

President's Message

By Don Miller

"So, why do we do the Air Show or Air Expo every year anyway?"

That's a question that comes up periodically from Chapter members. It's a question that has been on our minds for some time now. The following is taken from Ernie Salmon's President's Message in the November 2004 Chapter Newsletter:



"... influencing the future of the Chapter will be a discussion of the direction of future air shows. Because I believe this to be so important to our future, there will be no November speaker, and we will use the time for discussion. Last month, I indicated that several members who worked in key position on the 2004 Air Show had held a meeting to discuss the Show. The outcome of that meeting was a consensus that we had to put the brakes on the growing complexity of our Air Show in order to maintain safety and provide a viable framework for a volunteer organization."

Does the phrase "put the brakes on the growing complexity" sound familiar? It almost exactly reflects the thoughts and statements of many of our Member Volunteer workers for the 2008 Wings over Camarillo Air Expo. We know we had a successful event, but at what price? I commented on that in last month's President's Message.

In early 2005 the Air Show Committee worked on 'taking out the complexity' and putting the fun back in. Part of the planning process in 2005 was to identify and write down the objectives of the Air Show. The results of this planning were included in Ernie's President's Message in April 2005:

"The 2005 air show is making great progress thanks . . . we all bought into a vision in which the air show would be focused on three goals:

- o **Give back to the community:** we want to have a large base of people enjoying the airport instead of just the vocal few concerned about noise when airport issues come up.
- o **Fun and fellowship for Chapter members:** Working hard putting together a good air show for

the community should result in feeling "good tired." "Good Tired is when something goes well and you feel good about your participation. ("Bad tired" is when you worked hard but ended only with frustration.)

- o **Reasonable fund raising result for the Chapter:** The Chapter actually takes quite a sizeable financial risk in putting on the air show. . . We need a reasonable result in order to keep on sending youngsters to Oshkosh, subsidizing Young Eagles gas, buying tools, etc."

Now, let's fast-forward to 2009. Once again, the team of folks that are planning the 2009 Wings over Camarillo Air Expo are being asked to focus on our stated goals for the event. They are looking at reducing the complexity (the hassle) while increasing the fun for our Chapter members, while providing the 'give back' to the community, while generating a "reasonable" return.

It's said that successful organizations always need to be on the lookout for growing complexity. Every few years we need to trim the excess complexity. I guess that's just one more indication of the success of Wings over Camarillo.

See you on Saturday,
Buckle up, it's going to be an exciting ride.
Don



Professional Flight Test Pilots featured speakers at November Meeting

Chapter 723's own Mark Swaney and Test Pilot colleague Tom Morgenfeld will present a very interesting overview of the flight testing activities at the National Test Pilot School located at the Mojave Air and Spaceport. You may not require their skill set to test fly your RV-6, but this is where it

all starts. **(Speaker cont page 6)**

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Hangar Happenings Project List Hangar 1

Murphy Elite

Owner Ron Hirsty
Currently in flyoff hours mode with 25 hours on the clock. Ron is on a trip for 2 weeks now.

RV-4

Owners
James Walker
Jim is putting a lot of time in getting ready to fuel aircraft. Connecting the flap mechanism and getting very close to engine runs and inspection.

Zenith 601

Owner Eugene Linhart
Pretty much complete and ready for flying off hours. Gene is working on his ticket.

Project List Hangar 2

Wheeler Express

Owner Ali Moghaddas
Working towards fueling and engine runs. Ali is also considering a running a pilot ground school. He is an CFII and has some requests to do a class. It will be on a Sunday, date to be determined.

Varieze

Owner Doug Wagner
Fitting controls and other prep work. Doug is also traveling.

Storch Kit

Owner Gary Van Meter
Engine mounted but rethinking certified engine possibly.

Tiger Moth

Owner Don Nelson
Don is working with Explorer and Scout groups building wings. 3 wings are complete as to structure, but not covered and the fourth is steadily progressing.

RV-6

Owner Cecil Hatfield
Cecil brought it in Saturday the 25th. Wings and fuselage pretty far along. Storage currently.

BD4

Owner Paul Heiderich
Storage currently.

Dick is planning a cleanup in hangar 2. Initially Dick is going to pull all loose supplies, cans and so forth on to one table. Owners may claim their stuff. Unclaimed material will be put in a chapter stock cabinet. Leftovers will go on a "free" table and unclaimed items will be trashed or sent to Hazardous waste. There is a large green welding oxygen bottle in hangar 2 we are trying to determine its ownership or origin. A photo tachometer i9s missing from the chapter tool cabinet too. Please return it so all may access it.

