



February 6, 2008
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Board Meeting:
February 6, 2008 6:30pm

General Meeting:
February 6, 2008 7:30pm

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

SPECIAL ANNOUNCEMENTS:

February 6, 2008 PROGRAM: To be announced at the meeting.

SANTA ROSA 'PROJECT' TOUR

On February 23rd a project tour will be lead by Duncan Reed to various members' shops. We had a great turnout last year to see John Whitehouse's RV-4 and Bob Gutteridge's Jabiru project, and I'm sure we'll see other great shops and projects this year too. Duncan will announce our destinations at the Chapter meeting on the 6th. Please plan to come and meet us at the Chapter hangar on February 23rd at 9:00am and we'll go from there.

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

Bill Massey plans to have an oil buy this month. Please contact him at the February 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:

15W-50	\$64.52 per case
100W	\$42.18 per case
80W	\$42.18 per case

Dues are now being accepted by Treasurer, John Whitehouse, for the year 2008. Please pay your annual dues (\$25) by/at the March, 2008 meeting to be included in the Chapter roster. If you don't pay by the end of the March meeting, you'll have to pay the new dues of \$30...So pay now! Also, please contact Jim DuVander to update any missing/incorrect information for said roster.



MESSAGE FROM THE FRONT DESK...

February, 2008

Joe Lacchia, President

Last year at this time, during the dark days of winter, Bob Gutteridge arranged a tour of various shops and projects in the Santa Rosa area that went very well. This year Duncan Reed has volunteered to set one up which he has scheduled for February 23rd. At this time the destinations are still in the works but I'm sure he will have more to say on the subject during our February meeting. In any event we will meet at the Chapter ground on February 23rd at 9:00am and go from there.

Last month in this column I announced hangar rental price increases. Unfortunately there were a few errors in this announcement that I have corrected below:

Dues are being raised from \$25.00 per year to \$30.00 per year effective the close of business at our March General Membership meeting (so pay your dues by the March meeting to get in the Roster and save 5 bucks).

Closed Hangar rentals are being raised to \$90.00 per month effective February 1st.

Open Shade Hangar rentals are being raised to \$60.00 per month effective February 1st.

Outside tie downs are being raised to \$20.00 per month effective February 1st.

By now all renting members will have received a mailing containing a letter from our Facilities Chairman, Larry Rengstorf, with their new lease agreement and a self addressed stamped envelope. Please follow the instructions in the letter.

I would also like to point out that this added income will give us a balanced budget *with little room for error*. We may have to make some minor mid-course corrections as time goes by. Additionally, we will be receiving a rent increase from the County yearly that is based on the cost of living in our area. This increase will be passed on to the renting membership when received by the Chapter.

Things coming up:

February 23rd Santa Rosa Shop Tour by Duncan Reed
Not much is happening in the flying community.

Happy Flying,
Joe Lacchia



RAG BAG

(Thanks, Paul Reinders)

Having picked up the Rag Bag in the Carolinas I was headed for Alaska at a rather leisurely pace. With relatively large tires, Borer prop, clapped-out 3300-hours-SMOH O-320 engine, the Super Cub was not setting any speed records. The electrical system had been removed, as well as the back seat and stick, gyros, radio, and anything else not essential to basic aviation. The empty weight was so low that with the low-pitch Borer prop the Cub could not be eased up into a power-on stall. It simply mushed along with full back stick generally gaining altitude with the airspeed indicator reading zero.

I had been westbound for three days, however, when I began encountering serious headwinds approaching Cut Bank, Montana. (With a groundspeed less than forty miles per hour, the 'Bag could only overfly one airport before needing to be refueled at the next.) The crosswind landing at CTB was interesting, and even more so were the few minutes taxiing to the fuel pump located in a very small shed which fortunately protected the 'Bag from most of the wind during the refueling operation.

