
The FlightLine

Next Meeting August 19th! Gotta Be There Or Else!

August , 2006

THE FLIGHTLINE

OFFICIAL NEWSLETTER
OF EAA CHAPTER 40
VAN NUYS / SAN
FERNANDO VALLEY,

DEDICATED TO THE HOBBY
& SCIENCE OF AIRCRAFT
BUILDING, RESTORATION,
YOUTH OUTREACH
THROUGH AVIATION, AND
FOSTERING THE GROWTH
OF PRIVATE AVIATION AND
AIR SPORTS.

CHAPTER MEETINGS ARE
OPEN TO ALL, AND ARE
HELD AT 9AM ON THE 3RD
SATURDAY OF EACH
MONTH, AT ROCKY'S RES-
TAURANT AT WHITEMAN
AIRPORT

CALL 818-705-2744 FOR
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www.eaa40.org



IN MEMORIAM: VANCE JAQUA

By now you have heard through Chapter e-mails of the tragic passing of Chapter 40's "Engineer Emeritus" **Vance Jaqua**. Vance succumbed to Leukemia in July within a day or so of the passing of his wife Emily. On Saturday August 12th, an informal memorial gathering was held in Vance's honor at EAA Chapter 723 in Camarillo.

For those of you who were unable to attend, please know that rather than a sad mourning session, Vance's *life* and *achievements* were celebrated by his family and friends per his wishes. People who worked with him at Rocketdyne shared delightful stories that only confirmed what his later friends from homebuilt aviation already knew: Vance Jaqua was a standout even among the top engineers in the world. A great job as an impromptu MC was done by Chapter 40 President Charlie Ducat, who shared his own emotional memories in between those of the people who stood up to speak. Several people, ranging from Vance's co-workers going back 30 years and more, to a family friend who described his closeness with his dog Timmy, painted a warm picture of a kindhearted man with the gift of extraordinary intelligence and ability.

The highlights of the memorial, however, were undoubtedly the recollections and tributes paid to Vance by his sons Doug and Scott. They shared the experiences of their childhoods, and showed another side of Vance that touched the hearts of everyone. They introduced to the audience a man who taught his sons to overcome financial and mechanical obstacles, how to create, how to build, how to divine a more clever solution to any problem. Whether driven by lack of funds or simply to give the boys the ability to figure out how to get something done on their own, Doug and Scott very quickly developed the skills to make their own toys, hobbies, and necessities. Want to fly model airplanes? No problem, we'll build the electronic radio control stuff instead of buy it. Want to race slot cars? Great... let's make the tiny motors ourselves.

The skills that the boys learned set the course for their success in life. Doug has earned five Emmy awards in the TV video transfer business, no doubt by figuring out how to do something that stumped others. Scott is a computer specialist with the ability to "make computers do backflips" for an account-

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EAA Chapter 40 Hotline

818-725-4AIR

President - Charles Ducat Vice President - Dave Kolstad

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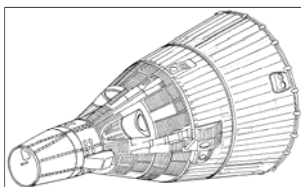
Young Eagles Co-ordinator - Alycia Herman Newsletter - Bill Berle

VANCE JAQUA, CONT'D.

ing firm. *Every parent in the world could stand to take notice of how Vance Jaqua taught his kids early on to think and create.*

In addition to the personal loss of a friend and family member, EAA Chapter 40, Chapter 723, the American space program, and all Americans have lost a great engineer whose professional achievements have made a permanent impact on aviation and space exploration.

As this is written, Vance Jaqua is working in the Angel Propulsion Laboratory in heaven, and I'll bet he's already solved a few problems that had the boss scratching His head for millennia.



Thanks Vance, from everyone involved in "the race to the Moon"... you helped get us there but it was also you who got us back off the Moon so we could come home.

Cruisin' for a Cure

Set aside the date of September 23rd, 2006 ! This is the date of **Cruisin' for a Cure**, the world's largest one-day car show. The car show itself is *well worth the time*, but more importantly if you attend you'll get a free PSA test for Prostate Cancer.

If you are over 40, you **need** this test. The UCLA Cancer Center is offering the free screening onsite that can save your life. Prostate Cancer is a killer that can be completely cured if discovered early. This test is worth \$500 or more at a doctor's office, and it's **free** at the Cruising for a Cure Car Show.

This event was started in memory of a classic car aficionado who was lost needlessly to Prostate Cancer. They can do a basic test by taking a little blood, or on request they can also do the "probe" method to check for an enlarged prostate gland. You'll get the results in the mail in a week or two.

Currently two Chapter 40 members are battling prostate cancer. This is an issue that's too close for comfort.

