



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



## MESSAGE FROM THE FRONT DESK...

MAY, 2008

Joe Lacchia, President

Blessed by perfect weather and delicious food, our EAA 124 Family BBQ and Art Beer Memorial Day went on without a hitch. The ribs were cooked to perfection by Dale and Donna Wittman with all of the planning and most of the buying accomplished by Donna Turrentine. The Memorial and fly-by was arranged by Larry Rengstorf and was spectacular. If you were there...you know. If you weren't...you missed one heck of a cook-out.

May 10<sup>th</sup> will be a fly-out day to Cloverdale to visit Michael Heintz, Doug Dugger and the LSA activity going on at Cloverdale. We are getting to the time of the year when weather is good and flying is fun. Additionally, we are in the process of scheduling a work day for May 31<sup>st</sup>. Dennis McGuire is setting this up and we will hear more about it at our meeting on May 7<sup>th</sup>. The big event of the year, Oshkosh, is also coming up and Bob Gutteridge is planning a Chapter 124 fly-out for the event. This is the biggest flying event in the world and shouldn't be missed by anyone interested in airplanes. Bob will have more to say about this at our meeting.

### Events coming up:

May 2 <sup>nd</sup> – 4 <sup>th</sup>	Central Sierra Helicopter Meet, Groveland CA (Hap Miller)
<b>May 10<sup>th</sup></b>	<b>Chapter 124 Fly-out, Cloverdale</b>
May 10 <sup>th</sup> – 11 <sup>th</sup>	Taylorcraft Fly-in, Sonoma Skypark, CA
May 23 <sup>rd</sup> – 25 <sup>th</sup>	Watsonville Fly-in and Air show
<b>May 31<sup>st</sup></b>	<b>Work Day</b>
June 6 <sup>th</sup> – 8 <sup>th</sup>	EAA West Coast Fly-in, Marysville CA
July 9 <sup>th</sup> – 13 <sup>th</sup>	EAA Northwest Fly-in, Arlington WA
July 28 <sup>th</sup> - Aug. 3 <sup>rd</sup>	Oshkosh WI

Happy Flying,  
Joe Lacchia

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The modern airplane creates a new geographical dimension. A navigable ocean of air blankets the whole surface of the globe. There are no distant places any longer: the world is small and the world is one.

---Wendell Willkie

I would have gone on flying through space forever.

---Major Yuri Gagarin, first man in space, quoted in 'The New York Times,' 14 April 1958



## The Spirit of St. Louis

Charles A. Lindbergh  
1953

...I'd thought I could climb above the fog and leave it beneath me, a neat and definite layer. Now, I realize what a formidable enemy it is. Its forces have been in ambush all around me, waiting only for the cool of the night to show their form. { INCLUDEPICTURE "http://www.gruner.com/flight/common/spacer.gif" \\* MERGEFORMATINET } Why try to hold onto those stars? Why not start in now on the instruments? After all, they were put there so I could fly through fog. This game of hide and seek with a half-dozen stars is child's play. But if I start flying blind, God only knows how many hours of it lie ahead. It might go on through the entire night - the monotony of flying with my eyes always on the instrument board; the strain of flying by intellect alone, forcing the unruly senses of the body to follow the doubted orders of the mind - the endless bringing of one needle after another to its proper position, and then finding that all except the one my eyes hold tight have strayed off again. The Spirit of St. Louis is too unstable to fly well on instruments. It's fast, and it has a greater range than any plane that flies; but it's high-strung, and balanced on a pin point. If I relax pressure on stick or rudder for an instant, the nose will veer off course.

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## Around the World in Eight Days

Wiley Post and Harold Gatty, 1931

The clock on the instrument board showed that it lacked 5 minutes, maybe a fraction less, of being 5 A.M. when I pulled the "Winnie Mae" back on her tail at Roosevelt Field. The grass was wet, and I was relieved that no side gust hit us as we plunged along. I wouldn't have dared to use the brakes.

{ INCLUDEPICTURE "http://www.gruner.com/flight/common/spacer.gif" \\* MERGEFORMATINET } The stout old wing munched along for 100 feet without pulling the ship off. A hard hummock hit the right wheel and flexed the shock absorber to its limit. A rut sent the plane bounding into the air, but it settled back with a light bounce.

{ INCLUDEPICTURE "http://www.gruner.com/flight/common/spacer.gif" \\* MERGEFORMATINET } Suddenly, as the airspeed hit 80, the stick became rigid and sensitive to my touch. From its mushing position the wing pitched to a higher angle, and I moved forward a little to hold the ship down.

{ INCLUDEPICTURE "http://www.gruner.com/flight/common/spacer.gif" \\* MERGEFORMATINET } The wheels spun idly, and I could see, through the rain, the eaves of the white hangars and the flashing track of the propellor. The red roof of the Air Associates hangar, which had been the home of the "Winnie Mae" for a month, swept underneath...





