

September 6, 2006
Volume 45
Number 09

Board Meeting:
September 6, 2006 6:30pm

General Meeting:
September 6, 2006 7:30pm

WWW.EAA124.ORG

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SPECIAL ANNOUNCEMENTS:

September 6, 2006 PROGRAM: Emergency Bailout Procedures for Pilots by Allen Silver.

You've just experienced a mid-air collision, your left wing is gone and you're spinning towards the ground. You have just seconds to react...what's the first thing you need to do? If you had to think about your answer, then you can't afford to miss this informative and entertaining presentation by Allen Silver, one of the world's recognized experts in getting you out of your aircraft quickly and safely. Allen will offer an energetic, interactive seminar on all aspects of a bailout including mental attitude, preflight preparation, how to get out of your aircraft, deploying your parachute, and landing safely back on earth. You'll also learn other steps you can take to increase your chances of surviving a bailout and even how to choose the right parachute for you. Also other survival equipment will be discussed such as nomex clothing, helmets and other survival gear for you and your aircraft.

OIL BUY...OIL BUY...OIL BUY

Bill Massey plans to have an oil buy this month. Please contact him at the September 6th meeting if you'd like to be part of this buy. Those who can't attend the meeting can call him at (877) 499-0671. All prices are per case, and are inclusive of all taxes and fees:

Aeroshell 15W-50	\$55.36
Aeroshell 100W	\$37.55
Aeroshell 80W	\$37.55



MESSAGE FROM THE FRONT DESK...

SEPTEMBER, 2006

Bob Gutteridge, President

Your **Lease Committee** continues making significant **progress** on remaining renewal issues. Area clean up has been completed. **Thanks go to Larry**, and our tenants **Mary and Morgan** for a lot of hard work during the heat wave. More details will likely follow by next month's meeting. Stay toned.

As the fall season approaches, so does **elections of officers** for next year. **David Heal** has volunteered to head up the nominating committee this year as we select candidates for the next year. This year we elect a president, treasurer and three board members. All interested parties are invited to let David know if you desire to help the Club.

Rolf has put his name on the calendar for final assembly of his **RV-6** later this fall. I visited his "factory" a few days ago and can verify that it is indeed very close.

Young Eagles flight will be held on **Saturday, September 30th**. **David Lynch** is pulling all the details together and is looking for volunteers to assist in many areas. See his article within and let him know where you can assist.

The **Northwest Fly Fest** is being held on September 23 and 24 at the Eugene Airport. For all the details, see their web site at <http://www.norwestflyfest.com/flyingin.html>.

Speaking of flying events, is there a group contemplating a trip to **Copperstate** this year? Dates are late October this year, Oct. 26-29. Check their link at <http://www.copperstate.org> for additional detail. **Jim Elliott** has indicated that he will likely fly up for at least one day.

Please remember to assist with the **BBQ clean up** when the clean up call is made. It only took a few minutes last month and the effort was appreciated.

I am pleased to report that my **Jabiru** kit has finally **arrived**. No significant progress to report at this time, however, we are getting all the parts staged for the big push.

Sept. Board meeting will be **Wednesday, Sept. 6th at 6:30**.



Young Eagles Day on September 30th:

Chapter 124 is going to have our next Young Eagles event on September 30, 2006. You have all heard me talk about what great fun we and the kids have holding this event...and the happy, smiling faces the kids have when they come off the plane...and how the Young Eagles program supports both EAA's and AOPA's efforts to get more pilots in training...and how it helps to give kids direction, self confidence, and a desire to excel. So I am not going to talk about that again!

What I do need to talk about is the need for volunteers: both pilots and ground crew. We are advertising this event at the "Wings Over Wine Country" Air Show, on the radio, and in the newspaper. I expect that we will attract a lot of kids to this event *so I need your help*. I will be asking at the September meeting for volunteers. If you have never done this event before, sign up and see how much fun it is. If you have already done this event before you know how much fun it is, so sign up again. If you cannot make the meeting call me to volunteer to be a part of this fun event: David Lynch 578-2087 or send me an email at lynchdavidb@yahoo.com.

