

**PACIFIC**

# **Flyer**

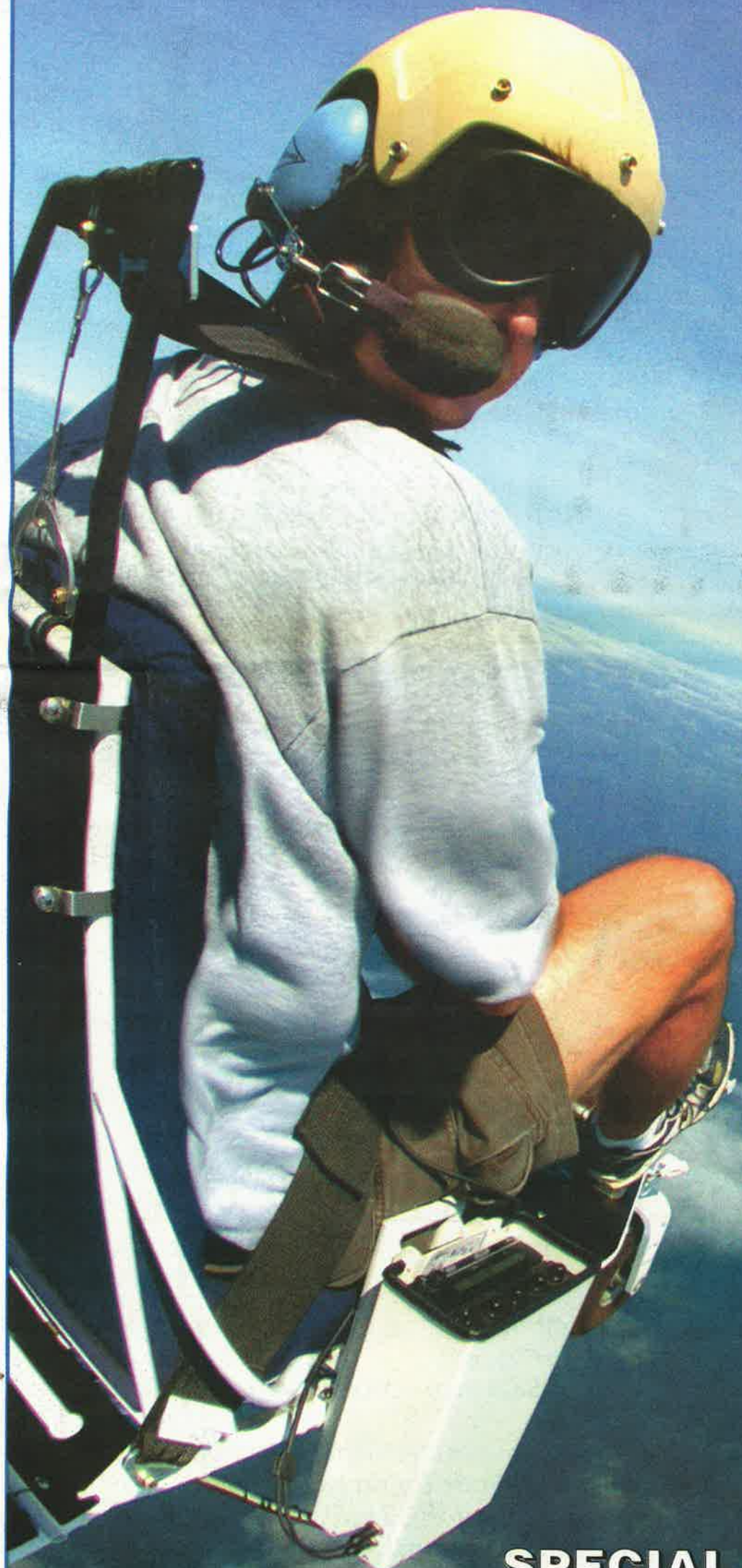
August 2006

AVIATION

NEWS

## **Inside This Issue:**

- Ramona Air Show
- P-59 Restoraton
- Golden West Fly-In
- Airshow Section
- Next Gen. Cessna
- Homebuilt Mustang



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See Page A5

**SPECIAL SECTION**

Wayman Dunlap

# **Live With Your Plane**



# PACIFIC Flyer

AVIATION NEWS



August 2006  
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## EDITOR'S NOTE:

Imagine yourself in a padded lawn chair at 3,000 feet, the wind in your face at 65 mph and nothing in front of you but view.