By the time I had finished refueling, the wind had increased and the 'Bag was ready to fly as soon as it was clear of the shed. Finding no tie-down rings on the concrete ramp, I ultimately decided to push the a/c directly backwards to the downwind edge of the ramp forty yards away where the 'Bag dropped off the concrete. There I was able to lodge the tires in a hole against the concrete...facing directly into the wind that was now at least forty knots. The Rag Bag remained mired in this hole as I propped the engine and climbed back into the cockpit. There was no chance that I could taxi to any runway without being flipped over by the wind. The takeoff would necessarily be from the present position...directly into the wind and over the gas shed ahead.

Run-up dispensed with, I pushed the throttle full forward, shoved the stick forward until the tail came up, released the brakes and pulled back on the stick. There was no ground roll. The tires simply came up over the edge of the concrete and the 'Bag was airborne. We cleared the gas shack by a hundred feet, leveled off, and headed for the mountains fifty miles ahead.

Angling slightly northward, and staying down in the gullies to avoid much of the wind, we approached the entrance to the pass...the handheld GPS giving us a 26-knot groundspeed. Turning directly toward the pass and into the winds funneling through the pass, the speed dropped to 16 knots. We were going to be taking a beating in that pass, probably coming to an absolute standstill in the venturi at the narrowest point.

A quick look at the chart, and I decided to divert farther north where a lake in the next canyon promised a smoother ride and a lesser headwind component at the opposite end of an S-shaped canyon. By the time we entered that somewhat broader canyon, the groundspeed had increased to 45 knots at lake-level and held for the full length of the 10-mile-long lake. Turning south and climbing to follow the S-curve of the canyon, we slid up against the eastern (downwind) wall and took advantage of the free lift as the westerly wind pushed up the canyon side before following the S-turn down the lake from which I had just come. We had gained another 4000 feet by the time I turned to the right along the south side of the canyon and approached the final ridge at the far end. This canyon had no pass as such at the west end. I would simply have to fly over the crest of the mountains and drop into the wider valley beyond. The groundspeed continued to drop. I realized that I would probably have difficulty clearing that final ridge with the downdraft that I would encounter as the headwind poured over the top and down into this canyon.

Looking over the ridgeline to my left (south) and seeing that the ridge was actually a continuation of the crest of the mountains ahead, I knew I could slide left over this crest and descend into that valley with Kalispell and Flathead Lake only a short distance away. I had hoped that I was interpreting the chart correctly when I had first diverted into this dead end canyon, and I now hoped to have a significant tailwind in the broad valley as the wind flow shifted. I had already used over half of my fuel load. I dropped into the valley, and was rewarded with the hoped-for wind shift. I was able to continue westbound to Sandpoint (SZT), ID...daylight becoming a problem if I hoped to continue after an en route stop for fuel.



RAG BAG (continued)

In fact, the groundspeed increased significantly...a smoother ride to boot. Although the 'Bag and I had rocked and rolled for a couple of hours, we had never encountered significant turbulence...in spite of a "moderate-to-severe-turbulence" forecast that grounded the other small a/c in that area. Being able to visualize the wind flow as if it were water allowed me to avoid the worst of that turbulence. As I suspected when I turned towards SZT the wind continued to swing more northeasterly and I was eventually able to overfly Sand Point also to land at a friend's airstrip in Washington as darkness approached. I was not through with the high winds and turbulence, however.

Several days later with 30-knot winds I landed in Whitehorse (YXY), my last stop in Canada before arriving in Alaska. The next morning another "moderate-to-severe-turbulence" forecast grounded the other small planes. The weatherman asked me how I expected to avoid the turbulence when I told him I was leaving.

"I'll just stay down in the river at low level, or on the far side of the valley where I pick up the updrafts. I am not going to pass up a 30-knot tailwind component in a plane that tops out at less than 70 mph."

