



November 5, 2008

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Board Meeting:

November 5, 2008 6:30pm

General Meeting:

November 5, 2008 7:30pm

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

"<http://WWW.EAA124.ORG>" }

WWW.CAFEFUNDATION.ORG

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

SPECIAL ANNOUNCEMENTS:

November 5, 2008 PROGRAM: Brien Seeley of CAFE will speak on "CAFE and The Aviation Green Prize".

CHAPTER 124 ELECTION OF OFFICERS ON NOVEMBER 5TH

Notice is hereby given that Chapter 124 will hold its annual Election of Officers at the November 5th, 2008, General Meeting. We will be electing a new President, Treasurer and three Board members. **THE CHAPTER NEEDS YOU** to volunteer to make your Chapter a better club. Please contact any Board Member if you are interested.

CHAPTER 124 / CAFE OPEN HOUSE ON NOVEMBER 15, 2008

On Saturday, November 15th we have scheduled a joint CAFÉ / Chapter 124 Open House at our site. It will begin at 10am and continue to 4pm. CAFÉ has volunteered to open its facility for aircraft weighing. BBQ lunch will be enjoyed.

CONGRATULATIONS TO BILL AND ALI MASSEY...

Bob and Geri Gutteridge, Doug and Lori Dugger, and Bill and Ali Massey went to the Copperstate Airshow this year. Bill entered his very own Zenair 601HDS, the 'Zena Mae' for judging. **RESULT: First Place, Best Light Sport for Copperstate 2008!** It is a beautiful airplane, Bill. Congratulations.



MESSAGE FROM THE FRONT DESK...

NOVEMBER, 2008

Joe Lacchia, President

Elections: Elections are coming up at our November 5th meeting and we will be look for a few good men and/or women to serve over the coming years. Our nominating committee has drafted Jim DuVander for a term as President, John Whitehouse as Treasurer, and four members for the three seats on our Board of Directors. Nominations will not close until election night so more applicants are welcome.

Open house: On Saturday, November 15th we have scheduled a joint CAFÉ / Chapter 124 Open House at our site. It will begin at 10am and continue to 4pm. CAFÉ has volunteered to open their facility for aircraft weighing. It is a good idea to get a weight and balance update now and then because things do change with time, radios get changed, paint gets upgraded, and generally things get added. Depending on projected turnout we will have a luncheon cookout around noon. Final details will be announced at our November meeting and e-mailed to members before the event.

Events coming up

Nov 6th thru 8th AOPA Annual Convention, San Jose
November 15th Joint CAFÉ / Chapter 124 Open House

Happy Flying,
Joe Lacchia

Flying has always been to me this wonderful metaphor. In order to fly you have to trust what you can't see. Up on the mountain ridges where very few people have been I have thought back to what every flyer knows. That there is this special world in which we dwell that's not marked by boundaries. It's not a map. We're not hedged about with walls and desks. So often in an office the very worst thing that can happen is you could drop your pencil. Out there is a reminder that there are a lot worse things, and a lot greater rewards.

---Richard Bach, television interview.

How posterity will laugh at us, one way or other! If half a dozen break their necks, and balloonism is exploded, we shall be called fools for having imagined it could be brought to use: if it should be turned to account, we shall be ridiculed for having doubted.

---Horace Walpole, letter to Horace Mann, 24 June 1785.

Ours is the commencement of a flying age, and I am happy to have popped into existence at a period so interesting.

---Amelia Earhart, '20 hrs 40 Min', 1928.



**This is from the *Cessna Flyer Association*:
(Thanks, David Heal)**

-- Best not to touch any prop -- just in case the magnetos are alive (e.g., disconnected or broken "P-lead", mag switch inadvertently left on, internal mag short, etc.) or a combustion deposit still glowing in engine after shutdown, etc.!

-- If a wood prop, always leave it stored in a horizontal position so that the latent moisture in the wood equally distributes itself along the length of the horizontal prop.

-- If a metal prop with a spinner and in COLD / WINTERY country, always store the prop in a vertical position so that rain, melted snow, etc. can readily drain out of the spinner and not freeze into a block of ice inside the spinner thus causing a rotational imbalance upon engine start-up and operation.

-- Be on the alert for prop nicks and gouges. They can readily lead to metal fatigue failure, cracks, and loss of a portion of the blade and possible physical loss of the engine. Airplanes that have physically LOST their engines do not glide well -- they have a glide angle that will remind you of your mutual fund's recent performance. Have all nicks and gouges properly smoothed by a qualified aircraft maintenance person.

