



## On the Clock

By Scott Chastain



Have you ever watched *Seinfeld*? Just call me Bubble Boy. In the early 1990's while attending school in Rohnert Park, I was riding my bicycle—my only means of transportation at the

time—through a neighborhood in Petaluma. The timing was providential. Out of a garage, there emerged a man who at first glance appeared to be decked out in a space suit. He was tugging along a length of hose attached to a paint gun. Behind him, inside of his garage and lit up for any passerby to behold, were the wings of an airplane. They had just been shot with some of the brightest



yellow I'd ever seen. Being *on the clock*, as it were, the man wasn't in any mood for conversation. In fact, he was a total jerk. In a few moments, I sensed from him an

uncanny desire for me to *get lost*. His body language spoke like an old Humphrey Bogart movie, "Now get outa here kid, ya bother me!" I learned, however, that he was putting the final coats of paint on his Stearman and that he would be flying in short order.

Believe it or not, that one or two-minute stop on my mountain bike played a huge role in my own decision to



paint my project. Granted, the owner of the Stearman had an easier job, since painting fabric as opposed to painting aluminum requires relatively little prep work. Nevertheless, the image of a man

painting an airplane in his garage stuck with me for over 15 years, and now that I am in the thick of the process myself, I can appreciate him wanting curious onlookers to *beat it, scam* or



*get lost* like the Bubble Boy in *Seinfeld*. When dealing with lacquer or urethane-based paints, time is of the essence. More importantly, however, I have learned that painting an airplane requires an incredible amount of concentration, focus, and forward momentum, and simple distractions like phone calls and nosy neighbors can utterly ruin the painting plans of the day. And as with the rest of the project, painting it also requires an immeasurable degree of patience.

All control surfaces have now been treated with phosphoric acid, chromic acid, zinc chromate epoxy primer, and surfacing agent.



Dealing with dangerous chemicals such as these makes concentration and focus imperative. There are already thousands of calories and over 100 hours in 100+ degree weather invested in scuffing and sanding between these steps, and the wings and fuselage are still in storage! I foresee at least another 1000 hours of work ahead of me to complete the job.

For now, living a goodly portion of my life in a plastic bubble is the order of my day. So *get lost*. © I'm on the clock here.



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## From the Pilot in Command

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By Mike Bodine



Congress is about to return to session. Has everyone sent letters to both Feinstein and Boxer protesting GA user Fees? Letters need to be received before Congress begins session as FAA reauthorization will be one of

the first items on the agenda. There is still time to send your letters, but that means today! EAA and AOPA both have sample letters and talking points.

Let's all get our flying shoes ready as the October chapter meeting will be Saturday, October 6<sup>th</sup>, the *first* Saturday in October. We will meet at the Hangar Café, then proceed to Mariposa for their annual Fly-In event. More details will be discussed at our general meeting on September 8<sup>th</sup>.

I hope everyone is enjoying our nice, *hot*, late August and early September weather. I have the misfortune of consulting in a tomato cannery. I have been measuring temperatures and humidity. The cannery feels like temperatures have reached 140 F. That is uncomfortable!

Enjoy the remaining days of summer as the fog will be here soon enough.

—Mike

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## Fly the Airplane

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By Ray Beverly



I believe I have addressed currency in the past, but a recent event just brought it to the forefront again. I

recently gave a flight review to a pilot who had been flying for a *year* since the last flight review had *expired!*

The Federal Aviation Regulations (FARs) clearly state that a pilot may not act as Pilot in Command (PIC) unless within the last 24 months that pilot has had some sort of flight review. I use "some sort" because there are several flights that can count as a flight review. Some include check rides for additional ratings, or instrument competency checks and the like. Basically, any flight that gives or renews a pilot privilege can count as a flight review.

The important point is—Do Not Fly Non-Current! The liability is awesome! Should *anything* happen that the FAA might hear about, see, notice, it could cause them to suspend or even *revoke* a pilot certificate.

Several years ago I retrained a pilot who decided to fly with an expired medical certificate. The FAA found out and revoked his certificate for one year. When that year was over, the pilot didn't just get the certificate back. The pilot had to reapply and train for the Private Pilot Certificate!

I realize this is a bit preachy and harsh from me, but friends, *please* fly current!

Fly The Airplane (Legally)

—Ray

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## Lighter Than Air

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## **Featured Member: Gail McCullough**

By Scott Chastain

From the Greek, we take the English translation of the word *Eikon* to mean “an image, figure, or sacred image.” Webster’s primary definition of the more common spelling, *Icon*, is nearly identical to that of the Greek; however, extending that definition more specifically to the Eastern Orthodox Church, an icon is “an image of Jesus, Mary, a saint, etc., venerated as sacred.” Religious references aside, we can all consider this passionate flier an icon of the highest order in Merced’s aviation community. Flying is, after all, a privilege that Gail considers sacred, and her experience with many of us at Macready Field proves that she is worthy of the type of veneration received by the saints. It would be difficult to picture a Merced Antique Fly-In without Gail McCullough somewhere in the forefront. Gail first earned her private SEL ticket in 1965 under the tutelage of R.C. Smith, a boom operator at Castle A.F.B. Thereafter, she continued with the pursuit of advanced ratings, earning her commercial in 1967 and her CFI designation in 1970. Gail currently has a total of 2980 flight hours logged. In 1956, her husband, Jack, purchased and flew home from Wichita the second-to-last production model of the C-170B that she currently owns and operates, N3582D. Painted twice since then, and having had five engines throughout its service, the antique tail dragger is in structurally superb condition and evokes the nostalgia of a bygone era. Having attended Air Venture 2005, Gail recalls that she “just flipped over all the glorious tail draggers” tied down in the Cessna parking area, and that she was overwhelmed by the generosity of their owners. Stalwart in her stance on the *tail draggers vs. tri-gear* debate, Gail notes that “every landing is a challenge” in a conventional gear aircraft, and therefore, N3582D provides the thrill of flying every time she goes up. This month, we salute a true icon in Merced’s aviation community, and we hereby venerate Gail McCullough to the halls of aviation sainthood.



