



NOTAMS.

NEWSLETTER OF THE AVIATION MUSEUM OF SANTA PAULA

Second Quarter • 2014

July, 2014

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MUSEUM

DIRECTORS & OFFICERS:

- Judy Phelps, President
- Bruce Dickenson, Vice President
- Janice Dickenson, Treasurer
- Eric Dullenkopf, Secretary
- Jerry Deanda
- Wendell Dowling
- Judy McCarthy
- Luci Galgano
- Mitch Stone
- Dave Watson
- Dale Sumersille, Director of Ops
- Pat McCollum, NOTAMS Production

AIRPORT PHOTO CONTEST

DALE SUMERSILLE

The “Wings and Wheels Photo Contest” event took place at the Aviation Museum of Santa Paula on May 4, 2014. The event was co-sponsored by the Aviation Museum of Santa Paula and Samy's Camera and organized by myself and Scott Bateman from the Aviation Museum and Debbie Meron of Samy's Camera.



Over 150 photographers participated with the Samy's Photo Contest, 239 photos entered into the photo contest and 2,875 votes on the Votigo Facebook app on the Samy's Camera Facebook page.

The contest had two judging components: votes on Facebook (Scott Klar garnered more than 500 votes for his photo by May 30) and three awards bestowed by judges from Samy's Camera and the Aviation Museum. The judges were a combination of professional photographers and those with an aviation background. The top 10 finalists, all showing a diverse array of styles,

were shown at the judging ceremony on June 1. The display was designed and built by Scott Bateman with metal sheets, wood and wire for an industrial aesthetic in keeping with the vintage feel of the airport and
continued on page 2



First Place Winner,
Julian Newman



JUDY PHELPS

MUSEUM PRESIDENT'S MESSAGE

Summer is here and the hangar is shaping up nicely. Progress has been made and it sure looks nice. In addition to the many pictures

and displays a projector and screen are now in place. I hear that movie nights are in the works. This is something I look forward to.

Our Wine & Wings event on May 17th was a huge success. Judy McCarthy once again out did herself. She has a knack for coming up with a theme and making it come to life. This year it was Caribbean and one of my

tasks was to help with the food. We decided on Jerk Chicken which wasn't an easy task for me. I did some research and finally came up with a recipe that I thought sounded good and wasn't too hot. It turned out to be a big hit, along with Carol Mailloux's pineapple upside down cake. Both recipes are included in this newsletter (see page 5).

First Sundays have been revitalized and we are seeing a much larger turn out. Dale continues to have a great line up of car clubs and other activities. Check the Museum web site for additional current events.

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www.aviationmuseumofsantapaula.org

*Second Place Winner,
Cathy White*

*Far right:
Third Place Winner,
Jason Lubas*

PHOTO CONTEST

Continued from page 1



the photos. Scott has donated the display panels to the Aviation Museum.

Scott Bateman was also instrumental in contacting Samy's Camera, which jumped at the opportunity to work with the Santa Paula Airport and the Aviation Museum. The vintage planes and classic cars on display proved to be an exciting photo opportunity for camera enthusiasts who came from all across the Southland for this event. It was a great way to bring exposure to this local treasure and for

THE WINNERS & PRIZES:

First Place
Julian Newman
\$1,200 Samy's Camera gift card

Second Place
Cathy White
\$600 Samy's Camera gift card

Third Place
Jason Lubas
\$300 Samy's Camera gift card

Most Popular Award
Scott Klar
\$500 Samy's Camera gift card

photographers to try something new.

Thanks also to Janice Dickenson for all of her hard work in completing a number of the displays for the May 4 and June 1 events. The Museum looked awesome!!! All winners will have their photos on display.

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"Photography, as a powerful medium of expression and communications, offers an infinite variety of perception, interpretation and execution." Ansel Adams

Torn FROM THE SCRAPBOOK

JANICE DICKENSON

In December, 1941, shortly after the attack on Pearl Harbor, all airports within 150 miles of the coast were closed to civilian flights and any remaining aircraft were rendered inoperable. This obviously included Santa Paula Airport. Bassett and Phelps Flying Service flew their fleet out to the desert to continue their flight school and Santa Paula Airport was used only as an auxiliary field for the military for the remainder of the war. One reason the airport survived these years of closure was by renting out its buildings to house people in need during this difficult time.