Hangar Bosses
Mike Reed & Dick Crowe



The Midway Formation included: SBD Dauntless, F6F Hellcat, Mitsubishi Zero.
Photo By Harlis Brend

The Commemorative Air Force Southern California Wing Commemorates Major WWII Events

By Harlis Brend

The Commemorative Air Force Southern California Wing held a special event on Sept. 6, 2008, at their Camarillo Airport facility to commemorate the Battle of Midway. The event featured guest speaker Col. U.S. Army (Ret) James Hinckley who spoke in detail about the naval battle near Midway Island June 3 through 6, 1942. Hinckley is a long time CAF Southern California Wing member, volunteer and is on the Fairchild 24 restoration team.

According to historical sources, the Battle of Midway is regarded as the most important naval battle of the Pacific campaign during WWII.[1] The U.S. Navy decisively defeated the Japanese naval forces six months after the Japanese attack on Pearl Harbor. The heavy losses permanently weakened the Japanese Navy. As the result of the Midway victory, the U.S. Navy was able to go on the offensive in the Pacific.

The Japanese plan was to lure America's few remaining carriers into a trap and sink them.[2] They also intended to occupy Midway Atoll to extend their defensive perimeter, conduct further attacks against Fiji and Samoa, and launch an invasion



Col. U.S. Army (Ret) James Hinckley discussed details of the Battle of Midway.
Photo By Harlis Brend

of Hawaii.[3] U.S. Naval Intelligence had broken the code used by the Imperial Japanese Navy in all of their radio transmissions. The U.S. Navy learned of the Japanese plan to attack Midway Island through intercepted radio transmissions. As a result, Admiral Chester W. Nimitz, Commander in Chief, Pacific Ocean Areas, entered the battle with a very good picture of where, when, and in what strength the Japanese would appear. In



**The SBD Dauntless dive bombers damaged/sank three Japanese carriers in six minutes.
Photo By Harlis Brend**

contrast, Japanese Admiral Isoroku Yamamoto remained almost totally in the dark about their opponents even after the battle began.[4]



**Antique cars (1929 Ford) were also on display.
Photo By Harlis Brend**

The Japanese Navy lost 332 aircraft, four aircraft carriers (Akagi, Kaga, Sōryū, Hiryū), one Mogami class cruiser (Mikuma) and 3,500 men, including over 200 experienced naval aviators.[5]

The U.S. Navy lost 98 aircraft, one aircraft carrier (USS Yorktown), one destroyer (USS Hammann) and 307 men.

U.S. Navy/Marine aircraft involved were B-17 Bombers, B-26 Marauders, TBF Avengers, TBD Devastator Torpedo Bombers, SBD Dauntless Dive Bombers, F4F Wildcat Fighters and PBY Scout Planes. Japanese aircraft involved were primarily the Mitsubishi A6M3 Zero.

Aircraft fly-over after Hinckley's presentation featured airplanes that were representative of the airplanes that were involved in the Battle of Midway. The most significant aircraft from the Battle of Midway, the Douglas SBD-5 Dauntless Dive Bomber (damaged/sank three Japanese carriers within six minutes), was courtesy of the Planes of Fame Air Museum at the Chino Airport. The Camarillo CAF Zero and F6F-5 Hellcat (substitute for unavailable F4F Wildcat) completed the formation. Additional displays included: F8F-2 Bearcat, SNJ, P-51, PT-19, antique cars and the museum exhibits.

Next Special Event

The next CAF Southern California Wing special event, commemorating Pearl Harbor, will be held on Saturday December 6, 2008, 10:00 am to 4:00 pm. at the Camarillo Airport CAF facility. The speaker at 1:00pm will be Col. U.S. Army (Ret) James Hinckley. Static displays and fly-over will include aircraft from that era, and antique car displays. Special recognition will be given to veterans, who will be admitted at no charge (standard admission donation, \$7 adults, \$4 students, \$3 children).



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**The F6F Hellcat replaced the F4F Wildcat that was used during the Battle of Midway.
Photo By Harlis Brend**

References:

1. "A Brief History of Aircraft Carriers: Battle of Midway", *United States Naval Aviation, 1910-1970* [NAVAIR 00-80P-1], *Dictionary of American Naval Fighting Ships*
2. H.P. Willmott, *Barrier and the Javelin*; Lundstrom, *First South Pacific Campaign*; Parshall & Tully, *Shattered Sword*, pp. 19–38
3. For a detailed discussion of anticipated follow-on Hawaiian operations, see Parshall & Tully, pp. 43–45, & Stephan, *Hawaii under the Rising Sun*.

