



NWAAC

Northwest Antique Airplane Club
53835 Airport Road
Scappoose, OR 97056
www.nwaac.com
503-895-6505

June, 2011

NWAAC Newsletter

2010/11 NWAAC Officers

President: Bill Petty dvbillpetty@aim.com

Vice-President: Loren DeShazer 971 506-8327

Treasurer: Roger Roeker stfrancis1@comcast.net

Secretary: Jacque Swan nwaac1@gmail.com

Additional Executive Committee

Members: George Manley,

george2880@comcast.net , Linda Owen

hopeafloat@msn.com , Bernie Sutton

basagape@yahoo.com

The **Newsletter** is published monthly; submission deadline is one week after the monthly NWAAC meeting. Contact editor, Jacque Swan

nwaac1@gmail.com

Club Memberships go from October through September. Renewal forms can be found on the NWAAC website

at <http://www.nwaac.com/membership.htm>

Aviation Events

Please check the NWAAC website at www.nwaac.com for a complete and up-to-date schedule of events.

NWAAC General Membership Meeting: Saturday, June 12, 2011 10:30 a.m.

EAA Northwest RV Fly-in at Scappoose: Saturday, June 18, 2011, 10:00 a.m. – 3:00 p.m.

EAA Twin Oaks Breakfast: Saturday, July 2, 2011 8:00 a.m. – 10:00 a.m.

Wings and Wheels: Scappoose Airport, Sunday, August 14, 2011. See page 2 for details



Wings and Wheels 2011

The South Columbia County Chamber of Commerce, Port of St. Helen's, Columbia Aviation Center and the Northwest Antique Airplane Club are planning a special event.

Sunday, August 14, 2011 we will be hosting a pancake breakfast from 8:00 a.m. – 11:00 a.m. Proceeds from this event benefit NWAAC.

The Wings and Wheels event is scheduled from 11:00 a.m. to 4:00 p.m. at the Scappoose Airport and will feature antique aircraft, antique cars, entertaining displays, demonstrations and open houses for the whole family to enjoy. Admission to the Wings and Wheels event will be \$5.00 per person, children under the age of 7 are free. There will be a \$20.00 family cap on admission (rules do apply.) Proceeds from the Wings and Wheels event benefit the South Columbia County Chamber of Commerce, a non-profit organization.

If you are interested in helping with the pancake breakfast, please contact any board member.

May, 2011 General Membership Meeting Minutes

The meeting was held at the Scappoose clubhouse and was called to order May, 14, 2011 at 10:30 a.m. by President, Bill Petty. Officers present: President, Bill Petty; Vice President, Loren DeShazer; Treasurer, Roger Roeker; Secretary, Jacque Swan; and Executive Board Member, Glenn Siemer. President Petty welcomed the guests who had attended the meeting and asked members to wear their name tags to identify themselves to new members and guests. A sign-in sheet was circulated and it was determined that a quorum was present. An agenda for the meeting was agreed to by the board and general membership. The April General Meeting minutes were read aloud by Secretary, Jacque Swan, and were approved by the membership. A treasurer's report was given by Roger Roeker and the report was approved by the membership. Members may contact the Treasurer if they would like a report on the finances of the club.

Budget Committee: Henry Schmitt reported on the newly formed Budget Committee. He said that after the initial report was made by the committee at last month's meeting the members of the committee are seeking feed-back from both the membership and the board as to what they would like in the future. The members of the committee are Roger Roeker, Glenn Siemer, Kathy Siemer, Henry Schmitt and Charlotte Whittaker. President Petty reported that we are working on a spending plan and will report to the membership when it is finalized.

Wellness: Kathy Siemer reported that Larry Charneski had had back surgery and is doing very well. She sent a card on behalf of the membership. Sherry Klots has been in the hospital and she should be coming home today.

T-Craft: Dan Beltrami did not attend today's meeting. In his absence, Glenn Siemer said that he is encouraged that we are taking steps to finish and dispose of the aircraft by sale or donation. Henry Schmitt discussed his concern that the T-Craft has no insurance coverage. A motion was made by Kathy Siemer and seconded by Karl Klotz to lend the T-Craft to WAAAM until such time as we have an interested buyer for the plane. A discussion was held and President Petty agreed to meet with WAAAM to see what their requirements are for such an arrangement. A vote was held with one opposing vote and the motion carried. President Petty will write a formal letter of proposal to WAAAM on behalf of the club.

Fly-out: A fly-out to Hood River was announced by President Petty today, May 14th.

Membership: Kathy Siemer asked about the status of the roster. President Petty said that Bernie Sutton is working on the project and that he will follow up with him.

Old business: See discussion on the T-Craft.

