



August 1, 2007
Volume 46
Number 08

Board Meeting:
August 1, 2007 6:30pm

General Meeting:
August 1, 2007 7:30pm

WWW.EAA124.ORG

WWW.CAFEFUNDATION.ORG

SPECIAL ANNOUNCEMENTS:

August 1, 2007 PROGRAM: Chapter members who have returned from Oshkosh will discuss what they saw. Also, the CAFÉ Board will discuss the upcoming PAV Competition.

CAFÉ PAV CHALLENGE – August 4th thru 12th

If you wish to see the upcoming PAV Challenge from the airport side of the fence, you will have to work for the privilege. Only CAFE staff and volunteers will be allowed inside the gates due to security reasons. For more information on how you can help see the CAFE website: www.cafefoundation.org or email David Lynch at lynchdavidb@yahoo.com.

SPECIAL MEETING AND BBQ ON AUGUST 8TH

On August 8th, there will be a joint BBQ sponsored by EAA Chapter 124 and CAFÉ Foundation. It is open to all Chapter members and interested parties. Access to the competition airplanes will be allowed at this gathering. Come and talk with John Rehn, Chapter 124's entry in the PAV competition. Hear how he modified his airplane in preparation for the competition. There will also be "hands on" displays available for everyone's enjoyment.

BANQUET AND AWARDS CEREMONY ON AUGUST 11TH

See insert for details.



MESSAGE FROM THE FRONT DESK...

AUGUST, 2007

Joe Lacchia, President

Remember! Our meeting is on August 1st, back on schedule again. On the 8th we will be having a joint EAA 124, CAFÉ PAV cookout. This should be a fun time with lots of conversation about the PAV progress at mid week. It's the usual hamburgers and fixings.

I'm off to Oshkosh with 124 in my mind. For those of you that have never been you should start making plans for next year. This has to be one of the greatest air shows, if not the greatest air show in the world.

I have listed some of the flying activities coming up in the next few months to help assist in your flight planning. I may have missed a few so if you have any additions to the list bring them to our next meeting for an announcement. We are in the prime flying time of the year for Fly-ins so take advantage of them.

Things coming up

- Aug. 4th-12th CAFÉ's PAV, STS West side of STS
- Aug. 18th-19th PCAM Air Show, Wings Over the Wine Country (WOW)
- Aug. 25th-26th Fly-in & Air Show, Eugene Airport, www.norwestflyfest.com
- Sept 3rd Trinity Fly-in (see Dwayne Green)
- Sept.12th-16th Reno Air Races
- Oct. 13th Zenith Fly-in & open house, Cloverdale Airport

The Hamilton Hangar

The Chapter 124 Board of Directors has become aware that the Hamilton hangar may not be removed from the site as previously thought. We are seeking a member or members who are willing to purchase the hangar and abandon it on site so the County can lease it back to the Chapter. This member or members would then have the opportunity to rent it from our Chapter on a month to month basis. Your proposal ultimately should be in writing and presented to the Board for review.

Happy Flying,
Joe Lacchia

BANQUET & AWARDS CEREMONY

The first ever Personal Air Vehicle Centennial Challenge Banquet and Awards Ceremony will be held Saturday, August 11, 2007, at the beautiful Charlie's Grill at the Windsor Golf Club, just 1 mile from CAFE.

Seating is limited, so please reserve now.

The evening will begin at 6:30 PM with a no host bar and hors de oeuvres on the patio. Dinner will begin at 7:30 PM. The buffet menu consists of:

- ⌘ A house mixed green salad with two choices of dressing
- ⌘ Grilled chicken breast marinated in lemon zest, parsley and garlic
- ⌘ Pasta with pesto made from fresh basil, garlic, pine nuts and parmesan
- ⌘ Potatoes au gratin
- ⌘ Fresh sautéed mixed vegetables
- ⌘ Rolls and butter
- ⌘ Cake

Charlie's is located at 1320 19th Hole Drive, Windsor, CA 95492. Their phone number is (707) 838-8802, and their website is www.charlieswgc.com.

Dress for the evening is casual. It can be what you had on all day at the airport, as there might not be time to go back to your hotel and freshen up.

Following the dinner will be the Awards Ceremony with surprise keynote speakers and the suspenseful presentation of cash prizes totaling \$250,000.

Cost for this special evening at the Inaugural PAV Banquet and Awards Ceremony is \$36 per person. This includes tax and gratuity. Please make checks payable to "CAFE Foundation".

Remember, seating is limited, and the deadline for paying for tickets is Wednesday, August 8, so be sure and reserve your spot now.

You may pay Meg Hurt at the PAV Centennial Challenge, or checks may be mailed to Meg Hurt at 1711 Calavaras Drive, Santa Rosa, CA 95405.