4. Lord, *Incredible Victory*; Willmott, *Barrier and the Javelin*; Layton, *And I Was There: Pearl Harbor and Midway—Breaking the Secrets*.
5. Dull, *The Imperial Japanese Navy: A Battle History*, p. 166; Willmott, *The Barrier and the Javelin*, pp. 519–523; Prange, *Miracle at Midway* p. 395; Parshall & Tully, *Shattered Sword*, pp. 416–430.



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**The Mitsubishi Zero was the primary Japanese aircraft involved in the Battle of Midway.
Photo By Harlis Brend**

Wings Over Camarillo

The planning for the August 2009 "Wings over Camarillo" air and ground event at the Camarillo Airport began on October 16, 2008. The event will be produced by the Camarillo Chapter 723 of the Experimental Aircraft Association (EAA). EAA Chapter 723 has produced the Camarillo Air Show, the Camarillo Air Expo, and the Camarillo Fly Ins for the past 28 years. With this early start on event planning, the group expects to acquire outstanding performers for the air portion of the event. Similarly, family compatible ground events are being planned to supplement the air events. "Wings over Camarillo" will be scheduled to not conflict with the Ventura County Fair and will be the only air event in Ventura County in the summer of 2009.

Chapter Store

Be sure to stop by the Chapter Store table at the meeting this Saturday. We still have Air Expo 2008 shirts. If you worked the air expo and for some reason did not get a shirt, please come by. Otherwise we will be selling these at the unbelievable price of \$8.00 each.

We will also be unavailing some new items. We have navy t-shirts in short and long sleeve. We also have sweatshirts for the cooler days ahead.

If anyone has ideas or questions regarding store items, please contact me at this email, my cell phone 805-390-0532 or by stopping by the table at the meetings.

Thanks,

Tom Ridderbush
EAA 723 Chapter Store

(Speaker cont from page 1)

Tom Morgenfeld, Test Pilot Instructor, earned his BS Aeronautical Engineering, from the U.S. Naval Academy, a MS Aeronautical Engineering, from the U.S. Naval Postgraduate School and graduated in the Empire Test Pilots' School, Class 34FW. Tom has over 7,000 hours in 58 different types, primarily fighter aircraft, including some 500 carrier landings. He holds a Commercial SMEL, Instrument ratings and is a Qualified USN Combat Flight Instructor and USAF Aggressor Pilot. His flight test experience includes: Operational Test Pilot, Operational Test Director for F-18 and various classified programs – USN, Chief Test Pilot, Director of Flight Operations - Lockheed Skunk Works, Engineering Test Pilot, Experimental Test Pilot, Flight Test Manager, Chief Test Pilot – YF/F-117, Experimental Test Pilot, Chief Test Pilot – YF-22 and Chief Test Pilot – X-35. Tom is a Fellow and Past President, Society of Experimental Test Pilots, and Distinguished Lecturer.

Mark Swaney, past Chapter 723 Officer, is also a Test Pilot Instructor for NTPS, Fixed Wing & Avionics Systems. He holds degrees in BS Aerospace Engineering and a MS in Systems Management and is a Distinguished Graduate from the U.S.

Naval Test Pilot School. Mark's flying career include over 2000 hours as a Naval Flight Officer in the F-14, FA-18, A-6, F-4, a Naval Flight Instructor, a FAA Certified Flight and Instrument Instructor and holds Commercial & Instrument SEL & MEL ratings with over 2500 hours total pilot time. Marks flight test & management experience include: F-14 Project Officer, Naval Air Test Center, F-14D/APG-71 Radar Development Officer, Pacific Missile Test Center, Commander Naval Test Wing Pacific, and Vice Commander, Naval Air Warfare Center Weapons Division.

The National Test Pilot School (NTPS) is a not-for-profit educational institute incorporated in the State of California and located at Mojave Air and Spaceport. It was established in 1981 to meet the flight test training needs of the US domestic and foreign aerospace industries and governments, both military and civil certification agencies. NTPS is the only civilian school of the seven largest test pilot schools in the world. The primary objective of the NTPS is to educate and train test pilots and flight test engineers to be immediately capable upon graduation of participating in military acceptance programs, aircraft development programs within an aerospace company, or to complete a civil certification of a new or modified aircraft, either fixed-wing or rotary-wing. NTPS offers 32 unique courses, ranging from one-week, academic-only courses, to the 50 week Professional Course. The course accomplishes training primarily in a fleet of 37 aircraft including Saab Drakens, Aermacchi Impala and a variety of other fixed and rotary-wing, jet, turboprop, and piston aircraft.

