



NOTAMS.

NEWSLETTER OF THE AVIATION MUSEUM OF SANTA PAULA

Fourth Quarter • 2012

November, 2012

IN THIS ISSUE:

President's Message.....	2
Around The Aerodrome .	3
First Sunday.....	3
Torn from the Scrapbook.....	4
Tin Town Toon	5
Tales of Granddad	6
Volunteer Beacon Jeff Wenig	7
Calendar	8

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WORK DAYS MOVE MUSEUM FORWARD

LUCI GALGANO

On the first day of autumn, the Design Committee chaired by Wendell Dowling, held a work day in the new Museum hangar/headquarters. Projects completed were; the east brick wall was painted red, the banister in the office was stained and the planks to be used in the display shelving were scraped and sanded. A large wooden horizontal stabilizer from a 1927 International was painstakingly cleaned by Janice Dickenson and now hangs on the freshly painted red wall--looking terrific under the new spotlights.

The following weekend, the Design Committee and friends disassembled the Museum display in Hangar #1 (the video equipment, model planes and photos taken down, etc.) and all items were moved to the new facility. The original

Hangar #1 has now been retired and will no longer be on the Chain of Hangars. The new headquarters will now officially be Hangar #1. Stop by at one of our upcoming First Sundays to see the amazing results of our dedicated Volunteers as our Museum progresses. **NOTAMS.**



A trio of painters tackle painting the brick wall. Painting Team included Bruce Dickenson (cutting in the corners), Jerry Deanda and Sue Paul.

Additional photos on page 5



MUSEUM PRESIDENT'S MESSAGE

JUDY PHELPS

As we approach the end of the year many things are shaping up for the museum. Several years ago the Museum

purchased a piece of land east of the airport and the plan was to develop the property with hangars and to build a home for the Museum.

Then in February of 2005 there was a flood and that changed the plan. The property has been sold and the Museum has very recently paid off the existing loan for the hangar purchased in 2009. It gives me great pleasure to say that the Museum now owns everything free and clear.

In addition the Design Committee is moving ahead full-throttle on the headquarters building/hangar. If you get a chance, stop by and see what has been going on. Our goal is to have a grand opening in early 2013.

What was known as hangar #1 on the chain of hangars (Bob and Sally Phelps' hangar) that housed the exhibit of the opening of the Santa Paula Airport has been closed. The exhibit has moved to the headquarters building and is

being refurbished.

First Sunday in October brought many visitors including Senator Tony Strickland (pictured below). Bruce Dickenson, Roger Orr and Dan Pinkerton brought over their airplanes and stayed around and talked with people. This was such a hit, that we are doing this again in November but with different people and different airplanes.

There are several people putting in many volunteer hours making all these wonderful things happen. You know who you are and you are appreciated. Thank You!

NOTAMS.

(Below, left to right) Wendell and Lynne Dowling, Senator Tony Strickland, Janice and Bruce Dickenson, Judy McCarthy, Marikay Lindstrom, Nancy Tracy and Judy Phelps



AROUND THE AERODROME

AN INFREQUENT ACCOUNT OF WHAT'S HAPPENING AROUND SANTA PAULA AIRPORT

JERRY DEANDA



Here's Hal Wilder. You may have seen him at our First Sunday Open House. Nice guy, sitting at a table, selling books, smiling, answering questions, charming everybody he speaks with.

I've had two short conversations with this affable guy, far too short as it turns out because this old school gentleman has a giant story to tell.

Hal was born in 1918, near Chicago IL. His father was a noted aviator, instructor and historian in the Great War (we call it World War One now), and made a lot of friends that Hal grew up knowing as, for example, Uncle Rick... who was Eddie Rickenbacker. Hal loved baseball and eventually got enamored of flying. After learning to fly in college, he went to work for a munitions plant, making fuzes for bombs and artillery shells. After a couple of big explosions, his mother convinced him to sign up for the Army Aviation Cadet program. She thought the munitions plant was too dangerous.