We are going to do things a little differently this time because of the difficulty we had at the Open House. I have written up each step of the Young Eagles event (Ground School, Registration, Dispatch, Tarmac Gate Keeper, Photographer, etc.) and I have described how each person will do his/her job. I will be talking about these changes at the next meeting and will pass out these descriptions to the volunteer teams at the event. That should make the process flow a lot smoother. I will need all the volunteers ready to start by 8:00 am on Saturday morning, September 30th. I will go over the full plan at that time and ensure that everyone understands how to perform his/her duties. Please don't be late as you will miss your briefing.

I will see you there.
David

(Please see separate poster for this event.)

THE FLYING WIRE

REFLECTIONS by Remo Galeazzi

I keep telling people that if you live long enough, neat things are bound to happen. It isn't as though you have to go stirring things up with a stick or poking into dark corners to find these "things", they just happen serendipitously. I know, because I'm old, and they do.

Take, for instance, what happened the other day. Every once in a while I look through my old collection of Sport Aviation magazines, which go back to 1964. I'll pick out a year and peruse them, issue by issue, and almost always find an item or photo that brings back some memories of years gone by. This time I pulled out the stack published in 1994, and as I was skimming through the May edition I came to the column entitled "From the Archives", and what I saw just about floored me. Here was a photo of a neat looking little Parasol powered by a 9-cylinder Salmson radial, that would look pretty snazzy sitting on any tarmac, even by today's standards. Photo and text appear below:

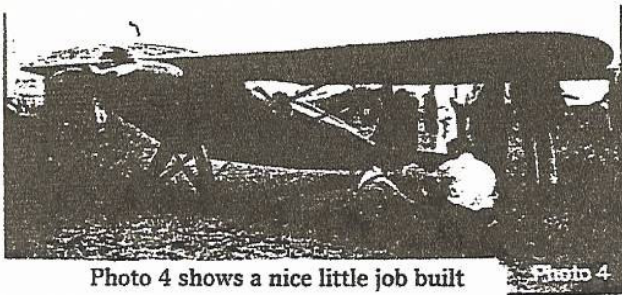


Photo 4 shows a nice little job built

by a mechanic for Lockheed at Burbank and was flown to Springfield, Oregon in about 8 hrs. The workmanship was beautiful and exceeded even factory built airplanes. The wing was set about 4 inches above the fuselage on a narrow support. The pilot had to look on either side. It was painted coal black and was powered by a 40 hp Salmson. (12763 was registered in 1933 in California to S. H. Barnes as a BGX1.)

S.H. Barnes, as you old timers have no doubt figured out, is Sterling H. Barnes, a well-known personality to Schellville pilots. Sterling never got to see his airplane featured in Sport Aviation, as he had passed away some years before.

Back in 1955 or 1956 (memory fades!), Mechanix Illustrated published the construction plans for the Baby Ace, as redesigned by Paul Poberezny. Otto Heyer, who later became a Schellville Escadrille charter member (think Southern Comfort), built his Baby Ace from these plans. About half way through the construction process, Otto explained to me that he, at that time, needed a little financial help to complete the project. He had met Sterling along the way and approached him about becoming partners, and an agreement was reached. In due time, the Corben Baby Ace was completed, and, for those who later saw it, all would agree that it was a little beauty. Otto put a slipper auxiliary tank on it and flew it to Rockford back in the sixties when the EAA convention was still held there. I met Otto about this time, when he started coming to the Chapter 124 meetings in Santa Rosa, and this is when he introduced me to Sterling.

