



**NOVEMBER, 2003**

**Volume 42  
Number 11**

## **SPECIAL ANNOUNCEMENTS:**

### **PROGRAM FOR NOVEMBER 5<sup>TH</sup> MEETING:**

The Program for Nov. 5th will be tales of the aviation legend/pioneer Paul Mantz, presented by none other than his grandson Gregory Mantz. He will bring his tales and a fine collection of photographs detailing the wild and wonderful experiences of his granddad. See you there! (Thanks to Mike Fenn)

### **ELECTION OF CHAPTER 124 OFFICERS AND BOARD**

The Chapter will be having its annual election of officers at the November 5th meeting. The positions of Vice President, Secretary and four Board members will be open. Everyone in the Chapter should consider volunteering for a spot. We need your participation to help make our Chapter a vibrant, thriving organization with new ideas and active members. See nominating committee members Bill Massey, David Heal and Mike Fenn if interested in serving. Nominations from the floor will be encouraged.

***YOUR CHAPTER NEEDS YOU!!!***

### **A WORD FROM YOUR BY-LAWS COMMITTEE**

The By-laws Committee has finished its work and the Chapter Board of Directors has approved the work. This is the official submission to the membership for approval at our December 3<sup>rd</sup> meeting. Copies of the proposed By-Laws have been posted on the Bulletin Board in the rear of our meeting hall, and will be available for membership review at our November 5<sup>th</sup> meeting. You may also receive one via e-mail upon request from your By-laws Committee Chairman, Joe Lacchia, at [jblacchia@sonic.net](mailto:jblacchia@sonic.net).

### **CHAPTER JACKETS AVAILABLE**

Meg Hurt is taking orders for a Chapter jacket embroidered with the Chapter's emblem on the back. The jacket is dark grey with red emblem. The cost will be around \$100 which includes the jacket, embroidery work, two lines on the front of the jacket (name, airplane), and tax. Please call Meg if interested (707) 544-1026.

**GENERAL MEETING MINUTES**  
**OCTOBER 1, 2003**

The general meeting was called to order October 1, 2003 at 7:40 PM by Pres. Joe Weigand. Held at Chapter 124 Clubhouse, Santa Rosa, CA.

**Number Attending:** 56

**Visitors** – John Palmerlee, Ken Pyche Jr., Carol Damas, and Guy Minor

**Minutes** – Acceptance of September minutes: M/S to approve. Approved.

**Treasurer's Report** and Parking Fees status (John Whitehouse reporting). M/S to approve. Approved.

**Facility Report** – Noted new sign on used oil barrel. Thanks to Bill Borne for creating and placing the signs. Thanks to Larry Ford for giving Bill a pay-off ride in the Glasair.

**Planning & Nomination** – Nominees for VP, Sec, & Board of Directors placed on white board. Election scheduled for November 5<sup>th</sup> meeting.

**By-Law Revisions** – Announced plans to resubmit the proposed by-law revisions and hold the general membership ratification vote at the December meeting. Proposed revisions will be posted on or before October 24 for review.

**Evening Program** – Guy Minor (FAA) gave presentation on certification of Amateur Built Aircraft. Used the example of our former member David Rominger's project as a platform to emphasize the basis, purpose and intent of the FAA's role in the safety of amateur built aircraft.

Respectfully Submitted,  
Jim Elliott, Secretary  
EAA 124

***THE FLYING MARKET***

**RV-6** for sale. Lycoming 0320 DIA 160 hp. Sensenich wood prop, all 195 hrs TTSN. Sliding canopy. Electric flaps, elevator and rudder trim. Narco 810 Comm. Northstar GPS 60 coupled to Navaid Autopilot. 4 cyl CHT/EGT. Pulse light modulated landing lights. Hangared at Schellville. \$60,000 Hart Jewell (415) 464-1652

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

**HUMMELBIRD:**

Previously flown, extremely close to completion, \$6000. Have two other projects active, must simplify.  
\$6300 with Sporty's handheld radio.  
Brent Smith (707) 565-7508

**KOLB FIRESTAR II:**

EXPERIMENTAL N23NN. Call Neil (415) 664-2296, firestart@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

**If you have something that you would like to buy, trade or sell, contact Donna at (707) 823-6132 or dturren@sonic.net.**

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

The **BY-LAWS** committee has completed its work, again. Joe Lacchia will give a brief summary of the changes and information on how you can obtain a copy, again, at the November meeting. This will set up the final vote by all Chapter members for the December 3<sup>rd</sup> meeting.

