cargo for compensation" regardless of size. The

CBP and TSA are both divisions of Homeland Security. Get the picture? This is the old 'camel's nose in the tent' scenario. Once definitions and policies are defined, it's much easier to 'expand

their reach'. For those of you who say, "This will never affect me and my Piper Cub", think about the fee structures that may be imposed in the future to pay for all of those 'airport security services' that you and I will be asked to pay for.

What can we do about all of this? We have until February 27, 2009, to register our comments on this proposed regulation. Anyone can respond to the TSA regardless of the weight of the aircraft you operate. For information on how to comment, visit [www.aopa.org/advocacy/gasecurity/](http://www.aopa.org/advocacy/gasecurity/) or [www.EAA.org/news/2008/2008-11-11\\_proposal.asp](http://www.EAA.org/news/2008/2008-11-11_proposal.asp). Please consider responding, it's your airspace.

See you on Saturday,

Buckle up, it's going to be an exciting ride.  
Don

## February Speaker: Officer Jim Dalton, Ventura County Sheriff's Department, Aviation Division

This meeting will start in EAA 723 Hanger 1 with a presentation covering the fire and rescue operations of the Aviation Division with question/Answer session. The last half of the meeting will be a tour of the County helicopter maintenance and operations center on Camarillo Airport. It is a short walk from the EAA hanger. Jim Dalton will be assisted by the head of the head of the maintenance operation.



For any questions regarding the speaker program, call Burt Misevic (805) 482-7076.

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## Experimental Aircraft Association, Chapter 723, Camarillo Announces Science/Aviation-Oriented Scholarship Program for Ventura County Residents

### Scholarships Offered for 2009-2010 School Year

January 14, 2009– EAA Chapter 723, Camarillo today announced the creation of a science/ aviation-oriented scholarship program for Ventura County residents as a means of giving back to the community. Thanks to the success of last year's Air Expo and the generosity of the Gene Haas Foundation scholarships for the 2009-2010 school year will total \$20,000 and be awarded in June of this year.

Applications and requirements are available on line at [www.eaa723.org](http://www.eaa723.org). All applicants must be residents of Ventura County.

"This is a great opportunity for Ventura County youth to further their studies and ambitions. In future years we hope to obtain more matching funds from local companies to expand the scholarship program" said Steve Kivo, Scholarship Committee Chairman.

The deadline for applications is May 5th, 2009.

Potential applicants and educational institutions with any questions should contact Steve Kivo, Scholarship Committee Chairman, for specific requirements and applications.

Contact: Steve Kivo  
Tel: 805-816-5781  
Email: [skivo@nwc.net](mailto:skivo@nwc.net)

## Is Gasohol Good for your Plane? By Larry David N506RJ

From my experience, I have to say a resounding NO! Gasohol is not good for your plane if you have a composite plane or composite fuel tanks. My plane was a KIS TR1 two place composite plane. It was one of those 90%/10% planes where the first "90%" was done by a builder in Phoenix and I only needed to complete the final 10%. After about 5 years of nearly full time work I had finished the final 10%. Having brought the disassembled plane from AZ to CMA, reassembling it, and fixing a number of things, I was ready for my first run-up. A sizable group of EAA Chapter 723 folks were there to cheer or cat call depending on whether the plane's Subaru engine started or not. Thankfully, it started and ran nicely. With that bit of success under my belt, I put the plane back in the hanger and discovered a gasoline dripping from the left wing tank. After pumping the tanks dry, I used a long neck flexible light to

(cont Page 4)



***The spirit of Steve McQueen returning to the Santa Paula Airport.***

*Artwork by Wendell Dowling, Flying Lead Studio*

*Photo and composite by Harlis Brend*

**Remembering Steve McQueen  
A Homecoming Event at Santa Paula  
Airport with Barbara McQueen  
By Harlis Brend**

The Santa Paula Airport and the City of Santa Paula co-sponsored a tribute to their most famous resident, Steve McQueen, with a weekend of aviation activities Dec. 6 - 7, 2008. The Saturday evening reception and dinner was held at the airport and was attended by 265 aviation and McQueen enthusiasts.

