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## The President's Message

The holiday season is in full swing. WVFC can be part of your holidays as well. We flew out to Seligman Saturday Dec 3rd. Sam Foote and Rich Speigel, two of our members from Deer Valley, made their Cherokee Six and Piper Seneca available for this event. We really appreciate their participation.

December 11th is the date for our Christmas Social. This year we will have a new location for the party. It will be a buffet with live music and will be held at the Glendale Municipal Airport Terminal Building. The party starts @ 4:30pm. We will do a little club business and top off the event with a drawing for our Fabulous Door Prizes. December will be a great month for WVFC. Join us for holiday fun and good cheer.

BlueSkies & Tailwinds

Mike Gordon

## UPCOMING FLY OUTS

January 1/7/17 Parker P20

1/21/17. Globe P13

February 2/4/17. Havasu City KHII

2/25/17. Winslow KINW

March 3/4/17. Ryan Field KRYN

3/25/17. Mariana KAVQ

April 4/8/17. Prescott KPRC

4/22/17. Chiricahua Summit L77

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## **FALL BARBEQUE** by **Earle Howey**

The summer heat faded to a background memory as more than 80 members and guests gathered at Dick McCormick's hangar for the annual "Welcome Back Fall Hangar BBQ. It would almost certainly have been a record turnout, if the club had bothered to keep such records. As it was, the burgers and hot dogs were great, the pot luck contributions were fantastic, and the desserts provided a somewhat healthy decadence. A great time was had by all; just your typical WVFC fall Hangar BBQ.

Dinner was another WVFC gastronomic calorie-buster, and even with the record turnout, there were seconds to go around. Well, that's why we have a work party immediately after the BBQ isn't it? To work off those extra calories. After dinner tradition demands a brief business meeting which Mike Gordon convened as darkness settled over the airport. To begin, Mike noted and thanked all the members who helped organize and conduct the BBQ with special mention going to Burger Chefs, Gary Davis, Jim Polk and Howard Woodruff. Mike also gave special mention to Jerry Hall and Brian Wiggen who again contributed several of their famous and gorgeous metal sculptures for the door prize drawings.

Mike announced that the first breakfast flyout was scheduled for Saturday, Nov. 12. Destination Payton. He also announced the annual Christmas meeting was not confirmed yet, but would be held - sometime in December.

Although he had to leave early, Brian Baker was lauded in absentia for having been awarded Master Pilot rating by the FAA. (If you are unfamiliar with Brian's accomplishments, check out the Nov. 2015 issue of Flight Path.) Mike also recognized Gary Davis for manning a club booth at the Glendale Airport open house (Gary also announced he has sold his Aeronca Champion, so no more "Champ" ragging like having to re-fuel at the end of the runway for takeoff, please.) Mike also introduced Anne Muirhead as the new editor of Flight Path. Lastly, Mike announced the club had gained three new members at the BBQ, but they left right after dinner, before they could be introduced. Finally, Richard Collings noted there had been some changes in web site programming, resulting in web site viewers not being able to open photo files or archive Flight Path issues. There are solutions, but they are going to take a number of hours of drudgery work to get our web site fully operational again. Please have some patience on this if you need something from the photo file check with Jim Polk, or with Earle Howey if you need a back issue of Flight Path.

Finally, members fully sated with business issues, Mike turned the mike over to Jim who noted the club treasury stood at \$1477 plus what was in his pocket (dues collected at the meeting but not yet counted.) Jim finally turned to the long-anticipated door-prize drawings. With 18 potential prizes, the drawings went on for some time before the meeting adjourned well after dark. Just one question remains, what was the story on the antique-looking vehicle parked outside Dick's hangar during the BBQ? Turns out the rumor that it was one of Jim's fabulous door prizes simply was not true.

# AVIATION AWARD FOR BRIAN BAKER

The award comes from FAA. Brian was nominated by Billy Walker. It was for flying safely for 50 years without a serious accident or FAR violation (I never got caught). Actually, he has been flying longer than that, and have a little over 4000 hours total time since 1954, when he started flight training in a Cessna 140. Brian has owned two Luscombe 8A's, the last one for over 20 years before he gave it to his son Joe, who he taught to fly in that plane. Joe is now flying an Airbus for AAL, and is teaching my granddaughter to fly in the same Luscombe. Over the decades, Brian has done a lot of flight instructing, and occasionally ferries an airplane for someone. Brian has commercial, instrument, SEL, and CFI ratings that he has always kept current.

Other than that, Brian has been married to his wife Jan for 37 years, and she somehow puts up with all of the airplane stuff. He is also an airplane photographer, and have some this since about 1951, with a huge collection of pictures. Currently he shoots digital photos of every airplane he sees. In addition Brian builds 1/72 scale plastic plane models, and the ones in the display case in the GEU terminal are his. Mainly he works on older aircraft, so no F-16's or B-52's, especially planes of the thirties. He has over 1,100 scale models in display cases in his den. You might call it a man-cave, but it is actually a man-hangar.

Brian learned to fly in Detroit in 1954-55, at what is now Detroit Metro, in a Cessna 140. Both of his parents had pilot licenses so he grew up with the smell of aviation fuel nearby. He got his commercial in 1956, and his CFI in 1958. He has done mainly flight instructing, with a little parachute jump flying, and a few ferry jobs. We're glad the lure of the desert brought him to Phoenix.

At the Payson flyout, WV Flyers inspect Charlie Reed's plane before returning to GEU.

