



Page 1

MARCH 3, 2004

Volume 43  
Number 3

## SPECIAL ANNOUNCEMENTS:

**MARCH 3, 2004 PROGRAM:** Paul Reinders will act as moderator for the program which will feature a number of members answering questions about flight safety, test flying, building, and certifying homebuilt aircraft. Anyone with questions is encouraged to attend, ask questions, and get credit for an FAA WINGS Program attendance which can be very helpful to pilots. Members have enjoyed similar programs in the past and the question and answer period will constitute most of the program...no boring lectures, we guarantee. (Thanks, John Whitehouse)

## RENO AIR RACES

We are going to the RENO AIR RACES! The Bus will meet us here at the Chapter 24 site and you can leave your car inside the gate for security. The bus will leave our site at 5:30 PM. We will make a short dinner stop in Auburn, and then on to Reno. While we are on the bus, there are always refreshments at the back of the bus.

The price is \$145 per person. That includes 2 nights at the hotel in Reno, transportation to and from everything we do, refreshments at the back of the bus. AND...this year on Saturday we will be going to Lake Tahoe for a cruise of the lake on a Paddle Wheeled boat. (John Whitehouse says this MAY be the best part of the trip!) But, remember why we are here!

Sunday the bus will take us to the old Stead AFB for the RENO NATIONAL AIR RACES! The bus will leave us off in the morning, and then pick us up right after the Gold Race. We will then return to Santa Rosa with a short dinner stop en route. We should be back in Santa Rosa approximately 9:30 to 10:00 PM Sunday evening.

A couple FAQs: Yes, children can go. Yes, you can take a friend. Yes, each seat is \$145. And yes, you will take a boat ride, and attend the 2004 Reno Air Races, but you will be responsible for the purchase of whatever type of ticket you want at the Air Races.

Bill Massey will start taking a \$25 deposit for each ticket that you want, beginning at the March meeting. You will need to have the balance in by the September meeting. *Let's go to Reno!*



## MESSAGE FROM THE VICE-PRESIDENT (Bob Gutteridge)

A Cloverdale **airport neighbor**, living on the ridge east of the airport, has posted a note on the bulletin board requesting that aircraft stay out over the river when flying in and out of Cloverdale. He has recently become sensitized to aircraft over flying his house and is beginning to make his presence felt. I know it is a bit tough to stay in tight when departing down wind to the east of the airport, but we should try to hold it in as close as safe flight will allow. Regarding STS, I have no new news regarding complaints at this time.

In the recent edition of "10 For 2003" several of our members were mentioned as having flown 10 or more **Young Eagles** last year. Congratulations to: Jim Elliot, Dwayne Green, George Johnston, Marshall Palmer, Tim Peterson, Kevin Quirk, and Jon Thomson. Hope I didn't miss anyone.

Dwayne Green has published the first cut of our 2004 **club calendar**. Please contact Dwayne with input on any and all upcoming events of interest to the Club. If we know what and when, we can assist with scheduling and maybe man power, or other resources to make the event a success.

Our **club coats** are beginning to show up all over the place. You can orders by contacting Monograms Plus (575-4050). Along the same vain, Donna Turrentine will be ordering **name badges**; if you need a new badge, contact her.

Don't forget to **pay your dues** for 2004 by the close of business at the March meeting. Anyone not paid by that time will not be included in the Roster, and will not receive a year's membership credit for aircraft parking bump system points.

See you on March 3.

### LIKE SOME HELP WITH YOUR PROJECT???

Laurent Palmatier is interested in apprenticing for anyone building an untralight or other type of airplane, or helicopter. He lives in Cotati with a phone number 795-2272.

# THE FLYING WIRE

## PLACES TO GO IN MARCH:

(See complete 5 month listing of aviation activities later in newsletter)

Thanks, Tim (Flying Tiger) LoDolce, EAA Chapter 1073-Truckee

**Mar 5th** Shafter Warbird Airshow -Minter Field, Shafter, CA. They just started it up again last year after being shut down for 5 years due to lack of funds. They need all of the publicity they can get. So come and help support the group!