That's the world Matt Hlavac lives in whenever he flies his Breezy and last month, he took us along for a trip through the inversion layer, along the coast and out over the sea. No false sense of security, just a lap belt and shoulder strap between you and oblivion. Matt lives to take people for free rides and about half have never been up in a plane before. Imagine what it must have been like for them. Details on the plane and flight on A5.



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## Upcoming Events

Con't from Page A2

All dates are tentative depending on weather, mechanical problems, etc. Call before spending time or money.

Aug. 12: Susanville Airfair. Saturday only. Pancake Breakfast 0700, Airfair from 10:00 to 12:00. Call 530-257-2030 or E-Mail: [sve@frontiernet.net](mailto:sve@frontiernet.net)

Aug. 18-20: 47th Northwest Antique Airplane Club Fly-in McMinnville, OR (MMV) Contact [www.nwaac.com](http://www.nwaac.com) Or call (503) - 472-0558

Aug. 25-27: Thunder Over The Valley 16th Annual Fly-in & Car show, Honoring VFA-151, Santa Maria, Calif. Airport.

\*Aug. 30-Sept. 4: 2006 Annual Invitational Fly-in at Antique Airfield, Blakesburg, IA. Theme: square tail Stearmans and Crop Duster Days. For AAA members and guests. Info at (641) 938-2773.

\*Sept. 2: Bremerton (WA) 10th annual fly-in and blackberry festival. Contact (360) 674-2381. [www.bremertonmsa.org](http://www.bremertonmsa.org)

Sept. 2: Thunder Over The Coconino II, Valle Airport, Ariz. Fly-in, car-show, chili cookoff. Contact Norm (928) 635-5280.

\*Sept. 8-9: EAA Chapter 376 End O' Summer Flyin. Sierra Sky Park Airport Fresno, CA. Contact: Dr. Larry Loo: (559) 297-0351, e-mail: [flybum@comcast.net](mailto:flybum@comcast.net)

\*Sept. 9: Red Bluff (CA) Airport Wings and Wheels Fun Day. Contact Eldon Henry at (530) 200-3831 or Irwin Fust at [ifust@digitalpath.net](mailto:ifust@digitalpath.net).

Sept. 13-17: New England Air Museum, Windsor Locks, Conn. 58th Bomb Wing's 50th Reunion. Contact: (860) 623-3305.

\*Sept. 16: 11th Annual Airport Open House, planes, food, music. Livermore, Calif. 10-4. Contact Andy McCarthy (925) 606-5508.

\*Sept. 19-22: 20th FW Association reunion, 1930's to present, Denver. Contact Contact John Walters, [johnwalters@IQmail.net](mailto:johnwalters@IQmail.net) or Dennis Schaan, at [dlschaan@compuserve.com](mailto:dlschaan@compuserve.com)

\*Sept. 22-24: 27th Annual Clear Lake Splash-In, Lakeport, CA. The West's oldest and largest seaplane event. Land planes are welcome at nearby Lampson Field. Info at [www.clearlakesplashin.com](http://www.clearlakesplashin.com)

Sept. 22-Oct. 1: 31st annual Cessna 120/140 Association convention, Faribault, Minn. Contact (952) 652-2221.

\*Sept. 23: Sedona Airport (SEZ) annual airport day and car show 9 a.m. to 2 p.m. Display aircraft needed. Website: [www.sedonaairport.org](http://www.sedonaairport.org). Contact Al Comello (928) 862-0210 or [al@comello.net](mailto:al@comello.net).

\*Sept. 23 Reid-Hillview Airport Day, Aircraft displays, for mation flying demonstrations, food and craft booths, more. Contact: (408) 313-6263

Sept. 23: EAA Chapter One Open House, Flabob Airport, Riverside, CA. Contact Jim Pyle (951) 452-5232 or (951) 683-2389, ext. 104.

