



May 2, 2007
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Number 05

Board Meeting:
May 2, 2007 6:30pm

General Meeting:
May 2, 2007 7:30pm

WWW.EAA124.ORG

WWW.CAFEFUNDATION.ORG

SPECIAL ANNOUNCEMENTS:

May 2, 2007 PROGRAM: G. Warren Hall will present *The Flying Career of a NASA Test Pilot*. He will have copies of his book *"Demons, Phantoms and Me, A Love Affair with Flying"* available for purchase. (Please see his bio on page 2.)

Open House at the Cloverdale Airport on May 5th

If you're looking for a place to go on Saturday May 5th, Cloverdale Airport will have lots to see: Quality Sport Planes will have their annual Spring Open House that day, including BBQ, sheet metal workshop and regional Zenith fly-in. *This will be Chapter 124's May fly out destination.*

TROOP APPRECIATION DAY **Sunday, June 10th 1100 – 1800 hours** **318 South "A" Street, Santa Rosa, CA**

Come in uniform and bring a "memento" of your service days for a photo. Discs of the day's photos will be available to all those participating free of charge. Refreshments will be served. All services and conflicts are welcome. *For info: (707) 235-0304.*

Young Eagles Scheduled for June 16, 2007

We will hold this event as part of the Sonoma County Airport Open House. It should be a lot of fun. Be sure and sign up at the next meeting to help out with this event. Call David Lynch for info: (707) 578-2087.

Café Foundation to test PAVs in August

The CAFE Foundation is planning to hold a PAV try-out event in May, and the actual contest during August 4 - 12, 2007. Call David Lynch (707) 578-2087 for info and to help (and see the airplanes up close).



MESSAGE FROM THE FRONT DESK...

MAY, 2007

Joe Lacchia, President

Our weather luck ran out on April 14th when we had scheduled a fly-out to Schellville for their Hamburger Cook-out. I was the only one that showed up and just as well. The "Green and White" were flashing atop the STS Tower and a very dark cloud hovered between STS and Schellville. I called a friend at Schellville, Bill Ewertz, and he said they have the cook-out rain or shine but their turn out is bad on rainy days and there would be few hangars open for hangar talk. He suggested that we plan a trip later when the weather is better.

Our next trip is scheduled to Cloverdale on May 5th. Zenith is having a fly-in and open house that should prove to be fun and informative.

We are continuing to look for someone to help and then take over the Young Eagles Program from Dave Lynch. Dave has done a great job the past several years but other commitments are calling him elsewhere.

I'm going to start listing upcoming events in this message to give members a list of things to do when they have a free week-end. If you have additions let me know I'll include them in the list

Things coming up:

- May 5th Zenith Fly-in and Open House, Cloverdale CA
- May 26th- 27th Watsonville Fly-in and Air Show, Watsonville CA
- June 1st – 3rd Merced 50th anniversary fly-in, Merced CA
- June 1st – 3rd Starduster Fly-in, Windover UT
- June 8th – 10th EAA Golden West Fly-in, Marysville CA
- July 23rd-30th Oshkosh, Oshkosh WI

Happy Flying, Joe Lacchia

G. Warren Hall, NASA Ames Research Center

Mr. G. Warren Hall learned to fly while working as a "line boy" at Northfield Airport in Richmond, Virginia. He earned his private pilot's license at age 18. After Graduation from the University of Virginia in 1960, with a degree in Aeronautical Engineering, he became a Naval Aviator logging more than 300 carrier landings in the F3B Demon and F4B Phantom II aircraft.

Mr. Hall began his flight test career in 1965 as an Engineering Test Pilot with Cornell Aeronautical Laboratory of Cornell University where he logged over 100 hours in the Bell X-22A V/STOL aircraft. While at Cornell he completed a Masters Degree in Aerospace Engineering and an MBA from the State University of New York at Buffalo, New York. Mr. Hall joined NASA Ames Research Center in 1977 as a Research Test Pilot where he is now the Assistant Director for Aviation. He has flown over 65 different types of aircraft including the X-14B, XV-15 and the unique Rotor Systems Research Aircraft. He is a Fellow in the Society of Experimental Test Pilots.

Mr. Hall taught undergraduate Aerodynamics at San Jose State for four years and graduate Aeronautics for the University of Southern California for two years. In 1991, he received the Paul Mantz Outstanding Aerospace Educator of the Year Award from the California Association Aerospace Educators. He completed 28 years of military service before retiring as the Commander of the California Air National Guard's 129th Rescue and Recovery Group at Moffett Field, California with the rank of Colonel. In December 1993, he published a book, "Demons, Phantoms and Me, A Love Affair with Flying." The book chronicles his flying career from learning to flight as a junior in High School through his Navy career as a Navy Carrier Fighter Pilot. Professionally, he has authored 28 Technical Reports and 45 Technical Papers or Journal Articles. In December 2003, the San Francisco Chapter of the American Institute of Aeronautics and Astronautics designed Mr. Hall a "Living Legend of Aerospace." In November 2004, Mr. Hall was inducted into the Virginia Aviation Hall of Fame.