The ban on civilian flying was removed on February 17, 1945 and Santa Paula Airport was ready to roll again. Wally Bassett had already returned and immediately opened up his flight school and the locals reassembled their aircraft. The airport came to life and quickly took to the skies though times were still tough and remained so for some time. One sign that people were moving beyond the hard times is witnessed in the following article:

Breakfast Flight Revived Custom at Local Airport Santa Paula Chronicle December 17, 1945

The first "breakfast flight" since the declaration of war over four years ago took place yesterday when 12 airplanes took off from the Santa Paula airport and flew to Barnes' field, Rosemont, and returned, following breakfast there.

The flight, an old custom of prewar days at the local airport, left here at 6:30 a.m. and arrived at Barnes' field 52 minutes later. Following the meal, the group of planes, 12 in all, left Rosemont and returned to Santa Paula.

Among those who took part were Mayor Jack Gilbertson, Margaret Hayes of Ventura, Bill Mills, Dr. Siebert, Alberta Vogt, Ed Wood, Emory Brandt, L. P.

Johnson, Bill Haggard, May Stiles, Doris Williams, Virginia Faudree, Verle Eastburn, all of Santa Paula, and Merle Mishburn and Ken Barr of Ojai.

All this was disclosed today by Ernest "Bud" Harralson, who was accompanied by his wife, Betty, on the trip.

The scene of the breakfast was Florence "Pancho" Barnes' dude ranch, located one quarter of a mile from the Barnes' airport.

According to Harralson, the trip was successful in every way, and plans are being made to schedule about one of these flights each month in the future.

Harralson also revealed that a flying club will be formed in Santa Paula in the near future. Eligibility in this organization will be restricted to those who have a pilot's or mechanic's license or who have shown proof of an active interest in things aeronautical. It is anticipated that about 50 people will be in the club at the beginning.

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TIN TOWN 'TOONS™



"I DUNNO. SOMEBODY IN ROSWELL SENT IT TO THE MUSEUM."

2014 WINE, WINGS & WINNINGS

JUDY McCARTHY

May 17, 2014 was another amazing annual fundraiser for the Aviation Museum. This year's theme, *A Caribbean Getaway* was complete with a seaplane on display, palm trees, shells and steel drum music. Guests and volunteers came in their finest island garb.

The event included the highly anticipated Silent Auction with everything from Aerobatic flights to Go-Cart Racing, fine jewelry, gift certificates and just about everything in between.

On the winnings side was a Casino Night with our celebrity Black Jack dealers, Roulette, Craps, a Big Wheel and Caribbean Poker. Everyone is a Winner here because we play with Aviation Museum Funny Money! A rollicking time was had by all!

Red Hot Foods/Santa Paula Salsa Co. gave samples of their spicy products and a magnificent fruit display created by Pat McCollum, gave guests fine, island fresh munchies while mingling and chatting with each other, sipping wine.

Dinner by "BBQ Jeff and the Santa Paula Queens" was a big hit! Judy Phelps' Jerk Chicken and Carol Mailloux's Pineapple upside down cake recipes are on the next page for all of you who have asked.

A huge THANK YOU goes out to all our Sponsors, guests and those who volunteered to make this Aviation Museum event a fabulous success! We couldn't have done it without YOU!!

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SANTA PAULA--85 YEARS OF AVIATION HISTORY

Santa Paula Airport will celebrate its 85th anniversary in August of 2015. To help celebrate that occasion, a small group of us have been working, in some cases, for over two years gathering information, history, interviews, and photographs.

Unlike the yearbook in 1980, this one is being done chronologically with stories by Janice Dickenson, Mitch Stone, Jerry Deanda, Peggy Kelly plus vignettes of several people and families by Mike Dewey, David Watson, Marion Nauman, Jim Phelps and others.