\*Sept. 23-24: Norwest Fly-Fest, Eugene (OR) Mahlon Sweet field, 9 a.m. -5 Sat., 9 a.m. to 4 Sun. Flies in Free. Forums, exhibits, displays, Demo flights, door prizes. See [www.norwestflyfest.com](http://www.norwestflyfest.com).

Sept. 24-27: USS Badoeng Strait (CVE-116) Assn. Las Vegas. Contact Henry Trotter (210) 658-3447 or [hctrotter@yahoo.com](mailto:hctrotter@yahoo.com).

\*Sept. 30: Airport Day, San Luis Obispo, CA sponsored by EAA Chapter 170, others. 10 am to 4 pm plus BBQ and auction at the Jet Center starting at 4 pm. See [www.slopilots.com](http://www.slopilots.com) for more info.

Sept. 30: 1st Annual Angel Flight Open House Fly-in, Aurora State Airport (KUAO). Contact [www.angelflight.org/oregon/UAO2006](http://www.angelflight.org/oregon/UAO2006) or call 503-524-6998

Sept. 30: "A Day at the Airport," biannual event at Santa Barbara, Calif. Meet heroes. Contact Tim Lawton (805) 964-7622

Sept 30-1 Nut Tree Air Faire 2006, Vacaville, Solano Co., CA EAA 1230 Sponsor. In Memory of Art Vance Call 707-451-4400

October 6-8: West Coast Travel Air/Waco Reunion, Lompoc, Calif. Airport. Contact Jerry Impellezzeri (408) 356-3407

Oct. 6-7: California Pilots Association annual meeting, Santa Maria Raddison Hotel (on airport). Contact (800) 319-5286 or [cpa@calpilots.org](mailto:cpa@calpilots.org)

Oct. 7: Liaison Aircraft Fly-In features aircraft participating in activities such as fly-bys and static displays. National Museum of the USAF, Dayton, OH. Contact (937) 255-3286. Free.

Oct. 7: Mariposa-Yosemite (CA) Airport Fly-in & Open House. 7 a.m. - 4 p.m. Contact Maria Liddle (209) 966-2143

Oct. 14: Sport Pilot Spectacular, Westover Field, Sutter Creek CA. Food, Flying and Fun. Contact Ken Couey @ 209-304-4874 or Chris McKeage @ 209-267-5090.

Oct. 14: Marina Air Faire, Marina Municipal Airport (formerly Fritzche Army Airfield Fort Ord) in Marina, CA. See [www.marina-airfaire.com](http://www.marina-airfaire.com)

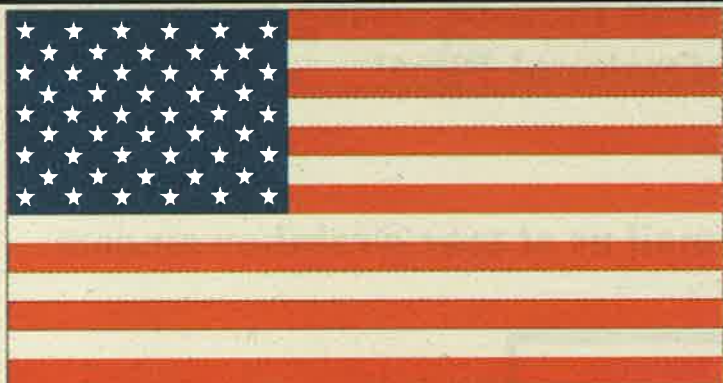
Oct. 17-19: 59th annual NBAA convention, Orlando, Fla. See their website: [www.nbaa.org/](http://www.nbaa.org/)

Oct. 29: Wings & Rotors, Los Alamitos Army Airfield, Orange County, Calif. Rotary Wing appreciation day + See [www.wvexpo.net](http://www.wvexpo.net), contact 1-800-376-1185.