It featured a book signing for *Steve McQueen: The Last Mile* by co-authors Barbara McQueen and Marshall Terrill. The event continued on Sunday with the airport's traditional First Sunday Open House. The book was in high demand and sold out by midday Sunday (over 160 copies). Additional mail orders were taken. Terrill said that it was the best book signing event they had ever hosted. According to museum director Janice Dickenson, feedback on the whole weekend was "phenomenal".

Around the Santa Paula Airport, Barbara McQueen is affectionately known as "Barbie". This was her first trip back to Santa Paula since her husband's untimely death in November 1980.

Author Marshall Terrill has had a life-long special interest and connection with Steve McQueen. Terrill's father was a big McQueen fan and one of their favorite pass times was watching his movies together. In 1989, Terrill embarked on a journey to write a biography of Steve McQueen. He spent three and a half years researching McQueen's life. In December 1993, *Steve McQueen: Portrait of an American Rebel* was released.

Fifteen years later a mutual friend informed him that Barbara McQueen wanted to co-author a book about her husband. She had 400 photographs of him that had never been published before. They worked together for nine months and produced the 250 page book, *Steve McQueen: The Last Mile*, containing more than 150 photographs that were taken from 1977 to 1980. Barbara had only one rule for the book. She wanted it to be "sweet, kind and nice". The book was released in November 2006, coinciding with the 26<sup>th</sup> anniversary of McQueen's death.

After dinner in Santa Paula, McQueen and Terrill entertained questions from the assembled friends and guests. When asked why she felt compelled to do the book 26 years after his death, McQueen replied, "It was a beautiful time in his life, and he loved the Santa Paula Airport so much. He was the kind of guy that could sit around any table in this room and be right at home, and you would have no clue who he was."

McQueen continued to reminisce about their life together at Santa Paula: "Living in the Santa Paula hanger was among the best times I ever had. We got up in the morning, pushed the button to open the hanger door, made coffee and enjoyed life. Steve flew every morning. He loved it -- this was his church, his space."

When they were living in Santa Paula, most of their time was spent at the airport rather than their ranch. Both earned their pilot licenses at Santa Paula. He soloed in a Stearman and owned a 1931 Pitcairn mail plane. His favorite airplane was the Pitcairn; his favorite car was a Porsche, and his favorite motorcycle was the Indian. When his widow was asked why she left Santa Paula, she simply stated, "Because Steve died."

*(cont Page 4)*

## Remembering Steve McQueen (cont from Page 3)

When queried on how it felt to come back, McQueen said it was a little bitter sweet. "I haven't been here for a long time. This life fits me to a tee," she said. "This morning I got up early at the hanger and watched a yellow Stearman come in. It was cool, just like Steve's. When it landed, I burst into tears. I just couldn't handle it! It's nice to be back, it's a special life style."

Terrill finished the evening by saying, "When I was writing the book and researching, I could never figure out why this major movie star would want to live in a hanger with his bikes and airplanes. Now that I've spent a weekend here, I completely get it. It's a very cool place."



"Barbie" McQueen was the guest of honor during Santa Paula Airport's December tribute to its most famous resident, Steve McQueen. She is seen during the sold-out book signing of "Steve McQueen: The Last Mile".

Steve McQueen's movie and TV career began in the early 1950s and concluded with his last movie, *The Hunter*, in 1980. He was one of the top box-office draws in the 1960s and 1970s. According to published reports, he became the highest paid movie star in the world after appearing in the 1974 film *The Towering Inferno*. In 1966 he was nominated for an Academy Award for Best Actor in a Leading Role in *The Sand Pebbles*.

McQueen developed a cough in 1978, and he was having difficulty breathing during the following year. In December 1979, doctors made the diagnosis: mesothelioma, an incurable cancer of the lining of the lungs related to asbestos exposure. His doctors gave him a gloomy prognosis, but they treated him with radiotherapy and chemotherapy to try to shrink the cancer. His doctors finally ran out of options. Despite warnings from his doctors that the tumor was inoperable and that his heart could not withstand the surgery, in late October 1980 McQueen flew to Cjudad Juarez, Mexico, to have a five-pound abdominal tumor removed. He died on Nov. 7. 1980, at age 50 due to cardiac arrest just one day after the surgery.

"Santa Paula was the beginning and end of Steve McQueen's aviation roots. Steve used to say, 'Santa Paula Airport is my kinda country club' ", said Mike Dewey, Santa Paula museum board member.