Fly-in: Kathy asked about the status of the Fly-in in Scappoose. Bill reported that he had talked to the people in Vancouver and that as discussed previously we will not have a fly-in there in 2011. We are possibly looking into returning to Pearson in 2012. The Wings and Wheels will be held at the Scappoose Airport on August 14, 2011. The committee has asked that NWAAC handle the aviation component of the event and hold a pancake breakfast. Rick Farland agreed to contact the Wings and Wheels Committee to gather more information. Rick, Glenn Siemer and possibly Larry Charneski will work as liaisons with the Wings and Wheels committee members. Rick recommended a much smaller event than we have had in the past due to the size of the airfield. Kathy added that manpower is also an issue. President Petty announced that some members of the Travel Air 4000 Club in Independence will be flying in on Sunday including Cap'n Mac and his wife.

A motion to adjourn was made by Kathy Siemer and seconded by Rick Farland. The meeting was adjourned by President Petty at 11:37 a.m.

Who's afraid of the MedXPress?

Steven A Wahls, MS, FAAFP

June 1, 2011

About three years ago, the FAA introduced MedXPress as a means of documenting the pilot's part of the aviation medical exam. This was the second phase of digitalizing pilot medical certification. Within the last decade Aviation Medical Examiners were allowed, then required, to enter data digitally in to the Aerospace Medical Certification Subsystem (AMCS) through the internet.

The institution of the electronic method of completing the pilot's portion of the 8500-8 form now allows pilots and student pilots- but not yet Air Traffic Controllers- to complete their portion at home, where they will have access to necessary medical and supporting information. Reasoning behind the program included improvement of security, decreasing errors of transcription from paper, real time validation of input to alert pilots of potential missing or inconsistent information, and improved security of data.

To use MedXPress, log in to the web site <https://medxpress.faa.gov/>. You must initially request an account, and the system will ask you to enter your name, email address, and a series of security questions before verifying that you have read and accept the terms of the Service Agreement. A temporary password is emailed to you, after which you log in, change your password, and then click "Form 8500-8". From this point on the form is much the same as that you are used to in paper format.

One benefit you will notice of the MedXPress is that there are question marks next to each question. These take you to the appropriate reference from the Guide for Aviation Medical Examiners. If you are uncertain as to the appropriate answer, do the best you can. Your AME can make amendments with your permission later. You may at any time save your application and come back to it. Remember, though, that you must complete and submit the initial form within 30 days, or your record will be deleted. Once you have validated and submitted your 8500-8, you have 60 days to complete your Medical; thereafter the record is deleted and will not be part of your permanent FAA file.

Upon submission of your MedXPress information, you will be issued a confirmation number. You may also print out your submission for your records. The confirmation number is also emailed to you, and must be brought to your AME in order to process your information in the Aerospace Medical Certification Subsystem.

I have found that some pilots have an inherent distrust with completing the 8500-8 form on line. One individual was concerned that the data would be transferred to the FAA Medical Certification Division immediately once the process was begun, thereby jeopardizing the certification. This is not the case. On the other hand, any information entered in to the paper 8500-8 must be submitted to the FAA, whether complete or not.

MedXPress is quite intuitive, and less complex than most GPS units or DUATS. Steps taken to protect our privacy are similar to those used by many financial institutions, and seem more robust than those of many social networking sites. The rules governing medical exams and requirements for certification are identical whether the paper 8500-8 or the on line system is used.

I have had the opportunity to use MedXPress as a pilot as well as an AME, and have been pleased with the benefits it provides. If you have questions or concerns about your upcoming medical, please contact your AME for additional information.

Steve Wahls is a Senior Aviation Medical Examiner and Family Physician who practices at OHSU Family Medicine in Scappoose. He holds a private pilot certificate and is available for aviation medical consultation or pilot medical exams.

From the Editor ... I have really enjoyed serving the club as editor the past few months. It has taken me some time to get up to speed and I appreciate the patience of our members. I have received many phone calls regarding the classified advertisements and have decided to run the ads for two months after they are submitted and then delete them unless I am instructed to renew them by a phone call or e-mail. This will alleviate unnecessary phone calls between buyers and sellers when items are no longer available.

Also, I would like to have as much content of the newsletter come from the membership as possible. Remember, this is your newsletter. Please let me know how I can make it better. A big thank you to Ken Corliss for the beautiful picture on page one of George and Bettye Manley's 1946 Piper J3 Cub. What a shot!

Thank you,
Jacque Swan
Editor and Secretary

Classifieds

- Ercoupe: firewall forward, 85 Continental, cam-lock, no logs, no vent, and no damage.
- '39 Taylorcraft, with logs, title, data plate, 65 Lycoming w/logs, plus trim-tab section.
- Taylorcraft – BC12-D aileron bays, new (from Wally)
- Taylorcraft – BC12-D fuselage, tail sections: 3 foot, 6 foot, and 12 foot.
- Taylorcraft ailerons
- Taylorcraft Edo 1320 floats, overhauled with new struts & fittings for Taylorcraft
- Taylorcraft Edo 1320 floats with spray rails, struts & fittings (need very minor repair)
- Continental 65 bore with logs (turns)
- C-85 Continental taper shaft (standard)

- Piper J-3 Cub cabane (new)
- Piper J-3 Cub lower door (good)
- Cessna booster cables with receptacles & mounting brackets (never been used)
- Edo 2000 - struts only (for a 170), no spreader bar, new in the box.

