

Bader Field, New Jersey by Naomi Brokaw

Santa Cruz, with its Boardwalk, Miss California pageant, and early water festivals, has emulated the beach resort of Atlantic City from an early date. But while the City of Santa Cruz let its municipal airport slip away decades ago, Atlantic City continued to include historic Bader Field in its plans until the early 1990s. Now, as of 12:01 a.m. on September 30, 2006, Bader Field is gone.



Bader Field, from Google Maps

Bader had been in continuous operation since 1910, making it one of the oldest in the U.S. (College Park in Maryland opened in 1909). The term “airport” was born at Bader in 1919 when a newspaper reporter named Robert Woodhouse coined it in reference to the 143-acre field surrounded on three sides by water. Bader was the first municipal airport in the U.S. for both land planes and seaplanes. It was the launch point for the first attempt to cross the Atlantic by air, by Walter Wellman in a dirigible in 1910. (Both Wellman’s attempt and another in 1912 failed.) It was the starting point, in 1933, for Charles Alfred Anderson and Dr. Albert Ernest Forsythe, the first African Americans to make a transcontinental flight in their own airplane. They took off on July 17, 1933 and landed in Los Angeles on July 19. And the Civil Air Patrol was founded at Bader in 1941, one week before Pearl Harbor.

The Spirit of St. Louis landed at Bader Field, as did every U.S. president from Theodore Roosevelt to Gerald Ford. At least three decades of Powder Puff Derbies and Black Pilot Association races were held there.

More recently, general aviation pilots valued the city-owned Bader Field because it was within walking distance of the city’s casinos.

Still, despite the large role it played in the history of Atlantic City, when Bader’s last commercial commuter flights moved their operations to the larger Atlantic

City International ten miles away in 1990 and the city started eyeing Bader for its land value, an almost complete lack of community support sealed its fate.

Through the 1970s and ‘80s, as Atlantic City turned to casinos to emerge from a severe post-war economic decline, the city continued to improve Bader Field, with help from federal grants that required the land to remain

an airport for 20 years from the date of each grant.

But some time after 1986, city officials decided Bader would not be part of the city’s future. The airport’s last promise to stay in operation expired on Sept. 9.

In the late 1990s, the control tower was removed and part of the airport’s land was taken to make room for a minor-league baseball stadium.

The planes kept landing, though, and pilots and plane owners mounted a futile effort to save the airport. They touted the airport’s convenience for visiting the boardwalk and its role as a preserver of green space. They pointed out economic studies showing that, for every dollar spent in the airport, another \$2.53 is generated in the community, said Chris Dancy, a spokesman for the Aircraft Owners and Pilots Association.

“It was ... an excellent facility for people who either had business in Atlantic City, or more recently since the casinos arrived, tourists,” said Dancy.

“Once an airport is gone, it’s gone for good,” pointed out Andrew Schmertz, a New Yorker who makes aviation films. He believes the airport could still be thriving if Atlantic City had marketed it to corporate planes.

As recently as midsummer, it was not unusual to see more than 40 aircraft tied down at Bader. But for its final two months, there was no place for pilots even to fill their fuel tanks, and traffic slowed dramatically.

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President's Corner

Hello Everyone,
 After a very busy late summer and early fall, we can look forward to slowing down a bit. As I write this, we are just past our last Saturday hamburger lunch and Airport Blvd. cleanup day

for the year. Unless otherwise decided, this event will be left to rest until May of next year. This next Saturday, which will have passed before you read this, will be the Watsonville Airport Open House. This is, of course, an excellent opportunity to present our airport to the local community in positive way. I'm hoping it is well attended and goes smoothly.

So, looking ahead, we have one more Young Eagles Rally, November 4th, and the model building group that will continue until December 2nd. It was very rewarding to see on the first meeting of this group that Neil Brooks had a well planned program and had recruited a good-looking group of youngsters. So in the very near future we will have only monthly chapter meetings until sometime in the spring.