McQueen's last interview was in 1979 with a high school student reporting for his school newspaper. McQueen was asked, "Why this kid, when all the big magazines want to interview you?" His explanation was, "I love youth." Now that says a lot about the man .....

## Is Gasohol Good for your Plane? (cont from Page 2)

examine the inside and was shocked to see places where the rather large pieces of the inside coating of the tank had come loose and were lying on the bottom of the tank.

At this point in the story, let me digress and describe the tanks on the KIS and the building technique for constructing them. The KIS has wet wing tanks that are formed when the void between the first, second, and third wing ribs are covered with the wing skin. The construction instructions call for the inside of the tanks to be thoroughly coated with epoxy resin mixed loose enough so it can be painted on the insides of the area that will become the tanks when the wing is sealed. When I saw the loose stuff in my tanks, I went outside the hanger and looked at Rich Trickel's plane, KIS TR1 serial number 1 which was parked outside the EAA hanger where I was working. The insides of his tanks looked great. Absolutely no epoxy tank sealer was flaking off. His tanks had only held aviation fuel. So the factory procedure works great if you only put aviation fuel in the tanks.

My tanks on the other hand had held automobile fuel for a couple of years in the Phoenix area where they have alcohol in auto fuel (aka Gasohol). One of our recently departed friends, Vance Jaqua helped me with a number of things on my plane and when he saw the situation he did a little research. When Vance came back he stated that gasohol has exactly the proper (or in my case worst) ratio for dissolving the bond on epoxy. We had the proof that it did in fact dissolve the bond leaving what looked much like thin pieces of peanut brittle. See figure 1 to see the access holes I made in the wing to get to the fuel bays and the pieces of the epoxy flakes that I fished out of the left tank.



Figure 1. Loose Epoxy Flakes

While the fact that surface epoxy was dissolved off the tank walls was not as a big concern as was the fact that the fillets were also dissolved letting the fuel leach under the wing ribs (into God only know where). See Figure 2 to see the inside of the tank with a largely bare wall and some of the damaged fillets marked with arrows.

The insides of all the fuel bays were similar in that there were bare spots on the walls and the fillets were eaten away. In the process of repairing all the damage, I restored the fillets, added two layers of bid to reinforce the joints and restore some strength to the tanks... Having built up the insides of both left and right tanks, I then painted the insides with a wonderful product called Jeffco 9700. This flows on nicely, fills well, covers

Figure 2.  
Damaged  
Fillets.



well, and is impervious to alcohol, gasoline, and most everything else. I learned quickly that the working time is quite short and when the pot starts to get warm (about 10 minutes), it is time to stop painting and mix a fresh batch. When the coating of the insides was finished the tanks had a nice smooth silver look to them. I was sure I had solved the problem (and so were Vance Jaqua and the others cheering me on.)

The repaired tanks were tested with a water manometer and found leak proof. However when tested with aviation fuel, there was a fuel smell, but nothing dripping out like before the repairs. Testing the plane resumed with the plane doing engine run-ups and taxi testing, but the odor of fuel persisted. With full tanks, a slight bit of fuel moisture was discovered in the left wing root. The blue dye in the aviation fuel led us to the area beneath and behind the left main spar. This time we used vacuum on the wing and sucked the Jeffco 9700 into the tank from the outside. After sucking in an amazing amount of epoxy, the leak was fixed and the fuel smell went away.

Testing continued successfully until the second test flight when the ECU (Engine Control Unit) put the plane into limp home mode forcing an off field landing that many readers know about. One of the strange things about that landing was the fact that the left wing spar broke off at the wing root as can be seen by the angle of the wing in the picture in figure 3 while the right wing was totally intact.



Figure 3. Broken Left Wing,

The final proof gasohol having destroyed the integrity of the main spar was found when the spar was examined at the storage facility weeks after the off field landing. See Figure 4 for the broken spar picture. (The clean cuts in the picture are from the retrieval team cutting off the wings for loading it on the truck.)