Sterling worked for deHavilland in England during WWII, building Mosquitos, and he related to me that they had been having production problems because the adhesive was taking too long to cure (the Mosquito was all wood), so he devised a method of heating the various structures using electrical current to speed up the process. It was while working for deHavilland that Sterling met Ida, his future bride. Mrs. Barnes worked in the Petaluma Library, and whenever my wife Anne would come in, Ida would always have a book or two on aviation ready for her, as she knew of my interest in anything aeronautical. It was during this period that, while browsing through an old book store in Petaluma I came across a old copy of Popular Aviation, the forerunner of today's Flying Magazine, probably of about 1932 or 1933 vintage, and in it I found a small article on Sterling's BGX-1, the same aircraft that I newly discovered in the May 1994 issue of Sport Aviation. I purchased the magazine and gave it to Sterling, and it really delighted him as he had never



REFLECTIONS (continued)

seen the article. As a matter of fact, those of you who knew Sterling will remember that, although friendly, he was never one to blow his own horn, and few knew of his previous aeronautical experiences. It was after some coaxing that he gave some of the history of the plane, and told me of an amazing incident that occurred back there in the thirties.

After Sterling had flown BGX-2 for some time, he had decided to sell it, as at that time in his life he was going to an aviation college in Southern California (I've forgotten the name), and was also engaged in building, with others, the Thompson Trophy racer for Harry Crosby. Well, this fellow he knew bought the airplane and forthwith decided to take it up and see what it would do. He dove it, looped it, did wingovers and all kinds of things, and, in the process, tore the wings off! Luckily, he was wearing a parachute and managed to bail out of the plummeting fuselage in time to save his life. The amazing part of the story is that when the CAA came to investigate the wreck, they discovered that the 'chute hadn't been re-packed within the last 90 days, as per regulations, and they fined the poor guy!!

Before I had retired, maybe about 1975, Sterling came into the shop one day with an older fellow in tow, and introduced him to me as an old friend that he hadn't seen in years, and that I was meeting the man that had torn the wings from his airplane and had parachuted back to earth in a delinquent 'chute!!

For several years, the Baby Ace was hangared at the Petaluma airport, where Sterling used it to commute to Hummingbird Haven in the Livermore Valley, where he towed gliders in a Super Cub. I don't remember its final disposition, but perhaps a reader will remember.

This is just conjecture, but as I'm taking a close look at the pretty Parasol in photo number four (see above), I'm spotting something I hadn't noticed before. It didn't have any jury struts. As I say, this is pure conjecture, but I would bet those wings came off because those struts failed in compression. We'll never know, and it's all moot now, as its ancient history.

Maybe if I make it to 110 or so there might even be a sequel to this tale – as they say, if you live long enough, things seem to go full circle. R.G.



Guess Who (???) at the PCAM 'Wings over Wine Country' Airshow

(Please see separate picture)

2006 OFFICERS AND BOARD MEMBERS:

<i>President:</i>	
Bob Gutteridge (05/06)	(707) 539-5188
<i>Vice President:</i>	
Mike Tovani (06/07)	(707) 838-1891
<i>Secretary:</i>	
Joe Lacchia (06/07)	(707) 824-2891
<i>Treasurer:</i>	
John Whitehouse (05/06)	(707) 539-5549
<i>Facilities Chairman:</i>	
Larry Rengstorf (06/07)	(707) 575-0331
<i>Facilities Committee:</i>	
Art Beer, Dwayne Green, Dale Wittman, and Jim Long	
<i>Technical Counselors:</i>	
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

<i>Board:</i>	
Rolf Unternaehrer (05/06)	(707) 526-0860
Pat Fanning (05/06)	(707) 723-7455
Dave McIntyre (05/06)	(707) 874-2672
Brian Cluer (06/07)	(707) 824-0701
Steve Fredricks (06/07)	(707) 829-1214
Paul Reinders (06/07)	(707) 545-6473
<i>Newsletter Editor:</i>	
Donna Turrentine (06)	(707) 823-6132
<i>Webmaster:</i>	
John Palmerlee	jbpalm@sonic.net
<i>Librarian:</i>	
Walt Ferris	(415) 482-8331
<i>Young Eagles:</i>	
David Lynch	(707) 538-2531
<i>Flight Advisor:</i>	
CJ Stephens	(707) 523-4352



THE FLYING MARKET

Hangar Wanted: to buy, to rent or share. Must be able to fit a Starduster Too. Ray or Sher at (707) 584-9682.