How I Won My First Airplane (Thanks, Brien Seeley)

This could well become a true story if EAAers awaken to their opportunities. Sometimes luck just goes your way.

“Dude, what a cool airplane! Is it new?”

“Yes. My wife and I won it in a NASA contest”, I said.

I read that NASA was going to give away \$250,000 cash to the best small aircraft in a flight competition in August 2007. It was called the First Annual NASA Personal Air Vehicle (PAV) Challenge and it aimed to popularize small personal aircraft to a larger segment of the American public. From everything I've been hearing, this is just what general aviation needed.

I visited the host website at the CAFE Foundation, (http://www.cafefoundation.org/v2/pav_home.php) and downloaded the rules for the contest. But what grabbed me right away was that the sweet little Light Sport Aircraft that we'd been dreaming about, the MiTern, not only could qualify for the competition, but could win it. There was no way we could afford the \$95,000 for the MiTern, but then I thought of a plan!

I called up the folks at MiTern headquarters and told them I wanted to help them publicize their new LSA to a national audience by flying it in the 2007 NASA PAV Challenge. They said that their demonstrator was down waiting for a new set of brakes. I asked them if I could rent the demonstrator for 2 weeks if I agreed to install the new brakes and fit it with a set of 'racing' wheel pants. They became interested and asked me about my qualifications and insurance. I explained that even though I was only 27 years old, I was an A&P and CFI and had built up a lot of hours flying bush planes in Alaska. I agreed to pay \$2500 for renting the MiTern demonstrator, but had to borrow the money from my parents.

As we studied the rules for the flight competition we noted that we would need to score well in all four sub-contests in order to win the \$100,000 overall prize. The four events were: Low Noise, Shortest Runway, Best MPG and Best Handling Qualities. I set about tuning MiTern to be a winner.

A friend who is building an RV loaned me a really slick set of wheel pants like those used on the Nemesis Formula I racer. I fitted them to the MiTern. Incredibly, they added 12 mph to the top speed without pants. I found a special muffler made with high-temperature foam core that had been developed by NASA at Ultramet and convinced the owners to let me install it. It lowered the cabin noise by 7 dBA. A Boeing engineer friend showed me how to add a row of vortex generators just upstream of the flaps that would lower the stall speed by 2 mph and shorten the takeoff by 75 feet. Our odds were looking better to win the contest.

A company that makes homebuilt electronic ignitions loaned me a unit that allowed extra spark advance to enhance MPG at lean cruise. The owners said we could try it. The local FAA FSDO inspector got interested in our project and was very cooperative in licensing these several minor modifications.

When the competition began, Jane and I found ourselves competing against teams from all over the USA. Some had strange-looking aircraft. Some were slick racing machines, others were flying cars. The media and press really hovered around these. The MiTern did not stand out in any way, but it had a chance. We waxed it, we taped all the seams, we took out all unnecessary weight.



How I Won My First Airplane (continued)

The first day of contest flying, the MiTern won the Low Noise prize and Shortest Runway prize. On the fourth day, it came in second in Handling Qualities behind the RV-9A. Before the final event, CAFE hosted an informal Friday night pasta dinner for all the teams, volunteers and press. A lot of the PAV Challenge teams were hyping each other about who was going to win the final event, a 400 mile race for best MPG x speed. I thought we had a chance. This would determine the grand prize.

On the final day of the competition, we took third place in the CAFE 400 part of the contest behind a modified Sonex and a Pipistrel. But still nobody knew who was going to win the overall "Vantage" prize.

That night, at the Awards Banquet, they announced that, when all the points were tallied, we had won \$50,000 for Low Noise, \$25,000 for Shortest Runway, and had enough overall points to win the grand "Vantage Prize" of \$100,000. Jane and I were so elated at winning \$175,000, that we immediately decided to buy the MiTern as our very own first airplane. We named her "Lucky" and planned to fly her to the Grand Canyon for a vacation right after the PAV Challenge.

The sales of the MiTern skyrocketed after that. The company owners set about making plans to enter the 2008 NASA PAV Challenge with an even better aircraft. They wanted me to be on the team. But the other teams also vowed to return next year with even more radical designs. NASA and the CAFE Foundation warned that the rules for 2008 would be even more of a challenge, and that the prize purse would go up to \$300,000. I am so glad that we went after our dream and entered the PAV Challenge. I can hardly wait to see what PAVs emerge in the next 5 years of this contest.