The last newsletter I begged for help, for input, for ideas, and I now have some good news for you. J.R. Warmkessel has stepped forward and taken on the task of seeing what can be done with the hot air balloon that has been donated to the chapter. So far his reports have been positive. It seems for a fairly reasonable sum of money it can be a flying balloon. Further, J.R. has said he is willing undergo training, learn to fly, and head up a team to put this critter in the air. Now is the time for any one of you that has been lying in the weeds, waiting for something to happen on this project, to step forward. There are numerous possibilities for this aircraft and it would really be exciting to see them come to pass. Way to go, J.R.!!

A chapter activity that has been fun and well attended has been our periodic fly outs. For whatever reasons we just don't seem to get many of them planned. Hanging on our chapter bulletin board is a poster about a fly in at Flabob Airport on November 12th. Any of you intersted in going down?

Looking forward to seeing you all at the November

Meeting and in the meantime, please Fly Safe.

Dennis



Stearman giving rides at WVI Open House.

2005 Chapter 119 Officers and Position Holders

President	Dennis Thomas	831-479-7986
VP & Program Chairman	Jerry Olsen	
Secretary	Neil Brooks	831-338-3543
Treasurer	Mary Doherty	
Director & Hangar Boss	Jack Hill	831-426-3979
Director	Thad Fenton	831-722-2274
Young Eagles Coordinator	Bob Sliter <rasliter@cruzio.com>	831-724-6904
Young Eagles Ground Instructors	Russ Moody Bill Normandin	831-475-9374 831-462-1194
Membership Chairman	Neil Brooks	831-338-3543
Flight Advisor/ Technical Counselor	Jack Hill	831-426-3979
Fly-In and Air Show Reps	Hank Wempe Dan White	831-724-5591 831-688-9260
Chapter Webmaster	Ron Shannon rshannon@cruzcom.com	
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Copy Editor	Naomi Brokaw WordsTakeWing@skyhighway.com	

Chapter News
EAA Chapter
Minutes
MINUTES OF
MEETING OF 10/3/2006



57 members and guests were present.

Introduction of the Board of Directors.

Old Business:

1. Discussion of the hot air balloon- Juan Carlos Fonseca offered to follow up.
2. The possibility of a fly-out was discussed. No resolution, WPA is to have a fly-out; members could probably participate.
3. Open House- Oct. 28. Volunteers are needed for A/C parking, set-up day and cooking and serving. The chapter will cook hot dogs and hamburgers. The price is to be set at 1940's prices.
4. Dan Chauvet spoke on the WRAP dinner to be held on Nov. 4.
5. Young Eagles- Bob Sliter. To be held on Sat. the 7th of Oct.

The business meeting was adjourned and Watsonville Police Officer Randy Pesce gave a comprehensive program on the activities during the recent burglaries at the airport.

Submitted by N. Brooks Sec.

Jack Hill
by Dennis Thomas

A month ago in this newsletter, I repeated a statement that in this chapter 90% of the work was done by 10% of the people. I'm not really sure that's totally true, because we are blessed with quite a large number of active members that are always ready and willing to step in and help out. However, with that said, some of our members really stand, head and shoulders over us all. It seems only appropriate to recognize these folks and their contribution. One such fellow is Mr. Jack Hill. I have spent a bit of time looking into what Jack is all about and found him more interesting than I had previously known.

Let's begin with Jack's service to the EAA. He joined this chapter in the mid 1980's, and was evidently soon an active and working member. He has held the following offices and positions: chapter president, secretary, treasurer

and newsletter publisher. At the present time he is a technical counselor, flight adviser, tool room boss, hangar boss and sits on the board of directors. During this time he has helped with too many chapter projects to recount in this space, including the building of Tom Hoyt Park. In the late 1990's he partnered with Neil Brooks to put on the hamburger lunch at Tom Hoyt Park and continued doing that until two years ago. In the early days of that program they did this lunch every Saturday during the summer months.