Hal had about 100 hours flying time by the time he started training to be an Army pilot. They taught him to fly the Army way and some of that training happened in Oxnard, California, where he met Rosie, who would become his wife. Eventually, he became the

self-described "Oldest Second Lieutenant in the Army" and checked out in the B-17 heavy bomber. Naturally, after they carefully taught him to fly B-17s, he was posted to a B-24 squadron. OK, left out a lot of steps and stories in this whole sequence of events, but I've read the second of his books, *My Turn to Fly*, and believe me, there are a LOT of great tales in just that one book.

Hal doesn't seem to leave much out, he tells about nearly everything that happened, sometimes sad, sometimes happier, always candid. Hal has seen the confusion, violence, heroism, mismanagement and magnificent acts that make a war, and he's done a lot of living when he wasn't fighting, too.

I learned much from *My Turn to Fly*, things you don't find in any other history books about World War II. How he was treated, details about flying the

B-24 formation and into combat, living abroad and how he got along with his buddies, coping with being shot at... it's all there.

You can get Hal's books at Lulu.com (linked from his website, www.grandfatherstories.com), or the best way, find him at the Aviation Museum of Santa Paula's main hangar and get them from him personally. He's happy to talk about his life and answer questions.

NOTAMS

*"I'm having so much fun
I never imagined was possible.
Sometimes I wake up
before dawn with another story
buzzing in my head.
I am surprised, but I do remember
when all this happened.
If I lie there a bit I can add more
and more to the story, as my mind,
unbidden, follows the links."*



Hal Wilder (left) chatting it up with Jerry Deanda in the Aviation Museum of Santa Paula on First Sunday

Torn FROM THE SCRAPBOOK

JANICE DICKENSON

THE FIRST FLIGHT OF TWO PIONEER AVIATORS

Harlan "Bud" Gurney was a hangar owner at Santa Paula Airport for many years. His hangar was the second one east of the Flight Center in Waco Taxi. Bud's hangar housed his 1927 de Havilland Gipsy Moth, which he owned since the making of the movie *The Spirit of St. Louis* in 1957, and flew until he passed away in 1982. The airplane has a story all its own, a story that continues... Bud's Gipsy Moth is still on the airport and is now owned and being fully restored by our very own "Moth Guru," David Watson.

Bud Gurney has an amazing flying history as well as an impressive life history. As the book *Wings Over Nebraska*, by Vince Goeres describes: "Gurney played a substantial role in aviation himself. After his first airplane ride, he went on to become a parachutist, wing walker, and exhibition pilot for Page Aerial Pageants, a barnstorming company run by Lincoln Aircraft owner Ray Page. Gurney left Lincoln in the mid-1920s and became one of the first airmail pilots for Robertson Aircraft Corporation. Gurney survived the company's various mergers and went on to be a

senior captain for United Airlines. He began his career walking the wings of rickety biplanes, and completed it flying the initial coast-to-coast jet service for United."

Bud met Charles Lindbergh when he was sixteen years old and working at the Lincoln Standard Aircraft's flying school in Lincoln, Nebraska. 20 year old Lindbergh showed up there in the Spring of 1922 to learn how to fly. They took their first airplane ride together and Bud was as outgoing and gregarious as Lindbergh was quiet and reserved and from their first meeting those two enjoyed a lifelong friendship. The following are two accounts of their first flight in an airplane, one as related by Bud in *Wings Over Nebraska* (2010) and the next is from the book, *The Spirit of St. Louis* by Charles Lindbergh (1953).

From the book *Wings Over Nebraska*

... After the first Lincoln Standard Tourabout was assembled at the South Twenty-seventh Street meadow in early April, 1922 and Lindbergh and I had helped Otto Timm to "safety wire" every turnbuckle and cotter-key, every castled nut on the airplane, "Salty" Saltzman, the chief mechanic, cranked the propeller for Otto Timm. The engine caught and set the "Liberty" propeller to spinning. Salty pulled the chocks and Otto began taxiing toward the north end of the meadow. Perhaps he saw the expressions on our faces for he let the ship coast to a stop in the spring grass. "Boys," he called out, "Do you want to go with me?"

I made the front cockpit first. Lindbergh was second! I'll let him tell about that first flight - he does it so well in his book, *The Spirit of St. Louis*.

