
The FlightLine

Next Meeting July 21st! Gotta Be There Or Else!

July, 2007

Chapter 40 Member Herb Berkman

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 RESTAURANT
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Chapter 40 would like to express our sincerest condolences and grief on the passing of **Herb Berkman**. Herb was a longtime member of Chapter 40 and served as the Newsletter Editor for several years. Herb and his friend Terry Langen were lost when Herb's RV-6A hit power lines on final approach to Greeley, Colorado. They had recently returned from the Rocky Mountain Fly-In, where they had been serving as the airshow announcers for several years.

Herb was a good friend and contributor to our EAA chapter and to other enthusiast groups. He was famous in the Corvair car world as a restorer, modifier, and "autocross" competitor with his rare "Yenko Stinger", a highly prized and capable custom version. Herb put his heart and soul into the Corvair, making it into a prize winning competitor on and off the track, even serving as president of their association. He became part of the Corvair's soul and its legacy in the process.

Herb was one of so many aviation enthusiasts who had to wait until later in life to fly. His parents would not let him learn to fly in the Civil Air Patrol out of worry for his safety, which broke young Herb's heart in his teens. His basement workshop was filled with model airplanes that would have to suffice for years. But at age 50, Herb's dream of being a pilot finally became a reality.

Herb built a beautiful RV-6A, which was a source of pride and joy to him after all the years of waiting. Herb was an enthusiastic, friendly and personable member of our chapter. He volunteered to be the newsletter editor, and served admirably in that role. Chapter 40 President Charlie Ducat remembers Herb as having a great sense of humor and a strong love of flying. Aviation has lost a great supporter and a wonderful man who embodies the real spirit of aviation in all of us. Herb is survived by wife **Jonni**, Sister **Miriam**, and two children. Included in this newsletter are informal tributes to Herb from the Corvair club and the Rocky Mountain Fly-In.

Herb, you will be missed and your memory treasured.



EAA Chapter 40 Hotline

818-725-4AIR

President - Charles Ducat Vice President - Dave Kolstad

Treasurer - Ferd Kuhn Secretary - Tom Hastings

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

Excerpt from <http://www.corvairs.org>

We are saddened to relate that **Herb Berkman** was tragically killed in an aircraft crash of his RV 6A home built airplane. He was on final approach to runway 34 at Greeley Colorado on the morning of June 26, 2007 when the aircraft hit some power lines.

The news reports indicated that there might have been some unusual engine noises before the impact. The aircraft nosed over and hit the ground with an ensuing fire. Both occupants perished in the crash. Terry Langen from Tucson was Herb's passenger. They both had spent the weekend at the Rocky Mountain Fly-In held at the Front Range airport south of Denver International Airport. They both have been doing the announcing duties together for a few years at the fly-in there.

Herb will be missed by all of us in the Tucson Corvair Association. We wish his family the best in this most difficult time. Godspeed, Herb.



Excerpt from <http://www.rmrfi.org>

It is with very heavy hearts that we announce the tragic loss of two dear friends - **Herb Berkman** and **Terry Langen**, our event announcers. Both perished Monday in an airplane accident near the Greeley airport while they were out together doing what they loved, taking a flight on a sunny day in Colorado.

The two have joined up in Denver to announce the RMRFI for many years, longer than most of our current staff members and volunteers have been in place. Together, they were the voice of the RMRFI and their aviation insight, humor and anecdotes helped form the friendly personality of our event. They were a big part of our collective heart and soul. Herb Berkman of Brighton was very well known in the aviation community throughout Denver.

He was a very generous man, and we will always remember him with that ever-present smile on his face and for his willingness to give his time to the causes he believed in.

There has been a **memorial fund** established at **1st Bank of Colorado**. Anyone wishing to make a donation to the Berkman/Langen Memorial Fund may do so at any 1st Bank location. We wish for their families and friends to have the opportunity to grieve in peace and remember Herb & Terry in happier times. We also extend our heartfelt thoughts and prayers to the entire Berkman and Langen families at this very difficult time.

EAA AIRVENTURE - ONLY A WEEK AWAY!

EAA's AirVenture, otherwise known as good old **Oshkosh**, is coming up soon. The event will start July 23rd and end July 29th. This year's event should be a great one, they'll have two of the new F-22 Raptor fighters demonstrating the state of the art fighter's awesome capability. There will also be a U-2, a B-1 bomber, and as always one of the best aerobatic airshows on the planet.