The CAFE Foundation will be testing the PAVs in May with the actual contest during August 4 - 12, 2007, awarding cash prizes for the following events:

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

So far we have over many letters of intent from various potential contestants, and we are starting to get applications and entry fees for this event. The CAFE Foundation is planning to hold a PAV try-out event in May and the actual contest in early August of this year. This should be a lot of fun and a real way to help improve aircraft over the next couple of years.

We need your help to put on this event. You'll get a chance to see some new airplanes/PAVs you've never seen before and have a great time of it. If you helped out during the CAFE 400 events back in the '80s you know how much fun it is. Well the PAV event will be like that, only better. Please volunteer at the next meeting to help out or call David Lynch (707) 578-2087. Right now we are having an electrical problem at the CAFE hangar. If you can help us with this, please give David Lynch a call.



Why you want to carry your survival gear...

Thanks, Larry Rengstorf

We all never think we will need "Survival Gear" but this proves it, even though it took place in Alaska. We can be in a bad situation right here in California too - Rain or snow or just COLD!!! --LR

Two survive small plane crash

Pilot tried to turn around in white-out conditions; plane hit near Manokotak

By MEGAN HOLLAND
Anchorage Daily News,
(Published: February 10, 2007)

Two church workers were found by searchers Friday morning, a day after their single-engine Aero Commander crash-landed and slid a quarter-mile down a snowy mountainside in Southwest Alaska.

The pair suffered no injuries, walked away from the crash and spent the night in a makeshift shelter more than a mile away. A helicopter rescue crew finally spotted them waving clothing and jumping up and down. "Because we wanted them to know we were alive," passenger Gavin Thompson said.

The plane went down above the tree line on a mountain about 10 miles west of Manokotak, a village in the Togiak National Wildlife Refuge. Alaska state troopers and the Alaska Air National Guard tried to reach the plane by zeroing in on its emergency locator beacon late Thursday but were turned back by stormy weather. The search resumed early Friday.

By Friday afternoon, pilot Jim Bingman, 69, and Thompson, 54, were back at their homes in Dillingham, calling their experience unreal and attributing their survival to their faith.

"This wasn't just a wheels-up bad landing or an engine (cuts out) and lands on the tundra. This was a bang. I mean, this was the real thing," said Thompson, a South African who moved to Dillingham less than a year ago from New Zealand. "And for us to walk away from that is nothing but an outright blessing from God."

The plane left Togiak on Thursday afternoon on a planned 45-minute flight to Dillingham. Both Seventh-day Adventists, the men had been building a church in Togiak, a village of about 800 people 70 miles west of Dillingham. This week they were putting finishing touches on the baptismal font, they said. The aircraft was about halfway to Dillingham when Bingman suddenly struck white-out conditions near a steep mountain, he said. He tried to turn around.

"And, all of a sudden, I looked out the front and there was a bush right in front of my nose," said the pilot of nearly 50 years.

The plane touched down and sped quickly along a plateau until it ran out of flat ground. The plane went over the side on its back and slid, spinning around and around. Thompson felt like a witness watching his own death, he said in a telephone interview Friday afternoon.



Two survive small plane crash (continued)

"There was stuff, twigs, everything, coming up through the windshield spraying stuff up at us," Bingman said. "Everything in the airplane was falling out and being left behind."

He said it was like an out-of-control toboggan ride. "You'd be looking right down the hill, then next thing you know your head is looking right up the hill where you'd come. I was just nervous we were going to run into a rock cliff," Bingman said.

As the plane came to a stop, the men were hanging upside down, still strapped in. Bingman had a tiny scratch on his cheek. Thompson said he suffered a bruise the size of a dime above his eye.

They said they walked more than a mile to find a spot out of the wind and set up camp for the night. The men huddled in a clump of alders and used branches and an engine blanket -- used to keep the engine warm in extreme cold -- to fashion a rough shelter.

Temperatures dropped to about 20 degrees. "We mostly just shivered our way through the night," Bingman said.

They had no food or sleeping bags -- their survival gear, forgotten, was in the back of a pickup at the Dillingham airport. They had matches, but it was too wet to start a fire, Bingman said.

Back home, Thompson's wife, Judith Thompson, a Dillingham schoolteacher, called authorities when the two didn't return. Bingman and Thompson waved down a rescue helicopter Friday morning. They were brought to Dillingham and declined medical treatment, troopers said.

"I think the Lord was looking after us. Because we're Christians," Bingman said. "He said he promises he will watch us."

"But why did the plane crash? I don't have those answers until I get to heaven. I guess I could ask him once I get up there."

"Any ship can be a minesweeper. Once."

"You've never been lost until you've been lost at Mach 3."