**Mar 5<sup>th</sup>** **46th Cactus Fly-in** - Casa Grande, AZ - through 6th Arizona Antique Aircraft Association  
(480) 987 5516 <http://cactusflyin.org>

**Mar 6th** Corning (004) EAA 1148 will host Scott Risen from Van's Aircraft who will do a presentation on building the RV series aircraft. He will be flying down from the HQ in Oregon and might even bring the new RV 10! Meetings are held in one of the north end hangars on the first Saturday of each month at 12:00 Noon. Just look for a bunch of people and a barbeque!

**Mar 13th** El Centro Airshow NAF El Centro, CA Info 1-760-339-2519 or <http://www.nafec.navy.mil>

**Mar 13th** Truckee Tahoe EAA 1073 Pancake Breakfast Fly-In Truckee, CA (TRK) 7:30 to 20:30 AM

**Mar 21st** NAS Lemoore Airshow Lemoore, CA [www.lemoore.navy.mil](http://www.lemoore.navy.mil)

**Mar 27th** 12th Annual Riverside Airshow (909) 682-1771 <http://www.ci.riverside.ca.us/airport>



Great picture of Chris Ketelsen at Schellville on January 11, 2004

### PILOT JOKES:

Little boy to airline pilot: "You're a pilot?!?!? That must be exciting." Pilot: "Not if I do it right."

What's the purpose of the propeller? - To keep the pilot cool. If you don't think so, just stop it and watch him sweat!

# **DON'T PUSH A MAN WITH A GUN!**

(Thanks, Paul Reinders)

*“Nice to know” information:*

FAR 63.1(h)

Each person who holds a pilot certificate, flight instructor certificate, medical certificate, authorization, or license required by this part shall present it for inspection upon the request of the Administrator, and authorized representative of the National Transportation Safety Board, or any federal, state, or local law enforcement officer.

FAR 61.51 (d)

A pilot must present his logbook (or other record required by this section) for inspection upon reasonable request by...same.

A Ramp Check can only be accomplished after you are observed operating an aircraft. No ramp check is permissible just because you own an aircraft.

Ask for identification and copy the information thereon. ID is their only verifiable authority.

If possible, get a witness, and if there is any reason to expect a problem, have that witness write down the facts of the encounter as soon thereafter as possible in case of dispute.

Don't volunteer anything.

Ask why the ramp check is being conducted, and what is included.

No warrant is required for a ramp check, but the inspector must observe that you are the pilot. No ramp check if no a/c operated.

You must cooperate by producing certificates and acknowledging that you are the pilot.

If you are being harassed or treated discourteously, make a note of it, but do not react in any way that might be used against you.

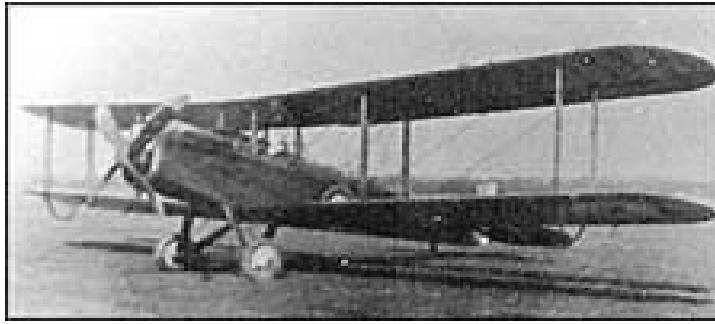
The inspector cannot confiscate your certificate...only inspect it.

The inspector cannot ground you or your aircraft. Take the inspector's advice into consideration and make your own decision.

**NO AIRCRAFT INSPECTION IS INCLUDED.** If the inspector asks to touch or inspect your aircraft, politely refuse.

In dealing with police officers, be aware that their authority (especially after 9-11) may be somewhat different, and act accordingly. **DON'T PUSH A MAN WITH A GUN!**

Be very careful to record everything just as it was said and done (immediately) if a dispute arises.



## **THE RED AND SILVER D.H.4**

**(Remo Galeazzi)**

Just as the ash from Vesuvius eventually covered Pompeii, the cinders of time have slowly fallen on the marshes of Kentfield obliterating all of the old landmarks that I knew as a child. Perhaps there are some readers who remember some of the topography as it was before the land filling began and houses and buildings changed the old landscape to what it is now. I'll try to paint a quick picture of those days for those who do not remember in the hope that in doing so they can better visualize the setting for my tale.