Call Arnold Meads, 541-482-2837.

GPS and Headset - Garmin GPSMAP195 \$125.00 Model H10-30 David Clark Headset/Microphone. \$50.
Hank Bullock 971-219-9343

EISEMANN LA-4 Magneto and New Parts - One Eisemann LA-4 Magneto complete, in excellent condition, including data plate. No rust. Plus all of the brand new parts needed for a complete rebuild. Still in their original boxes: H27-528 Plate, H27-525 Ground Terminal Assembly (2), H24-295 Rotor, H24-924 Condensor, H28-110 Tungsten Points, LA-4 Gasket and Seal set. Also have an original equipment magneto switch for a J-3. Asking \$125 / OBO for all. Call Anita 206-369-2231.

1965 Piper Cherokee 180 - I recently lost my medical due to heart condition. Now my heart is breaking because I must sell my "baby". It is fully equipped with auto pilot, dual navcoms and is IFR ready. AOPA estimates worth at \$51,000, but I need to let it go quickly. Please email at rshannonsr@sbcglobal.net or call my friend David at 405-603-3215 for details.

1946 Cessna 120, \$21,000 lowered to \$18,000 – Strong, mid-time C-85 engine. Cleveland brakes, new tires, new altitude encoder. June annual, always hangared at Scappoose. Great performing VFR aircraft w/2838 hrs total time. Call Howard at (503) 543-6055, knytych@centurytel.net.

Taylorcraft BC-12D, N43387 - Wally Olson's T-Craft was acquired by NWAAC as a club restoration project. Much has been accomplished but it's not quite done. We are asking \$25,000 for airframe w/wings & C-85 rebuilt engine. Contact Dan Beltrami for further questions at 503/622-6420 or e-mail daniel_beltrami@hotmail.com. Pics and more info at <http://www.nwaac.com/Taylorcraftinformation.htm>.

CESSNA 195A 6020 TT, 330 Jake, 49SMOH, seaplane door, nice paint, all new interior, headliner, sides, seats, carpet, and instrument panel, Cleavelands, AV Map IV GPS, KX 155, AT50, with encoder. Has racks in place for another KX155, and King DME, Jasco alternator, 7 positions EGT, aux baggage; four place intercom, new door seals, new seat rails, new prop, and mixture and throttle controls. \$82,000.00 Located in St. Maries, ID Jon Gravestock 208-818-5988 or wingit@sm-email.com

CESSNA 195 PROJECT AIRPLANE, \$6,500 Has current registration, heavy gear legs, nothing firewall forward. Surface corrosion on wings and tail. Bad corrosion on wing leading edges (need replaced); no instruments, cabin door, right aileron, or tail wheel. Made a hard landing wrinkled skin around both main gear attach fittings, and some damage to horiz. stabilizer. Has new windshield (still in plastic). Located in St. Maries, ID Jon Gravestock 208-818-5988 or wingit@sm-email.com

Ercoupe Wings and Cessna Parts - I have a pair of Ercoupe wings, and am parting out a 1973 Cessna 150-L, have fuselage, tailfeathers, wings, fuel tanks, flap motors, struts, flaps, ailerons, master cylinders, upper cowling, doors. No interior, engine, gear legs, prop, radios or instruments. Contact Steve Fribley, seaplanecfi@yahoo.com, 206-234-1306 **King KN53 TSO VOR/LOC receiver with KI208 indicator:** Like new condition. Was used briefly as a demo setup for avionics test equipment. Has never been in an aircraft. \$800 for both. Photos available. Dave Schwartz, (509)954-7533 or e-mail dave.schwartz@tek.com

Two award winning British Chipmunks for sale. Thirty plus years of attendance at NWAAC fly-in. Call Floyd Tuckness at 360-785-3879 or email: chipmunk@myhome.net for particulars. Asking \$70,000 OBO each.

1961 “Baby Comanche”. PA24-180 hp \$40,000

2500 TT. 1600 SMOH, still running strong.

3rd owner since new, same owner last 30 years.

Based @ Camas Groves Field, Camas, Washington. All speed mods. And fast, 165 mph/10gph. ¼” glass all around, extra sound proofing, light weight starter, copper cables and much, much more. Beautiful economical little VFR airplane. Contact: K.D. Thompson @ kdkcthom@aol.com 360-887-8586, cell (360) 903-0357.

Delcom 960 Handheld Radio Charger, 2-Sprk/Mikes, original owner manual \$75.00 Ted Dvorak 503-250-2066

Project 1948 Stinson 108-3 “Station wagon”,

Complete with Franklin 166 engine, logbooks, metal prop and antiquated instrument panel. It was an “Arizona Desert Find”, and is now located in Richland, WA. Contact Steve Fribley 206-234-1306, seaplanecfi@yahoo.com



The EAA’s B-17G “Aluminum Overcast” at the Hillsboro Airport on May 20, 2011

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