If you plan to fly in to Oshkosh, make **darn sure** you check all the NO-TAM's and special procedures. Oshkosh is the biggest fly-in of them all, so there are several unusual and highly unique things you'll need to know about. Control towers mounted on trailers miles away from the field... listening to traffic controllers but not being allowed to speak... being in the middle of the world's longest line of airplanes flying in formation like a freeway in the sky... ground control by an army of volunteers waving and pointing you toward the right parking area - Flying in to Oshkosh is something you absolutely **MUST** have figured out ahead of time.



U.S. HOMEBUILT AIRCRAFT REACHES NEW MILESTONE: NOW TOTAL MORE THAN 29,000

This just in from EAA headquarters: July 3, 2007 - The number of airworthiness certificates issued to amateur-built (homebuilt) aircraft in the United States now exceeds 29,000, according to the latest report released this week by the FAA. The report shows 29,079 homebuilt aircraft airworthiness certificates issued, continuing the movement's steady growth that adds approximately 1,000 newly certificated aircraft every year to the general aviation fleet.

Homebuilders have comprised EAA's core constituency since its founding more than 50 years ago. Many activities and services are available to member builders, including:

- Technical Counselor program: EAA has over 1,500 volunteers who are experienced airplane builders who volunteer their time to assist EAA members in the process of building their aircraft. They will gladly answer any technical questions you come across with their ultimate goal being to help you produce a "zero defect" aircraft for the FAA's final inspection.
- Flight Advisor program: EAA also has over 500 volunteer Flight Advisors who will personally consult with you to evaluate your flying skills and determine how well suited you are to fly your particular homebuilt aircraft.
- EAA Aviation Services: Toll free assistance to EAA members from EAA's staff of experienced homebuilders.
- SportAir Workshops: These intensive, tuition-based, hands-on workshops held throughout the U.S. and Canada teach key concepts of aircraft construction.

EAA also worked with the FAA to develop and implement the amateur-built Designated Airworthiness Representatives program, which uses specially appointed inspectors to considerably shorten the time for homebuilt aircraft inspection and certification services.

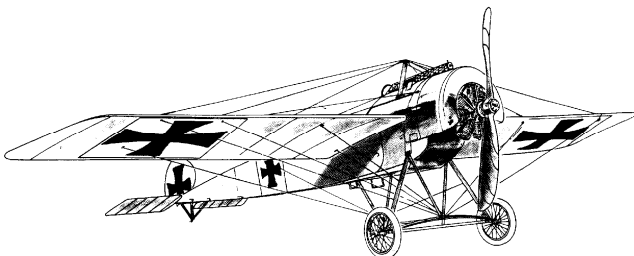
"Although some claim that homebuilding is no longer a central part of EAA, the numbers tell a different story," said Charlie Becker, EAA aviation services. "We encourage current and would-be homebuilders to use our resources so that that can achieve their dreams of flight."

Get more information on homebuilding on the <http://www.eaa.org>.

Next Meeting July 21st

As you have seen already, and will unfortunately see again in this newsletter, this has been a very sad month in the history of Chapter 40. This month's meeting will therefore focus primarily on air safety.

One of the topics that Chapter 40's Young Eagles Coordinator **Alycia Herman** brought to our attention, and a topic that has not been discussed *nearly* enough, is the idea that builders or restorers need to sharpen their skills and evaluate their options before the first flight of a new homebuilt or a newly restored/ repaired aircraft.



A recent crash of a newly finished homebuilt aircraft could have been avoided altogether if the builder had chosen a different location for the first flight. There have been many instances where a competent pilot stops flying for years to build his or her dream plane, and is "rusty" and no longer sharp when the time comes to fly the aircraft. If there were *ever* a time for a pilot to be on top of their game, it's on the first test flight of a new or repaired airplane.

ZENAIR ZODIAC MISHAP

We are saddened to report that **Paul and Kathy Clement's** Zenair 601 was damaged in a forced landing while on it's first test flight at Rosamond Skypark last Saturday. Thankfully, Paul was not severely injured, suffering only a few cuts and bruises.

The aircraft had flown for about 45 minutes without incident, and was being brought back in for a landing. However, the Rotax engine did not respond to throttle input after a short power-off glide, and Paul was not able to glide all the way back to the runway. The exact cause of the engine problem is not known yet.



Paul's aircraft clipped a house and tumbled, coming to rest with one wingtip on the ground and the cockpit nearly inverted on the edge of the roof. Good fortune smiled on Paul, and he was able to get out of the aircraft under his own power. None of the residents inside the house were hurt as well, although the house suffered very minor damage.