Highway 101 ran from Sausalito, alongside Mill Valley, then over the grade to Corte Madera, Larkspur, Kentfield, San Anselmo, etc. The highway over Richardson Bay to Greenbrae and then to San Rafael came later. The Land between Larkspur and the new 101 highway was all marsh as was all of the land between Larkspur and Kentfield proper. The electric trains which met the ferry boats at Sausalito ran more or less the same route as the old highway, except between Mill Valley and Corte Madera where the train went underground through a long tunnel. They then ran to San Anselmo (where the Miracle Mile is now), the other going to Fairfax and on to Manor.

We used the train to go to high school in those days, a coupling of five of the orange cars which was called "The Special". It started at Manor and ended up at a siding at Tamalpais High School. From San Anselmo east all of the kids went to San Rafael High, our arch rival. The way we used to fight at football games I suppose it would be more proper to call them our "arch enemies".

I'd like to concentrate on the area just south of Kentfield, an area that was all marsh and tide canals all the way to Larkspur. In those times, everyone who worked in San Francisco commuted on the train to Sausalito, then ferryboated to the Ferry Building in San Francisco, eventually reaching their destinations by streetcar. Between Larkspur and Kentfield existed the hamlet of Escalle, which was nothing more than a stop for the commuters who lived on the numerous houseboats that were sprinkled about the marsh. Elevated boardwalks radiated out from the stop at Escalle, and it was fun to watch the commuters wend their ways, sometimes by very tortuous routes, to their floating homes. It always reminded me of a parade of foraging ants crawling this way and that, till they eventually found their proper nests.

Across the tracks and across the old highway from Escalle was the settlement of Murray Park. (I believe it's still called that.) This was an early housing development west of the highway that was entered by a road that was flanked by a service station (Corrigan's corner), and on the other by a building that looked like, to the discerning eye, an old time hangar. It had a rectangular structure on each end with an arch between with large sliding doors. In later years the building was occupied by the Banfield Rug Cleaning Company, but in those days it was the early pioneering crop dusters. The last time I was by there, about seven or eight years ago, the building was still standing. The airfield was located directly across the road and tracks from the hangar on the marshy ground beyond.

# THE RED AND SILVER D.H.4

(Continued)

As a youngster, my friends and I made many pilgrimages to that hangar, and part of the fun was the flaunting of our manliness and courage when vaulting the third rails that ran between the two sets of tracks. It was rumored that if one were to step on the third rail while keeping one foot on the ground, one would end up deader than a doornail. I've never learned if this was indeed the truth or not, but in retrospect I don't doubt that it just might have been the case. The more knowledgeable among us opined that if one were to jump onto the third rail with both feet without any part of you touching the ground, nothing at all would happen. I never did get up the courage to try it, and I don't remember anyone else trying it, either.

Surprisingly, for all of those crossings that we kids made, nothing every happened. Can you imagine anything akin to that happening today? If something had happened, I'd bet two bits to a quart of coon milk that society would have blamed the parents for raising such a dumb kid – today, the railroad would be blamed, no doubt!!

Anyway, that old hangar held the stuff that most of my dreams were made of. It seemed that they were always working on wings, on an engine or some part of an airplane. When the refurbishing was done, the wings and parts were carried across the road and the tracks to the airfield where they would be reassembled into a complete airplane.

One of the aircraft that I remember quite vividly was a freshly rebuilt Waco 10, resplendent in its new paint job, the fuselage and vertical tail in glistening white, the wings and horizontal tail in deep orange. After it was assembled on the field they fired up the OX-5 engine that was so neatly cowled in the usual two-humped style that covered the two banks of cylinders. To this day, whenever I see one, I'm reminded of a well endowed lady. It was wonderful to see the wires vibrate and to hear the low, smooth rumble of those ninety horses, and even more wonderful to see the awesome beauty of the thing as it rose into the air.

But I want to tell you about the airplane that has remained embedded in my mind more than any other. I can still see it, hear it, smell it, and feel it, even though it's been over fifty-five years since all of this has happened.

