

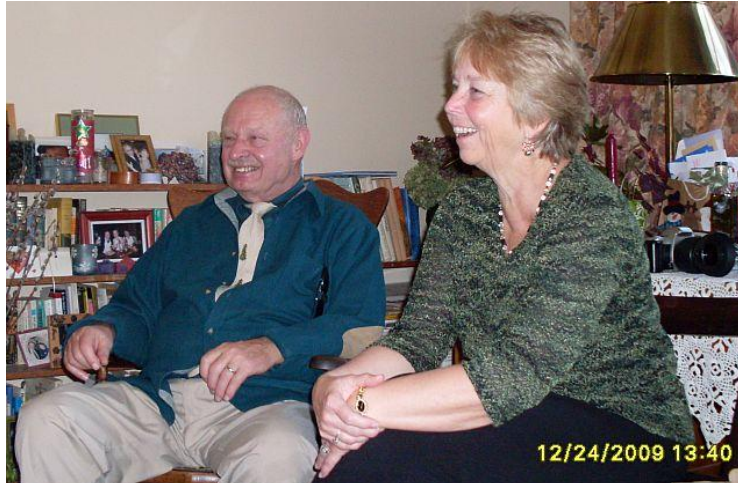


NWAAC

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

May, 2011

NWAAC Newsletter



Bill Petty President of NWAAC

20010/11 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>

Club Calendar

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

Saturday, May 7th- EAA Twin Oaks Breakfast from 8 am - 10 am

Saturday, May 14th- Club meeting at Scappoose at 10:30 am & let's fly out somewhere afterwards.

Saturday, May 21st- PAGA Spring Roll Out at Pearson Field. 10:30 A.M. Free breakfast! They will be serving pancakes, eggs, bacon and orange juice.

Friday, August 12, 2011 Wings and Wheel at the Scannose Airtort. More information to follow!

NWAAC Business Meeting Minutes, April 9, 2011 at Scappoose Clubhouse

Vice President, Loren DeShazer, called the April, 2011 NWAAC Business Meeting to order at 10:30 A.M.

Officers Present: Loren DeShazer, Vice President; Roger Roeker, Treasurer; George Manley, Executive Board; and Linda Owen, Executive Board.

March Meeting Minutes: Vice President DeShazer asked that the March Meeting Minutes be read to the general membership. Secretary, Linda Owen, stand-in secretary for Jacque Swan today, read the minutes. A motion to accept the minutes as read was made by Paul Silveria and seconded by Roger Roeker. The minutes were approved.

Treasurer's Report: After delivering a financial statement, members were reminded that reports are available from Treasurer, Roger Roeker, after the general meetings. Charlotte Whittaker moved to accept the Treasurer's report as given and Dan Beltrami seconded it. The Treasurer's report was approved.

Unfinished Business: Please see old business.

Old Business: Charlotte Whittaker was asked to give a report from the Budget Committee that has been formed so she provided each member with a budget draft. She spoke for the committee in recommending that we: look for sponsors for the scholarship, form a maintenance fund, form a coffee fund so that it could pay for itself, determine what our clubhouse expenses are to see if we could purchase our supplies and materials from a less expensive source. After opening up for discussion the main item discussed was the expense of our hangar fee. Please read the T-Craft committee report for further insight and information provided by Dan Beltrami. It was also suggested that we could inquire around to see if anyone were willing to donate a hangar to the club for the T-Craft.

New Business: Vice President, Loren DeShazer, inquired who had driven the longest distance and flown the longest distance to our meeting. He then made a point that many of our members come from far away to attend and that our club is still viable and fun. He then introduced one of our members, Ken Corliss, who offered to help the club with photography, if needed. Ken is well known in our area and in the aviation community for the work he does. He is the member who made the DVD of the 2010 Fly-In that appeared on our website.