Leading the project is Santa Paula pilot Craig Mailloux, a long time photojournalist and picture editor who has also lead the search for 85 years of photography of our favorite airport. Numerous Mike Terry

photographs will be featured as well as a photograph or two from the John Nichols Gallery.

Stories are still being written, but the goal is to have them completed by July 1st to begin the editing and design process. A printing company has been selected and we hope to turn the book over to them in January.

We are considering a limited edition version of the book that would include some vintage video, some current, and perhaps some actual printed vintage photography.

The printing and shipping process will take about three months, so we expect to have the books ready for distribution in the spring of 2015. All work is been on a volunteer basis and all proceeds will benefit the Aviation Museum.

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Aviation Museum of Santa Paula Grand Opening Sunday, August 3 • 11:00am



Short Program
Children's Activities
Model A's & Model T's
Tri County Mustang Club
and more!
Dress in 1930's attire
Light refreshments served

Join us!



JERK CHICKEN

RECIPE FOUND ON THE INTERNET

- 2 tbsp brown sugar
- 2 ½ tsp salt
- 2 tsp allspice
- 1 tsp cayenne pepper
- 1 tsp black pepper
- 1 tsp onion powder
- ½ tsp ground cinnamon
- ½ tsp garlic powder
- ¼ tsp ground cumin
- ¼ tsp dried thyme

*Judy's Note:
Because I made
such a large batch
I "eye-balled" the
amounts I used.*

Place all ingredients in a large bowl. Mix together until well blended. Store in airtight container.

To use, rub spice mix onto the meat of your choice (in our case, chicken), about 1½ teaspoons per serving. For best results, 'marinate' for at least an hour to allow the flavors of the rub to penetrate the meat.

Barbeque over hot coals.

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PINEAPPLE UPSIDE-DOWN CAKE

CAROL MAILLOUX

- 1 box white or yellow cake mix, any brand, with or without "pudding in the mix"
- 2-3 eggs as indicated on the cake box
- 1/3 to 1/2 cup vegetable oil as indicated on the cake box
- 1 tsp. vanilla
- 1 cup pineapple juice (strained from the can crushed pineapple mentioned below) to replace the water indicated on the cake box

TOPPING:

- 1/8 cup vegetable oil
- 1 cup brown sugar
- 1 (16oz.) can crushed pineapple, well strained—saving juice for cake mix

Cut parchment paper to line only the bottom of 9 x 13" cake pan. Spread oil over paper and crumble the brown sugar to evenly cover the bottom. Distribute pineapple over the sugar and set aside.

Mix cake per box directions, substituting pineapple juice for water and adding the vanilla. Pour cake batter evenly over the "topping" in bottom of cake pan. Bake according to package directions.

Remove cake from oven. Cool for 15 minutes. Slide a knife around rim of cake pan to loosen cake from sides. Place a serving plate over the cake and carefully flip cake upside down. Allow cake to cool a bit longer before peeling paper off the top. Cool completely. Cover and store at room temp 24-48 hours.

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GONE WEST: MIRA SLOVAK

JANICE DICKENSON

This handsome, talented and long-time Santa Paula Airport pilot captured hearts, wowed crowds and achieved heights admired world wide. Born in Cifer, Czechoslovakia in 1929, Miroslav Jan Slovak and his family endured Nazi occupation during World War II. At age 17 Mira became a Czech airman and rising quickly in the ranks, by the time he was 21 he was the youngest captain assigned to the state airline. When the Iron Curtain descended on Eastern Europe, all inside were cut off from

the rest of the world. Mira hated communism. He saw people he knew suffer, disappear, lose everything and fear was everywhere. People were afraid of trusting anyone. Mira became afraid and he and two trusted friends carefully planned their escape for two years. On a night of the full moon in March of 1953, the two cohorts, plus one brought his wife, boarded a DC-3 for a regularly scheduled flight from Prague to Brno. Mira was the pilot. During the flight Mira and his co-conspirators restrained his copilot and flight crew and took full control of the airplane. Mira made a rapid descent, flew at a low altitude to avoid Russian MIG fighter jets and headed for Germany. He knew he had crossed over into the free world when he saw neon lights. After some hair raising radio communication with controllers who didn't know what to do with him, Mira finally received permission to land at an American military base in Frankfurt, West Germany. An additional two of the twenty five passengers defected with them and the rest were sent back home. This was the first time Mira made headlines across the world.