The just completed **Copperstate Fly-In** has brought the 2003 fly-in season to a close. This was the second year for the event to be held at Phoenix Regional airport in Arizona. While they are still growing and learning with a few more improvements needed, I think the event was a success. The volunteers now have an onsite, permanent kitchen/dinning building which has showers at the rear for the volunteers and campers. The weather cooperated, for the most part, for the four days of the fly-in. We were treated to cloudy and cool weather Thursday afternoon which turned into a short down pour early that evening with another brief sprinkle later that night; be sure to ask JR for details about the wet sleeping bag.

I would like to throw out a thought for your **CONSIDERATION**: *“Should Chapter 124 become more active in the support of one or more of the West Coast regional fly-ins?”* We have the Golden West, Arlington and Copperstate Fly-ins on the west coast. All these events are put on primarily with volunteer labor. This year at Copperstate, Dwayne Green and Jim Elliott put in a lot of time keeping the show running smoothly, and Art Beer presented a discussion on the BMW engine he has been working on.

In addition to volunteer labor, monetary donations are also required from time to time. This year, the Copperstate organizers announced a capital campaign designed to raise money to be used to erect a large building for the vendor displays. The tent rented this year consumed a very large portion of the budget and they would very much like to replace it with a permanent building. Their campaign consists of “purchasing” a brick, which is then inscribed with a message written by the donor. The brick will be on display as a permanent part of the new facility's pilot patio. I suggest we discuss this idea amongst our selves for a few months and bring it to the table early next year. In the mean time, if you would like to purchase your own brick, I have some of the applications. Please see me at the meeting.

One last thought: if it has been raining, **DO NOT PARK OFF ON THE SIDE OF THE DRIVEWAY**. The ground is soft and you will leave very deep ruts when your vehicle is dragged out of the mud!

Don't forget we have **ELECTIONS AT THE NOVEMBER MEETING**. Come early, have a hamburger and enjoy some hanger flying.

<p><b>NEW MEMBERS in October.</b> No new members this month.</p>
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**A FEW MORE THOUGHTS ON  
THE WRIGHT BROTHERS  
(Remo Galeazzi)**

In 1908 Wilbur traveled to France to demonstrate the FLYER. Up to that time, the French considered themselves “the Fathers of Aviation”, but after viewing the precision and complete controllability of the Wright machine, the French record holder, Leon Delagrange could only say “Nous sommes battus” (We are beaten).

Wilbur went on to break many records during his stay in France. On the last day of the year, (1908), with snow on the ground at Auroirs, and in a numbing wind, Wright rose gracefully into the air, and remained aloft for two hours and twenty minutes, traveling 125 kilometers. On that flight alone he broke his own and Orville’s distance and duration records, winning the Coupe Michelin and 20,000 francs.

Later, Wilbur took the correspondent of Le Figaro up for a flight, who wrote after this experience, “I have known today a magnificent intoxication. I have learned how it feels to be a bird. I have flown. Yes, I have flown. I am still astonished at it, still deeply moved.” (See Note)

Remember your first solo? For me it was 57 years ago, but I can still recall the elation I felt, and if I could have been as coherent and erudite as that correspondent, I would have uttered those same words.

(Note: Reference: “A Passion For Wings” by Robert Wohl.)

**Classic Tower Conversations**

*Air Force '45, it appears your engine has...oh, disregard...I see you've already ejected."*

*"Citation 123, if you quit calling me Center, I'll quit calling you twin Cessna."*

*"About three miles ahead, you've got traffic 12 o'clock, five miles."*

*"If you hear me, traffic no longer a factor."*

*"Don't anybody maintain anything."*

*"You're gonna have to key the mic. I can't see you when you nod your head."*

*"Put your compass on 'E' and get out of my airspace."*

*"Climb like your life depends on it...because it does."*

*"If you want more room, captain, push your seat back."*

# GOOD DECISION...BAD DECISION

**SAFETY doesn't require a 100% success rate. It just requires an acceptable alternative...**

## **THE MILKSTOOL** (Paul Reinders)

"Looks kinda short, but they said six-hundred feet."

"I stepped it off. Four-seventy-five. Max!"