Nov. 9-11: AOPA EXPO, Palm Springs, Calif. Aircraft, seminars, vendors, much more. Contact (888) 462-3976 or see [www.aopa.org/expo](http://www.aopa.org/expo)

2007

Sept. 27-30: Gathering of Mustangs and Legends, Rickenbacker International Airport, Columbus, Ohio. Up to 100 P-51s and replicas expected. Contact Angela West, Stallion 51 Corp (407) 846-4400.



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CRUISING ALONG the California coast at 2,500'.

MATT HLAVAC (inset) in his completely scratch-built Breezy with a 150 hp engine and a great view.

Ever have a dream that you were flying — like a bird?

Strap yourself into the seat of a Breezy and it's as close to the surreality of a dream as most of us will ever experience. Matt Hlavac lives this vicarious dream every time he flies.

There's nothing in front of him but a control stick and a pair of rudder pedals for his feet.

Strapped to his left knee is a portable GPS. Frequencies are Magic-Marked on the inside of his left forearm.

His instrument panel is on the floor of the front "cockpit," the instruments angled 30 de-

grees toward him for visibility, but practically out of sight otherwise. From his point of view, he might as well be riding a magic carpet, as the entire bulk of the 1,000 lb. airplane and its 33' J-3 Cub wing is somewhere behind him.

Telling is his tail number, "N5150." That's the police code for "mental case," which bystanders often accused him of being as he spent four years and 3,000 hours building the airplane from scratch, even overhauling the Lycoming O-320 E2D himself. Before he was done, he had built the wing from a Wago-Aero kit, covered it in fabric, painted it, stitched

the upholstery, built a jig for the chromoloy frame and welded it, laid out the electrical system (including the electric trim and intercom), mounted his radio and transponder in a metal case at his right side and built a two-person passenger seat with multiple safety harnesses.

He mounted two 18 gallon fuel tanks but shied away from any sort of instrument pedestal or windshield. He won't even put a windshield on his two motorcycles.

This guy is really into "wind in your face" riding and flying. (He's also an accomplished and active hang glider pilot, which may say something about him

but I'm not sure what.)

At his average cruise speed of 60 to 70 mph, the wind isn't that bad and he wears an instrumented helmet and goggles in case he encounters a stray bug on the way up or down. The 36-year-old design engineer with a degree from Cal Poly is also a full fledged A&P and he proudly concedes the airplane flew just the way he expected it to from day one.

Now, he spends his time giving rides to people who fill his logbook with exclamations of "awesome," and "feel like an eagle." Half of his riders have been pilots and half had never been off the ground before

(imagine that being your first ever flight!).

I was passenger number 31 (although some have gone for more than one ride) as the plane was only 19.1 hours out of its 40 hour fly-off after construction was completed in his Gillespie Field hangar. A few years ago, I flew with a Breezy owner at Palomar who used to give rides, only he flew from the back seat and stuck his passengers up front where the only thing in front of them was a 1,600 foot precipice (Palomar's pattern altitude).

Con't on Page A7

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# Breezy Is Not For The Faint Of Heart ...

Con't from Page A5

HLavac's ride was somewhat more civilized, as his body and seat kept most of the wind off me. He flew into Oceanside airport in a T-shirt and shorts and I was ready with a leather jacket and a kevlar custom fitted helmet (made for jets) with the drop down goggles.

I didn't really need either one as the higher we climbed (at well over 1,000 fpm; a guess since he has no rate of climb indicator) the warmer it got. Happily, there was no turbulence and just a few clouds hugged the coast for ambience.

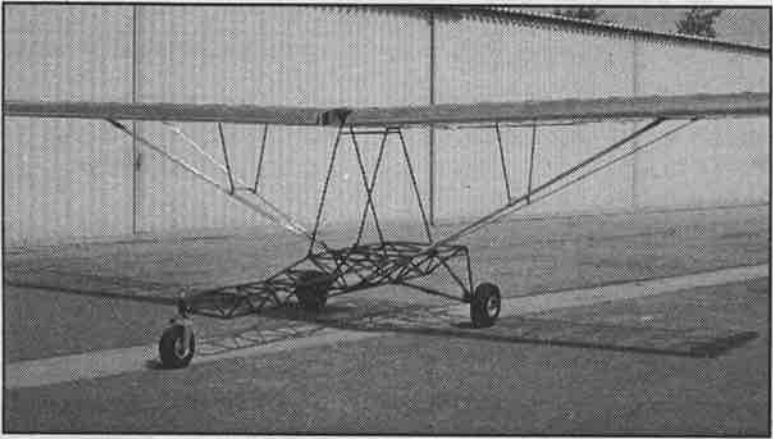
Once established at somewhere around 2,500 feet or so, he turned the rear stick over to me. I had no instruments; just a stick, rudder pedals and a throttle but then that's about all I had in my Cub (plus the false security of surrounding yellow fabric).