Additionally, in 1994 the National Flight Test Institute (NFTI) was formed as the degree granting and research division of the NTPS. NFTI graduate degree programs, accredited by ABET, are designed to educate and train superbly qualified test personnel in the areas of flight test engineering, technical management, and flight test support activities. The graduates receive a Masters of Science in Flight Test Engineering.

The National Test Pilot School offers the best value in flight test training in the world.

More information about the NTPS and the NFTI can be found at: <http://ntps.edu/>



Agenda – November 8, 2008

- 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 January and February
 - New Business
 - a. Treasurer's Report – Mike Reed
 - b. December Officer Recognition/Installation Dinner update – Mike Reed
 - c. 2009 Air Expo update – Ernie Salmon
 - d. Slate of candidates – Len Goodman
 - e. Election of Officers and Directors – Perry Dahm
 - f. Additional new business
- Member Feedback
- Builder Activities
 - Jim Ayers – Flight Advisor Activities
 - Owen Smith – Tech Counselor Activities
 - Ken Clunis – Tech Counselor Activities
- Officer's Comments
 - John
 - Jim
 - Mike
 - Dave
 - Steve
 - Joe
- Young Eagles – Neal Fowler
- Safety – Ken Coolidge
- Chapter Store – Tom Ridderbush
- Break
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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

Wanted: Hanger space for low wing LSA
Bob Reid 376-8221

For Sale:

Rutland Mill Heavy duty 2hp \$550
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



For Sale
1976 Cessna Cardinal RG
\$59,900
Oxnard Airport, CA

Aircraft Registration Number: **N34949**
Aircraft Serial Number: **177RG1030**
TT: **3000 HRS**
SFOH: **1841.4 HRS**
Apollo GX50 GPS, IFR Approach & Enroute Certified, Apollo SL50 IFR Enroute Certified, GPSS Roll Steering - coupled to autopilot & GX 50 GPS, S-TEC System 30 Autopilot with Alt. hold, 2 Narco MK12D Nav/Coms, Glideslope, Dual VORs, King K176A Transponder, 4 place intercom, **NEW** Garmin340 Audio Panel, **NEW** Mags, **NEW** windshield, **NEW** Tires, **RECENT** Annual (April 08),
Additional items include, JPI EDM700 Engine Analyzer with oil temp readout, WX-900 Stormscope, S-TEC 6406 DG, Digital clock & stop watch



Mike Bastine Meltb2@msn.com 805.451.6256



NEXT MEETING

November 08, 2008

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

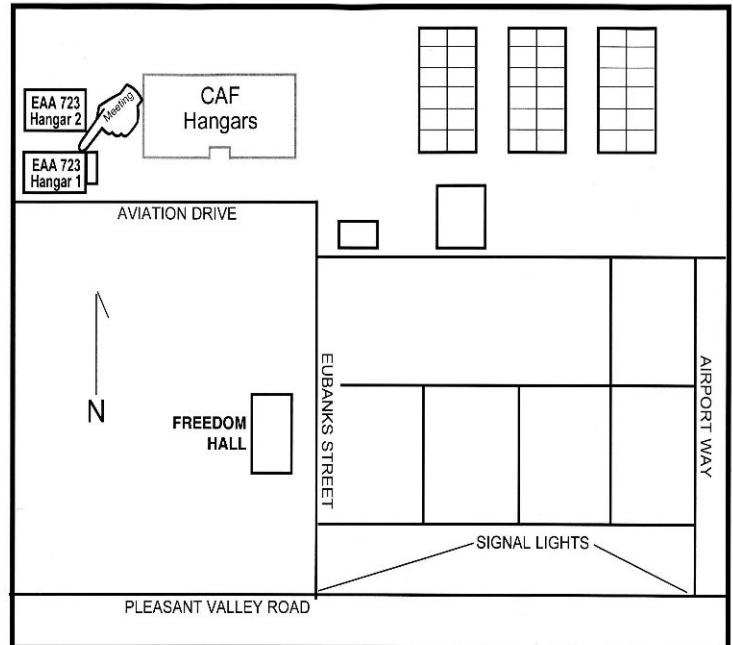
Get Acquainted Time.....9:300 - 9:30
Business Meeting.....9:30 - 10:15
Guest Speaker.....10:30 - 11:30

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

Calendar of Events:

1st Sat - Young Eagles Rides (EAA 723 Hanger)
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

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