I had purchased the PA-22-135 at Peekskill Seaplane Base on the Hudson River on the condition that it be ready to fly and on wheels the next day. It was. However, the Hudson River formed a horseshoe at that point, the open end of the enclosed land to the north, and an 8-foot steel mesh fence bisecting the area from north to south. The Tri-Pacer was against that fence facing east towards the river in a field with 12-inch grass, the maximum length of the field being possibly 475-feet, and a light breeze from the west. West of the fence was a hangar, a Cub on floats, and the Hudson River again.

Long on optimism, short on patience, and having been told by the local pilots that, "We fly in and outta here all the time", I decided that my complete unfamiliarity with the PA-22, and lack of small plane experience in the last 18 months, was the cause of my uneasiness. After all, this was Big Iron, with 135 horses and 4 seats, compared to my previous 90-horsepower, 2-place Cessna 140. And...I was going out empty...pilot and 10 gallons of fuel, max.

"Get 60 on the meter, pull full flaps, she'll come right out."

"Okay. Into the wind it should make it. Give me a hand turning this thing around at the other end."

### ***Bad Decision #s 1 and 2:***

I taxied east to the river and swung the plane around to face west 475 feet to the 8-foot fence and hangar. Shutting down the engine, my friend and two other "locals" helped me push the aircraft back until the wheels were within two feet of the embankment. We attracted a lot of attention from the residents of a trailer court on the right.

"Grab the struts, I'll run up to full power and let go of the brakes when she slips. You let go, too."

Forward visibility was nil into the sun at 5 o'clock in the afternoon in October. At full power the tires began to slip on the grass. I let go of the brakes, my two helpers released their grip on the struts, and I was on my way. **Bad Decision #3.**

Unable to see outside, I began looking for the airspeed indicator on the unfamiliar panel. Part way through an unsuccessful search for the "meter", shadows from the fence and hangar distracted me. I looked up in time to realize they were VERY close. Time to go flying...with or without 60 on the meter!

I hauled on the flap handle and yoke, cleared the fence by several feet, rolled hard to the left to miss the hangar, and began to settle due to lack of knots on the meter. Missing the hangar by several feet, we disappeared from view over the embankment towards the river. Ground effect becoming more effective as we settled, the Milkstool reluctantly leveled off within inches of the water. No boats in sight. (The Hudson River is a beautiful place to see close up as the leaves change colors if you aren't preoccupied with other matters.)

# GOOD DECISION...BAD DECISION (continued)

A half mile up the river, still in ground effect, I released my grip on the flap handle (still at the full-flap position) and hammered the throttle in an unsuccessful effort to get more power. Another half mile and I was able to clean up and circle around to see the locals wandering back from the river where they had raced to recover pilot and plane after our disappearance. Looking down at that postage stamp from which we had just departed I vowed, "We ain't gonna do that again!" **Good decision #1.** (Late, but a good decision.)

On the ground my friend learned that no one had ever taken off from that field in anything except a Cub... always eastbound, and always with a headwind. No one had ever attempted to clear the fence.

The locals were giving odds of 2 to 1 that I would not make it.

"Why didn't you say something?"

"I thought you knew what you were doing."

"Why didn't you bet?"

"I wasn't THAT sure!"

I learned something that day also. Attempting a maneuver to which there is no acceptable alternative to success is not smart. Good, safe pilots often fail to complete every maneuver attempted. However, failure does not result in catastrophe because a safe pilot always has an alternative that is acceptable. That is all that Safety requires...another "out" when success (or the destination) is not guaranteed. If in doubt, and without acceptable alternatives, **FORGET IT!**

**Safety doesn't require a 100% success rate. It just requires an acceptable alternative.**

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## 124 REPORTER, NOVEMBER, 2003 (Dwayne Green)

\*\*\*Bob Gutteridge, Jim Elliot and I attended the Copperstate Fly-In last week. We flew down on Wednesday and volunteered to help with the event.

\*\*\*I heard a message on the P.A. asking Art Beer to meet his nephew at the registration booth but never saw our Art. Could there be two Art Beer's???????

\*\*\*I spent three days on a scooter parking airplanes; there were a great many more than last year but I don't think anyone had a good count so I do not have any numbers.

\*\*\*Jim retired recently from Agilent. Volunteering got him a promotion while at Copperstate to "Assistant to the Chief Garbage Collector" (Sanitation Engineer?????)

\*\*\*Late Saturday afternoon I looked up and saw a Glasair rolling out on runway 3. Larry Ford and Geri arrived just in time to get tickets for the awards banquet.

\*\*\*Bob's Champ received an award. He may have to build a new award display case soon.