While you are possibly having your life saved, you'll be attending a truly spectacular show, with Nitro-burning Hot Rods, Dragsters, Antique and Show Cars, vendors and displays. Chapter members who attended last year report that it's an unbelievable event with **3000-5000** cars, some cruising and some on display. The event will be held at the **Costa Mesa Fairgrounds**.

Next Chapter Meeting

The next meeting is THIS Saturday, September 16, at 9:00 AM at Rocky's Restaurant. Our featured speaker will be **Carol Ann Garratt**, who flew her Mooney M-20 around the world the long way, to raise awareness of ALS (Lou Gherig's Disease). Along the way, her second goal was to spread the word about the Young Eagles Program worldwide! Carol flew over 36,000 miles, in seven months, flying over 300 hours! Here's her route around the globe and then some... WOW! Don't miss this great presentation !



Have a Look!

Please take some time to look at your EAA Chapter 40 official website, at www.eaa40.org. Webmaster **John Jones** has done and continues to do a fantastic job. The website is updated often with news, articles, humor, and the newsletter archive.

You can access the roster of Chapter 40 members, by typing in the username “[eaa40](#)” and the password “[hangar](#)”. Please consider submitting to John any written materials, photos, or information that you have which you think would be of interest to the membership.

The chapter website is of, by, and for all of us. So please contribute something, whether it’s new material you wrote or just photographs and captions of your project.

Young Eagles Program

July’s Young Eagles event was a modest success, having flown **25 kids** in high temperatures and smoggy skies. The next Chapter 40 Young Eagles Flight Rally is August 26th, 2006 at Whiteman Airport. Please spread the word.

Spreading the word has now become an issue for Chapter 40’s Young Eagles program. We have noticed a **drop off** in the average number of kids that show up, even after big events like the Van Nuys Air Fair, which is a relatively *minor* problem. But if we continue to have Young Eagles events that do not draw enough participants, then the pilots and ground volunteers will become discouraged or make it less of a priority. *That* would be a major problem.

Therefore it is crucial that we put in the effort now to “market” and advertise the Young Eagles

program to the public. As a card-carrying member of the general public, you’ll notice that these days we’re all bombarded with “free” offers that are not really free. There’s free cell phones (when you marry a phone company for two years), free checking (when you give the bank \$500), and free software (that spies on you like the KGB). There are super deals that are too good to be true, and strings attached to anything that’s desirable. So just hearing about another freebie doesn’t make today’s busy parents sit up and take notice that much.



Here’s a fun place to visit... with the right airplane!

service organizations, and the good old general public; not just once in a while, but consistently. The lessons learned by billion dollar advertising agencies and marketing professionals can benefit our Young Eagles program too. Discounting their hard-won knowledge and techniques would be detrimental to the program.

In short, we need to be “in their face” as often as possible. Please come to Saturday’s meeting and discuss your ideas on this matter... it’s vitally important to the prosperity of this chapters’ largest single endeavor. Your newsletter editor has placed a few ads on Craigslist.org, a leading internet site, and made a call or two to local newspapers to pitch a story. But we also need your ideas on how we can spread the word. This is a higher priority for the chapter than it might appear at first glance.

This Month's Speaker is _____ (your name here)

That's right, you're the main attraction! This month, Chapter 40's monthly meeting will focus on Oshkosh 2006. Several members attended, including **Ferd Kuhn**, **George Charney**, **Jack Stern**, and many others.

We have traditionally reserved the main portion of the Oshkosh Review for Vance Jaqua, who brought back photos and the inside scoop on what works and what looks like a red herring. In his absence, we would like to ask all chapter members who attended Oshkosh this year to share their photos, their experiences, and their opinions with those of us who were not able to attend.

Please bring your photos, videos, notes, and whatever promotional materials you may have picked up, and share them with the group!



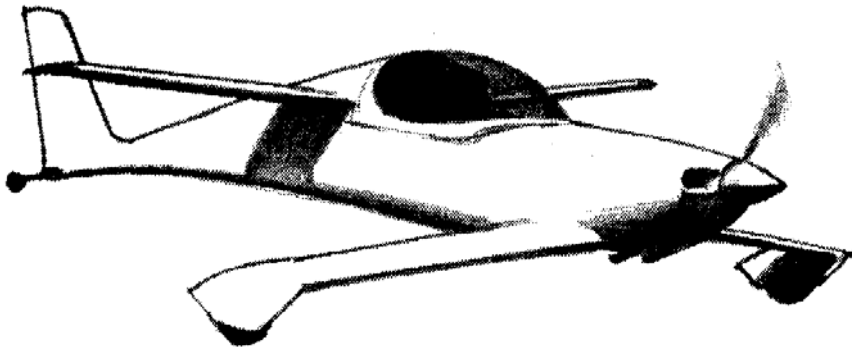
I'm Having a Quickie with my Hair Stylist

Only in Los Angeles, I can hear you saying!