It needs to be pointed out that even if it didn't get him any awards or medals, Jack is a very brave man! He is the only person I know who told his wife he was building a workshop in the backyard to use for building cabinets for their kitchen remodel. Instead, he used that very same workshop to build an RV-4. Jack, how did you pull that one off?

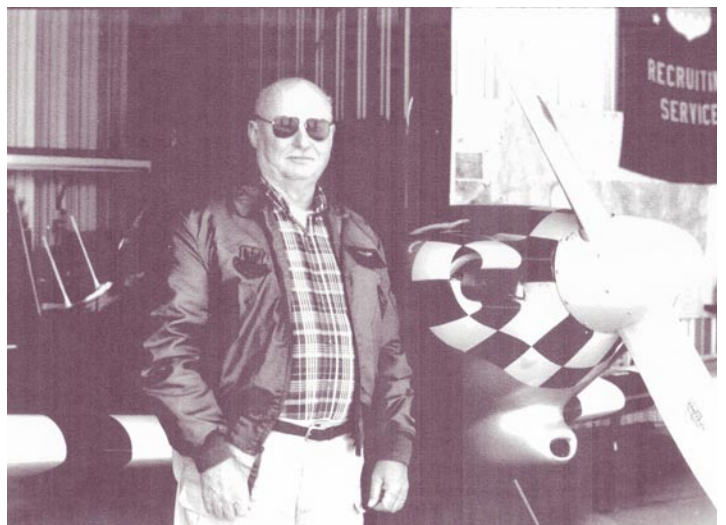
He has had a very interesting and varied working career. I'm not sure of the chronology of these jobs, but he has done the following: a paper route, a ferry boat operator, a tour in the Air Force, a propellant specialist and later a metallographer for Aerojet General Corporation, a flight instructor, an auto mechanic, and owned and managed a successful camera repair shop. Considering Jack's age, I'm wondering if the ferry boat was a steam-driven paddle wheeler.

Outside aviation Jack has many other interests. He has been a practitioner of martial arts which led him to an interest in Japanese swords, culture and history. He is military history buff, enjoys travel, and enjoys science fiction.

I'm told Jack's first airplane ride occurred in 1937, in what he remembers as a Ford Trimotor. He first soloed in 1956 which means he has been an active pilot for 50 years, and was awarded the traditional white scarf by his QB Hangar.

As I said, Jack is not only a dedicated and hard worker, he is quite an interesting fellow. To him, I can only say, thanks for what you have done for us, and thanks for being here.

Dennis



Through the looking glass

by J.R. Warkassel

“An airplane should run smoothly...” But really, what is smooth? I’ve owned my plane for several years now; I’ve made trips from Canada to Mexico. If you had asked me if my plane was smooth, I would have answered, “Yup, sure, it’s smooooth.” Then I had my propeller dynamically balanced.

What really sparked my interest in having my prop dynamically balanced was the ability to glean some insight as to the internal state of my engine. I’ve spent lots of time looking at how to really understand and optimize what my engine is doing. I’ve got my own compression tester which I use as a trending tool. I’ve replaced the factory fuel injectors with Gami injectors to balance the fuel-to-air ratio in each of my cylinders. I’ve also installed a JPI engine monitor to allow lean-of-peak operations. But I realized that a vibration analysis was a critical tool to gain insight as to what my engine was doing when it was really running. What else didn’t I know? There is always something else to know with flying.

I had just replaced my engine mounts (under supervision). Other than the engine hoist, it was a piece of cake job. I made an appointment with Jeremy MacDonald from Norcal Aero Services to come out and take a look at my beautiful bird. I knew that he wasn’t going to find anything. My airplane was in tip-top shape with an engine a little more than halfway to TBO. I was hoping that I wouldn’t even have to pay the additional fee for the weights and the sign-off.