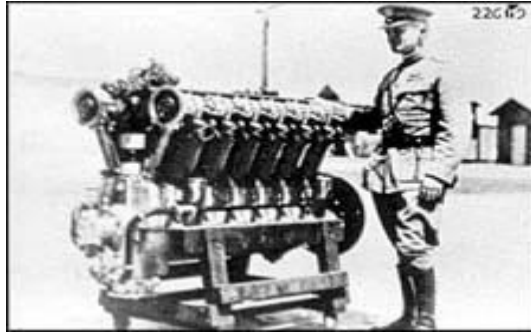
I had jumped the tracks as I had so many times before, with the sole interest of taking a look into the hangar, hoping to see some new activity. None of us had ever ventured into the hangar, you understand; we'd just meander around the open doors, peering into the vast interior, ogling the beautiful forms that we knew to be flying machines. Today's youngsters might feel the same reactions that we felt if they were to gaze upon a secret spaceship that they might have only read about.

At any rate, this day as I walked up to the large door I was amazed to see a very large fuselage, the wings and tail off, this skid propped on a 50 gallon barrel, and the whole of it resting on a huge landing gear with the cross-axle bearing a pair of the largest wheels I had ever seen on any airplane! The engine was partly exposed in its cowling, and the radiator was easily twice as large as I have seen on any automobile. If I were to tell you that I immediately recognized it, you'd probably wonder how that could be, and maybe even feel that I was stretching things a bit. So I'll explain why I really did recognize it right away, even at that tender age. You see, all of our heroes in those days, with perhaps the exception of Lindberg and Wiley Post, were mostly all aces from the First World War. The models we built then where of that era, and the literature that we read about flying was all about these WWI pilots and their airplanes. The exploits of Phineas Pinkham were real to me, and I knew for sure that G-8 and his flying aces didn't just push the rudder bar, they kicked it!

# THE RED AND SILVER D.H.4

(Continued)

So when I looked into that hangar, I knew that I was looking at a genuine, bonafide, bigger-than-life De Havilland Four! And I knew that big hunkin' engine sitting up there was a Liberty V-12 that put out 400 H.P., which was a lot more horses than I'd ever seen before sitting in one place. I figured planes like that existed only in the war stories that I'd been reading, but here I was actually seeing one in the flesh.



In later years I was fortunate in that I was able to see many renowned artifacts that impressed me no end, but I can still re-live the excitement of those first few moments of discovery when I first saw that D.H.4. I've seen and climbed the Leaning Tower of Pisa, I've ridden a gondola in Venice, I've been to the top of St. Peters, I've seen the Eiffel Tower and craned my neck in the Sistine Chapel, and even took a leak on a 2000 year old wall in Pompeii – but seeing that DH-4 has got to rank right along with the big ones.

I trudged several miles every few days after that to watch the progress being made on that impressive airplane. They had started to paint it, finally, and my visits were even more frequent after that. I arrived one day after school to see all of the parts hanging from the rafters, all freshly painted – the wings and tail were silver, and the fuselage a pretty shade on dark red. I could see that the men were hustling about, already starting to assemble the parts that were strewn about the place. The weekend was just coming up, and I felt that the timing would be just right. I could spend all day Saturday watching them put the craft together and maybe even get to see it fly!

Well, I was almost right about the timing, for when I got to the field Saturday morning the workers had already put the DH-4 together and were working on the rigging. The DH-4 is a large airplane and incorporates two bay wings which involves a lot of wires and turnbuckles to fool with. Even the control wires working the rudder and elevator were exposed and needed a lot of adjustment and tweaking. I spent all morning watching the men work, and even though the noonday hunger pangs tortured my insides I didn't dare leave for fear of missing something. Finally towards the late afternoon it appeared that the men were finished with their formidable job. I had watched as a couple of the men kept carrying five gallon cans from the hangar out to the field and finally realized after seeing one man with one foot on a ladder, the other on the leading edge of the lower wing that they had been hauling gasoline out to fuel the plane.

I was fascinated as the man kept pouring can after can through a chamois stretched across a funnel as though the tank was bottomless. When this was accomplished a man started to pull the enormous prop through, one cylinder at a time. A man, who I presumed was the pilot, climbed up into the rear cockpit and started pushing and pulling a few things for a while, then, apparently satisfied that everything was alright, nodded his head as if to indicate that he was ready. Now, the two men who were standing in front of the plane, positioned themselves alongside of the prop, one man grasping the blade near the tip with one hand, and with the other grabbed the outstretched hand of the man standing near. One man hollered "contact"!