## **The Basics of Maintenance in General Aviation: (The Lycoming Flyer Key Reprints: Maintenance)**

Even the "pros" of our industry admit they need to be reminded from time to time of the basics of General Aviation maintenance. Therefore to review, the term maintenance means the inspection, overhaul, repair, upkeep, and preservation of an aircraft and engine, including there placement of parts, according to the FAA. The owner/operator is responsible for the proper maintenance of his aircraft and engine. The pilot in command of an airplane is responsible for:

1. Determining whether the aircraft is in condition for safe flight,
2. Having a Registration Certificate and a valid Airworthiness Certificate appropriately displayed in his aircraft during all operations,
3. Having available in the aircraft an FAA approved flight manual or operational limitations,
4. Keeping abreast of current regulations concerning the operation and maintenance of his airplane and engine.

### **INSPECTIONS:**

FAR 91.409 establishes minimum requirements pertaining to annual and 100-hour inspections. Not only does the FAA require these inspections, but they stipulate infer 91.405 that the owner/operator must maintain the airworthiness of the aircraft and engine during the time between the required inspections by having any airworthiness defects corrected and by ensuring that maintenance personnel make the proper entries in aircraft records approving the return to service. Although maintenance requirements will vary for different types of aircraft, the FAA states that experience shows most aircraft will need some type of preventive maintenance every 25 hours flying time, and minor maintenance at least every 100 hours.

### **ANNUAL INSPECTION:**

This inspection must be performed within the preceding 12 calendar months, by either a certified A & P mechanic holding an inspection authorization, an appropriately rated certified repair station, or the manufacturer of the aircraft.

### **100-HOUR INSPECTION:**

An aircraft used to carry passengers for hire, or for flight instruction for hire, must be inspected within each 100 hours of time in service by either a certified A & P mechanic, an appropriately rated certificated repair station, or the manufacturer. The annual inspection is acceptable as a 100 hour inspection, but the reverse is not true.

### **DAILY AND PREFLIGHT INSPECTION:**

The owner/operator may conduct a daily inspection, if so desired, but the pilot must perform a satisfactory preflight inspection before flight in order to determine that the aircraft is airworthy.

### **AIRWORTHINESS DIRECTIVES:**

Airworthiness Directives, commonly referred to as "AD Notes," provide aircraft owners with information of unsafe conditions. The AD specify the aircraft or component found to be unsafe by the FAA, and the conditions, limitations, or inspections, if any, under which the aircraft may continue to be operated.



### **AIRWORTHINESS DIRECTIVES (continued):**

The Federal Aviation Regulation require a presentation showing the current status of applicable airworthiness directives, including the method of compliance, and the signature and certificate number of the mechanic or repair agency who complied with the AD.

It is the aircraft owner/operator's mandatory responsibility to assure compliance with all pertinent AD notes. This includes those AD's of a recurrent or repetitive nature; for example, an AD may require a certain inspection every 100 hours. This means that the particular inspection shall be made and recorded every 100 hours of flight time.

### **MANUFACTURER'S SERVICE BULLETINS:**

The FAA states that whenever an aircraft or engine manufacturer determines, through service experience, that his product may be improved by some modification, or that the service life of his product may be extended by some particular maintenance or repair, he may issue a service bulletin. The latter will tell what the trouble is and how to remedy it. The service bulletin is mandatory because it supplements the manufacturer's maintenance manual that is required by FARs. The service bulletin usually addresses those items that affect safety of flight. The Lycoming overhaul manual and all applicable service bulletins and service instructions, used in conjunction with the appropriate operator's manuals, constitute the engine maintenance manual required by the FAA / FAR 43.13. In addition to service bulletins, Textron Lycoming also publishes service instructions and service letters. A service instruction is product information that also becomes a part of the manufacturer maintenance manual, and therefore compliance with these publications by owners and operators is required. The service letter at Lycoming is product information which can be optional to the pilot/owner.

### **PREVENTIVE MAINTENANCE:**

Preventive maintenance means simple or minor preservation operations and the replacement of small standard parts not involving complex assembly operations. The holder of a pilot certificate issued under FAR 61 may perform preventive maintenance on any aircraft owned or operated by him that is not used in air carrier service or air taxi. All other maintenance, repairs, rebuilding or alternations must be performed by persons authorized to do so by the FAA.

Except as noted under "Preventive Maintenance," all repairs and alterations are classed as either Major or Minor. Major repairs or alterations must be approved and returned to service by an appropriately rated certified repair facility, an A & P mechanic holding an Inspection Authorization, or a representative of the FAA. Minor repairs and alterations may be returned to service by an appropriately rated certified A & P mechanic or repair facility.

### **PROGRESSIVE MAINTENANCE:**

This is a continuous maintenance program whereby the required FAA and manufacturer inspections are accomplished during the most convenient time, while keeping the aircraft in a state of continuous airworthiness. Several General Aviation airframe manufacturers have established sound Progressive Maintenance programs with FAA approval. Owners and operators are reminded that certain FAA requirements



**PROGRESSIVE MAINTENANCE (continued):**

must be met before a Progressive Maintenance program can be used. These requirements are contained in the Federal Aviation Regulations, Part 43, "Maintenance, Preventive Maintenance, Rebuilding and Alteration," and Part 91.409, "General Operating and Flight Rules." The Progressive Maintenance program has had more appeal where planes for hire are involved (i. e., commuter, air taxi, flight instruction), rather than those privately owned.