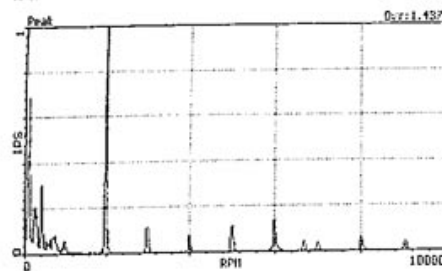
After helping Jeremy place the two accelerometers on my engine (one in front and one in back) and the silver tape on the prop, we cleared the area and I started my engine. After running it for a few moments he had me shut it down. I’m sitting there in the cockpit and he comes over to me in a great English accent and says “This plane has one of the largest mass imbalances that I have ever seen.” A little stunned, I looked at the graph that he had on the screen. And

there it was, a spike that looked like it was as tall as Mount Everest.

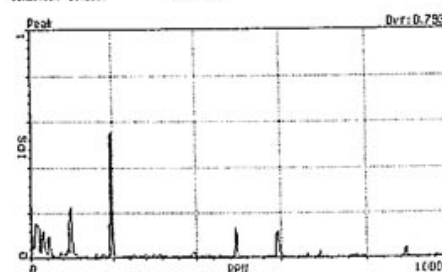
I immediately started to add up this new cost. After a few deep breaths Jeremy told me that most of the imbalance, 1.02 IPS (inches per second), was coming from the front sensor and 0.54 coming from the rear. This was likely a prop problem. We spent some time looking closely at the propeller and discovered that the spinner was poorly made and was way off-center. This off center spinner at 2400 RPM was putting a massive strain on the engine bearings, engine mounts, aircraft instruments, and the pilot. And I never knew!

A few test runs later, Jeremy had fashioned a counter weight out of some approved AN parts and we ran another test. Jeremy had reduced the IPS from 1.02 IPS (about 128 LBS of side load) to .08 IPS (about 9 lbs) on the front and from .54 IPS (about 60 lbs) to .25 (about 36 lbs) on the rear. A few days later on our way to Washington, my wife said that she noticed a huge difference in how the plane was handling. The comment was followed by the two questions that every pilot’s spouse asks when something has changed in an aircraft: what did I do, and how much did it cost? I just smiled, having been reminded that you will never know what you will find until you look.

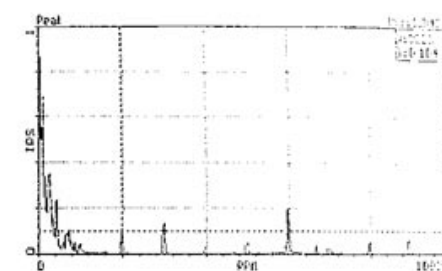
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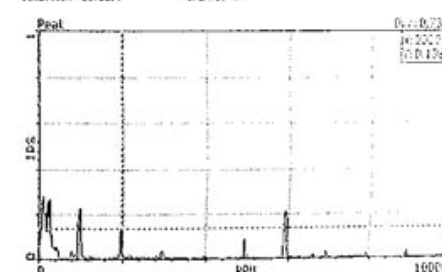
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Jeremy will be speaking at the Nov. 7 EAA Chapter Meeting.

Don French, Airport Manager
by Dan Chauvet

The problem with writing about airport supporters is that it's very easy to miss significant contributions and short-change the person. However, let me give this one a try anyway.

Don's computer skills are a huge asset in doing the job effectively. Airport financial management is crucial. Being an avid pilot and instrument-rated adds tremendously to the job perspective--a prerequisite to being a good airport manager.

Don has proven an excellent airport advocate. His PowerPoint programs to the Latino Chamber of Commerce, Action Pajaro Valley, Kiwanis, and other organizations are effective pro-airport communication. "How far can you go on a mile of road? On a mile of runway you can travel everywhere on the airway system." And Don has written some excellent news columns for local papers. And communicating effectively with reporters is a strong point.

Don has worked on other public relations. He's been the backbone of the Fly-In, pushed the Airport Open House, backed EAA Chapter 119's Kids Fly Free, started the Pajaro Valley Aviation Academy (PVAA) scholarship program for local young people, and the list goes on and on. He supports the Watsonville Airport Advisory Committee which is a sounding board between the city, community, and based airport people.