Even at a sedate 60, you could feel some effort in shallow banks but turns, climbs and descents were easy. I didn't have the nerve to try a stall, especially since I hadn't warned Matt that was part of my usual regime.

He, in fact, said while he's done a few power-off stalls himself ("a big mush") he hasn't gathered the confidence to try a full-power stall, sitting out there on the edge of eternity.

So, the first question everyone asks is, why a Breezy?

"Just to be out in the open, low and slow," he smiled. "The



FROM THIS, just a frame and a good idea ...

whole reason that I go out flying is just to look at the ground, get away from terra firma.

"I don't really go cross country more than 50 or 60 miles for the most part; I just like looking at the ground."

Well, you can really do that. You can do it so well that you find yourself tightening your shoulder straps without even thinking of it.

Asked how his passengers responded to their first flights,

particularly the non-pilots, he said despite their initial misgivings all have (so far) come back smiling with feelings of accomplishments, as if they'd just climbed Mount Everest. Even the pilots, owners of fast-movers, are impressed and now understand what the self-appointed mental case was up to — real flying.

Some tower operators have gotten into the spirit of the thing (although they often mistake him for an ultralight). For



... TO THIS, in just four years and 3,000 hours.

example, returning to Gillespie one day with a 6'4" passenger, the tower warned an incoming helicopter of "two guys and a motor" at his 3 o'clock. Others have become so intrigued they ended up going for rides (FAA employees rarely fly, we've found).

HISTORY

Breezy's haven't been around very long, according to our internet research. Designed (and built) in 1965 by Charles Roloff, Carl Unger and Bob Liposky, the airplane was originally hailed as one of the most distinctive and unusual home-built designs ever to show up at an EAA fly-in. One now hangs in the EAA museum, donated by a San Diego County man who built himself another one.

Matt said he knows of two others in the area and we lamented the fact that we couldn't get them all together for a formation photo.

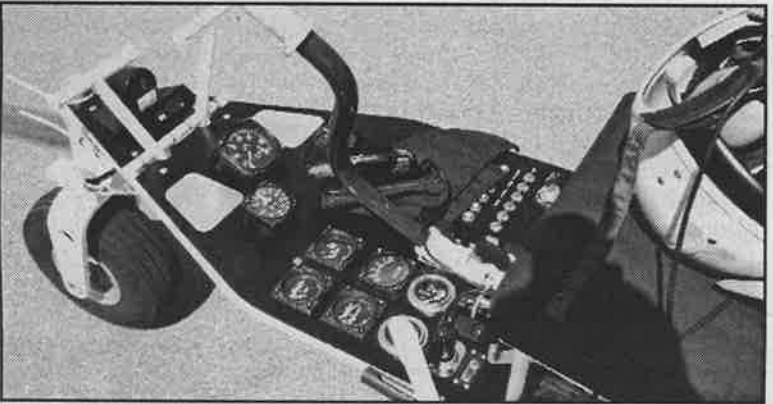
There are no wing drawings

with the plans because it will accept just about anything with a PA in front of it — PA-12, PA-14, PA-18 or J-3, J-4 and J-5 wings, among others.

The Breezy at Oshkosh has a Continental C-90 for locomotion but Matt wanted more oomph than that and he succeeded. When we left Oceanside, headed into a four or five knot wind, the airplane literally leaped off the ground on a mid-70s day and continued its rapid ascent until we reached altitude.