Mira was questioned for months, both in Germany and then in the U.S. and he gladly cooperated. He fervently wanted to join the U.S. military and fight communism

and he even contacted General Chennault to request his assistance but it took months to obtain his U.S. citizenship and there were just too many problems with him being allowed to fly for the U.S. military. For one, he spoke almost no English, a challenge he immediately began tackling. To support himself he first got a job as a crop



duster. Then he was introduced to Bill Boeing Jr. who hired him on to Boeing and Mira became his personal pilot. Boeing was involved with unlimited hydroplane speed boating and Mira jumped right into that and before long he was piloting Boeing's "Miss Wahoo," winning trophies, including three National titles over the next ten years. At 2,000 horsepower these boats are the fastest racing boats on the water and Mira had more than one serious, life threatening accident. He'd flipped, been thrown, had his teeth knocked out, kidney's damaged and facial lacerations among his injuries. Once his boat exploded while doing 195 mph and he fractured many bones including his back. Mira was one tough Czech.

One particular highlight for Mira was winning the 1959 President's Cup Race. Competitive nature aside, Mira sought this prize with fervor because he knew the winner would be handed the trophy by the President of the United States, Dwight D. Eisenhower. It was an extremely proud moment for this new and enthusiastic young American.

Mira first came to Santa Paula Airport around 1960



with a friend, Bill Hart, who knew Mira would want to see this airport. Upon arrival, Bill introduced Mira to his cousin, Mildred Wells, and her family and they spent the day at the airport touring around and meeting the locals. Mira began flying to Santa Paula in his black and white Ryan STA and soon became a hangar owner. Mira had to leave all of his family and friends when he defected Czechoslovakia, knowing he may never see them again. Santa Paula Airport people became his family and friends and he was a very welcome addition.

Not surprising, Mira also entered the aviation racing arena and among his awards was winner of the unlimited Championship at the first Reno Air Race in 1964, flying a modified Bearcat F8F. Then there was the awesome P-39, "Mr. Mennen" he raced. Aerobatic flying, of course, was not missed. Mira was particularly known at air shows flying his Bucker Jungmann--zooming by the crowd inverted, 50 ft. above from the ground, with both hands stretched high over his head. Yahooo!

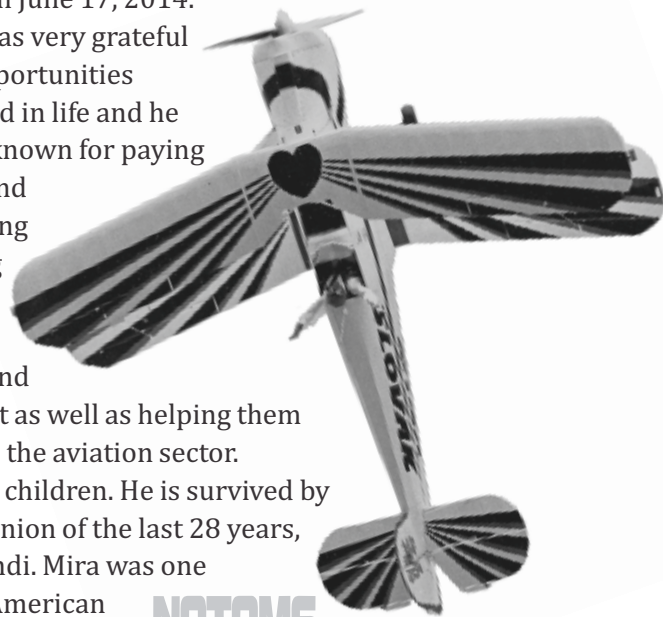
Mira was a pilot for Continental Airlines until retiring in 1986 and he also established businesses at the airport importing aircraft that included Partenavia's that friends Art Rink, Bob VanAusdell, Chub & Bette Trainor & Perry & Joyce Schreffler all helped to ferry over the Atlantic and across the states to Santa Paula with Mira. Then the Delfin jets, Messerschmitt Me-108,

a Zlin . . . the airplanes and stories are endless.