But Chapter 40 has a very special Quickie and a very special hair stylist. Chapter 40 member **Ron Weiss** is indeed an upscale professional hair stylist in Encino. He is also an experienced ultralight pilot and has earned an enviable reputation building and flying radio controlled model aircraft as well.

Ron had fallen in love with the Rutan-Sheehan-Jewett **Quickie 2** homebuilt aircraft, and after a rather... *hair-raising*... experience test flying one that he wanted to buy, he found a higher quality nearly completed project Q-2 instead. Ron is working on the project in the Chapter Hangar, and is making remarkable progress. Actually, remarkable is an understatement for this aircraft.

Ron's Q-2 has been converted to tricycle gear, which is just about absolutely necessary on the



Quickie designs. The original landing gear design was attractive, elegant, simple, low drag... and totally inappropriate. Very few original configuration Quickies were even manageable on takeoff/landing. Most were damaged because it takes more flying skill than it should to keep it from ground looping.

This one also will be powered by a Subaru auto engine conversion,

yielding XC cruise speeds in excess of 200 miles an hour. The airframe is essentially complete and everything is hooked up firewall aft. Ron is now concentrating on the engine installation and related systems.

But the first thing you'll notice about Ron's Q-2 is the snazzy color scheme and trim design. Ron has designed an eye-catching layout with graphics, text, musical notes, and tasteful colors. With the high speed capability and unique graphics, this one will rock and roll on more than one level. This one will be a *head-turner*! (sorry Ron)

Give it Up!

Chapter 40 has been working on becoming a non-profit entity for several years. This has turned out to be more difficult than estimated, due to state bureaucracy and the amount of work it requires from professional level people willing to volunteer their time.

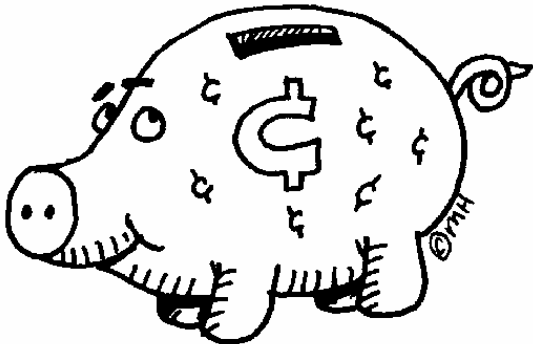
So a year or so ago, we found an interim solution that allows chapter 40 to receive donations through an established 501 (c) 3 entity, while we were waiting for ours to materialize. **Ivor Dawson**, the dynamic force behind the Traveling Space Museum, has graciously offered to process donations earmarked for Chapter 40 through the TSM, for a very small donation to his organization.

What was a stop-gap measure to help us get going has become a *very attractive* and effective situation. Depending on the level of difficulty Chapter 40 continues to face in getting our own non-profit certification, the Traveling Space Museum may evolve into a very attractive **long-term** solution as well.

That being said, please remember that Chapter 40 is already able to receive donations of all types, from cash to aircraft parts, aircraft projects, vehicles, and more... with the ability to give the donor a tax-deductible donation receipt that will keep money in your pocket at tax time.

An unwanted car or a box full of airplane instruments will **directly** impact the number of kids we can fly in the Young Eagles program, or go towards the building of our chapter hangar. Please spread the word among your aviation or non-aviation friends to help bring in the support we need for our programs. The donors will be happy financially, they'll be doing good in the community, and we can help establish the next generation of pilots for the future of aviation.

We have set a goal of taking in at least one donation per month, large or small. Please help the chapter work towards achieving this goal.



EAA Chapter 40
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THE FLIGHTLINE



A very attractive little Turner T-40 homebuilt aircraft that attempted to roll over and crash whilst being piloted by your newsletter editor, January 2005, Dallas, TX

Newsletter Editor

Bill Berle victorbravo@sbcglobal.net 818-701-6801

Odds and Ends and Ads and Fads

Chapter 40's newest member **Bob Sturgis** has reportedly taken delivery of the wing kit for his Zenair 701 STOL project.. Bob's a great guy who withstood your newsletter editor's constant badgering and nudging over interest in the 701 design. Bob is a movie special effects expert, and will undoubtedly create a great aircraft!

Websites of Interest (well, *my* interest! Send me yours and I'll put them in!)

A fantastic collection by Paul Freeman of photos and information on abandoned and forgotten airports and airfields... there won't be a dry eye in the house!

<http://www.airfields-freeman.com>

Another similar one at
<http://www.airfieldsdatabase.com>

The official web home for the Experimental Soaring Association, for experimental and homebuilt gliders and soaring machines. Formerly the Sailplane Home-builder's Association

<http://www.esoaring.com>

