



**December 3, 2008**  
**Volume 47**  
**Number 12**

*Board Meeting:*  
*December 3, 2008 6:30pm*

*General Meeting:*  
*December 3, 2008 7:30pm*

[WWW.EAA124.ORG](http://WWW.EAA124.ORG)

[WWW.CAFFFOUNDATION.ORG](http://WWW.CAFFFOUNDATION.ORG)

*EAA Chapter 124, 5550 Windsor Road, Windsor, CA 95492*

## **SPECIAL ANNOUNCEMENTS:**

**December 3, 2008 PROGRAM:** Lynn Hunt will discuss his restoration projects of F4U aircraft and tell us stories of “flying surfers” around the world. Maybe he will bring some kind of interesting aircraft for show and tell...

### **JANUARY 1, 2009 FLYOUT:**

As you all know by now, there is an old Chinese proverb that says that whatever you are doing on New Year's Day, that's what you'll be going for the rest of the year. So don't mow the lawn, wash your windows, or do anything that you don't want to do for the rest of the year! ;-) **BUT DO** install at least one piece on your project and join the Chapter on its annual January 1<sup>st</sup> fly out. Even if you don't have an airplane we will find a seat for you. If you do have an airplane, this is the perfect excuse to go flying and maybe get someone else in the air for a fun breakfast. If the weather is bad, we'll all drive to a restaurant and enjoy the camaraderie of other Chapter members. Wives are welcome.



MESSAGE FROM THE FRONT DESK...

DECEMBER, 2008

Joe Lacchia, President

**Presidential Transition:** Number 24 in a long list of President’s messages. It’s amazing how fast two years can go by! Jim DuVander’s transition team is feverously at work with mine to insure a smooth hand off of power which will occur at midnight on December 31<sup>st</sup>. Jim and I will be at the club house New Year’s Eve at which time I will hand him the gavel. The torch of leadership is being handed off to the same old generation. (A bit of humor, folks.)

**Open house:** On Saturday, November 15<sup>th</sup> we had a joint CAFÉ / Chapter 124 Open House at our site. CAFÉ volunteered to open their facility for aircraft weighing and I believe that at least 4 aircraft owners took advantage of the opportunity. We had a hot dog cook out for lunch with 20 “dogs” consumed. It was an enjoyable Saturday.

**New Years Day:** A long standing tradition at 124 is the New Year’s Day Flight. Weather permitting, this year will be no exception. We will gather at our facility around 9:00 to 10:00 a.m. for a jump into the air and a Happy New Year Celebration. I hope to see you there. We will be talking more about the details at our December meeting.

**The Holidays:** It seems a bit early but this is the last writing you’ll get from me between now and the holiday season. So I wish all of you and your families the Joyous of Holidays, a Merry Christmas and a Happy New Year.

Events coming up

|                           |                      |
|---------------------------|----------------------|
| December 25 <sup>th</sup> | Christmas Day        |
| January 1, 2009           | New Years Day Flight |

Happy Flying,  
Joe Lacchia

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There are numerous flight safety / proficiency course available on-line through the AOPA's web site at: [http://www.aopa.org/asf/online\\_courses/](http://www.aopa.org/asf/online_courses/). The *Essential Aerodynamics* course (especially Segment 7) is particularly good, as is the course concerning *VFR Flight into IFR Conditions*.  
**(Thanks, David Heal)**



THE FLYING MARKET

***Vintage and Classic aircraftfans...***  
Now posted at the newly revised "Unofficial Schellville Antique Aerodrome Homepage"...  
<http://www.napanet.net/~arbeau/usaah/>

**Sonoma Skypark  
EAA 1268**  
Sonoma Skypark EAA 1268 meets at 7pm on the 2<sup>nd</sup> Tuesday night of each month at the Chapter 1268 clubhouse in Hangar B-5. 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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**(Information from AOPA ePilot)**

**ACTIVE PILOTS ARE INVITED TO PARTICIPATE IN TRAFFIC SYMBOL STUDY:** Pilots are being asked to participate in a study designed to make the symbols used to display ADS-B traffic information easier to understand. Participants will be asked to try to interpret and learn the meanings of several symbols proposed for displaying traffic information in the cockpit. Study findings will be used by the FAA and avionics manufacturers to improve safety. The study is being conducted by the U.S. Department of Transportation Volpe Center and the MITRE Center for Advanced Aviation System Development. For more information, or to participate, visit the study Web site (<http://www.aopa.org/epilot/redirect.cfm?adid=17633>).



## **WeatherWatch: Ice Advice -- Escape and Evasion Tactics**

(Excerpts from AOPA Online Article by THOMAS A. HORNE)

You've iced up, and now you have to deal with it. Here are some guidelines to help ensure the flight's safe outcome.

