



### Chapter Officers / Directors

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Director	David Chivens	
Director	Neal Koellish	
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Librarian	Neal Koellish	
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Flight Advisor	Gerrit Vanderziel	
M e m b e r s h i p Chairman	Kurt Colvin	
Web Master	Ernie Billing	
Y o u n g   E a g l e Coordinator	Liz Dinan	

All area codes 805

**Jan. 23: San Luis Obispo EAA Chapter 170 Annual Dinner Meeting.** Catered BBQ dinner at San Luis Avionics hanger, 4339 Santa Fe Road bordering on the San Luis Obispo airport. Speaker will be Peter Garrison, experimental aircraft builder and writer for Flying magazine.

### President's Report

*Ernie Billing – President*  
[eaa170@yahoo.com](mailto:eaa170@yahoo.com)

Happy December, another year shot by. And I've got very little to show for it on my RV-7 project. Work and kids surely seem to get in the way of the important stuff! I missed the meeting last month, but trust a good time was had by all, and that you had some fun learning about Estrella's C-47.

Our January dinner meeting looks to be a good one with Peter Garrison and his one of a kind design will be out at the airport. Please make sure you fill out the sign up sheet and get it and your payment of our treasurer Kurt Colvin.

This month's meeting is a week earlier and on the Cal Poly campus. Harold Gallagher will tell us "Why You Should Learn To Fly Gliders" I hope to see everyone there. I'll try to bake up a batch of something extra tasty, just because I'm sure you all need more calories this Holiday Season.

### Upcoming Events

**Dec. 10:** Chapter Meeting at 7:00 PM sharp in building 192, room 332 of very large engineering building on Cal Poly campus; close to corner of California and Highland. Speaker: Harold Gallagher – Why You Should Learn To Fly Gliders.



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### **Membership meeting**

The Chapter meeting began a little late, and Neal Koellish ended up substituting for Ernie Billing who was not available. The usual introductions were made; there was no drawing.

Bud Brewer reported that his VR-12 is moving along and is about 2/3's done. Alan Skogsberg let us know about a property he bought on an island in Maine for summer living. However he won't give up on his SLO paradise for the winter. Should we ask him to extend his lawn for a couple of thousand feet?

Kurt Colvin seeing the float market depressed is thinking of getting a pair to put on his Husky and flying the heck out of them up in the Puget Sound region. He believes that he has located a pair of floats and is anxious to get them. He didn't say anything about flying to Maine.

Kurt is also advising some Cal Poly students with the DeVinci-4 project in order to compete for the \$250,000 Sikorsky prize. The students are working to compete at an event that will celebrate the 20<sup>th</sup> anniversary of the DeVinci-3 program. The challenge is to develop an aircraft that will be airborne a minimum of 60 seconds, reach a height of 3 meters, and remain within the confines of a 15-meter circle. Kurt indicated that one of the chapter future meetings might be a field trip to see the project.

David Chivens is helping Bob DeVries with his Ryan. David also reported that the Young Eagle flyoff for 11/14 went very well with 16 Young Eagles getting rides from volunteer pilots, Oscar Bayer, Sean Buenrostro, and Jim Maul. Oscar has accumulated 2000 hours on his Starduster, much of it while flying Young Eagles.

Liz Dinan has a beautiful calendar for sale that depicts locally owned aircraft. Purchase is only \$15 and the funds are used by the 99er's for scholarships. The calendar is really nice and Liz would like to hear from you. Liz also told us about the recent very successful Poker Run. Perhaps, we will hear more about that in a future newsletter.

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### **Old Business**

Kurt Colvin reported on the progress for the annual dinner. The dinner at San Luis Avionics will include beef and chicken BBQ. There will be a need for a crew to handle tables and chairs. The speaker, Peter Garrison who writes for FLYING magazine and experimental aircraft builder, namely of Melmoth I and II will fly into SBP.

Treasurer's report: The Chapter's treasury stands at \$2,821.37

## *Program*

Neal introduced Gary Corippo, a director and one of the founders of the Estralla Warbirds Museum at the Paso Robles airport.

Gary spoke to us about the early start of the museum and especially about Glenn Thomson, also a founder of the museum. He reminded us about Thomson's generosity as well as that of other early member entries in the establishment of the organization. Fortunately, the museum benefits from many generous contributors, although the need for support continues.

The Museum initially started with about 80 enthusiastic members as a squadron member of the Confederate Air Force (CAF). However, the costs associated with belonging with the CAF were not cost effective for the Estralla group and in 1996 they separated from the CAF.