Another accomplished feat was the time he purchased a single-seat, Fournier RF4 motor glider in Germany and flew it home to Santa Paula. He named it the "Spirit of Santa Paula" and he flew that Volkswagon powered glider across the Atlantic and the U.S. Unfortunately, while making a low pass over SZP's runway to announce his arrival he got in the prop wash of an airplane escorting him. There was a huge crowd of people on the airport with a celebration waiting to welcome him home when the Fournier suddenly flipped and went into a ditch at the end of the runway. Mira was seriously injured and for a time it was unsure if he would make it. His back was broken, along with several ribs and he was in a coma for a week. He spent weeks in the hospital. But once again our tough friend made it through and back into the cockpit. The next year he made the same trip in the Fournier only in reverse; from Santa Paula to the 1969 Paris Air Show; this time without injury!

Did Mira ever slow down? No. Mira provided technical advice when The Hydroplane and Raceboat Museum built a replica of Miss Wahoo. He was given permission to pilot the boat by himself and at age 81 he held nothing back and drove her as hard as he did in his youth. Someone who witnessed it said it was "spectacular!" And just last year he was planning another trip across the Atlantic, from California to the Czech Republic, this time in a Bucker Jungmann! Sadly, these plans were halted towards the end of last year when he was diagnosed with stomach cancer. The world lost him on June 17, 2014.

Mira was very grateful for the opportunities he received in life and he was well known for paying forward and encouraging and giving flights to the young folks around the airport as well as helping them get jobs in the aviation sector. He had no children. He is survived by his companion of the last 28 years, Ingrid Bondi. Mira was one amazing American and we will miss him.



NOTAMS

GONE WEST: CAPTAIN FRANCIS C. "CHUB" TRAINOR

MICHAEL TERRY

Chub flew his last flight, going west in the early morning hours of April 24th, 2013. He was 90 years young and had his wife of 63 years, Bette by his side.

Chub enlisted in the U.S. Air Force during WWII where he learned to fly in the Boeing Stearman. He flew numerous types of aircraft during the war and ended his military service flying the Boeing B-29 as a first Lieutenant. He later flew in the reserves with the North American F-86 Saber. Flying was truly his life long dream come true!

Chub was born in New York City and raised in New Jersey where he served as a volunteer fireman for over 15 years. He continued to fly with the reserves and National Guard after WWII. He also served as an Instructor Pilot during this time. His National Guard unit was recalled for the Berlin Wall crisis, so off he went to France which became one of his favorite places to travel. Through the following years Chub and Bette traveled all over the world.

Chub also flew DC-3's and C-46's with a non-sked airline to build up his time and was later hired by Mohawk Airlines, becoming Allegheny and then US Air. Chub had a wonderful career with US Air and retired at the young age of 60 as Captain on the DC-9. He often



said, "I can't believe I'm getting paid to fly these planes".

In 1976 while at Oshkosh, Chub spotted a wonderful old Howard DGA-15 that was for sale. He bought it on the spot and so began his love affair with antique airplanes and especially Howards. So much that it led to Chub and Bette moving to Santa Paula, CA, home of the world famous Santa Paula Airport. After many enjoyable years flying

the DGA-15 Chub acquired a very rare Howard DGA-11 that, after retirement, he helped restore to an award winning condition. Both Chub and Bette traveled all around the US as well as Alaska in the '11 winning awards wherever they went. "All First Class... No Coach" Chub would say as his passengers would climb aboard his Howard for a ride. He truly loved old Howard airplanes!

Those who knew Chub will remember his love of life, his Irish wit, his talent as an artist, but most of all the joy and happiness he shared with his wife Bette.

Chub is survived by wife Elizabeth (Bette), daughter Patricia, granddaughter Christy and great granddaughter Kensey as well as the many longtime friends he had at the Santa Paula Airport and around the country.

NOTAMS.