He wasn't convinced that my flight was a good idea, an opinion shared by the other pilots sitting around the office...especially since the pedestal-mounted DC-3 used as a wind tee at Whitehorse was swinging significantly at the time. However, the 'Bag and I arrived in Northway (ORT) several hours later in almost calm conditions having rocked and rolled for three hours, but never having encountered significant turbulence. The forecast would have been quite accurate if the flight had not been conducted at very low level, and on the downwind side of the valley when crosswind conditions prevailed. The pilots waiting at Northway were not convinced, however, and remained on the ground...probably a good idea at the altitudes they intended to fly.

I arrived in the Anchorage area three days earlier than I otherwise would have arrived had I remained on the ground with the other pilots. Even so, the flight was completely safe because I had avoided the areas that would have produced the forecast turbulence. Being able to read the winds (and a Sectional Chart) enabled the Rag Bag and me to navigate nearly a thousand miles of mountains safely in very windy conditions. I credit the minimum hours I have spent in a sailplane and even a few minutes in a hang glider for much of that success. Although I have seldom used the Sailplane rating I acquired forty-five years ago, I have used the experience gained at that time on numerous occasions in powered a/c. I heartily recommend sailplane training to any person hoping to become a better pilot. A few rides in a sailplane will expose any observant pilot to a tremendous amount of useful information.

That information will not always permit safe flight in all circumstances. I have spent several days in Laramie, WY, when it was just not possible to cross the mountains, and have taken a bus from Truckee for the same reason...both times in relatively nice weather, but with no option available to avoid the turbulence...a Curtiss C-46 going down with structural failure over the Sierras later that day.

Remember: ***I do not ever HAVE TO BE THERE today!***

Instead of our drab slogging forth and back to the fishing boats, there's a reason to life! We can lift ourselves out of ignorance, we can find ourselves as creatures of excellence and intelligence and skill. We can be free! We can learn to fly!

---Richard Bach, "Jonathan Livingston Seagull"

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



NEW YEARS DAY FLYOUT TO WILLOWS:

The Chapter had a great turnout for our New Years Day flyout to Nancy's at Willows. The airplanes that flew were owned by Eric Peterson, Jerry Rench, Rolf Unternaehrer, John Whitehouse, Dave Heal, Kevin Quirk, Sue Sarmir, CJ Stevens, Ray Rotge, Duncan Reed, Bill Massey and Doug Dugger. The following are pictures of the group enjoying lunch:

Please see second file for pictures.....



Virgin Galactic unveils SpaceShipTwo

(Thanks to Alton K. Marsh from the AOPA Online website)

[Virgin Galactic's](#) Sir Richard Branson has unveiled a model of SpaceShipTwo. The full-scale version will carry six tourists at a time more than 62 miles up into space.

Both the rocket and the four-engine launch aircraft, WhiteKnightTwo, also unveiled in New York on Jan. 23, are more than half complete at [Scaled Composites](#) where Burt Rutan pioneered civilian spaceflight with SpaceShipOne and won a \$10 million X Prize in the process.

For \$200,000 you can depart on a 2.5-hour flight that ends with a few minutes of rocket-powered flight, capped by five minutes of weightlessness and a view from space. Initially, the suborbital flights will depart from Mojave, Calif., but could eventually spread to launch sites around the world.

When will it all begin? That's impossible to say, given that there are still decisions to be made concerning the rocket engine design. An explosion of rocket fuel during what was expected to be a safe test last summer killed three workers at Scaled Composites and brought potential fines from California authorities of more than \$25,000 for failing to provide information and training on the health and physical hazards associated with nitrous oxide. There is speculation in recent press reports that the engine design may need to be reviewed.

There have been 80 people tested and trained for the first flights, including Branson, and 78 were found to have the stamina to handle the G forces required. Branson reportedly told a press conference he has reserved seats for his mother and father, assuming they want to go.