\*\*\*Bob Hasson is the long time leader of Copperstate and RV-6A builder. (See Sport Aviation Jan. 2003 pg. 34) He said he may get the first kit for the new HPA-M1. These kits are from Prague in the Czech Republic. I spent a rainy afternoon at Oshkosh this year looking at this new kit aircraft and was very impressed. It is all metal including the fairings and cowlings. Bob will only be allowed to buy kit #1 if he will finish it in 2 years or less; seems the manufacture wants one on the air show circuit quick for PR purposes and they want it to be of excellent construction; stay tuned, you will be hearing more about this new design.

\*\*\*From all I heard everyone had a great time and plans are in the works to return next year.

# WHEN YOU WANT TO BUZZ...

## **BUZZING...**(Jim DuVander)

October 14, 2003

I was home for the summer from my junior year in college. It was the sixties. For me summer meant working in the prune harvest on my parent's farm in Windsor, Calif. But it was just before harvest and I had brought my friend John home with me. John was loads of fun, but not a particularly positive influence on me. John had a talent for getting into trouble and somehow I often seemed to get dragged along. For instance, he and his girl friend, Susan took LSD and got naked on our front lawn in my college town early one Sunday morning. I awoke to a policeman ordering me out of bed and spent a couple of anxious hours at the station, barely avoiding getting booked. If I hadn't hidden the marijuana in the oregano spice jar, I'd have been in jail too. (It was the sixties, what else can I say?)

Since harvest hadn't yet begun, we decided that we needed a bit of a diversion, so I rented Paul Rued's J3 cub (from the Healdsburg airport) for a little recreation. John was along for the ride. The rest of 'the gang', my brother, sister, cousins and friends decided to go to Salmon Creek at the coast. John and I decided that we would go buzz them. We told them to watch for us. We wanted just a little "look-at-us" affair, to look cool to the others. What we didn't count on was that the beach was crowded with hundreds of people that day. We didn't care much about this, except that we couldn't find the gang. At last we saw them in the parking lot jumping up and down on the top of their cars, waving to get our attention. Not to disappoint, I descended to make a steep diving pass right over their heads. It was a really close pass, so close that they had to dive off the car to keep from getting hit. I saw no reason to make it anything less than impressive. John was about peeing his pants in the back. I was actually glad to make John squirm for a change, so I whipped the maneuverable little airplane around and made three more passes, giving everyone on the beach plenty of time to memorize the call letters. Of course, I wasn't thinking of this, I was so involved in this new sport. We had great views of people scattering on the beach, as we swept over them, out over the sea and returning for another pass. Looking back, I think how stupid could I be. But I was caught up in the moment. I chalk it up to youthful inexperience and an inappropriate sense of playfulness.

When I got the call from the tower controller, soon after returning home, he surprisingly was not all that put out with me. He said that he was going to let it go, until he got about the tenth call. He said he was sorry but he had to write it up. So, eventually I got a letter from the FAA telling me of an impending action. The final outcome was to surrender my ticket for 60 days, which I did. They dutifully sent it back to me on the 61st day, and I've never heard another word from them about it since.

John and the gang, however, have never let me forget it. They remind me periodically of that wild summer when Jim wasn't acting quite so normally, and got himself in trouble.

I'll never forget the advice that Paul Rued gave me after this incident:

***"When you want to buzz, go in fast, low and ONCE."***

### **FLYING JOKES**

What is the difference between a pilot and a jet engine?  
A jet engine normally stops whining at the parking spot.

After a particularly rough flight, the airliner pilot addresses his passengers:

"The turbulence we passed through was rough, but we are through it now."

The pilot was unaware that his PA switch was stuck on, and leaned over to the co-pilot and said "Boy, that was rough! What I need now is a hot woman and a cold beer."

A flight attendant in the rear of the aircraft heard this, and ran forward to warn the pilot.

As she neared the cockpit, an elderly woman passenger stopped her saying "Don't forget the beer!"

**BOARD MEETING MINUTES**  
**(October 1, 2003)**

Pres. Joe Wiegand called the regular board meeting to order October 1st, 2003 at 6:35 PM, held at Chapter 124 Clubhouse, Santa Rosa, CA.