### **Escape!**

Whether you're flying a Skyhawk or a big twin that's certified for flight in known icing conditions, the number-one rule is the same: Escape icing conditions at the first sign of ice accretions.

You have several options, all of them hinging on the information you've learned before and during the flight. You can climb to on-top conditions or to an ice-free area between cloud layers. Hopefully, you'll have some idea of the vertical limits of any cloud layers or tops along your route. This is where pireps can come in very handy indeed.

A descent might be in order, assuming that you'd be descending into above-freezing temperatures, and that terrain or minimum en route altitudes (MEAs) aren't factors. Diverting to an alternate airport with better weather, or performing a 180-degree turn, also can be wise options.

### **Altitude changes:**

When climbing or descending through icing layers, fly at higher-than-normal airspeeds. Your pilot's operating handbook (POH) may say that the most efficient climbs are made at VY (best-rate-of-climb speed), but in icing conditions a VY angle of attack could expose the underside of the wings well aft of their leading edges. Climbing like this can spoil lift quickly and easily lead to a stall at airspeeds well above those published. Some POHs publish minimum airspeeds for flight in icing conditions. Check your POH to see if these apply. If they do, avoid flying any slower.

### **Approaches:**

When your airplane ices up, its handling and stall characteristics change for the worse. Knowing how to cope becomes critical when landing, whether it's out of a visual or instrument approach. Here are the key points: First of all, turn off the autopilot. Autopilots can mask abnormal control feel and prevent you from detecting the onset of a stall or handling problem.

Make sure all your ice-protection equipment is on. If you have deice boots, inflate them at the final approach fix (instrument approach) or key position (VFR approach), and then again on final — if ice is still building.

Avoid abrupt control movements. Make small pitch corrections and keep your bank angles very shallow. This gives you a greater margin against the stall. Remember, iced-up airplanes stall at higher-than-published stall speeds.

Fly the approach at a higher-than-normal airspeed.

Don't extend flaps. Extending flaps can allow ice to form aft of the leading edges, and blanket the airflow over the horizontal stabilizer or stabilator.

Be prepared for a stall or abrupt loss of lift. A conventional wing stall calls for adding power and lowering the nose. A tailplane stall, or stall of the elevator or stabilator, calls for a completely different recovery procedure. Most often preceded by a lightening of pitch feel, pitch oscillations, or an uncommanded lowering of the nose, tailplane stalls require that you pull aft on the control yoke and reduce power. That's because horizontal stabilizers and stabilators generate negative lift, which acts in a direction opposite to the wings' lift. High power settings, high airspeeds, and extended flaps all increase a tailplane's angle of attack. Raising the nose lowers the tailplane angle of attack, and breaks the stall.

Use power, as necessary, right into the flare. This will prevent a hard landing and preserve what control effectiveness you may have.



**October 1, 2008 Board Meeting:**

President Joe Lacchia called the Board Meeting to order at 6:30 P.M.

|                              |   |                       |   |
|------------------------------|---|-----------------------|---|
| Joe Lacchia, Pres            | P | Charles Nelson, Board | P |
| Joe Wiegand, VP              | P | Dennis McGuire, Board | P |
| Steve Fredericks, Sec        | P | Brian Cluer, Board    | A |
| John Whitehouse, Treas.      | P | Ray Shipway, Board    | P |
| Larry Rengstorf, Facilities  | P | Mike Tovani, Board    | A |
| Donna Turrentine, Newsletter | P | Steve Barnes, Board   | P |

**Minutes:** Minutes from prior meeting are approved.

**Treasurer’s Report:** John Whitehouse delivered a report on the usual numbers for the month. The Washington Mutual broker called to assure the Chapter that our account with them is O.K. in light of their recent troubles. Peter Lert is falling far behind in his rent. John cannot contact him.

**Young Eagles:** Ray Shipway, Chairman of the Young Eagle’s Committee, was approached about holding a Young Eagle’s event at the Cloverdale Airport. The idea is to help promote the airport to the public in Cloverdale and generate some positive public relations. Ray is considering doing this as a spring event.

**CAFÉ committee:** The committee will meet with the CAFÉ Board of Directors at the next meeting CAFÉ meeting.

**New Business:** Brien Seeley, of the CAFÉ Foundation, has approached Pacific Gas and Electric (PG&E) about the possibility of PG&E being a major sponsor of the upcoming Green Aircraft Challenge. One of the emerging technologies seems to be for electric power plants. Brien sees a tie in to PG&E’s electric business. Brien is hoping that their sponsorship role would include upgrading the power line that supplies the CAFÉ hangar. (The same line that feeds the CAFÉ hangar also supplies the power to the Chapter’s facilities.)