Having no fabric on the empennage, Hlavac has found, has made his aircraft virtually immune to crosswinds and landings with the wide tricycle gear "are the easiest of any airplane I've ever flown," he said. "And I'm always on centerline," he laughed, "because I keep it right between my shoelaces." He uses the wind to tell him what the airplane is doing, he said.

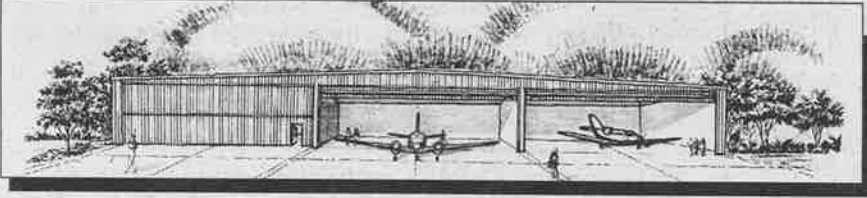
Con't on Page A9



INSTRUMENT PANEL (and strap on GPS) out of sight mostly.


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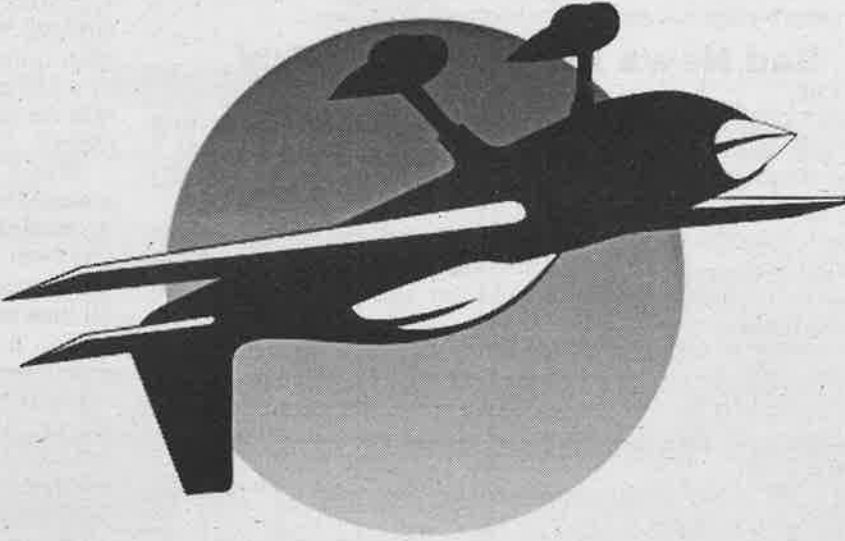


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# The Most Appropriately Named Airplane In History ...

Con't from Page A7

"As you're flying around if you start to hit thermals or turbulence you feel the airspeed change really quick and there's an automatic reaction from me to bring the airspeed back to where it needs to go by stick input. I think that's what lets me fly because I can have the full brunt of the wind, I can feel it and you can hear it in your helmet."

He doesn't use a yaw string, although he has a slip ball, but despite that the plane stays "pretty coordinated" most of the time since there's fabric only on the wings and tail surfaces.

What about night flying, would that be spooky or what?

"I gave (night) rides on the Fourth of July, large hot laps around Gillespie Field so I wouldn't get lost," he said. "It was a clear night and it's actually kinda' neat, somewhat of a surreal feeling just because of all the lights."

"You're stationed 1,400 feet above them when you're in the pattern, you're out in the open (boy, are you!) and on the Fourth of July we were smelling barbecues and you get a sense of what's going on down below you."

Matt said he never intended any cross country trips, especially since trying to hold a chart in a 70 mph wind might be a problem ("I do all my flight planning in the hangar before I leave by going over the sectionals and memorizing altitudes and such," he said) but he occasionally will venture out to the remote hills behind Ramona "and get down and look at lizards."

Anyway, the whole point wasn't to build a high altitude, fast moving, get there or die airplane; it was to create a craft that would propel him through the air at a reasonable speed, in perfect safety, with an incredible view, and to stay back behind him where it belongs.

That, he achieved.



MATT LINES up for a three-point greaser on Oceanside's runway 24. Sink rate was high.

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