From the book *The Spirit of St. Louis*

... In factory and on flying field, I often worked with the boy who shared the cockpit with me on my first flight. He was four years younger than I, but our interest in aviation bridged the gap of time. Bud Gurney came from the sandhills of Nebraska, and he'd been hired by the Corporation a few months before I arrived at the school. He swept floors, lock-stitched wings, and acted as general handy man - anything to get a job, especially around aircraft ...

... How clearly I remember that first flight - I've lived through it again and again. Otto Timm was the pilot.

"CONTACT!"

... CONTINUED ON PAGE 5



The Boys at play again... Bud Gurney & Charles Lindbergh head out for a fun flight from Santa Paula Airport in Bud's de Havilland Gipsy Moth (1969)

From the book *The Spirit of St. Louis* CONTINUED

The mechanic throws his leg and body backward as his arms jerk the propeller down.

"BOOSTER!"

There's a deep cough---vicious spitting. ---The mechanic regains his balance --- takes his place by the wing tip. Miraculously his fingers haven't been chopped off by that now invisible blade. The cylinders bark out their power --- merge into a deep and constant roar. I am belted down in the front cockpit, goggles and leather helmet strapped tight on my head. Beside me is a younger boy, one of the workmen from the factory. He, too, has never flown before.

The roar grows louder. Wings begin to tremble. The engine's power shakes up my legs from the floor boards, beats down on my head from the slipstream, starts a flying wire vibrating. I twist about to look back at the pilot. His eyes study the instruments - no trace of a smile on his face. This is a serious business, flying.

The engine quiets. The pilot nods. A mechanic from each side ducks in and unchocks a wheel. We taxi downwind, bumping over sod clumps, to the end of the field. A burst of engine --- the tail swings around into wind. There are seconds of calm while the pilot glances a last time at temperature of water, pressures of oil and air; checks again the direction of wind and clearness of field; makes a last slight adjustment to his goggles.

Now! --- The roar becomes deafening --- the plane lurches forward through a hollow in the ground --- the tail rises --- the axle clatter over bumps --- trees rush toward us --- the clatter stops --- the ground recedes -- - we are resting on the air --- Up, past riggers and mechanics --- over treetops --- across a ravine, like a hawk --- The ground unfolds --- we bank --- it tilts against a wing --- a hidden, topsy-turvy stage with height to draw its curtain.

Trees become bushes; barns, toys; cows turn into rabbits as we climb. I lose all conscious connection with the past. I live only in the moment in this strange, unmortal space, crowded with beauty, pierced with danger. The horizon retreats, and veils itself in haze. The great, squared fields of Nebraska become patchwork on a planet's disk. All the country around Lincoln lies like a relief map below - its lake, its raveled bend of river, its capitol, its offices and suburbs - a culture of men adhering to the medium of earth.

NOTAMS.

MORE WORK DAY SHOTS

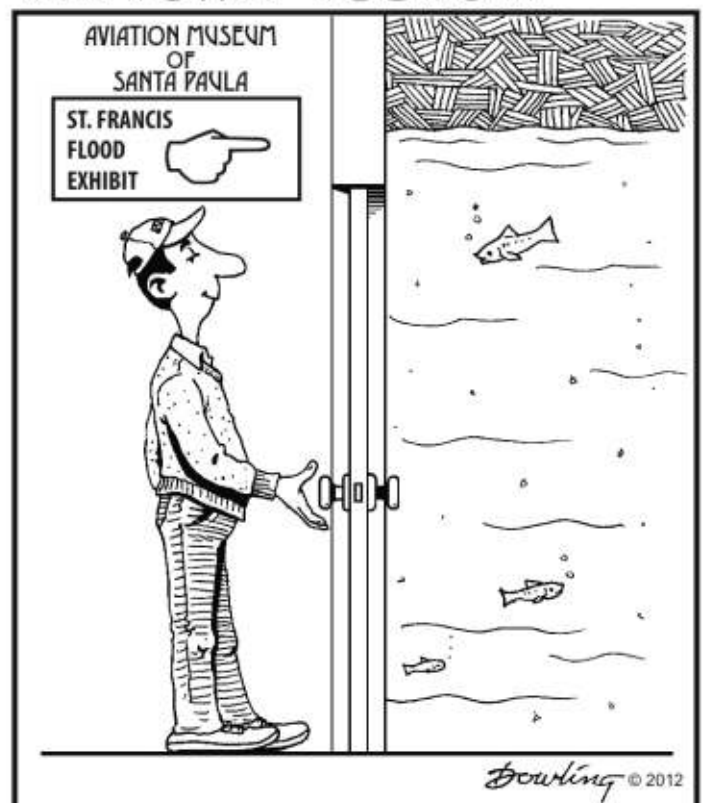
Right, Lynne Dowling (left) and Janice Dickenson scrape planks to be used as shelving



