

EAA CHAPTER 319

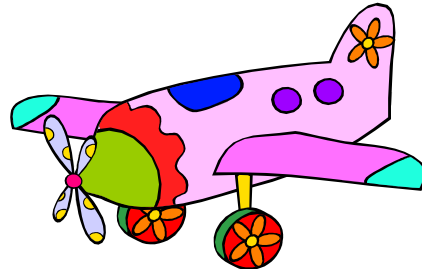
OCTOBER 2007 NEWSLETTER

EAA chapter 319 meets the 2nd
Thursday of each month at the
Aerospace Center, 5060 Cirrus
Dr. Medford, Join us!

NEXT MEETING

October 11th
7:30 PM

The Board of Directors will meet at
Aerospace Center
At 6:30 PM.



WHEELS UP!

The change in the weather indicates that this year is coming to a close, already. I like this time of year for the change of colors in the landscape, the reduced temperatures and increased performance while in the air. It's also a relief that my youngsters are back in school.

I must thank Art for putting together the program last month. The assembly of WWII veterans was an admirable group and from the very start, held my rapt attention. The recollections of their experiences spoke volumes of their dedication, courage and tenacity during a time when the world crumbled into death and destruction. The men and women of that time truly deserve the label "The Greatest Generation". Afterwards, I found it difficult to return to the agenda of the day for it seemed very dim in contrast to the illuminating talks given by the guest speakers. However, we managed to trundle through the remainder of the evening and concluded with the appointment of a nominating committee for the pending elections of officers for next year. Thanks to Glen Finley, Brad Pankonin and Dennis Lewis for accepting the nominating committee positions. We should have at the October meeting, a slate of nominees to select to head the Chapter in 2008. Of course, any member can nominate someone who they think can deftly navigate the course of this group and its activities. This nomination, according to the bylaws, should be delivered at the October meeting. The slate of nominees will be posted in the next newsletter for your consideration and election held at the November meeting.

I am grateful to all those who took the time to help with our piece of the Medford Air Open House on Sept. 22nd & 23rd. It looked to be a smaller gathering of planes, displays and attendees but still a good show. Personally, I had a lot of fun with the little ones and the Link Trainer. They are always an inspiration to me. The concrete hangar floor was not kind to my lower extremities and it was welcome relief to get a break now and again.

Unfortunately, the proceeds from the Link Trainer donations were reduced as it was grounded Sunday afternoon with a broken drive belt. Thank You, Curt, for volunteering to come up with a suitable replacement. Nevertheless, we counted about \$170 for the effort. Hopefully, next year we can have more available planes and Young Eagle pilots and more folks who feel like getting up early to flip pancakes and eggs. I must say that Mardell and Chuck are darn good at it and did an outstanding job of satisfying a lot of breakfast eaters.

Doug Dunn has got hold of a trailer for the VariEze project and I'm sure he will bring us up to date on this wintertime project. Hopefully it can be ready for parade duty next year.

Till next time,

Bud Liberatore

FROM THE ART GALLERY

The Ashland Airport Appreciation Day on September 15th was a moderate success if judged by the number of people attending, but a real success in other ways. Clark Hamilton took an event that had been discontinued a few years back, and breathed life into it. In the past, the breakfast provided by us was staged in Skinner's FBO hangar, which was right on the flight line. This year, breakfast and lunch was in the Brim Aviation helicopter hangar, which was away from the flight line. Thanks to the excellent announcing by Patrick Henry, everyone knew where to go to eat.

Since our chapter couldn't muster up enough volunteers to serve breakfast, or knew how to plan for it, Mardell Day and Chuck McGilvray took the challenge, and did a fine job, as usual. Even with the rather sparse crowd, they made a profit of about \$300. Their helpers were Bob and Christine Almquist, Jane Henry, Imie Mandell, and myself. Several members might have been there except for the air races going on at Reno. Others were out of town for various reasons such as Paul Martin who tried to muster up people to fly Young Eagles and Lyle Heigl who was stuck in Portland because Horizon Air had several of their aircraft grounded with landing gear problems.

Richard Hendrickson was the only person to fly Young Eagles, and he did an outstanding job, flying seven enthusiastic young people in his Citabria. His wife, Sandra, and Sam Russell took care of the paperwork. Many thanks to you guys.

The Medford Air Service open house on the 22-23 of last month was also a bit of a letdown, but in a different way. We had 11 helpers on Saturday with three pilots to fly Young Eagles, yet we only flew six youngsters. The pilots were Dean Edson, Donald Ross, and Allan Wright. The helpers were Doug and Carole Dunn, Lela Edson, Curtis Kreil, Bud Liberatore, Joan Pankonin, Sam Russell, and myself. On Sunday, only four people showed up to help. Again, they were Doug, Bud, Allan, and myself. No Young Eagles were flown.

The Link Trainer was the star of the show. Donations on Saturday amounted to \$106.92 and \$46.60 on Sunday. It would have been better on Sunday if the drive belt on the trainer hadn't broken. Bud spent several hours operating the trainer. Oh yes, the Fly By Night Aero Club crew again served breakfast and had a profit of about \$600.

Saturday, the 29th, saw the American Society of Aviation Artist NW Regional being held in the Fly By Night Aero Club hangar. By all accounts, it was the only real success for the month. Forty people attended including 14 artists and guests. There were about 38 paintings displayed. Plans are already being formulated for the second annual regional next year.

We had planned on having a potluck at our meeting this month, but Doug Dunn pointed out some shortcomings such as:

- 1) There is not enough room to setup food and tables to eat in the meeting room.
- 2) It is very doubtful if it will be warm enough to do a night time dinner in the main hanger.
- 3) It takes at least an hour to move the plane, clean the hanger, and setup for a meal and at least an hour to breakdown and cleanup after. I think this is way too much to do on a weeknight with most of going us to work the next day.

Doug is right, so we will revert back to the spotter card competition. Bone up on your aircraft recognition. Prizes will be given.

ART LUMLEY



**Remember to save Friday December 7 on your calendar and come to our Annual Awards Banquet.
Details to follow in the November Newsletter.**

Thanks to Sam Russell, I have several photos of the Young Eagle event that Richard handled all by himself at the Ashland Airport last month. Here are a couple of my favorites. I'll get Brad to put all of them on the web site.
Joan



Board of Directors

Please call if you want to help out on either a one time or regular basis.

Check for latest information on our website www.eaa319.org

Chapter Officers

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Art Lumley
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Dennis Lewis
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