-- Occasionally wipe down your metal prop with engine oil or other preservative. This reduces the chance of corrosion forming and creating stress risers leading to metal fatigue and possible prop failure. Although wood props do not experience corrosion-induced fatigue, occasionally give your wood prop a protective coat of wax to both protect the surface and make it easier to remove those nasty, sticky, suicidal bugs.

-- Another tip for wood prop operators -- right after you shutdown the engine following a flight, give the area between the prop and the crankshaft hub a quick smell (yes, with your handsome proboscis). If you smell burning wood, perhaps it is time to check for proper torque on the prop attachment bolts (or it could be your steam-powered airplane needs its flue cleaned).

-- If you have a metal constant-speed prop and see red fluid leaking out of the hub; beware, it could be a cracked hub (a very bad, unsafe thing) or merely a leaking prop seal (the prop should be quickly resealed by an approved repair shop).

-- For you *polished prop* fanatics, note that some certified props cannot be polished and still comply with their original FAA certification -- these props were originally certified as having a protective covering (e.g., paint) that theoretically must continue to be used to maintain the prop's airworthiness.

-- For you *chromed spinner* fanatics, simple chrome plating of certified spinners is not permitted by the FAA's airworthiness standards. Hydrogen embrittlement and a resultant reduction in strength of the metal results when a spinner is improperly chromed. There are FAA-approved processes to chrome plate spinners which involve the baking of the chromed metal to reduce the hydrogen embrittlement.

-- By the way, if you are pushing and pulling on a strutted airplane, do so on the inboard or outboard portions of the wing struts, NOT at the more flexible and weaker center portion of the strut. If you are pushing on a low wing airplane, push on the wing's leading edge at a rib location -- the wing is stronger there and you are less apt to damage the leading edge's thin aluminum.

-- Do not push, pull, or lift the plane's tail surfaces -- they are not built for that and are subject to damage by improper handling. Loss of a tail surface in flight results in the same glide angle as noted above for the physical loss of an engine.



WACO NC15705

(Thanks, Remo Galeazzi)



In the January 2005 issue of THE FLYING WIRE I had written a sequel to an article that was printed in our newsletter years before. It had to do with the restoration of a Custom Cabin Waco, YQC-6, that was being undertaken by Jim Smith, veteran member of Chapter 124.

As many of our members know, the restoration of an antique can be an arduous long-time undertaking. This Waco, a large personal airplane, even by today's standards, is an especially difficult undertaking because of its intricate structure which includes fairings at every juncture, and many complicated assemblies, such as doors, window frames, upholstery, etc. As is usual in most of these types of restorations, the aircraft is turned over to a firm that specializes in this type of work, several craftsmen are put to work on it, and after several years, the restoration is completed.

That's the way it usually goes, but not in this case, and that's why this particular Waco deserves a special mention. Jim started this project alone, worked for years on it alone, and completed it alone. He purchased the plane in 1989, and had no completion date in mind. When the aircraft was finished, he reckoned, it was finished. Unfortunately, when all of the fabric was removed, Jim found that the restoration would require even more work than he had anticipated, as the craft, having spent many years in storage, was badly deteriorated.

By 2006 Jim was beginning to see some light at the end of the tunnel, as all that remained to do was to complete the wheel pants and its attendant fairings, and this is when Jim had to undergo heart surgery. Everything came to a standstill, of course, and his recovery was so extended, that completing the airplane seemed an impossibility. A couple of years passed, and Jim, still not feeling fit, decided that it would be now or never. He traveled up to his Healdsburg hangar and managed to put in a few hours here and there, and after several painful months of work, finally completed his masterpiece.



WACO NC15705 (continued)

The Waco is restored exactly as it came from the factory in 1936 – same color, same scheme, same upholstery, even to the set of three flares that it had originally sported. It is a perfect example of the restorer's art. Someone had nit-picked the fact that Jim had used Phillips head screws on it, but Jim had researched that, too, and found that Phillips head screws were in use in 1936!

Since Jim had lost his medical, he decided to sell the beautiful craft, and fortunately it went to a person who loves and appreciates antiques, Chris Galloway. It will be hangared with Chris' other antiques at the Yolo County Airport. Incidentally, the writer was graciously given a ride in this singular beauty, piloted by Jim Rollison, and my joy had no bounds! What a wonderful tribute to Jim's perseverance and hard work! Surely, we'll all be able to admire this outstanding lady of the thirties at future fly-ins, and marvel at her sensuous flowing curves. --RG

FROM AOPA EPILOT NEWSLETTER:

