



July 11, 2007
Volume 46
Number 07

Board Meeting:
July 11, 2007 6:30pm

General Meeting:
July 11, 2007 7:30pm

WWW.EAA124.ORG

WWW.CAFEFUNDATION.ORG

SPECIAL ANNOUNCEMENTS:

PLEASE NOTE THAT THE MEETING DATE
HAS BEEN CHANGED TO JULY 11, 2007.

(Same time, same place)

July 11, 2007 PROGRAM: Steve Benedict (Pilot Examiner) will be the speaker. He is going to give a biography of his flying career and work with the CHP, and share experiences he has had as a pilot examiner, also time permitting questions and answers.

OSHKOSH, 2007 - July 23rd thru 30th

CAFÉ PAV CHALLENGE – August 8th thru 14th

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



MESSAGE FROM THE FRONT DESK...

JULY, 2007

Joe Lacchia, President

Remember! Our meeting is scheduled for July 11th this month (not July 4th).

The STS Open House and Young Eagles Day was a total success with 68 Young Eagle flights. For several days before and for several days after the event we all awoke to bright sunshine, but on June 16th, the day of the event, we all awoke to total overcast. The promise from Tim Pforsich in the tower for a burn off around 10:30 to 11:00 am proved to be precise and at 10:30 the flights began. All pilots worked past the 1:00 pm shutdown time and we finally had to say no more around 2:30 pm.

I am happy to announce that Ray and Sher Shipway have volunteered to assume responsibilities for the Young Eagles Program from Dave Lynch. Dave has done a great job the past several years but commitments are calling him elsewhere. I'm sure he will be around for guidance. This is a club activity and as such Ray and Sher can expect full support from our membership.

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 entering the prime flying time of the year for Fly-ins so take advantage of them.

Things coming up:

- | | |
|---|--|
| July 11 th -15 th | Arlington WA – Northwest EAA regional Fly-in |
| July 15 th | Oshkosh departure from Sonoma Sky park |
| July 23 rd -30 th | Oshkosh Air Venture 2007, Oshkosh WI |
| Aug. 8 th - 14 th | CAFÉ's PAV |

Happy Flying,
Joe Lacchia

"Though I Fly Through the Valley of Death, I Shall Fear No Evil, For I am at 80,000 Feet and Climbing." - At the entrance to the old SR-71 operating base Kadena, Japan

"Never trade luck for skill."



Young Eagles a Success

(David Lynch)

EAA Chapter 124 held their twice a year Young Eagles program at the STS Sonoma County Airport Open House on June 16, 2007 and it was a great success. We signed up 68 kids and they had a great time. There were lots of smiles all around. And the parents were very pleased. We got a lot of “thank yous” from the kids, and the parents.

We started registering about 8:30 in the morning, but could not fly any kids until the cloud cover cleared at 10:30 am. Ellen and Tim did a great job of dealing with the mothers who wanted their kids to fly, but had to be kept being put off until the weather cleared. Even though we started late we finished up the kids on-time at 2:30 pm. My thanks go to everyone who helped out to make this a success. Without you it would have been much harder to pull off.

We should thank Steve and the Sonoma Jet Center for their donation of a fuel discount that helped make the cost of the flying just a little bit easier. We should also thank the Country Sliced Ham at Guerneville and Range, near Coddington for their excellent lunch. They have been donating free lunches to us for the last couple of years. And I don't think we can thank them enough.

I also want to thank Sher and Ray Shipway for taking over the Young Eagles program. Let's all give them our support for the next event in October 2007. It is a great relief on my mind that I will be putting the Young Eagles in such capable hands.

David Lynch

CAFÉ FOUNDATION PAV CHALLENGE

The CAFE Foundation is continuing to make progress towards the first PAV Challenge in early August 2007. We are very excited about this event as it draws closer, and there has been a lot of excitement as well out in the aviation industry. We currently have seven entrants, but this is expected to change as we draw closer to the entrant deadline of June 1, 2007. We have a number of media reporters scheduled to come to this event. It will be video taped for later broadcast. We will keep you informed of the progress.

The CAFE Foundation has completed the plans for each test:

- Best Takeoff Distance
- Lowest PAV Generated Noise for both Community Noise and Cabin Noise
- Best Handling and Ease of Use
- Fastest Speed
- Most Fuel Efficient

We are now executing each test to ensure that it will work as it was designed, and that the test will fairly and accurately measure the performance of each aircraft. Since there is a total \$250,000 prize we want to ensure the accuracy of the testing. If you would like to help us, please contact anyone from the CAFE foundation, talk to us at the July EAA 124 meeting, or email David Lynch at lynchdavidb@yahoo.com.



IF YOU HAVEN'T SPUN IN FROM 400 FEET,
YOU AIN'T DONE NOTHIN'!!!