Despite the scare that Paul and Kathy have been through, Paul will be attending the meeting on Saturday, bringing video and photos as well as discussing the incident. Chapter 40 sincerely salutes Paul Clement for his willingness to discuss and dissect this incident so quickly after it happened, so that others may benefit. After all of the other obstacles and setbacks they have faced on this project, we offer our *strongest* hope that after a while Paul and Kathy will choose to repair the plane and fly it again. They're the truest embodiment of the spirit of homebuilding.

Faster than a Speeding Bullet !

Chapter 40's own **Anne Marie Radel** has made a great start on an air racing career. She and her beloved Grumman Tiger placed 17th out of 46 in their very first air race, The Air Race Classic. This event continues a long tradition of women's air racing, and is the successor to the world famous "Powder Puff Derby". The best and most competitive women's air racing teams from all across the country came together for the 2007 Air Race Classic, flying from Oklahoma City to St. John NB Canada. When all the race times were scored, Anne Marie and her co-pilot Lorrie Blech were in the top half at their first race! That's quite an accomplishment for anyone's first time out on a race course.

Your newsletter editor has it on good authority that Anne Marie has been bitten by the racing bug, and will be competing in other air races.

Now if chapter 40 could just pass the hat around to collect money for a **Nitrous Oxide** bottle and a few hoses and fittings, we might be able to give Anne Marie a little boost toward the finish line next year!

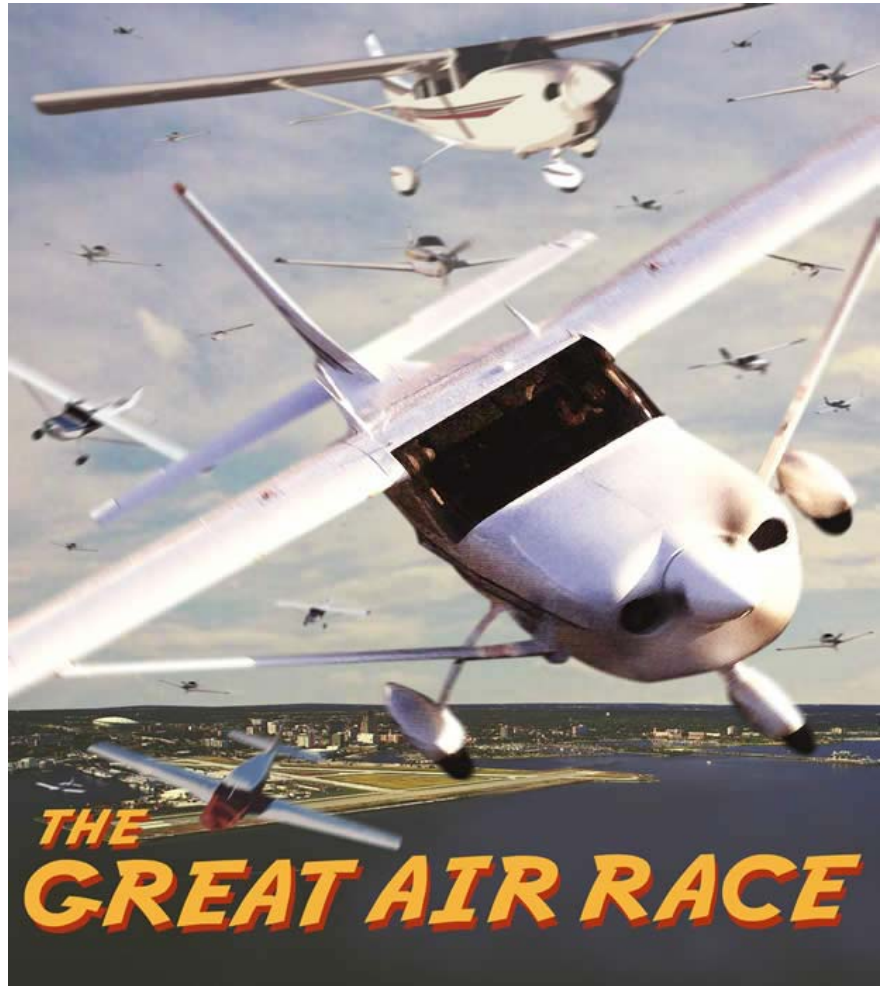


2007 Air Race Classic Race Route

ANOTHER CHAPTER 40 AIR RACER DASHES FOR THE FINISH LINE !