Joe Wiegand, Pres.	P	Dave McIntyre, Board A	Dwayne Green, Board	P	
Bob Gutteridge, VP	P	Bill Bruce, Board	Marshall Palmer, Board	P	
Jim Elliott, Sec.	P	Ron Parrot, Board	Mike Fenn, Board	P	
John Whitehouse, Tres.	P	Joe Lacchia, Board	Larry Rengstorf, Fac Chair	P	
Donna Turrentine, News Ltr Ed	P	Membership Chair	A	Christine Kerner, Webmaster	A

**Minutes** – September 2003 Minutes submitted for approval. M/S to approve. Approved.

**Treasurer's Report** – John Whitehouse reported September activity and updated all on parking fees. M/S to approve. Approved.

**Facilities & Equipment:** - EPA # Application submitted for used oil storage / disposal. Weeds sprayed.

**Newsletter/Promotions** – New newsletter editor Donna Turrentine discussed most recent issue, specifically the omission of list of officers, directors & committee chairs in lieu of the Falco Fly-in story.

**Planning / Nominating** – Nominees to be announced at general meeting.

**Events** –Final details discussed for Oct 4th Pancake Breakfast and Young Eagles events.

**OLD BUSINESS** –

**By-Laws** - Reporting results of special 9/16 Board meeting was a vote to send the proposed By-Law revision back to committee for additional work. Next committee meeting scheduled for Oct 6th, 2003. Discussed plans and procedures for holding a general membership ratification vote during the December 2003 general meeting.

**NEW BUSINESS** –

Board Member B. Bruce initiated and led a brief discussion regarding leadership, goals, direction, membership involvement, use of money, etc. Requested each Board Member come to next meeting with one good forward looking idea.

**Club Jackets** – D Turrentine reported on work to date by Meg Hurt putting together a program for making jackets available to members with the club insignia. Requested the board approve a one-time expense of \$195 to digitize the club logo for use in an automated embroidery machine. Request tabled until next meeting. More information on overall program required first.

Adjourned 7:30 PM.

Respectfully Submitted,  
Jim Elliott, Secretary  
EAA 124



## CALENDAR OF EVENTS:

### **NOV. 5th: ELECTION OF NEW OFFICERS.**

Program tonight will be tales of the aviation legend/pioneer Paul Mantz, presented by none other than his grandson Gregory Mantz. He will bring his tales and a fine collection of photographs detailing the wild and wonderful experiences of his granddad.

See you there! (Mike Fenn)

**DEC. 3rd PROGRAM:** Ron Parrot, ???

**RATIFICATION OF NEW BY-LAWS.**

**JAN. 7th, 2004 PROGRAM:** Jim Elliott, Pros & Cons Discussion of Small Plane IFR.

**INDUCTION OF NEW OFFICERS.**

Schellville Antique Escadrille meets every 2nd Saturday (except June) at the Schellville Grill, 6pm. If staying for dinner, Call Bill Ewertz (President) (707) 938-1465

## EAA 124 OFFICERS, BOARD OF DIRECTORS (AND OTHER IMPORTANT MEMBERS)

### ***President***

**Joe Wiegand (2) (415) 665-8871**

### ***Vice President***

**Bob Gutteridge (1) (707) 539-5188**

### ***Treasurer***

**John Whitehouse (2) (707) 539-5549**

### ***Secretary***

**Jim Elliot (1) (707) 539-3924**

### ***Facilities Chairman***

**Larry Rengstorf (707) 575-0331**

### ***Facilities Committee***

**Art Beer, Bill Bruce, Bill Massey, 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***

**Ron Parrot (1) (707) 433-5730**

**Dave McIntyre (1) (707) 874-2672**

**Bill Bruce (2) (707) 823-5655**

**Dwayne Green (1) (707) 544-4535**

**Joe Lacchia (1) (707) 824-2891**

**Marshall Palmer (2) (707) 887-9657**

**Mike Fenn (2) (707) 578-5463**

### ***Newsletter Editor***

**Donna Turrentine (707) 823-6132**

### ***Webmaster***

**Christine Kerner ck@eaal24.org**

### ***Librarian***

**\*\*\*Volunteer Needed**

### ***Young Eagles***

**Sue Sarmir (707) 539-8589**



P.O. Box 6192  
Santa Rosa, CA 95406

## FIRST CLASS MAIL

### GENERAL MEETING: NOVEMBER 5, 2003

**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:** Program tonight will be tales of the aviation legend/pioneer Paul Mantz, presented by none other than his grandson Gregory Mantz. He will bring his tales and a fine collection of photographs detailing the wild and wonderful experiences of his granddad. See you there! (Thanks, Mike Fenn)

***ELECTION OF NEW OFFICERS.***

**See us on the Web:  
[WWW.EAA124.ORG](http://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](mailto: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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