Below, Jerry Deanda (left) and Clay Phelps stain bannisters to improve the wood color and highlight the grain



TIN TOWN 'TOONS™



THE AVIATION MUSEUM OF SANTA PAULA

Presents:



Tales of Granddad

Ralph Dickenson Stories

Told by
Bruce Dickenson



Date: Tuesday, November 13, 2012

Place: Aviation Museum Hangar

Time: 7:00 p.m.

Admission: Free! (donations appreciated)



Join us for Coffee, Dessert
and "Plane" Old-Fashioned
Flying Stories!

For more information contact the Museum office at 805.525.1109



VOLUNTEER BEACON:

JEFF WENIG

LUCI GALGANO

The Volunteer Beacon shines on Museum Board member and volunteer Jeff Wenig. Jeff is a shining star under wraps. He is the man behind the scenes of a lot of Museum activity. Jeff has assisted with many construction projects at our new hangar home, in fact he helped oversee the construction of the new hangar.



Doma vaquera originated in Spain in the 1700s and was used to manage bulls used in bull fighting.

Jeff owns and operates Precision Cooling based in Santa Paula. Throughout his life he has had a variety of jobs from tug boat operator to soap opera star.

At ten years old, Jeff was

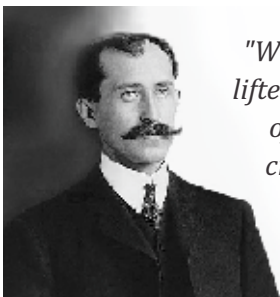
If you have ever been to a Museum or airport BBQ there is a good chance that the tasty chicken or tri-tip you devoured was barbecued by Chef Jeff.

Jeff was raised in the San Fernando Valley, "when it was nice." He moved to Ventura while in high school and later to Santa Paula. Jeff resides in Santa Paula with his wife Jill, along with their family of five horses, a miniature donkey, three dogs and a very old kitty. Before becoming an airplane and hangar owner, Jeff spent most of his free time showing horses. He has won numerous awards for his cutting skills. Through his love of horses he met Jill. Currently Jill performs classical dressage while Jeff has started a new interest, doma vaquera dressage which is an artful equestrian discipline requiring a high standard of horsemanship.

allowed to co-pilot in his dad's Piper Comanche and his interest in aviation really began. He received his Private Pilot's Certificate in 2008 and his Instrument Rating in 2010. He is currently working on his Commercial Rating. His Cessna 180 is named Gretchen and she is housed in the Wenig hangar located on Marple Taxiway at KSZP.

Jeff hopes that the Aviation Museum of Santa Paula will become an exceptional educational center for youth, not only to learn about Santa Paula's history in aviation as well as aviation in general, but also to get bit by the same aviation bug that bit him. He says he enjoys all the different walks of life that live and fly at KSZP-- "It's a great place not only to plane watch, but to people watch too."

NOTAMS.



"With a short dash down the runway, the machine lifted into the air and was flying. It was only a flight of twelve seconds, and it was uncertain, wavy, creeping sort of flight at best; but it was a real flight at last and not a glide."

Orville Wright
first flight of a heavier-than-air aircraft





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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:

NOVEMBER

4 First Sunday
13 Tales of Granddad

DECEMBER

2 First Sunday

JANUARY

6 First Sunday

This holiday
season
give the
gift of
Museum
membership!



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
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- Squadron (*Family*)..... \$45.00
- Business or Organization \$50.00
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Yes, I'd be interested in Volunteering at the Museum. Call me.