Notice the dark blue or black looking strands marked by the arrow that extend out of the broken portion of the spar box at the side of the picture. These are fiberglass strands stained with



Figure 4. View of broken main spar box

100 LL blue dye not carbon fiber strands. The blue dye in the picture shows unequivocally where the gasohol had leached into the strands of fiber glass in the main spar and weakened the structure of the left wing root. It wasn't until the broken wing was examined that it was evident the amount of damage the gasohol had done. Not only did gasohol weaken the wing, but the fact that the gasohol dye is the same color as the epoxy made the problem undetectable with normal visual inspections. The post incident analysis verified the problem (but it was too late to save that plane).

So now you know why I say gasohol is not your friend if you have a composite plane or composite tanks. I hope this little report will save some other builders from this sort of problem.

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## Membership News

### by Joe Tischler

This is the busy time of the year for memberships as folks renew their National and chapter memberships. It's not the end of the world if you finally remember to join after March but you'll miss the cutoff for our Membership Address Book for the 2009 printing. In January we had 70 folks paying their dues.

There are a few new members deserving a special welcome. Dale Machelleck is not new to the EAA but is new to our chapter. Dale is a long time EAA National member and an EAA technical counselor. He lives in Montecito and intends to be with us at least through 2020. We also have a new youngest member, Matt Patterson. Matt is 14 and is a student pilot. He and his Dad, Geoffrey are in Thousand Oaks and building an RV-9. Now there are some serious aviation junkies out there.

Experience is a key factor in aviation and in our chapter. Nearly all of us saw the news of the terrific job of Chelsey "Sully" Sullenberger III, when he safely landed the US Airways plane in the Hudson river. It was stated that he had over 20,000 hours of flying experience. From our active membership I did a little research and in our chapter we have 16 pilots with over 20,000 with the highest being over 37,000 hours. That's over 4 continuous years in the sky...amazing! Don't forget to update your flying hours and FAA ratings when you renew your membership. Congratulations to Tom Yaberg on earning his Single Engine Land rating last year.

## Chapter Store News By Tom Ridderbush

Thank you to all who have stopped by the Chapter Store table for the past year at our regular Saturday Meetings. We really appreciate the positive comments we have received. It has been my pleasure for me to have the opportunity to be a part of the chapter and get involved.

Many of you may have noticed that I have recruited a new member who has been assisting me. This new member is Richard Skorpen. He has been a friend of mine for several years. Richard is an A&P mechanic at Channel Islands Aviation with several years of experience. He has been a wealth of information when it comes to aircraft maintenance. Richard holds a commercial helicopter rating as well as a private pilot fixed wing. He is a great addition to Chapter 723.

To any of you who have not had a name badge and would like one, I have asked Avril to include the form in the newsletter. You may mail it in or just bring it to the next meeting and give it to Tom Ridderbush or Richard Skorpen.

As always, if you have any suggestions for items, or feed back for the Chapter Store, you may email us at [Chapter723Store@yahoo.com](mailto:Chapter723Store@yahoo.com).

Order your new engraved name tag now!



Show your chapter logo at meetings and events.  
1" X 3" Custom engraved name tag with  
Chapter 723 logo and magnetic finding.  
\$7.00 each add \$1.50 if you want it mailed to you.  
Tags may be picked up at the monthly meeting.  
If only one line of text is desired, leave the 2nd line  
of the form blank.

Make checks payable and send this form to:

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1270 Avenida Acaso Unit C  
Camarillo CA 93012  
(Please print clearly)

Name: \_\_\_\_\_

2nd Line: \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_



## We want your input!

Tell us what items you want to display the chapter logo.  
Email the chapter store at [chapter723store@yahoo.com](mailto:chapter723store@yahoo.com)