NEW COURSE TESTS PILOT DECISION-MAKING SKILLS

Many (if not most) aircraft accidents can be traced back to poor pilot judgment. This sobering fact gave rise to the concept of aeronautical decision making (ADM), an FAA initiative that many pilots found too unwieldy for real-world use. A unique new course from the AOPA Air Safety Foundation has given the ADM concept a fresh spin, focusing on simplicity and practicality. "Do the Right Thing: Decision Making for Pilots" ({HYPERLINK "http://flash.aopa.org/asf/decisionmaking?WT.mc_id=081017epilot&WT.mc_sect=sap"}) shows how to anticipate and recognize basic problems and take timely action to correct them. But the course's highlight is its interactive scenarios. Created using "Microsoft Flight Simulator," the five video scenarios let you "choose your own adventure." You'll make choices for fictional pilots, see where those choices lead, and hear feedback on how you did. Will you get to the pilots home safely?

POWER PLANT THREAT AT CALIFORNIA AIRPORT TOPPLED

The California Energy Commission on Oct. 8 denied a permit that would have allowed a Texas company to build two energy plants less than two miles from Hayward Executive Airport. AOPA, the local aviation community, residents, and environmentalists had opposed the Eastshore Energy Center. "We're pleased the energy commission weighed the potential negative impacts this center would have had on the community and the safety of pilots operating at the airport," said Heidi Williams, AOPA senior director of airports.



(The following are two articles reprinted from AVweb, a great aviation information website. You can find it at { HYPERLINK "<http://www.avweb.com/>" })

New Aircraft On The Edge

Something we like about aviation is that someone is always thinking about new ways to use it or apply it, and a couple of ideas have been floated recently that stretch current technology, not to mention the imagination. Now the Defense Advanced Research Projects Agency (DARPA) spends most of its time (and considerable budget) out on the edge, and its latest invitation to the dreamers and thinkers out there isn't new, but it may be something whose time has come. DARPA is calling for proposals to develop a submersible airplane that can cover 1,100 nm (the last 100 nm at sea-skimming height), then travel underwater for 12 nm to drop off commandos. Then it has to be able to loiter in the area in seas of up to 13 feet, presumably waiting for pickup. DARPA doesn't say it'll be easy, but it does want to know if it's possible.



Meanwhile, British firm { HYPERLINK "<http://www.falxair.com/>" \t "_blank" } is hoping to develop a hybrid electric tilt-rotor personal aircraft that will go up to 230 mph. The rotors will be powered by electric motors that will get their power from a gasoline-powered generator. An onboard battery will provide the power boost necessary for takeoff. The proposed price of the aircraft, which could weigh as little as 1,000 lbs., is \$1.5 million. The company acknowledges there's a long way to go in getting the project off the ground but claims the technology is ready.

New FAA Online Resource Offers Lessons From The Past



Pilots know they must always keep learning to keep safe, and one way to keep sharp is to study the mistakes made by others. To promote that effort, the FAA has created an { HYPERLINK "<http://accidents-ll.faa.gov/>" \t "_blank" } that teaches "lessons learned" from some of the world's most historically significant transport airplane accidents. The FAA said that even though some of the accidents happened as long as 40 years ago, they all teach timeless lessons that are relevant to today's aviation community.

Each report features the accident investigation findings, resulting safety recommendations and subsequent regulatory and policy changes. The lessons learned from each investigation are explained in detail and grouped into relevant technical areas and common themes. Although all 11 accidents now online deal with transport-category aircraft, **many deal with issues that are also relevant to GA aircraft**, including bird strikes, wake turbulence, human error and flawed assumptions. The FAA said it plans to add another 40 accident reports to the library by the end of the year.



THE FLYING MARKET

HANGAR 254 FOR RENT: \$295/ month at STS Gun Club. Includes electric service. Call Larry Ford (707) 829-1955 or Otis Holt (707) 953-3946

Vintage and Classic aircraft fans...

Now posted at the newly revised "Unofficial Schellville Antique Aerodrome Homepage"...
{HYPERLINK
"http://www.napanet.net/~arbeau/usaah/"}

Sonoma Skypark

EAA 1268

Sonoma Skypark EAA 1268 meets at 7pm on the 2nd 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.

From: AOPA's "Epilot" newsletter:

Question: How can I find out if an airplane I am thinking about buying has damage history?

Answer: To find out if the airplane has a damage history, first talk to the owner and ask to see the maintenance logs. The information may not specifically state what happened and what damage occurred, but you can get a good idea about what has been done to repair damage. During a title search, you can also request to have an Accident/Incident Report and any 337 forms on file with the FAA to see information on a major repair or alteration. Also, a thorough prepurchase inspection by an airframe and powerplant mechanic can help allay your fears.