**AIRCRAFT FLIGHT TEST AFTER REPAIR OR ALTERATION:**

The FAA reminds us that whenever a repair or alteration has been made to your aircraft or engine, the person authorized to return the aircraft to service should decide if the flight characteristics have changed or if operation in flight has been substantially affected. If the decision is affirmative, the aircraft must be flight tested before it may be used to carry passengers in accordance with FAR 91.407. The test pilot must make an operational check of the maintenance performed and log the flight and findings in the aircraft records.

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**EAA CHAPTER 124  
2008 OFFICERS AND BOARD MEMBERS:**





## **April 2, 2008 Board Meeting:**

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

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

**Minutes:** Minutes from prior meeting are approved. Thank you, Jim DuVander for filling in.

**Treasurer's Report:** John Whitehouse reports the chapter has been receiving donations in Art Beer's name. John suggested that the secretary should draft "thank you's" to the donor's and invite them to the Memorial Service BBQ. John also provided the usual reports on activity for the month. John also wants those who owe for aircraft parking to know it is critical that your account is brought up to date. Report was moved, seconded and approved.

**Young Eagles:** Joe Lacchia has been contacted by Pacific Coast Air Museum (PCAM), they will be hosting one of their climb aboard days on June 21. PCAM is hoping that a Young Eagles event could happen on the same day. Joe would like pilots interested in participating to start contacting Ray and Sher, so this event can become a reality.

**Audit Committee:** Dennis McGuire and Donna Turrentine have reviewed the books for last year. They report that, as usual John Whitehouse's work is all in order. The report is moved, seconded and approved.

**Lease:** John Whitehouse requests that as soon as the lease is executed by the County that he can get the Chapter's executed copy, so he can get it into the safe deposit box.

**New Business:** The bump system was discussed. A concern was raised to the board about the method that is used to calculate the points. It was suggested that a calculation sheet be placed in a future issue of the newsletter so that all members would understand how the points are accrued.

Dennis McGuire is looking to schedule a work party. He is looking at the end of May. Dennis has a list of worthy projects that could easily be completed in a day.

Steve Barnes raised a concern about the movement of aircraft from the main hangar. Steve's main concern is when aircraft occupying the main hangar are moved on meeting night. The following resolution was adopted: Whenever an aircraft is moved in the main hangar there shall be three people present. One person shall be assigned to each wing. One person will maneuver the aircraft.

Respectfully Submitted,  
Steve Fredericks, Secretary



## **April 2, 2008 General Meeting:**

President Joe Lacchia called the Meeting to order at 7:30 P.M., 40 members were present.

**Minutes:** Minutes from prior meeting are approved. Thank you, Jim DuVander for filling in for the secretary.

**Treasurer's Report:** John Whitehouse reports that Jim DuVander has published the roster for this year. Copies of the roster are available to pick up at meetings. Donations are coming to the chapter in Art Beer's name. John also provided the usual reports on activity for the month. John also wants those who owe for aircraft parking to know it is critical that your account is brought up to date. Report was moved, seconded and approved.

**Young Eagles:** Joe Lacchia has been contacted by Pacific Coast Air Museum (PCAM), they will be hosting one of their climb aboard days on June 21. PCAM is hoping that a Young Eagles event could happen on the same day. Joe would like pilots interested in participating to start contacting Ray and Sher, so this event can become a reality.

**Audit Committee:** Dennis McGuire and Donna Turrentine have reviewed the books for last year. They report that, as usual John Whitehouse's work is all in order. The report is moved, seconded and approved.

**New Business:** Dennis McGuire is looking to schedule a work party. He is looking at the end of May. Dennis has a list of worthy projects that could easily be completed in a day. A pizza lunch will be provided.

Steve Barnes raised a concern about the movement of aircraft from the main hangar. Steve's main concern is that when aircraft occupying the hangar are moved on meeting night. The following resolution was adopted by the Board at this evenings meeting: Whenever an aircraft is moved in the main hangar there shall be three people present. One person shall be assigned to each wing. One person will maneuver the aircraft.

**CAFÉ:** David Lynch and Meg Hurt went to Washington D.C. to visit NASA Headquarters. They gave a presentation on the Centennial Challenge, which was well received.

Brien Seeley proposed a concept to develop an electric airplane. Brien envisions a consortium of a university, a manufacturer and an EAA member.

**Builders Reports:** Jim Smith's Waco has been sold. This could be your last chance to see this magnificent aircraft right here in Sonoma County. The project is up at the Healdsburg Airport.

Thanks to Kevin Quirk for cooking and Donna Turrentine for shopping.

The program was Bob Gutteridge on this year's proposed fly out to Airventure 2008 in Oshkosh, WI. Also a video on Airventure 2007 was shown.

Respectfully Submitted,  
Steve Fredericks, Secretary