Three guests were introduced this morning: Mike True, Chief Operations Manager of Pearson Museum, George Wallace from PAGA and Mike McGraw from PAGA. George spoke first to tell us about the PAGA meeting held Tuesday night, April 12th at the newly functioning Pearson Pilot Lounge on the East corner of Bldg. 105. This will be the location for at least the next year but they are still hoping for a free standing building at some time. He then shifted the reason that he and the other gentlemen were here by stating that "Pearson Airpark is THE VENUE for the NWAAC Fly-In." They (Pearson/PAGA) are here to help restore the Fly-In to its greatness. He stated that the names and e-mail addresses from NWAAC have been forwarded to Pearson/PAGA for the purposes of starting the process to restore the Fly-In. Next up was Mike True, who told us that Pearson Air Museum is currently bringing on a new museum manager. In addition to PAGA, Pearson Air Museum wants to open up communication about how to restore the Fly-In. He stated that they didn't want to do a new thing, but instead continue the tradition. They were then open to questions which started with Henry Schmidt asking what the chances were of

gaining sponsorships. There was some feedback from other members stating that without any compensation for fuel costs that most pilots didn't even bring out their antiques. Mike True and Mike McGraw didn't really offer a response to the question after that. Larry Charneski stated that as a cub we have decided to not have a 2011 Pearson Fly-In and are still in the process of deciding whether or not to have an event in Scappoose. He then asked Mike True what Pearson had in mind about helping put on a Fly-In. Mike's response was that the mission is to restore the Fly-In, not to start a new one. They don't want to be in competition. They bring good marketing, manpower, cooperation (possibly even a reduction in various fees,) Willy Williamson from Pearson Airpark and the Aviation Advisory Committee. Larry pointed out that the momentum has been lost and we need to know what they are willing to put forth. They need to know what we want. Finally, Larry made a motion that the E-Board has a discussion with PAGA and Pearson to discuss the possibility of a Fly-In for 2011. Paul Silveria seconded the motion and the item was opened for discussion. Charlotte Whittaker stated that there is too little time and suggested looking at it for 2012. Loren DeShazer brought up the intense filed preparation made by Bernie Sutton last year and still had questions about why the club was responsible for the mowing. Paul Silveria said that he feels the club will dry up without an event this year. Karl Klotz expressed that he didn't think that our event needs to be in Vancouver. Norman Simdorn wanted to go on record as saying he felt this was too soon (2011). The motion was then voted on and passed.

George Manley asked as a member of the E-Board what the profit margin needs to be to make or break the Fly-In. A few members threw in their opinions about that but obviously this is something that needs to be determined.

Committee Reports:

Wellness: No report given.

Social: No report given.

Fly-In: Please see New Business.

Fly-Outs: No report given.

Scholarship: No report given.

T-Craft: In today's meeting, Dan Beltrami stated that: the airplane project has been going on for four years and that he wanted to make a proposition. He is tired of it. It is at the Scappoose Airport which is a 70 mile round trip from home and he doesn't desire to fly or drive that distance to roll the hangar door up on a cold hangar to work on it by himself. If however, anyone DOES want to work on it, all they have to do is call him at (503)622-6420 and he will gladly come out to work on it with them. If you don't know what to do but want to learn he has always been more than willing to teach while working hands on, He says there is very little left to do. It still needs some safety wiring for instance and today George Manley, Bob Mode and Larry Charneski will stay after the meeting and go put some time in with Dan. Referring to the expense of the hangar reported in the Budget Committee, he made a strong argument for reducing the selling price of the aircraft to a price that's reasonable for it to sell. The airplane needs to be finished, flown and signed off on, then it can be sold and the hangar expense eliminated.

Flying Club: No report given.

Jim Shanks moved to adjourn the meeting and this was seconded by Ken Corliss. The meeting was adjourned at 11:30 A.M. by Vice President, Loren DeShazer.

Headaches and Medical Certification for The Pilot

I recently encountered a new applicant who had suffered from classic migraines for years, and never sought or been offered evaluation and treatment for his problem. This posed an opportunity for care as well as a challenge for medical certification.