GONE WEST: NADINE BELIVEAU

JANICE DICKENSON



On April 14, 2014, Nadine Beliveau of Medford, OR passed away at age 71 after a courageous battle with cancer. Nadine was born in 1942 in Grand Rapids Michigan and grew up surrounded by many relatives and a rich Polish heritage. In 1953 the family moved to Canoga Park, CA where

Nadine graduated High School in 1960. She attended Pierce, Moorpark and Ventura Colleges. Nadine spent many years as a devoted mother raising her three children Arlene, Greg and Colleen. And she fulfilled her dream of becoming a pilot at the Santa Paula Airport

where she romantically fell in love with--and in 1979 married--her flight instructor, the infamous Gene Beliveau (who brought with him another 7 children to the brood). Nadine went to work in the office at Michael Dewey Aviation and followed through working for CP Aviation and was an actively involved member of the airport community. She always helped out with air shows, museum fund raisers and the 99s. Nadine loved her family, her friends, flying, car racing, nursing, Hawaii and life in general. She always greeted you with a smile and hug and is fondly missed by everyone who knew her. Our thoughts and prayers go out to her family.

NOTAMS.

GONE WEST: DON E. PETTY JR.

CHRIS SAYER & JANICE DICKENSON

Long-time Santa Paula Airport pilot, Don Petty passed away on June 18, 2014 after a very courageous battle with Parkinson's Disease. He was born in 1936 and lived on the family ranch in Saticoy after the Second World War. Life on the ranch suited him and he developed a

great love for machinery and agriculture. From age 14 on, he was rarely without a car project in the barn. After graduating from Santa Paula High School in 1955 and attending Stanford University for two years, Don volunteered for the U.S. Army. He served in Germany, where he had the opportunity to see Elvis Presley entertain a small group of fellow

G.I.s in the barracks, and managed to tour Europe by bicycle. In the year 1960, and back in California after completion of his military service, Don was watching Ted Venegas spray the oranges on the ranch one day from the old water tower. The next day he went to Santa Paula Airport and started flying lessons with Mike Dewey. He obtained his license and our airport remained dear to him for the rest of his life. He went back to school at the University of New Mexico and worked odd jobs on the side with Cutter Aviation in ABQ while earning his commercial license. He then continued there as a charter and ferry pilot, often flying to dirt strips on the Navajo reservation. Don went to work in the Aerospace industry in Southern California and Europe for several years and

throughout his life he remained proud to have been a part of the American Space Program and had the honor of visiting Mission Control in Houston during one of the Apollo lunar missions. The early 1970's marked a return to Saticoy to take the reins of the family lemon ranch and



their hillside avocado ranch in Carpinteria. The fourth generation of his family to live and work on this land, Don always expressed great pride and gratitude for the opportunity to do the work he felt he was born to do. Don based his Super Cup at SZP and logged many hours teaching son Chris Sayer to fly. He later acquired a hangar in Curtiss Taxi where he

completed the 20 year build of his perfect plane--a "Super Pacer." Don's wise advice, ready smile, and gregarious manner was appreciated by all who knew him. Always quick with a handshake, an introduction and a story, Don never met a stranger. He served the community through participation on the Boards of the Santa Barbara County Farm Bureau, Associates Insectary, Fruit Grower's Laboratory, CMH Benefactors and the Saticoy Lemon Association. An avid pilot and horseman, Don was active with Campo Adolfo of the Rancheros Visitadores, the Quiet Birdmen and the Aviation Country Club. Don was the epitome of a good man and he is greatly missed by his wife Susan, children, grandchildren and many friends.

NOTAMS

**MOVIE NIGHT**
SATURDAY, JULY 19

Join the Aviation Museum for the first Movie Night! The featured movie will be the Disney film *Planes*. The Museum will provide the paper goods and BBQ grill if you would like to grill something. Please bring a side dish to share, your beverages and a comfy lawn chair or blanket to sit on. The grill will be ready between 6:00 - 6:30 pm; before the movie, while we are eating, we will play something from our museum archives! Have any of you seen the "This is Your Life featuring Mira Slovak?" The featured movie will begin at 7:30 pm. The movie is free and donations are happily accepted.