(Thanks, Remo Galeazzi)

This is a tale about an incident that happened 60 years ago. I realize that 60 years is a long time, and that one could logically conclude that something that occurred so far in the past, could become blurred in one's memory bank, and yet, though it all happened in a matter of seconds, every moment of it is firmly etched deeply in my mind's eye.

First, let me tell you about the place. I'm sure most of you are familiar with Bodega Bay, and know that when you get to the Bay you can turn left into Doran Park, or continue on to the right and follow the road north to Lucas Wharf, past the Tides Restaurant, etc., and on up to Jenner and beyond. Well, just as you turn right, instead of going to Doran Park, you'll notice that on your left there is a mound of earth jetting up about 50 feet and a landfill surrounding it. In 1948 this mound was a small hill, probably 75 feet high and maybe 100 to 124 feet in diameter. The land fill that you see now was all taken from that hill, and all that is left now is that small sliver of earth. In 1948 the county had bulldozed a small airstrip that ran approximately north and south parallel to the road and west of the hill, using some of the earth from the hillock to build it. It was no more than 1000 feet long and maybe 35 feet wide. But plenty adequate as the wind was usually from the north and only a little of the field was used for landing and taking off.

Our chapter of the Civil Air Patrol was having a mock mission during this weekend in question, so we all gathered at the Sonoma Country Airport in the Athey Flying Service hangar (the main hangar which is still there) for our briefing. The search area was divided into grids that were perhaps 7 to 10 miles square, and each aircraft was to cover the grid assigned to it. The grid that my pilot and I drew was the section that encompassed the area around Bodega Bay and vicinity. My pilot and I were both taking the commercial course under the G.I. Bill, but since he had about 160 hours at the time, and I had about 120, he was my senior and got to fly, while I got to hold the chart and try to look important. As a matter of fact, the aircraft was an Aeronca 11AC, the very airplane I had soloed a year before.

A good wind was up that day, and we were told that along the coast we could expect 40 mph gusts. We took off and mooched around, covering our grid systematically, and gradually approached the coast, checking all of the possible areas where an Aeronca 7AC could land. The Champion, painted in the standard factory colors of yellow and red, was the subject of our search, piloted, incidentally, by George Pour, later well known for his position in the FAA and his helpful liaison with the E.A.A.

We were just about over Bodega Bay, and as I looked down toward the aforementioned strip, I spotted the Champ. George had pulled the plane under a tree that had grown alongside the little hill, so that it was partially hidden...but this ole eagle eye spotted it! I pulled out a handkerchief on which I had tied a length of string to each corner fashioning a crude parachute. To this contraption I tied a candy bar with the intention of dropping it down to George so that he wouldn't starve during his rescue. The pilot started to lose altitude, spiraling over the strip until he was about down to 400 feet, then at that altitude flew north directly over the field. At this point the Chief was flying at a high angle of attack, nose high at 1200 RPM, just maintaining level flight against the wind, giving us almost zero ground speed. I opened the door, threw out the parachute,



IF YOU HAVEN'T SPUN IN FROM 400 FEET,
YOU AIN'T DONE NOTHIN'!!! (continued)

and suddenly heard the horrible sound of*silence!* The prop was sticking straight up, the plane was stalled, and when I glanced over at the pilot he was just sitting there looking straight ahead, as though transfixed! I shoved the wheel forward in a futile attempt to make it fly, but the right wing had already dropped through, and the rotation had started with the nose pointed straight down. (This all happened in nano-seconds, but trust me, it all took place exactly as I'm relating it.) The plane had turned 180 degrees by now, the airspeed was zilch, but we were covering some ground downwind (remember that 40 mph wind), and as I looked down through the windshield I could easily discern the individual clumps of marsh grass. I'm looking at the ground coming up at me and I just simply yanked the wheel back (a desperate reflex action), and miracle of miracles, the nose mushed upwards! (I've thought about this in the years that followed, and the only thing that I can figure is that the airplane performed its own phugoid oscillation, regardless of what I was doing.) Now the airplane was level, still stalled, and but a few feet off the ground, with a ground speed of maybe 40 mph. When I looked ahead I saw that damned hill filling up the windshield, coming right at me. I figured this was it, and I remember throwing my arms up in front of my face and waiting for the impact. But it never came!!! I opened my eyes and saw that we had cleared the hill and were descending on the lee side. Here again, in retrospect, what I think happened was that the stalled craft was just simply carried along within the mass of moving air, up over the hill, and down the other side. I sure didn't have anything to do with it, and can't take credit for anything. This time it was obvious that even though I had gotten away from contacting terra ferma before the hill, the inevitable was about to happen. Now, here again, what I did next defies logic, as there was no way that I had time to think the action out, but for some reason, I kicked right rudder. The rudder, as we know, is the last control to give up the ghost, and sure enough, the airplane skidded around till it was pointing north again. Now the airplane's ground speed was nil, but because of the skid it was traveling sideways at the pretty good clip. We hit flat, and I can still hear the clump the landing gear made as both sides were torn from the fuselage. The plane bounced hard to the left, then right, breaking the spars where the lift struts joined the wings. Both tips pointed up. The fuselage was bent sideways about two feet forward of the empennage, and the rudder was bent. The prop had rotated to a horizontal position, and was completely intact. Since I had never gotten the door shut, gobs of mud had found their way into the cockpit.