When completing your 8500-8 form at the time of your medical, you mark a box yes or no pertaining to the question of "Frequent or severe headaches". Headaches are a diverse set of problems. While they most commonly are caused by muscle tightness, sometimes aggravated by underlying degenerative arthritis or emotional tension, some headaches can be signs of more ominous diseases, including those that could cause "sudden incapacitation".

Migraine often includes headache, but may occur in the absence of any head pain. Typically, this disorder begins with an "aura", or warning symptom that may include change in vision. The headache of migraine is usually described as a throbbing, one sided, and often is associated with increased sensitivity to light or sound, as well as the presence of nausea. Migraine sometimes can be associated with transient neurological symptoms, including numbness and weakness that behave like a "temporary stroke"- things we would rather not encounter at 8,000 feet!

Fortunately, Migraine and other types of headache can be treated with options that are allowable to the FAA. We are however limited from some medications we might choose if pilot medical certification were not an option.

If you, as a pilot, do have headaches on a frequent basis, it will be necessary to clarify this issue during your medical exam. You should list on your the frequency, duration, characteristics, severity of symptoms, any neurologic manifestations, and whether the headaches have ever been incapacitating. If treatment is used, this should be described and whether any side effects have occurred.

To paraphrase the neurological standards for medical certification, there must not be a history of seizures or epilepsy, a prior disturbance of consciousness or loss of nervous system function without satisfactory explanation, or which may be likely to make the pilot unable to safely perform the duties or privileges to be held.

Simple headaches without sequelae are not disqualifying. Longstanding headaches, if mild, not incapacitating, and not associated with neurological problems should not hold up your certification. Of course, you are obligated to self disqualify when headaches are likely to occur or require treatment. Other headaches, including migraine or cluster headaches, will require special evaluation and consideration by the FAA. Chronic tension or post-traumatic headaches also will require an FAA decision.

If you do have significant headaches, any supporting information you can provide from your regular provider will expedite the issuance process. Wherever possible, if

the certificate cannot be issued immediately, I try to clarify barriers to certification before a pilot leaves the office. Remember, with persistence, most medical conditions that require initial deferral are subsequently issued FAA medical certificates. It is our job as AMEs to advocate for you as a pilot, and most of us take pride in helping to keep you flying!

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.

April 1, 2011



A note from the Editor: Please feel free to contact me, Jacque Swan, with any contributions you may have. You may reach me at nwaac1@gmail.com or call me at 503-351-5452. Thank you.



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.

Piper PA-20/22 fuselage, paperwork w/ N# & d.p. \$4,500; 65 hp Continental w/ logbook, 'as is,' logbook entry says removed from plane decades ago, was likely for hp upgrade & was in late father's storage more than 40 years, \$2,000; PA-18 (6-inch) landing gear R & L, two sets, like new, primed & probably never

used - considering offers; Good condition Piper 18-gallon wing tanks \$750 each. Location Twin Oaks Airpark, Hillsboro, Oregon. Photos on request. Contact Vanessa Nelson - vanessa@duelinsopranos.com, email only please.

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.

1949 Cessna 170A, Total Time on the Airframe is 3500. Engine is a Continental O-300C with 550 hours on a Chrome Major Overhaul. It has a Narco Mark 12E Nav/Com. Marco150A Transponder. Always hangared. ~~\$38,900~~ \$32,000. Cell 503-705-8692, Home 503-771-0722, Dan 503-622-6420.

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 \$19,000 – 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

1978 8KCAB Super Decathlon, 2265 TT, reduced to \$45,000 810 Hrs SMOH engine, (factory rebuild with a heavy crank and flange), 6 hrs SPOH, ADF, VOR, G-Meter, XPonder, intercom; always hangared; red, white and black starburst. Call 360-750-0230 or email mlaurie@msn.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-Spkr/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

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