ODD STUFF HAPPENS

JERRY DEANDA

Over the years I've been hanging around Santa Paula Airport, I've seen my share of strange things. I'd just started working at Air Repair and it was my first week in my first job as a genuine licensed Airframe and Powerplant Technician. During that week, shortly after the end of the workday, I was standing on the transient line, watching a local pilot doing touch and goes in a white Aeronca Champ. There was much swerving and bouncing, and that made him interesting. After one lurching takeoff, a Navion took off behind him and I noticed it had a clear bubble canopy instead of the normal aluminum hood with windows cut into it. The bubble was noteworthy but what I really noticed was that it was slid all the way aft and I thought to myself "Hmm, I didn't think you could fly a Navion with the canopy wide open." As the Navion climbed out, I noticed the Champ again, coming around to land. It bounced hard, tipped up on the right wingtip and gracefully swerved straight toward me. I was standing near someone's Piper Cherokee as the Champ came at me, tire squealing, and trailing dust and ground-up fabric from the wingtip. I was told later that I jumped over the wing of the Cherokee as I tried to get out of the way. I don't remember doing that and frankly, I doubt that happened because I was never that agile, but I did vacate that area pretty quickly. The pilot somehow got control of that poor, mishandled Champ, added full power and took off, trailing a bit of flapping fabric off the wingtip. Pretty exciting. As I waited for my heart rate to get to normal, the Navion came back and landed without the canopy. Hey, a roadster Navion! OK, so you CAN'T fly a Navion with the canopy all the way open, at least not if you want to come home with the canopy still on the airplane. Then, like a badly scripted comedy movie, the Champ landed and wobbled relatively safely off the runway. It taxied to its parking spot on the south side of the runway where the pilot got out, tied it down, looked at the wingtip, shook his head and walked away. A great landing is when you can still use the airplane, right?

I was told later that someone got the canopy down out of a tree at the golf course, took it back to the airport and it was put it back on the Navion. I never did learn the identity of either of those airplanes' owners or pilots.

I wondered if Santa Paula Airport was always this exciting, and in the next few years, I learned that, yes, it

pretty much was. Ah, different times, those.

Not too long after that silliness, on another workday at Air Repair, my buddy Steve decided he wanted to fly his Taylorcraft at lunchtime. Understand that the Taylorcraft is one of the lightest of the great lightplanes and that's fine, except the wind was howling that day. It was blowing about "Monster Gale Force," gusting to "Way Too Dang High To Be Flying A Taylorcraft." So about three of us helped get the airplane out of the hangar, hand propped it and walked it and Steve to the runway, a mechanic on the wing struts on each side. We let go and after a takeoff roll of maybe twenty feet, Steve was airborne. He climbed to pattern altitude, roared downwind, then turned around and flew into the wind at about 1500 feet over town. He throttled back and flew as slowly as he dared and the Taylorcraft just stopped and hung there, probably

indicating about forty knots and flying into a forty knot headwind. Math tells us this gave him a groundspeed of, well, stopped. We watched him for quite a while and he finally opened the throttle, (65 horsepower, ha!) struggled into the wind



to a more or less normal traffic pattern and landing with another very short ground roll. We mechanics grabbed the airplane before the wind could toss it on its back. We walked him back to the hangar and helped Steve put the airplane inside, and went back to work. Steve remarked that he'd stayed parked over town long enough to watch the same traffic light change three times.

Presently, one of the local pilots drove up. Unfortunately, he drove up in a police car because he was also a Santa Paula cop. He sternly asked for Steve. We all knew he was in trouble and sure enough, Mike the pilot/policeman let Steve know that he'd been noticed. He said the switchboard at the police station lit up like Las Vegas and one caller wanted to let them know that there was an airplane stuck over town and somebody needed to get up there and help him. Yes, different days.

NOTAMS

PEOPLE PLANES & HISTORY OF SANTA PAULA AIRPORT

DALE SUMERSILLE

Wings and Wheels Day Event on May 4th was a great family fun day consisting of motorcycles, tractors, cars and planes displayed throughout the entire airport. The event featured a "Peoples Choice Award" for: Motorcycle, Tractor, Car and Plane categories; food, desserts, contests for youth and more!