Personal Air Vehicle CAFE Foundation Event Schedule for 2007

Aug 3, 07 Friday All Day Possible PAV Arrivals CAFE Hangar

All Day CAFE Prep CAFE Hangar

Aug 4, 07 Saturday 0800 - 1400 PAV Arrivals CAFE Hangar

0900 - 1400 PAV Registration CAFE Hangar
0900 - 1700 Safety Inspection CAFE Hangar
1200 - 1700 Aircraft Prep CAFE Hangar
1200 - 1300 Take Off Team Training CAFE Hangar
1300 - 1400 Noise Team Training CAFE Hangar
1400 - 1500 Speed Team Training CAFE Hangar
1500 - 1600 Handling Team Training CAFE Hangar
1600 - 1700 Efficiency Team Training CAFE Hangar
1700 - 1800 Pilot Briefing CAFE Hangar

Aug 5, 07 Sunday 0800 - 1000 Aircraft Prep CAFE Hangar

0800 - 0830 Pilot Briefing CAFE Hangar
0800 - 1200 Take Off & Community Noise Contest CAFE Hangar
1400 - 1430 Media Briefing Media Center

Aug 6, 07 Monday 0800 - 1200 Aircraft Prep CAFE Hangar

0800 - 0830 Pilot Briefing CAFE Hangar
0800 - 1200 Speed Calibration CAFE Hangar
1400 - 1430 Media Briefing Media Center

Aug 7, 07 Tuesday 0800 - 1000 Aircraft Prep CAFE Hangar

0800 - 0830 Pilot Briefing CAFE Hangar
0800 - 1200 Speed and Cabin Noise Contest CAFE Hangar
1400 - 1430 Media Briefing Media Center

Aug 8, 07 Wednesday 0800 - 1000 Aircraft Prep CAFE Hangar

1000 - 1400 Handling Contest CAFE Hangar
1400 - 1430 Media Briefing Media Center
1800 - 1930 EAA Feed EAA 124 Hangar

Aug 9, 07 Thursday All Day No events CAFE Hangar

Aug 10, 07 Friday 1300 - 1700 Aircraft Weight-In CAFE Hangar

Aug 11, 07 Saturday 0600 - 0800 Aircraft Prep CAFE Hangar

0800 - 0830 Pilot Briefing CAFE Hangar
0800 - 1300 CAFE Efficiency Contest CAFE Hangar
0800 - 1600 PAV Simulators Media Center
1900 - 2230 Awards Banquet Charlie's Grill

Aug 12, 07 Sunday All Day Departures

0900 - 1300 Aircraft Exhibit SJC



FORCED LANDINGS – Guidance from a Flight Advisor

Jack Briggs, FA #1172 – [EAA Safety Wire](#), July 2007

(Thanks, Remo Galeazzi)

One day at lunch with a group of pilots, the talk got onto the subject of forced landings. Almost everyone in the group had experienced one or more and survived. The pilots ranged from students to airline veterans, military and civilian, young and old. The oldest had flown Jennies in the late twenties or early thirties! By adding the accumulated hours and counting the number of forced landings, the results were quite surprising. It is possible to fly a lot of hours without having to get it down quickly.

In case of an emergency, what is the preparation and technique to handle it successfully? Successfully may mean any landing that you can walk away from. There is an inherent desire to save the plane first; your neck second. Don't buy it! Planes are repairable and replaceable.

Air speed and angle of attack are the ingredients for a good and safe forced landing. Every plane has a best glide speed and attitude, knowing yours is imperative.

Attitude is the other factor in an emergency. Under 500 AGL leaves little room to maneuver. Many forced landings occur below that altitude. During takeoff or landing, fuel starvation and carburetor ice are frequent culprits. Do not turn back if under 500 feet, and even 500 feet might not be enough, 1000 feet is better yet. If an emergency occurs during a climb out, immediate reaction is required. Without a prop blast over the tail, the elevators lose effectiveness. Quick, precise forward stick must be the reflex. A shallow climb angle with speed is preferable over steep and slow. Not as impressive but more survivable. The sooner the pitch attitude for maximum glide is established, the better. Maintain air speed and proceed according to altitude.

Wind and terrain are the next consideration. Into the wind reduces ground speed. Downwind and faster ground speeds fool the eye and deceive the pilot and stalls can result. Low altitude reduces the time for analysis. Avoid the temptation...FLY THE AIRPLANE.

A snug seat belt and shoulder harness can reduce injury. If altitude is sufficient, plan approach as normal. Be at the key position, abeam the end of the intended landing spot at 800 feet to 1000 feet AGL. Shoot for the middle of the landing area, then "S" turn or slip to land in the first third. Maintain a normal glide speed and angle. Practice dead stick landings. Clear the engine occasionally and use carb heat.

Good technique and awareness can make an emergency a non-event.



THE FLYING MARKET

50% partnership available in partially restored aircraft '59 Champion 7GC, 135 HP Lyc., 0-SMOH, tail wheel, red with silver trim, tandem seating. All new instruments, radio, upholstery and electrical system. (Much like an early Citabria) Undergoing a full restoration- most replaceable items are new. Those not, are rebuilt. All cover and paint is new, in Stits. Have invested \$40,000 so far. About \$10,000 to go. Wings and FWF remain unfinished. Most parts to finish are on site. Could use help to complete. Call Jim DuVander (707) 433-0306 Res. or (707) 953-0129 Cell.

Schellville Antique Escadrille

The Schellville Antique Escadrille meets at noon every 2nd Saturday of each month (except June) at the Sonoma Vintage Aero (George Dray) hangar at the Sonoma Valley Airport. No-host BBQ follows. Aircraft display – noon to 4pm.

Sonoma Skypark EAA 1268

Sonoma Skypark EAA 1268 meets at 7pm on the 2nd Tuesday night of each month at Sonoma Skypark, hangar N-3. Dinner is served (\$5) and business meeting/program follows. Provides “Historical Aircraft Display” Days. Contact Darrel Jones 707-996-4494 for info.

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