As if one air racer isn't enough, we've got two! Chapter 40 member and former LAPD Air Support pilot **Doug Abney** has been selected as California's representative in "he Great Air Race", also known as "Those Magnificent Men in Their Flying machines" (really). Here's the scoop, taken directly from the race's home-page <http://www.thegreatairrace.com> (warning: hyperbole alert)

" As the warm yellow glow of the sun first stretches above the horizon on the morning of August 3rd , 2007, you will hear the deafening roar of engines firing up as 100 pilots prepare 50 planes for flight. The day comes to life in the wee hours of dawn as the aircraft take to the sky for the most exciting air race in the history of not just the United States, but also the world! Papillon Productions is proud to announce "Those Magnificent Men in Their Flying Machines!" This is a fast paced, 100-hour race lasting 13 days with 13 mandatory layover's where the pilots and their trusty flying machines will touch down in all four corners of the U.S. in a valiant attempt to be the team to cross the finish line in the fastest time. Spanning more than 10,000 miles, no air race of this magnitude has ever been attempted. The creator of this race, Daniel E. Diaz, with the assistance of Captain Don Palas , both shared the same amazement when they realized their dream of such camaraderie and patriotism was coming to life. "I never thought it would become the worldwide phenomenon that it has," states Diaz in regards to this amazing race that more than 300 million people around the world will have the true honor of witnessing. So, remember during the weeks of Aug. 3rd through Aug. 17th, keep a close eye to the skies and an ear to the wind as you witness a mission unlike anything before, a mission to reach every-one! "



Doug Abney was selected to represent California. There will be race trophies and prizes totaling over \$1 Million. The race is 10,000 miles. Doug chose a friend who was in the Air Force for navigation and weather expertise.

No word from the race organizers if **Terry-Thomas** or **Sir Percy** will be competing this year. From the attached lobby card / poster, it appears that there will be points awarded for flying the race in a forward slip, and for arriving at the finish line with your Cessna's right wingtip in torsional aeroelastic flutter.

Any race fans who have attended the Reno Air Races may disregard the word "deafening" in the description above, and are advised to stop laughing immediately before their chair breaks.

For more information Contact **Papillon Productions** at
7095 Hollywood Blvd. #1219
Hollywood, CA 90028
Phone: (323) 363-1323 papillonfilms@aol.com



AMELIA EARHART ALL DAY CELEBRATION JULY 21, 2007



**Commemorating the
70th anniversary of her last flight
& 75th anniversary of her solo
flight across the Atlantic**

Schedule of Activities

- 10:00 AM** Guy Weddington McCreary, local historian
Ceci Stratford , 99ers aviation group member
PBS Documentary AMELIA EARHART
narrated by Kathy Bates
- 12:30 PM** Live concert of 1930's music with the
Le Jazz Cool Big Band Orchestra
- 1:30 PM** Crafts & Stories for Children
- 2:00 PM** A showing of a 1937 Oscar winning
Frank Capra movie
- 3:00 PM** Book Bag Art Contest for Teens
- 4:30 PM** Actress Roberta Bassin performing as Amelia,
reading from her letters

KIDS & TEENS!
Sign up for free
airplane flights!

North Hollywood Library

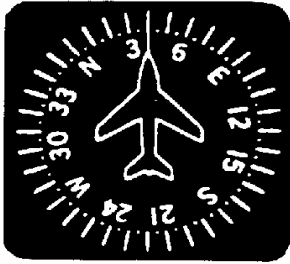
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THE FLIGHTLINE

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Lite Beer, Celebrity Lite, Light Reading, Light Sport, Butter-Lite, and now Learjet Lite!

Friends, the puppy-jets are coming to an airport near you! The official category is called “Very Light Jets” or VLJ, and there are already several certified or close to certification as this is written. Enter into this market the newest little turbine cutie-pie from Cirrus Design. The company’s spin meisters have been hitting the “branding for dummies” book a little too hard and came up with their official product name “The-Jet”, but there’s little doubt that it’ll simply be known as “the Cirrus Jet” among pilots and salesmen on the ramp.

This little gem promises to have 300 knot cruise speed, yet be easily flyable by a pilot qualified to operate an average high performance piston single. Power will come from a single Williams turbofan engine. The sign holds out the promise of affordable (that’s a relative term) personal jet transportation, simplicity of operation and maintenance, and 7 seat capacity, along with Cirrus’ ballistic recovery system. Price is targeted at \$1 to \$1.2 Million. This aircraft has the potential to open up personal jet transportation to a new market, and it’s cute as a puppy to boot. Visit <http://www.the-jet.com> for info.

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I can't believe it's not butter! - The new Cirrus "The-Jet"