The museum is continuously growing; now at 30,00 square feet with another 5,000 coming along. In addition to military aircraft the museum also has added military vehicles and race cars as well as many artifacts such as uniforms, missiles, a wide assortment of weapons, bombs, etc. Gary indicated that the museum has expectations of getting a flying OV-10 for the cost of ferrying it to Paso Robles.

As part of his program, Gary showed us a short TV video that was presented on KCOY that highlighted the museum. Gary next got into telling us about the acquisition of the museum's C-47 now named Bettie's Biscuits Bomber, which after paint stripping the airplane was repainted in military invasion colors.

Their airplane, one of six C-47's was flown from Israel to Edmonton, Canada about five years ago. Three were sold for \$150,000 apiece, and because the market dried up, three remained unsold. Sensing a bargain, the directors of the museum offered to buy one airplane for \$20,000, but that offer was not accepted. However, an offer of \$70,000 was accepted and the deal was consummated along with the addition of some fuel and enough fluids, etc. to get it into California.

Gary gave us the early history of the airplane, which was flown to England in September 1944 and saw action in Europe with the exception of D-Day. After the war ended, the airplane was declared surplus and given to the Belgium Air Force. After a short time in Belgium, the plane went to the French Air Force, and later as one of 40 C-47's was given to the Israeli Air Force. There it was kept in readiness condition, but was never flown for 31 years until sold to the Canadian buyer.

The airplane, and five others were ferried from David Ben Gurion airport in Israel via Morocco, Scotland, Iceland, and eventually to Edmonton, Canada. When the Estralla museum contingent went to Edmonton to get the airplane in May they found too much snow to be able to achieve any preparation and therefore returned in June. After a few days in June they were able to get engines started and got under way. With some help for the border crossing the airplane was flown from Edmonton to Spokane, then Reno, and then into Paso Robles.

Most C-47's/DC-3's have between 150,000 to 200,000 flight hours on the airframe. This airplane had only 9,420 hours when acquired by the museum. It took about two years of volunteer work to strip paint, other clean-ups, and then to repaint the airplane in military invasion colors. All original equipment was in relatively good shape, although instrument labeling was in Hebrew.

This Airplane and other flying airplanes will be part of a sub-group corporation of the Estrella museum to avoid possible liability issues. The Museum is selling seats for the airplane that will give preferential benefits to the purchaser. For more information call the museum at 805 227-0440.



## **Chapter 170 San Luis Obispo, CA**

Website: <http://eaa170.blogspot.com> , Email: [eaa170@yahoo.com](mailto:eaa170@yahoo.com) Volume 45, Issue 9 September 2008



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### ***Directions for Dec. 10<sup>th</sup> Chapter Meeting***

Building 192 is a three-year-old very large engineering building on Highland Avenue, very close to the corner of California and Highland. Parking will not be enforced during our meeting. There is a good parking lot on the west side of Highland, adjacent to building 192. It is the first parking lot on the left, after passing under the train trestle on Highland. If you need it, this is the link to the Cal Poly campus map: <http://maps.calpoly.edu>.

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*EAA Chapter 170 San Luis Obispo, CA*

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*Annual Dinner*  
*6:00 to 9:00 PM*  
*Saturday - January 23, 2010*

The Chapter is planning for a great evening on Saturday January 23.

The catered BBQ meal will be served in the San Luis Avionics hanger at 4339 Santa Fe Road, San Luis Obispo, CA at 7:00 PM, preceded by a no host social hour at 6:00 PM. The hanger can be entered via San Luis Avionics and since we will not be on airport property the security entry concerns are mute. Because it will be dark before 6:00 PM, you may want to make a drive run to find the location prior to the dinner.

The speaker will be the well know writer of Technicalities articles for FLYING magazine, Peter Garrison.

If you plan to attend and enjoy this exceptional opportunity and excellent meal, please return this page with the requested information and a payment of \$25 per person to Kurt Colvin at:

EAA Chapter 170  
901.9 Airport Drive  
San Luis Obispo, CA 93401

or

4217 La Posada  
San Luis Obispo, CA 93401

Call Kurt for reservation information.

This is also an opportunity to pay for your 2010 Chapter dues (\$20) with the same check.

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_

Email \_\_\_\_\_

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*EAA Chapter 170 San Luis Obispo, CA*

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Enclosed Number of people at \$30 \_\_\_\_\_ = \$ \_\_\_\_\_

EAA Chapter 170 dues for 2010 = \$ \_\_\_\_\_

Total submitted = \$ \_\_\_\_\_

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### Nov. 14 – Flying Young Eagles