When one works for a public entity, like the City of Watsonville, it's easy to get so involved with planning that it becomes an end in itself and little gets done on the ground. Not so with Don French as airport manager. The evidence is all the hangars that have been built to protect and secure aircraft. That project was priority number one. One of the biggest needs of WVI is completion of the ILS approach. Companies like UPS and FedEx need the full approach for reliability and increased safety, as well as other companies and the traveling public. The two missing parts of the ILS are the glide-slope transmitter and a short approach light system. That's it. Since the glide-slope transmitter is located down the runway from the approach end about 800 to 1000 feet, a runway extension of about 800 feet is needed. Everything in the world has frustrated Don's ILS efforts, including tarweed and anti-airport people. I imagine that downtown city staff have tried to twist Don's arm regarding planned encroachment around

Bader Field, New Jersey - cont. from page 1

Now its runways feature big yellow "X's" to tell pilots they cannot land there any more.

Karl Kleinberg, whose family has operated the private airfield in nearby Winslow since 1954, has enjoyed a spike in business as a result of Bader Field's impending closure, but it's a double-edge sword.

"Airports are closing at an alarming rate because the real estate is so valuable. Bader is owned by the city, and the politicians were hot to get the property for revenue purposes," said Kleinberg, who turned down plenty of money for his land.

Atlantic City is not unique in this situation. General aviation airports across the country disappear as development pressures mount. What gets developed is not always what the surrounding communities expect.

The future of the Bader Field land is uncertain. Before the closure, the city talked up plans for affordable housing on the site. But casino impresario Steve Wynn has been scouting the tract for a possible casino, The Star-Ledger of Newark reported on September 26.

"Mayor Levy and the City of Atlantic City want to make it in the best interest of the city," said Nicholas Morici, a spokesman for Mayor Robert Levy. "It could be anything from a casino to a residential community to an amusement park."

For Sale

Partial Long-EZ kit, \$800.00
Paid 1400.00 for kit, purchased 15 years ago.
Contact: Robert Barton
Carmel Valley
831-659-4515
rbar@netpipe.com

1964 C-172E 2927-TTAF, 1560-SMOH, 157-STOH, IFR, new annual, complete logs, Garmin XL300 GPS moving map, 4-place intercom, alternator upgrade, wing tip vortex generators. NEW: battery, mags, tires, new ELT battery. Cont. O-300, good compression, paint-10, interior-10 (leather), \$49,995, 831-809-6668. Lance McBride

Watsonville Municipal Airport
 60 Aviation Way
 Watsonville CA 95076

Upcoming Topics and Events:

Date	Topics
Nov 4	WRAP-PAC Dinner - Ed Rosiak, President of the California Pilots Association will be the speaker. Dinner at 6:00 p.m. Green Valley Grill banquet room, Watsonville. Reservations are \$50.00 per dinner contribution. Checks should be made out to: "WRAP" and send to: Dan Chauvet, 147 Mesa Verde Drive, Watsonville, CA 95076-0949
Nov 4	Young Eagles Rally, 10:00 - 2:00 pm. EAA Hangar, Watsonville Airport. Last of the year. Oct. had seven pilots, 12 ground crew and flew a total of 27 kids, bringing our yearly total to 362 kids and our overall chapter total to 3637 kids.
Nov 7	EAA chapter meeting at 7:30 pm at EAA hangar. Jeremy MacDonald will be speaking about engine and propeller balancing.
Nov 11	Bob Mc Reynolds of the RC Bees will bring his Jet RC model and demonstrate the running of the jet engine
Nov 12	Fly-In at Flabob Airport. EAA Chapter 1, See http://www.eaach1.org
Dec 5	EAA chapter meeting/Winter Holiday Party. Bring a guest and some food. 7:30 pm, EAA hangar, Watsonville Airport.

PVAA organization creates pilots by scholarship with nearly zero administrative costs. Donate to PVAA (501c3) when planning your estate. Chairman Dan Chauvet 831-724-8256.

Dan White, secretary