Elections will be held at next month’s meeting. The following have accepted nominations to be on the ballot:

- Jim DuVander, President
  - John Whitehouse, Treasurer
  - Charles Nelson, Board Member
  - Dennis McGuire, Board Member
  - Ray Shipway, Board Member
- Write-in candidates are also welcome.

Respectfully Submitted,  
Steve Fredericks, Secretary



**November 5, 2008 Board Meeting:**

President Joe Lacchia called the Board Meeting to order at 6:30 P.M.

|                              |   |                       |   |
|------------------------------|---|-----------------------|---|
| Joe Lacchia, Pres            | P | Charles Nelson, Board | A |
| Joe Wiegand, VP              | P | Dennis McGuire, Board | P |
| Steve Fredericks, Sec        | P | Brian Cluer, Board    | P |
| John Whitehouse, Treas.      | P | Ray Shipway, Board    | P |
| Larry Rengstorf, Facilities  | P | Mike Tovani, Board    | A |
| Donna Turrentine, Newsletter | A | Steve Barnes, Board   | P |

**Minutes:** Minutes from prior meeting are will appear in next month’s newsletter and will be ratified at the next meeting.

**Treasurer’s Report:** John Whitehouse delivered a report on the usual numbers for the month. The rents for aircraft parking are getting caught up.

**Facilities Committee:** Larry Rengstorf reports that the road has been regraded with some help provided by our new neighbors PropJet Aviation.

The gate combination will have to change every month per Transportation Security Administration rules. Distribution of the new number cannot be done by email or over the phone or be posted in the newsletter, per these rules. Non compliance with the rules carries hefty fines. The Board and the committee are working on ways to address this situation.

**CAFÉ committee:** The committee will meet with the CAFÉ Board of Directors. Both sides agreed that we are committed to each other’s progress. Larry Rengstorf entered the following motion: All members of the CAFÉ Board shall be members of EAA Chapter 124 and all aircraft stored at the CAFÉ facility shall be subject to normal EAA Chapter 124 aircraft storage rules. The motion passed on a unanimous vote.

CAFÉ will be hosting an open house / mixer with Chapter 124 on November 15. Weight and balance services using CAFÉ’s state of the art scales will be available for a donation to the CAFÉ foundation. An A&P will be available to weigh certificated aircraft also.

**New Business:** The following report was delivered to President Joe Lacchia by Bob Gutteridge. Joe read the report in it’s entirety to the Board.

At the behest of EAA-124 President Joe Lacchia, a committee was formed to examine the historical practice of awarding a set of builder’s chocks to members who have completed an aircraft utilizing one of the techniques now available which significantly reduces the building effort. It has been suggested that doing so will reduce the prestige of the award and taint the chocks previously awarded.

Using the current EAA-124 membership roster, committee members were chosen from those who are or who have built an aircraft. They were: Bob Gutteridge (chair), Jim DuVander, Bill Massey, Eric Peterson, Kevin Quirk, and Dale Wittman. A complete record of the input received was maintained.

Question asked:

The essence of the question asked of the committee members was as follows: “In light of the new fast build kits,



**November 5, 2008 Board Meeting (continued)**

factory sponsored builder assistance programs and hired guns, should EAA Chapter 124 award chocks to builders who complete their project using one or more of these effort reduction methods?"

**Committee’s Recommendation:**

Each EAA-124 member who builds an aircraft, and is listed on the aircraft’s data plate as the manufacturer by the FAA, is entitled to be recognized by EAA Chapter 124 via the awarding of a set of Builder’s Chocks. To acknowledge the degree of effort and innovation by the builder, it is further recommended that the chock’s engraving should include details describing the type of kit and degree of innovation put forth by the builder. A motion was entered to adopt the Committee’s recommendations as Chapter 124 policy. The motion passed without opposition. The Board would like to thank Bob Gutteridge and his committee for their prompt attention to this matter.

Elections will be held at tonight’s meeting.

Respectfully Submitted,  
Steve Fredericks, Secretary

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**“Roadable” airplane may fly next month**

By Thomas B. Haines (AOPA Online)

Terrafugia CEO/CTO Carl Dietrich reported at AOPA Expo that the first Transition “roadable” airplane might fly in early December. If it doesn’t fly by mid-December, the first flight will likely be postponed until early 2009.

The vehicle (Is it a car or an airplane?) has been driving around on its own power for several weeks and more recently is undergoing taxi tests and tests to validate the flight control effectiveness. Static load testing is complete.