We took stock of ourselves, and except for a few bruises, we were both in pretty good shape. It was then that my pilot came to life, and I saw him reach over and pull the carburetor heat knob out. I never did tell on him, and wouldn't have mentioned it now, except for the fact that he later became a helicopter pilot in the Army, and was killed in an accident.

This could have been a total disaster, and but for a few freakish occurrences, none due to a good piloting, we were both able to walk away from it.

Every time I drive by that jutting bit of earth, which is often, I re-live those few terrible moments, and *wonder how different things could have been.*--RG



Aviation History - Charlie Brown's Story

Taken from the BBC Web Site.

(Thanks, Bob Gutteridge)

Charlie Brown was a B-17 Flying Fortress pilot with the 379th Bomber Group at Kimbolton, England. His B-17 was called 'Ye Old Pub' and was in a terrible state, having been hit by flak and fighters. The compass was damaged and they were flying deeper over enemy territory instead of heading home to Kimbolton.

After flying over an enemy airfield, a pilot named Franz Steigler was ordered to take off and shoot down the B-17. When he got near the B-17, he could not believe his eyes. In his words, he 'had never seen a plane in such a bad state'. The tail and rear section was severely damaged, and the tail gunner wounded. The top gunner was all over the top of the fuselage. The nose was smashed and there were holes everywhere.

Despite having ammunition, Franz flew to the side of the B-17 and looked at Charlie Brown, the pilot. Brown was scared and struggling to control his damaged and blood-stained plane.

Aware that they had no idea where they were going, Franz waved at Charlie to turn 180 degrees. Franz escorted and guided the stricken plane to and slightly over the North Sea towards England. He then saluted Charlie Brown and turned away, back to Europe.

When Franz landed he told the C/O that the plane had been shot down over the sea, and never told the truth to anybody. Charlie Brown and the remains of his crew told all at their briefing, but were ordered never to talk about it.

More than 40 years later, Charlie Brown wanted to find the Luftwaffe pilot who saved the crew. After years of research, Franz was found. He had never talked about the incident, not even at post-war reunions.

They met in the USA at a 379th Bomber Group reunion, together with 25 people who are alive now - all because Franz never fired his guns that day.





THE FLYING MARKET

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.

EAA CHAPTER 124 2007 OFFICERS AND BOARD MEMBERS:

President:

Joe Lacchia (07/08) (707) 824-2891

Vice President:

Mike Tovani (06/07) (707) 838-1891

Secretary:

Steve Fredericks (07/08) (707) 829-1214

Treasurer:

John Whitehouse (07/08) (707) 539-5549

Facilities Chairman:

Larry Rengstorf (07) (707) 575-0331

Facilities Committee:

Art Beer, Dwayne Green, Dale Wittman, and Jim Long

Technical Counselors:

Jim Smith (707) 763-0833

Remo Galeazzi (707) 762-8261

Bob Gutteridge (707) 539-5188

Jerry Rice (707) 431-0206

Kevin Quirk (707) 539-8589

Board:

Ray Shipway (07/08) (707) 999-0949

Charles Nelson (07/08) (707) 573-6882

Dennis McGuire (07/08) (707) 824-9948

Brian Cluer (06/07) (707) 824-0701

Ken Vaughn (07) (707) 431-0844

Joe Wiegand (07) (415) 665-8871

Newsletter Editor:

Donna Turrentine (07) (707) 823-6132

Webmaster:

John Palmerlee jbpalm@sonic.net

Librarian:

Walt Ferris (415) 482-8331

Young Eagles:

David Lynch (707) 538-2531

Flight Advisor:

CJ Stephens (707) 523-4352



June 6, 2007 Board Meeting:

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

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

Minutes: Minutes from prior meeting were moved, seconded and approved.

Treasurer’s Report: John Whitehouse reported on activity for the month, submitted statements on finances and parking fee collections. Report was moved, seconded and approved.

Lease: Bob Gutteridge reported that they are starting to get into details in the negotiations with the airport staff. The committee is working hard to control our costs.