# THE RED AND SILVER D.H.4

(Continued)

while both moved in unison to pull the great propeller smartly through the compression stroke. There was a "hiss" but nothing happened. This procedure was repeated several times, but to no avail. I saw the men come together and watched as they talked, apparently planning their next move. One of them walked around the wing and talked to the pilot for a while, then move back to the propeller. This time he started to pull the propeller through with as much force as he could muster, and each time he did so he kept cocking his head as though listening for a certain sound. After a few pulls he called the other man over and they assumed the original position near the propeller. After one man yelled "contact" they both pulled in unison and again the prop went smartly through the compression stroke, only this time the engine seemed to erupt! First, great globs of black smoke billowed out of each stack but soon that disappeared and was replaced by great daggers of yellow flame, each flame plainly visible with every beat of the pistons, all twelve of them. I was absolutely astounded! I had never heard such a fearsome rumble, and the soft marshy earth transmitted the throbbing reverberations to the very soles of my feet.

The pilot gave a nod and the men pulled the chocks out from those giant wheels, and as he advanced the throttle the ground shook even more. The great plane was moving now, and as the pilot slowly turned downwind I could see that the tailskid was leaving a black, shiny track as it slid over the white salt-encrusted surface, chasing the airplane as though it was a snake intent on devouring the empennage, but not quite able to catch up to it. When the pilot got to the edge of the strip, he blasted the throttle and swung the red and silver DH-4 into the wind. He let the engine idle for some time, probably letting the water temperature rise to its proper value. Then, apparently satisfied that everything was in order, he slowly opened the throttle full blast, and the sound of those 400 horses unleashed thrilled me to the core. The tail lifted almost immediately, and as the plane came abreast of us I saw the spinning wheels leave the ground, the throbbing of the giant engine not so pronounced now that the connection between it and me no longer existed.

It was late in the afternoon by now, and the horizon was turning a soft pink, and as the craft flew into the evening it seemed to blend with the fading light, and suddenly, it was gone. I never saw it again.

*And yet, I see it all the time.*

There is a new service for pilots called ANY-AWOS. If you dial 1-877-269-2967 ("ANY AWOS") you will get a short service announcement and then the recorder will ask you to put in the designator for the AWOS you want. Since there are 26 letters in the alphabet and only 10 numeric keys on the phone, it will then read you a list of possibles. As soon as you have heard the one you want, press that number and you will be connected to the AWOS you want. For those of us who live in the West with very frequent fog, you are usually interested in latest info, and this will give it to you. In our case, when I fly from Atlasta to STS, I want to know when the fog is out.

Good new tool! **1-877-ANY AWOS.**

**(Thanks, Bill Massey)**

"Where is Atlasta?" you might ask. I did, and here's Bill's answer:

ATLASTA is a very special place: it is home! Ali and I searched for a place that we could live that had a runway as part of home. We searched, and we searched, and we searched, and...ATLASTA runway!





## GENERAL MEETING MINUTES

February 4, 2004

**President Joe Wiegand** called the General Membership Meeting to order February 4, 2004 at 7:35 PM. It was held at the Chapter 124 Clubhouse, Santa Rosa, CA.

Number in Attendance: 76

Visitors: **Laurent Palmatier**.

Minutes: Acceptance of the January minutes: M/S and approved.

Treasure's Report: Dues are due by the March membership meeting for members to be included in the yearly roster. **John Whitehouse** reported on the Chapter's cash intake, expenses, dues and parking. M/S and approved.

### **Bill Massey:**

An oil buy will be conducted during the break with delivery scheduled for tomorrow.

Bill reported that discounts on oil analysis kits only apply if you deal in quantities of 100 or more; this is not practical for our chapter.

The Reno Air Race trip will be priced at \$145.00 per person. It will include transportation to and from, two night's hotel accommodations, and a Saturday paddle wheel boat trip on Lake Tahoe. Members will be responsible for their food while in Reno and admission to the races. We will leave Friday night, September 17<sup>th</sup> and return after the Gold Race on Sunday the 19<sup>th</sup>. \$25.00 deposits will be taken during next month's general membership meeting.

### **Donna Turrentine:**

The Newsletter is now on the Chapter web site. We are continuing to attempt to coordinate the graphics with the text. This should be completed soon.

## General Meeting Minutes (cont)

February 4, 2004

Nametags will be made for requesting members after the March general membership meeting. Get your requests in to **Donna Turrentine**.

Remaining EAA calendars will be on sale during the break for \$6.00 each.