Dietrich said that while the \$194,000 vehicle will be able to drive at highway speed, it is not meant to replace a car in the family fleet. Instead it’s a means of getting around on the ground when you land away from your home airport, and a convenient means of moving to and from your home airport for flights—allowing the vehicle to be garaged at home.

Powered by a Rotax engine, the aircraft is being designed to meet special light sport aircraft standards. It will cruise in the air at about 100 knots with a range of about 400 nm.





**October 1, 2008 General Meeting:**

President Joe Lacchia called the Meeting to order at 7:35 P.M. 40 members were present.

**Minutes:** Minutes from the prior meeting were approved.

**Treasurer's Report:** John Whitehouse delivered the usual reports for the month. Dues will start to be collected at the next meeting. The dues were increased to \$30.00 for next year. The report was approved.

**Announcements:** The 2008 AOPA Expo will be in San Jose, dates are November 6-8.

Quality Sport Planes will be hosting an Open House on October 11 at the Cloverdale Airport. They have had impressive turn outs at the previous events. A barbeque lunch is in the offerings.

February will be the next oil buy.

**Young Eagles:** Eric Peterson is hoping to get a Young Eagles event held at the Cloverdale Airport. The hope is that the local community will be able to see the good side of the operations at the airport. The event is a possibility for the spring.

CAFÉ: Larry Ford reports that the Aviation Green Prize will be the next competition sponsored by the CAFÉ foundation. Look for it to be held in 2010.

**Elections:** Elections will be held at next month's meeting. The following have accepted nominations to be on the ballot:

Jim DuVander, President

John Whitehouse, Treasurer

Charles Nelson, Board Member

Dennis McGuire, Board Member

Ray Shipway, Board Member

Write in candidates are also welcome.

Thanks to Kevin Quirk and J.R. for cooking and to Donna Turrentine for doing the shopping for tonight's barbeque.

Tech Counselors: Kevin Quirk reports that there is a complete and flying RV-8A for sale down at Gness Field. Contact Kevin for more specifics.

Builder's Reports: Kevin Quirk has started working on an RV-12. He has one wing done and has ordered the fuselage kit. He is looking for partners.

David Lynch has stopped working on the canopy of his RV-8A until the air temperature comes back up. Still happily reports no cracks.

Program: Tonight's program was CJ Stevens and Will Whiteside on Reno Air Racing.

Respectfully Submitted,  
Steve Fredericks, Secretary





## November 5, 2008 General Meeting:

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**Treasurer's Report:** John Whitehouse delivered the usual reports for the month. He has started collecting dues for next year. The dues were increased to \$30.00 for next year. The report was approved.

**Announcements:** The 2008 AOPA Expo will be in San Jose, dates are November 6-8.

February will be the next oil buy.

**CAFÉ:** CAFÉ will be hosting an open house / mixer with Chapter 124 on November 15. Weight and balance services using CAFÉ's state of the art scales will be available for a donation to the CAFÉ foundation. An A&P will be available to do certificated aircraft also. Hopefully Roland Boucher, of AstroFlight Inc., will come and give a talk about electric powered aircraft.

**Facilities:** Larry Rengstorf reports that the gate combination will have to change every month per Transportation Security Administration rules. Distribution of the new number cannot be done by email or over the phone or be posted in the newsletter, per these rules. Non compliance with the rules carries hefty fines.

Rainy season is upon us. Please be careful where you park your cars, and if you have an aircraft tied down at the site, please check your tie downs.

Thanks to Paul Reinders for cooking, and to Joe Lacchia for doing the shopping, for tonight's barbeque.

**Tech Counselors:** Kevin Quirk reports that Chapter member Steve Memmer has been accredited to do transition training in Van's RV tri gear aircraft.

**Builders Reports:** Mark Tambe has picked up a tail kit for a RV-7A.

John Whitehouse has been flying his RV-4 for a year.

David Lynch is at the stage on his RV-8A that he is having trouble keeping enough parts on hand.

Doug Dugger flew his Zenair CH-701 down to the Copperstate Fly-in in Arizona. 11.5 hours at 110 mph. Doug says he saw lots of Chapter 124 members and friends, including J.R. The show is getting better every year.

Mike Shook and some partners have bought a RV-9A.

**Elections:** Elections were held at tonight's meeting. The following were nominated and were the only candidates, and as such, the results are:

Jim DuVander, President  
John Whitehouse, Treasurer  
Charles Nelson, Board Member  
Dennis McGuire, Board Member  
Ray Shipway, Board Member

A new meeting format has been introduced in the interest in getting the meetings over earlier. There is now no break before the program.

**Program:** The program was Brien Seeley on "CAFE and the Aviation Green Prize".

Respectfully Submitted,