That said, hopes are to start a year- to 18-month-long test phase as soon as mid-2008. That would allow tourist flights to begin perhaps as early as the winter of 2009-2010. There are numerous other companies planning to launch tourists into space.



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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.

Vintage and Classic aircraft fans...

Now posted at the newly revised "Unofficial Schellville
Antique Aerodrome Homepage"...

<http://www.napanet.net/~arbeau/usaah/>

EAA CHAPTER 124 2008 OFFICERS AND BOARD MEMBERS:

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Jim Long**

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Paul Reinders (707) 545-6473



January 2, 2008 Board Meeting:

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

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

Minutes: Minutes from prior meeting are corrected as follows, shade hangar rental rate, effective February 1, 2008 is \$60.00, not \$50.00 as reported in the December minutes. With these corrections the minutes are approved.

Treasurer's Report: John Whitehouse provided the usual reports on activity for the month. Report was moved, seconded and approved.

Facilities: A discussion was held on the possibility of renting hangar space in the main hangar.

Young Eagles: Ray Shipway received award certificates from national EAA for the volunteers at the previous event which he and Sher will present at the regular meeting.

New business: The Bylaws require that the Board ratify the President's nominations to the standing committees. The President has nominated the following:

Facilities:	Larry Rengstorf (Chairman), Art Beer, Dwayne Green, Jim Long, Dale Wittman.
Newsletter:	Donna Turrentine
Webmaster:	John Palmerlee
Roster:	Jim DuVander
Young Eagles:	Ray and Sher Shipway
Lease:	C.J. Stephens (Chairman), Bob Gutteridge, David Heal, Larry Rengstorf, Mike Tovani
Calendar:	Joe Lacchia
Membership:	Steve Fredericks
Audit:	Dennis McGuire, Donna Turrentine
Programs and Awards:	Joe Wiegand

The President's nominations were moved seconded and approved.

The Secretary is directed to write a letter to those renting aircraft storage space as to the new rental rates.

Respectfully Submitted,
Steve Fredericks, Secretary



January 2, 2008 General Meeting:

President Joe Lacchia called the Meeting to order at 7:30 P.M. 35 members were present.

Minutes: Minutes from last meeting are to be corrected. The correct new rental rate for the shade hangars will be \$60.00 per month, not \$50.00 as stated in the December minutes. With this correction the minutes are moved, seconded and approved.

Treasurer's Report: John Whitehouse provided the usual reports on activity for the month. John notes that he will be accepting Chapter dues for 2008. Dues will remain \$25.00 for the year if paid before the March meeting, after that \$30.00. Report was moved, seconded and approved.

Announcements: Jim DuVander is updating the roster information. Please look at your entry in last year edition, and get any changes to Jim. Jim can be reached at jim@duvander.com

Duncan Reed is looking to organize a tour of chapter member's projects. If you are willing to have some airplane people come by and see what you are up to, contact Duncan, his information is in the roster.

Next month is oil buy month. If you are interested bring your order to the February meeting.

Bob Gutteridge is looking to get a group of Chapter 124 folks to fly out to the 2008 edition of Airventure/Oshkosh. He has a line on \$50.00 per night dorm rooms, and there might be extra seats available in planes that are heading that way.

CAFE: The new rules have been blessed by NASA.

New business: Joe Lacchia and Donna Turrentine are thinking about organizing a spring BBQ flyin as a chapter event.

Young Eagles: Ray and Sher passed out awards to all of the volunteers who made the fall event the success that it was.

Thank you to Kevin Quirk for cooking tonight.

Flight Advisors: Paul Reinders flew a Zenair 701.

Buiders Reports: Bob Gutteridge flew his Jabiru for the first time today. Only issue was his Dynon: it was sounding a lot of warning horns. Other than that...*it flies great.*

John Whitehouse has 28 hours on his RV-4, including the New Years Day flyout to Nancy's.

Program: Guy Minor from the FAA.

Respectfully Submitted,
Steve Fredericks, Secretary