The event was well attended, estimated number was



Steve McQueen's Porsche

between 750-1,000 from 7:30 am to 3:00 pm. Thanks goes out to Scott and Sharon Bateman for their generous time and support. Scott was instrumental in securing Samy's Camera for the photo contest, number of car clubs and the Boys Club of Chino Hills (Steve McQueen's charity and car display), event set up and sponsorship. With this kind of backing, we put on one of the best First Sundays in a long time!

The Samy's Photo contest had 150 photographers scurrying around the airport as early as 7:15 am for the "perfect shot". The photographers visited every hangar that was open, and took some unbelievable and breath taking photos from an array of angles. The theme of the photo contest was *The People, Planes and History of the Santa Paula Airport*.

Thanks also goes out the following to make this day a huge success: Oxnard City Corps, AMSP Volunteers and Board members, Scott and Sharon Bateman, Rowena Mason and the Santa Paula Airport, Eric Vanoni and family.

NOTAMS

THANK YOU TO THE MUSEUM CONSTRUCTION TEAM

JANICE DICKENSON

I want to recognize and personally thank the people who have been helping me get the inside of the museum painted, the photos printed, displays built and the projection system installed over the past 5 months. First and foremost, I thank Jeff Paul for all of the construction work he has tackled and completed. Jeff was hired to do some of the work but he has also donated countless hours of his time and great talents and is responsible for most of the construction inside the hangar. His wife, Sue Paul, has also donated a lot of time helping me with painting, building displays, and coming to my aide whenever I call for help. Wendell Dowling with his design work and help with construction has been a great asset and we are so fortunate to have his talents at hand. Chris Wells, Craig & Carol Mailloux, Mike Dewey, Dan & Sue Harding, Dave and Michael Watson, Bruce & Barbara Anspaugh, Lynne Dowling, Scott Bateman, Mike Odle and my husband Bruce have all been a tremendous help with individual

aspects such as photos, display cabinets, stands, etc. Whenever I contacted these people, I was met with enthusiasm and energy and we got it done. They were awesome and I am so lucky to have these talented and wonderful friends! Thank you all!!!

We do not normally place ads in our newsletter but considering all of the donated work Jeff Paul has done for us, the least we can do is share his contact information with you so if you are looking for a licensed contractor. Jeff's phone is: 818.425.8694.



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Non-Profit Organization
U.S. Postage
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Permit No. 578

Aviation Museum of Santa Paula
800 East Santa Maria Street, #E
Santa Paula CA 93060
email: amszp@verizon.net
phone: 805.525.1109

RETURN SERVICE REQUESTED

OUR MISSION

*To educate the public of all ages
in aviation and its history,
both in general, and as it relates to
Santa Paula and to inspire, motivate
and challenge the younger
generation to carry on the dreams
of our aviation pioneers*

AMSP CALENDAR OF EVENTS:

JULY

6 First Sunday
19 Movie Night

AUGUST

3 First Sunday
Museum Grand Opening (11am)
Ventura County Model A Club
Ventura County Model T Club
Tri County Mustang Club

SEPTEMBER

7 First Sunday
Central Coast British Car Club

OCTOBER

5 First Sunday
Light Sport/Trike Fly-In and the
Annual Airport Wide Swap Meet

Join us!



Become a Museum Member Today!

Make checks payable to and mail to:
Aviation Museum of Santa Paula, Inc.
800 E. Santa Maria St., #E • Santa Paula, CA 93060
*Membership and donations are renewable annually
and tax deductible to the extent allowable by law*

- First Flight (*students & seniors*)..... \$20.00
- Solo Pilot (*Individual*) \$35.00
- Squadron (*Family*)..... \$45.00
- Business or Organization \$50.00
- High Flyer \$99.00
- Lifetime \$500.00
- Sponsor > \$1000.00
Listed on the AMSP Tribute Tower in perpetuity

NAME.....

ADDRESS.....

CITY..... STATE..... ZIP.....

PHONE (DAY)..... PHONE (EVE).....

EMAIL.....

Yes, I'd be interested in Volunteering at the Museum. Call me.