## The Two Minute Turn

By Richard Walker



The August 14<sup>th</sup> Board meeting commenced at 7:20 PM with Loyd, Scott, Mike and Richard in attendance. Our first agenda item was our planned fly-out on Oct 6<sup>th</sup> to the Mariposa Fly-In. Flying to Mariposa was discussed and agreed to at our August meeting. Also, as the members agreed to at the August meeting, a Halloween party at our hangar was talked about including decorations, food, and costumes. Scott will be the focus person on this event.

It was mentioned that Freddy brought Lou Brewster out to our chapter meeting. We'll have to talk to Freddy about getting Lou to join our chapter.

The Board looked at what the members had to say about the Young Eagles Rallies and concurred that, for now, one Rally per year was sufficient.

The treasurer's report stated that we had \$6,289.55 on hand. This brought us to the User Fees proposal pending before Congress and we agreed that all chapter members need to respond to this issue. This is just a foothold that, like so many other fees, will continue to expand and make flying that much more expensive.

It was also mentioned that now is the time to get ahold of the EAA coordinator for the B-17 tour and be sure we are on their list for the 2008 Tour. This is an easy and financially rewarding fund raiser.

The nominating committee needs to poll the current office-holders and see if they want to run for office. It also needs to poll the rest of the membership.

Donut holes were the food of choice for the board meeting and they were really good. We concluded the Board meeting at 8:10 PM and then ate another round of donut holes.

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### August 11th General Meeting Highlights

The August general meeting started at 8:45 AM at the CAP Building with 15 members present. We started reviewing and discussing fly-out options for future meetings. Locations included Half Moon Bay, Frazier Lake, Truckee, Hollister, and others. There wasn't a firm commitment as to where or when, so this will be held over until the next meeting. Think of where you want to go and voice your opinion at the next meeting. We did decide to move the October meeting to the 6<sup>th</sup> of October so we can all fly-out to the Mariposa Chapter's Fly-in on that date after our general meeting. This should be a fun event and a chance to support another local chapter.

For social events we agreed to have a Halloween party on October 27<sup>th</sup> at the Chapter's hangar. Scott will be heading up a committee to get things going. Dress up if you want and bring the whole family. We are planning hors d'oeuvres and a potluck-type night. We will have more information at the September meeting. If you have some decorations or ideas to decorate the hangar, let Scott know. We hope to make this as successful as the spring barbeque.

Other than the planned Halloween party there hasn't been any activity at the hangar and so its value to the chapter was questioned. Most felt that for the cost, it would be wise to keep it, if for nothing else as a bargaining chip to get a new residence on the airport when our hangar is torn down.

Membership recruitment and retention was an agenda item and it was felt that, considering the area, we are doing okay, even though there is a lot of talent out there that just doesn't want to join.

Ed Banks wasn't present to discuss a possible Young Eagles Event for later this year. The general consensus was not to have another event. Individuals can take up Young Eagles at any time and one main event per year seemed sufficient.

A nomination committee was selected by Mike since we had so many volunteers itching for the positions. We will have Fuzzy, Gail and Fred this time around.

Scott upgraded his computer software which caused multiple problems on his old system, so he bought a new computer system which resulted in the newsletter getting out a little late. He was really scrambling to get everything

done so he could publish the newsletter. Thanks, Scott, for your determination.

All chapter members need to write their Congressman/woman to oppose SB1300 which seeks to impose user fees on General aviation. An email was sent out giving Senator Boxer's local address to speed the process of getting the letters to her. This is really important for all of us who fly. Go to the EAA website and there is a sample letter that you can take some ideas from.

A notice of proposed rule-making is also out there that would require a 180-day parachute repack instead of the current 120. Comments on that are welcome by the FAA.

Finally, the B-17 tour was mentioned and we need to contact the tour coordinator to see if we can't get it to stop in Merced next year. This was a great fund raiser for us last time and we should be able to repeat our success.

The meeting concluded at 9:55 AM.

## October 6th Fly-Out to Mariposa

The Gateway EAA General Meeting for October will be held on the **first Saturday** of the month, October 6<sup>th</sup>, 0800 at the Hangar Café. Thereafter, participating members are encouraged to fly out to Mariposa in support of EAA Chapter 1261's Annual Fly-In and Open House event. If you've never attended this event, you are in for a real treat. Pilots are welcome to fly in and out at leisure with no airspace restrictions, and the community of aviators is always friendly and more than hospitable. Come join the fun!

## 2007 Chapter Officers and Directors

President/Treasurer	Mike Bodine	722-8619
Vice President	Doris Mitchell	383-4848
Secretary	Richard Walker	723-5704
Membership Director	Loyd James	383-3380
Young Eagles Director	Ed Banks	358-8149
EAA Flight Advisor	Ray Beverly	723-5789
EAA Tech Counselor	Fred Salvatori	358-1390
Webmaster	Loyd James	loyd@ultracart.com
Newsletter Editor	Scott Chastain	383-1488

## Pixture Rich



Vought F4U-5N Corsair