Builders Report:

**Eric Peterson** reported on his projects progress to date.

**Jim Elliott** reported on the installation of a KNS80 radio in his aircraft.

**Steve Waite** reported that he would be placing an order for an RV-9 kit shortly.

Recognition Awards: **George Johnson** received two Young Eagles awards and **Doug Dugger** received the Turtle award.

**Many thanks to Ron Shultz** for cooking those delicious hamburgers and hotdogs before the meeting, and to **Joe Lacchia** for getting the things to make it happen. Thanks also to all those who help put it together and clean up afterwards.

**Thanks to Dave McIntyre** for taking the time to build a table next to our sink. It will be vary helpful for washing items after our dinners.

Evening Program: **Dwayne Green** (Travels in Europe).

Respectfully Submitted,  
**Joe Lacchia, Secretary**

### **Cabin Announcement:**

After a real crusher of a landing in Phoenix, the Flight Attendant came on with, "Ladies and Gentlemen, please remain in your seats until Captain Crash and the Crew have brought the aircraft to a screeching halt up against the gate. And, once the tire smoke has cleared and the warning bells are silenced, we'll open the door and you can pick your way through the wreckage to the terminal.



# THE FLYING WIRE



## 2004 CALENDAR OF EVENTS

(Thanks to Tim LoDolce, President  
EAA 1073 in Truckee, CA)

**MARCH 3, 2004 PROGRAM:** Dwayne Green will show slides of the *Reseau du Sport de l'Air in France* where he attended their fly-ins in 1983, 1991, and 2001. The RSA, established in the 1930's (which makes it older than EAA), has an emphasis on homebuilt aircraft.

**May 1st & 2nd** Wings of History: Fly-in Airfair, South County Airport, San Martin (Q99) - Wings of History will have their annual Cinco de Mayo week-end.

**May 8th** Truckee Tahoe EAA 1073 Pancake Breakfast Fly-In Truckee, CA (TRK) 7:30 to 10:30 AM

**May 15/16th** Lyon County Fly-In, US 50 Silver Springs, NV (just east of Carson City)  
[www.lyoncountyflyin.com](http://www.lyoncountyflyin.com)

**May 15/16th** Chino Airshow 2004  
Planes of Fame Air Museum, Chino, CA 1-909-597-3722 <http://www.planesoffame.org>

**May 28 through 30th** 40th Annual Watsonville Fly-In & Air Show,  
<http://www.watsonvilleflyin.org/>

**May 29/30th** Moffett Field Airshow  
[www.airshownetwork.com](http://www.airshownetwork.com)

**May 29/30th** Worlds Smallest Airshow Llano, CA (Ultralights)

**May 29th** through 31st R.A.C.E (Canard a/c Event) Wendover, NV - Racing on Sunday the 30th

[www.geocities.com/canardcovers/RACE.html](http://www.geocities.com/canardcovers/RACE.html)

**June 4/5th** West Coast Antique Fly-In Merced, CA

**June 5th** Hemet Ryan Airshow

**June 12th** NAS Fallon Airshow (Home of Naval Strike Warfare Center & Top Gun) Fallon, NV

**Jun 12th** Truckee Tahoe EAA 1073 Pancake Breakfast Fly-In Truckee, CA (TRK) 7:30 to 10:30 AM

**Jun 18th through 20th** Golden West EAA Fly-In Marysville, CA

**June 19th** through 20th Travis AFB Airshow Fairfield, CA

## 2004 CALENDAR OF EVENTS

(continued)

**June 19/20th** Columbia Airport's 38th Annual Fathers' Day Fly-In

More information 209-533-5685.

**June 26th** Twin Falls "Air Magic" Twin Falls, ID

**June 26/27th** Ramona AirFair

[www.ramonaairfair.org](http://www.ramonaairfair.org)

**Jun 26/27th** EAA 26th EAA Annual Rocky Mountain Regional Fly-in. Front Range Airport Denver, CO  
(303) 442-5002 <http://www.rmrfi.org>

## THE FLYING MARKET

Homebuilt **SEA HAWKER AMPHIBIAN** for sale. Flown 40 hours. Factory rebuilt 150 HP. Very Attractive - Always hangered \$25,000 Chris Ketelsen (707) 526-5869 [trowbridge4@juno.com](mailto:trowbridge4@juno.com)

### KOLB FIRESTAR II:

EXPERIMENTAL N23NN. Call Neil (415) 664-2296, [firestard@aol.com](mailto:firestard@aol.com). Built by an A&P. It flies fine but my partner moved so it's time to sell. Asking \$12,500, have \$16,000 invested.