# 2009 Ventura County Ninety-Nines Annual Pilot Proficiency Classes



- Tue Jan 13th • 7PM • **Movie Night: "Flyabout,"** A free showing of Monika Petrillo's documentary of a pilot's journey around Australia.
- Wed Jan 28 • 7PM • **"Understanding Airspace"** with Judy Phelps.
- Wed Feb 4 • 7PM • **"Human Factors and Single Pilot Flight Operations"** with Gene Hudson.
- Sat Feb 7 • **2 classes** } 9:00AM: **"VFR Charts"** with Marva Semet.  
1:00PM: **"Basics of VFR Flight Planning"** with Judy Phelps.
- Wed Feb 11 • 7PM • **"Practical Tips on Preparing for the Private Pilot Check Ride"** with DPE Dennis Renzelman.
- Sat Feb 21 • 9:30AM • **"Annual Pilot Refresher"** with Michael Phillips. Qualifies for ground portion of Flight Review (formerly BFR)
- Wed Feb 25 • 7PM • **"In Flight Icing - Strategies for Avoidance and Survival"** with Gene Hudson.
- Wed Mar 4 • 7PM • **"Weather Smarts - A Weather Class for Southern California Pilots"** with Fred Gibbs.
- Sat Mar 7 • **2 classes** } 9:00AM: **"Barry Schiff Live! An Interactive Roundtable Discussion"** with Barry Schiff.  
1:30PM: **"Flying in and around the Los Angeles Class Bravo Air Space"** with Gene Hudson.
- Wed Mar 11 • 7PM • **"IFR Decision Making"** with Designated Pilot Examiner Pat Carey.
- Sat Mar 21 • **3 classes** } 9:00AM: **"Ditching and Water Survival"** with Doug Ritter.  
Followed by: **"Equipping Yourself to Survive"** with Doug Ritter.  
1:30PM: **"Surviving In-Flight Emergencies"** with Gene Hudson.
- Wed Mar 25 • 7PM • **"IFR Route Planning Considerations"** with Ken Coolidge.
- Wed April 1 • 7PM • **"Flying the G1000 Like the Pros"** with Jeffrey Robert Moss.
- Sat Apr 18 • 9:30AM • **"Annual IFR Refresher Clinic"** with Robin McCall.
- Wed Apr 22 • 7PM • **"Practical Tips on Preparing for the IFR Check Ride"** with DPE Dennis Renzelman.
- Apr 25/26 • 8:30AM • **"Preparing for the FAA Instrument Knowledge Test"** a 16-hour class with Ken Coolidge.
- Wed Apr 29 • 7PM • **"The WAAS Navigation System"** with Ken Coolidge.
- Sat May 9 • 9:30AM • **"Navigation & Communication Skills for Non-Pilot Partners"** with Charlotte Alexander.

Registration • Please register & pay for the classes at least 24 hours in advance or by Jan 10th to get early bird pricing on season passes. Class details, registration & payment info available at [www.vc99s.org/classes](http://www.vc99s.org/classes)

Limited Seating • Registered attendees have priority.

Location • Classes meet at Dept of Airports Upstairs Meeting Room, 555 Airport Way at Camarillo Airport [a short walk from transient parking]

Questions? • email: [Lexpert@Lexpertresearch.com](mailto:Lexpert@Lexpertresearch.com) or phone 805-910-6894.

- Reasons to Attend
- Satisfy the ground portion of your BFR.
  - Get credit for Wings & Avemco's recurrency training premium credit.
  - Bring your CFI at no additional charge.
  - Great Door Prizes (Win a BrightLine Pilot Bag or rechargeable folding scooter)



**See you there!**

## Agenda – February 14, 2009

- Call to order and Pledge of Allegiance
- Guests and new members
- Membership – Joe Tischler
- Board Actions and Discussions
  - Old Business
    - a. Volunteers for meeting set up in March, April and May
  - New Business
    - a. Treasurer's Report – Mike Reed
    - b. New, expanded Chapter storage space – Mike Reed
    - c. EAA B-17 Tour stop – Larry Beckett and Mike Reed
    - d. 2009 Air Expo update – Ernie Salmon
    - e. Business conducted by the Board
    - f. Additional new business
- Member Feedback
- Builder Activities
  - Jim Ayers – Flight Advisor Activities
  - Owen Smith – Tech Counselor Activities
- Officer's Comments
  - John
  - Jim
  - Mike
  - Dave
  - Steve
  - Joe
- Young Eagles – Neal Fowler
- Safety – Ken Coolidge
- Chapter Store – Tom Ridderbush
- Break

### Private/Sport Pilot Ground School:

Ali Moghaddas is starting a private/ sport pilot ground school at the EAA hanger starting Saturday Feb 7th, 2009.  
Contact: amoghadd@yahoo.com or (818)300-1023.

This class will be for 10 weeks, about 3 hours each. The class will start @ 1:00 pm @ the Wright room @ the EAA hanger @ Camarillo airport.