- Paul F. Crickmore (test pilot)

"There is no reason to fly through a thunderstorm in peacetime."

- Sign over squadron ops desk at Davis-Monthan AFB, AZ, 1970

"If the enemy is in range, so are you."

- Infantry Journal

(Thanks, Jim DuVander)



THE FLYING MARKET

180 HP Engine: Runs like a clock. Burns no oil. Has inverted system. George Mackin 928-649-8111 (For local info, call Remo Galeazzi 707.762.8261)

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:**

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April 4, 2007 Board Meeting:

President Joe Lacchia called the Board Meeting to order at 6:35 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	P
Larry Rengstorf, Facilities	P	Joe Wiegand, Board	P
Ray Shipway, Board	P	Donna Turrentine, Newsletter	A

Minutes: Corrections per Larry Rengstorf to the March Board minutes are, Ken Vaughn was present, the Facilities Committee report was deferred to the General Meeting and Larry will be staying on the site after his mobile home moves. Approved as corrected.

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

Facilities Committee: Garbage bin continues to receive a lot of styrofoam packing, please make sure that everything that goes into the bin is generated on the site and is aircraft related. The oil barrel was emptied. Two padlocks were replaced on hangars. The lawns were mowed, thanks Larry and Jim, the place looks great.

Lease Committee: Mike Tovani reported that the committee had met the previous night. The negotiations are proceeding.

Old Business: Crandon Elmer’s Piper Comanche: Board revised letter submitted by Secretary Steve Fredericks to send a letter to Mr. Elmer requesting that he remove his aircraft from the site.

Bill Kainu’s Cessna 150. Board directed Secretary to draft letter to Mr. Kainu asking that he remove his aircraft from the site as it is not airworthy.

David Lynch no longer has the time to be the Young Eagle’s Coordinator. Joe Lacchia remarked on the importance of the Young Eagle’s mission. If anyone is interested please talk to David or Joe.

Dale Wittman has requested approximately \$200.00 for some kitchen supplies. Treasurer John Whitehouse recommends that we keep the cook happy. Approved.

Budget Committee: Budget Committee (Ken Vaughn, Larry Rengstorf and Dennis McGuire) received next year’s proposed budget from Treasurer John Whitehouse. The committee recommended approval. The budget was approved as submitted by a unanimous vote.

New business: The airport open house will be held June 16. Steve Fredericks volunteered to set up and take down the booth. Volunteers will be needed to man the booth during the operating hours.

The June speaker will be G. Warren Hall, Chief Test Pilot, NASA Ames Research Center. The Board will offer to pay for mileage and a hotel room.

Respectfully Submitted,
Steve Fredericks, Secretary



April 4, 2007 General Meeting:

President Joe Lacchia called the General Meeting to order at 7:35 P.M. 55 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. John reports that the roster is in progress. The roster should be available at the next meeting. The report was moved, seconded and approved.

General: May 5 there will be a fly out to Cloverdale for an open house at Quality Sport Planes.

The Chapter received a nice thank you from Glenn Brizee's wife for the help at his memorial service. See last month's newsletter for a copy.

A big "thanks" to Larry and Jim for mowing. The site looks great.

Facilities Committee: The oil barrel has been emptied. Please let Larry know if you need a new padlock on your hangar. The garbage can continues to get packing material. Please...if you throw away styrofoam "peanuts" put them in a closed bag. Also flatten any cardboard boxes that are placed in the can. Remember that the can is only for garbage generated on the site.

Young Eagles: June 16 will be the Airport Open House and the next Young Eagle's event. At last year's Open House the Young Eagle's rides were the event that drew most of the people. The Airport Manager's office was most appreciative of the Chapter's efforts to engage the community. Please come out and help, it is a lot of fun.

David needs someone to succeed him as chairman. He will need someone before the fall event if we are going to host one.

Airport Open House: The chapter will have a booth at the open house also. Please contact Steve Fredericks if you have some free time on the 16th to man the booth.

CAFE: The CAFE Foundation needs helpers for the upcoming PAV Challenge. The dates are August 3-10. Take a look at the CAFE web site http://cafefoundation.org/v2/main_home.php for more information on how you can help.

Tech Counselors: Bob Gutteridge reported on some panel cutting option. See Bob if you are at that stage.

Builder's Reports: Kevin Quirk reported that Ralph Kern's RV-7A is getting close. It has been weighed.

David Lynch reported that he is putting the gear on his RV-8A.

John Whitehouse's RV-4 has its wings installed.

Thanks to Dale Wittman for cooking again. Dale would like to thank Donna Turrentine for shopping and prepping the veggies, and Larry Ford for doing the dishes.

Respectfully submitted,
Steve Fredericks, Secretary