### KITFOX LIGHT:

Asking \$12,500, have \$20,000 invested.  
Jim DuVander  
(707) 838-2174

### PIPER CLIPPER:

New recover, new major, dual pedals.  
(707) 275-2291

**CONTINENTAL A65 ENGINE** with Bendix mags, wiring harness, carburetor, oil cooler and engine mount. The exterior condition looks in good shape but no guarantees. It was donated to our chapter without logs. One of our A&P's says the engine feels like it has good compression and the oil cooler is not dented.....so make your best offer. Contact Tim LoDolce, Truckee EAA 1073 President (530) 386-3100

If you have anything to sell or trade, please email Donna Turrentine at [dturren@sonic.net](mailto:dturren@sonic.net) or call her at (707) 823-6132.



## READY FOR SOME FLYING COMPETITION?

Tim Huckabay from the Corning EAA Chapter is inquiring about possible interest of northern California aviation associations (EAA, 99's, local aviation groups, type clubs, CAP, etc) to have a fun series of competitions. Some ideas for the competitions we might consider include: Spot landing contest, flour bombing contest, a rally, time/speed/fuel contest, all out air race, a navigation competition, aviation knowledge quiz, shine and show, poker run etc. Each participating group would sponsor an event of their choice. It could also be used to generate some funds for the sponsoring group. In judged events, each group would provide a non-participating judge. The sponsoring group would develop the rules for their event and distribute prior to the event. If there's sufficient interest then the participating groups could get together and develop any necessary ground rules and schedule their event(s). **What do you think? Contact your Board with your thoughts.**

## EAA 124 OFFICERS, BOARD OF DIRECTORS

### *President*

Joe Wiegand (1) (415) 665-8871

### *Vice President*

Bob Gutteridge (2) (707) 539-5188

### *Treasurer*

John Whitehouse (1) (707) 539-5549

### *Secretary*

Joe Lacchia (2) (707) 824-2891

### *Facilities Chairman*

Larry Rengstorf (707) 575-0331

### *Facilities Committee*

Art Beer, Bill Bruce, Dale Wittman, and Joe Wiegand.

### *Technical Counselors*

Jim Smith (707) 763-0833

Remo Galeazzi (Fabric) (707) 762-8261

Bob Gutteridge (Fabric) (707) 539-5188

Jerry Rice (Wood, Metal, Fabric, A&P)  
(707) 431-0206

### *Board Members*

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### *Webmaster*

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### *Librarian*

\*\*\*Volunteer Needed

### *Young Eagles*

Sue Sarmir (707) 539-8589



P.O. Box 6192  
Santa Rosa, CA 95406

## FIRST CLASS MAIL

### GENERAL MEETING: March 3, 2004

7:30 pm

Meeting is held on the first Wednesday of each month. Directions: The site is located on the west side of Sonoma County Airport. Take the Shiloh Road exit from Highway 101 in northern Santa Rosa. Turn left at the stop light (west) and continue to a "T" intersection. Turn left again and follow the road to the EAA sign on the left. FOOD (\$5) AND SOCIALIZING (free) from 6:30 to 7:30pm. EVERYONE IS WELCOME!

**PROGRAM:** *Paul Reinders will act as moderator for the program which will feature a number of members answering questions about flight safety, test flying, building, and certifying homebuilt aircraft. Anyone with questions is encouraged to attend, ask questions, and get credit for an FAA WINGS Program attendance which can be very helpful to pilots. Members have enjoyed similar programs in the past and the question and answer period will constitute most of the program...no boring lectures, we guarantee. (Thanks, John Whitehouse)*

See us on the Web:  
**WWW.EAA124.ORG**

**Members are invited to submit articles of interest. (You will be notified whether or not article will appear in current issue.)**

**Please email them to: dturren@sonic.net**

**Mail to: Donna Turrentine  
5845 Fredricks Road  
Sebastopol, CA 95472**

**Deadline for the newsletter is the 20th of each month. Articles submitted after that date will be included in the newsletter at the discretion of the editor. All articles are copyrighted. To reproduce any article, please contact the editor.**

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