The fee for the class will be \$180.00.  
Tuition for EAA chapter 723 members will be \$160.00. Tuition for 99s members will be \$160.00.

### ADVERTISING POLICY

The For Sale and For Rent Ads are Free to EAA members and run for two issues unless you notify the editor at least two weeks in advance. Send Ad to: Avril Roy-Smith, 11920 Chandler Blvd., #223, Valley Village. Ca. 91607  
Or email to: [avrilmh@gmail.com](mailto:avrilmh@gmail.com)

### 1964 Cessna 150D for sale.



It is the last year of the straight tail and the first year of the back window. It has a 100hp Continental O-200 engine with approximately 600 hours since major. It has relatively new windshield. Airframe time is about 5,500 hours. Price is \$20K firm. The reason for sale is that my RV-4 project is almost complete and I need the hangar space for final assembly. Contact Peter Mortensen, 661-766-9368, [n21peter@hotmail.com](mailto:n21peter@hotmail.com).



### For Sale:

Horizontal/Vertical Metal band saw \$150  
Phase Generator 220 single phase to 220 three phase \$350  
Clark fork lift, propane with extra tanks \$2500  
David Vanoni  
805 647 1092  
[Mvanoni@sbcglobal.net](mailto:Mvanoni@sbcglobal.net)

### For Sale - Bakeng Duce

This is the perfect Saturday morning go for a fun flight through the hills plane. I need to sell my Bakeng Duce plane to make room for a new project.  
Bakeng Duce - Parasol Sport Plane  
145 HP Lycoming - 700 SMOH  
1270 Total hours on plane and engine  
Always hangared  
\$33,000  
Please - only serious inquiries  
Thanks,  
Steve Fisher, 805 526-1274

# NEXT MEETING

February 14, 2009

Doors Open at 9:00 AM at Chapter Hangar Number One

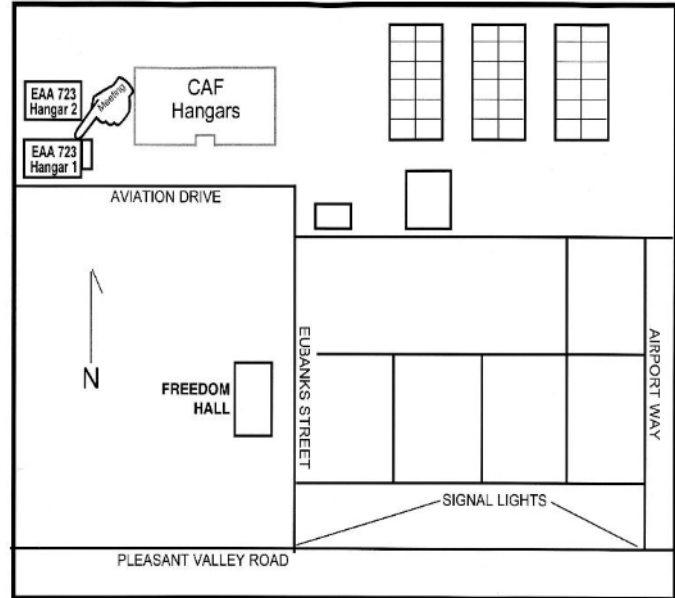
**Get Acquainted Time.....9:30 - 9:30**  
**Business Meeting.....9:30 - 10:15**  
**Guest Speaker.....10:30 - 11:30**

**Chapter 723 Board of Directors Meeting**  
**before the regular Saturday General Meeting**  
**8am Chapter Hangar**

#### Calendar of Events:

**1st Sat - Young Eagles Rides (EAA 723 Hangar)**  
**1st Sun - Young Eagles Rides (Santa Paula)**  
**Classic and Vintage Aircraft Display at Waypoint**  
**Cafe (Camarillo Airport) 9am - 1pm 2nd Sat each**  
**month.**

**Go to our Chapter Website for more information**  
**about our events. <http://www.eaa723.org>**



From 101 Ventura Freeway get off at Los Posas going South, turn right at 2nd signal, then right at second signal (Eubanks), go to end, turn left on Aviation Drive. Our two hangars are on the right. You can see the EAA sign on the hanger.

## EAA Chapter 723

501 Aviation Drive Camarillo,  
CA 93010 (805) 383-0686