New business: Fly out for next month will be to the Golden West EAA Regional Fly In. June 29 to July 1 are the dates. Be careful for the hours that the field will be closed for Airshow activities.

Facilities: Larry Rengstorf reports that work is progressing on the mobile home removal. The Hamilton hangar will be gone by July 1. The site was mowed.

Lease: Larry Rengstorf, Joe Lacchia, Mike Tovani and John Whitehouse got an update from C.J. Stephens on the negotiations with the County. Dollar amounts are finally on the table and looking promising. The Board is very appreciative of C.J.’s efforts to date.

Old business: Larry Rengstorf reports that Crandon Elmer’s airplane has been removed from the site.

The Young Eagle’s coordinator position will soon be vacated. The Board is concerned that this most important position be filled soon. David Lynch has said that the June 16 event at the Airport Open House will be the last one he will be able to coordinate.

The Airport Open House will be held, Saturday, June 16 from 8:00 A.M. to 4:00 P.M. The Chapter will be hosting a young eagle event and an informational booth.

Steve Fredericks is working on a letter to Bill Kainu about his Cessna 150 that is in the “bone yard”.

July 4th would be the regular date for the next Board and General meeting. As this is a holiday low turn out would be expected. Both meetings are rescheduled for Wednesday, July 11.

The Board in recognition of the hard work that Larry Rengstorf has been doing to benefit the Chapter has approved the following resolution: The Chapter will allow Larry Rengstorf to store his Swift Aircraft which is not currently airworthy in the shade hangar. Larry will pay full rent for this storage. This agreement is subject to periodic review. Approved by a unanimous vote.

Respectfully submitted,
Steve Fredericks, Secretary



June 6, 2007 General Meeting:

President Joe Lacchia called the General Meeting to order at 7:30 P.M. 45 members were present.

Minutes: Minutes from previous General Membership meeting were approved.

Treasurer's Report: John Whitehouse reported on activity for the month, submitted statements on finances and parking fee collections. The report was moved, seconded and approved.

General: Next Month's meetings are rescheduled to Wednesday, July 11. The regular date would be the fourth.

June 16 is the Sonoma County Airport Open House. The event runs from 8:00 A.M. to 4:00 P.M. The Chapter will have a booth to educate the public as to who we are and will be hosting a Young Eagles event. Please contact Steve Fredericks if you can work the booth or David Lynch if you can help out at Young Eagles.

Fly out for next month will be to the Golden West EAA Regional Fly In. June 29 to July 1 are the dates. We are hoping to depart at around noon on Friday. Contact Joe Lacchia if interested.

Dwayne Green reports that he found good airfare for Oshkosh. American is offering nice rates to Milwaukee.

Please talk to David Lynch or Joe Lacchia if you are interested in taking over from David as the Young Eagles coordinator. The next Young Eagle's event is the last one that David will be able to handle.

Bill Massey wants everyone to know that he does oil buys in February, June and September.

Michael Heinz and Quality Sport Planes will be hosting a 3 day Jabiru engine installation seminar June 8-10.

Larry Rengstorf says that Rookie School for the Reno Air Races will be June 12-17.

Jim Duvander has volunteered to update the data in the Chapter Roster. Please review your information and email any updates to jim@duvander.com.

Brian Cluer is looking to produce a Chapter calendar for next year. He is looking for photos that show what members of the club are up to. Please send your photos to brian1821x@yahoo.com.

Get well wishes to Henry Beadle.

CAFE: Brien Seeley reports that a major sponsor is emerging. He would like to thank Larry Rengstorf for his recent help with CAFE's communication needs. Larry has donated high speed internet access and a VHF base radio. The CAFE website has details on a recent electric aircraft symposium.

The upcoming PAV Challenge will be held from August 8-12 at this facility. If you want to see it 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, contact David Lynch.

Lease Committee: The committee has had another meeting with the County, numbers are on the table. The numbers look promising.

Webmaster: John Palmerlee request that we all take a look at the website and send him any comments.

Builder's Reports: Bob Gutteridge reports that he is using a hub system for the avionics installation in his Jabiru.

Kevin Quirk says that Ralph Curran's RV-7A has flown.

David Lynch reports that the landing gear installation on his RV-8A is finally done.

John Whitehouse says that after 18 years of construction his RV-4 might be on the airport by the time we next meet.

Dennis McGuire is working on improving the luggage capacity of his RV-9A.

Steve Smith's Zodiac XL has been completed.

Bill Massey has painted his Zodiac and it now has 140 hours on it.

Thanks to Dale Wittman for cooking again. Dale would like to thank Kevin Quirk for his help with the cooking, Joe Lacchia for doing the shopping and especially Kevin Quirk and Rita Casebier for the clean up effort.

The program was a DVD, Idaho Exposed.

Respectfully submitted, Steve Fredericks, Secretary