New set of RV4 wings for sale. Call or email Dave Pinsky at davepskier@yahoo.com Phone 575 7900.

STS Gun Club hangar for rent. Newer Porta-Port, clean with full electric service. \$350 per month. Contact: Larry Ford, 829-1955

September, 2006 CALENDAR OF EVENTS

**Young Eagles Day on September 30th, 8am.
Volunteers needed.**

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.

A Pilots Creed (Thanks, Larry Rengstorf)

When the earth retreats beneath my rising plane, I feel the challenge of those who first ventured into the heavens, those who risked so much to carry on through the lean years toward man’s conquest of the air and those who, today, with me, are striving to uphold and advance the glory of aviation. I am conscious of a responsibility akin to that of a sea captain. I must be the master of my ship, of myself, and of every emergency. I must back my ability with keen judgment, accuracy, and unfaltering confidence. My fearlessness must be tempered with caution and wisdom. I must know my airplane in order that I may recognize its limitations and appreciate its possibilities. I must have for my plane even a greater regard than a seaman has for his ship. As my sea is far greater, my ship far faster, so must I, the pilot, be more sure.



August 2, 2006 Board Meeting:

President Bob Gutteridge called the Board Meeting to order at 6:31 PM.

Bob Gutteridge, Pres.	P	Rolf Unternaehrer, Board	P
Mike Tovani, VP	P	Steve Fredricks, Board	P
Joe Lacchia, Sec.	P	Paul Reinders, Board	A
John Whitehouse, Treas.	P	Pat Fanning, Board	A
Larry Rengstorf, Facilities	P	Dave McIntyre, Board	P
Brian Cluer, Board	P	Donna Turrentine, Editor	P

Minutes: Minutes from the prior Board Meeting were accepted.

Treasurer’s Report: John Whitehouse reported on activity this year to date, and on finances and parking fee collections. The report was accepted.

Reports:

Larry Rengstorf reported that the Hamilton Hangar site appears to be clean and that the barrels have been removed. He felt that the Phase I inspection of the site should progress.

Motion: Authorize the expenditure of \$3000.00 for a Phase I Environmental Site Assessment per ASTM Standard 1527-00 as outlined in EBA Engineering’s proposal #05-1223 (Passed 9 to 0). Mary Hamilton will reimburse the Chapter half of the cost of the site assessment (\$1500.00).

Mike Tovani will investigate the insurance requirements for vehicles left on site.

Meeting adjourned 7:25 PM.

Respectfully Submitted,
Joe Lacchia, Secretary



August 2nd, 2006 General Membership Meeting

President Bob Gutteridge called the meeting to order at 7:40 PM. 56 members were present.

Minutes: Minutes from the prior General Membership meeting were approved.

Treasurer's Report: John Whitehouse reported on activity this year to date, and on finances and parking fee collections. The report was approved.

Announcements:

Bob Gutteridge reported that Larry Rengstorf had completed the clean up of the Hamilton Hangar site and that the Board has authorized funding for a Phase I Environmental Inspection. Mary Hamilton has promised to pay half of the inspection cost. Bob also stated that Chapter 124 Day would be August 12th with a trip to Shellville.

Larry Rengstorf reported on the theft from hangars in the Gun Club area and on the arrest of the individual involved. He stated that the individual is probably the one involved in the attempted break in of our facility.

Dave Lynch reported that the next Young Eagles event is scheduled for September 30th.

Thanks were given to Dale Whittman and his staff for another excellent dinner.

Builders Reports:

Bob Archibald, Doug Dugger and Bill Massey, all reported on the first flights of their Zodiac 601s.

WOW:

Dave Pinsky from PCAM gave a short overview of the activities planned for this year at "Wings over the Wine Country" Airshow.

Evening Program:

A general discussion of AirVenture, Oshkosh, 2006 was presented by Larry Ford, Brien Seeley and Dwayne Green.

Respectfully Submitted,
Joe Lacchia, Secretary