



North San Diego County Vernon Payne Chapter 286

President: Bob Wilson Vice President :Mike Talmadge Secretary: Dave Leedom Treasure: George Pruitte

Next Meeting Feb 5, 2009

The meeting was called to order by President Bob Wilson at 1902 hours.

Guests

Our guest was Norm Neuls, a snowbird from Anchorage who now winters in Arizona. Norm built a skyhopper in the 60's and was a corporate pilot for Atlantic Richfield from 1978 to 1993. Norm is currently a member of EAA Chapter 40, having joined in 1958.

Minutes

The minutes were moved and approved.

New Business

Certificates were presented to members in appreciation of service to the Chapter during 2008.

Glenn Snavelly made a Loran receiver available. The unit is in excellent condition and the Coast Guard is expected to maintain the Loran system for ten more years.

The proposed slate of officers for the next year was approved. Bob Wilson and Mike Talmadge will continue as president and vice-president, respectively. Mel Winestock will continue as secretary and George Pruitte will remain as treasurer.

Vice-President Mike Talmadge proposed a meeting at the spaghetti Factory in San Marcos. The suggestion was approved, with the time and date to be announced in the newsletter.

President Bob Wilson opened a discussion about a membership drive and the venues in which to advertise Chapter activities.

Speaker

Our speaker Robert Johnson began his presentation with a video skit about a flight organization nightmare aboard an aircraft carrier. The parody was quite sophisticated and delighted the audience.

Robert then discussed the introduction of commercial jet passenger service and the subsequent stages leading to the development of the supersonic Concord. Robert then described a flight he and his wife made in an Air France Concord. The cramped passenger cabin was reminiscent of the cabin in the DC-3 but the service was elegant. Afterburners assisted the takeoff and were later rekindled about a hundred miles off the coast for the acceleration to supersonic speed. Even at 60,000 feet the air friction was sufficient to heat the window panes to sensible warmth, between 100 to 200 degrees Fahrenheit. Despite the supersonic speed, the cabin interior was surprisingly quiet.

Robert concluded his presentation by inviting Chapter members to visit EAA activities at Brown Field.

The meeting was concluded at 19:32 hours.