



**June 3, 2009
Volume 48
Number 6**

**Board Meeting:
June 3, 2009 6:30pm**

**General Meeting:
June 3, 2009 7:30pm**

WWW.EAA124.ORG

WWW.CAFFFOUNDATION.ORG

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

SPECIAL ANNOUNCEMENTS:

June 3, 2009 PROGRAM: To be announced at the meeting.

OIL BUY...OIL BUY...

Bill Massey is having an oil buy at the June meeting. Good News! Prices are still dropping a little, although who knows about the future...

Aeroshell 15W-50	\$72.72 per case
Aeroshell 100W	\$54.80 per case
Aeroshell 80W	\$54.80 per case

As usual the above prices include all taxes and fees. Please bring your money to the meeting on June 3rd and Bill will get you oil. If you can't make the meeting, call Bill at 877-499-0671 or email him at billmassey@hughes.net

June 13 – 14, 2009: **Sonoma Sky Park "Antique Show Days"**. They also have hamburgers on the "Barbi" every Saturday at noon. 50 – 60 people usually attend. Contact Darrel Jones 707-996-4494 for info.

June 12-14, 2009: **Golden West Regional Air Show and Fly-In**, Marysville, CA.

June 20, 2009: **EAA Chapter 124 Young Eagles Flights**, Santa Rosa, CA. Call or email Ray Shipway if you are able to help June 20th either by flying or as ground crew. Call (415) 999-0949 or email rshipway@bridgedeck.org



“Boss Of The Sky”

(I got this from a friend who runs a 2000 acre corn farm up around Barron WI, not far from Oshkosh. He used to fly F4Es and F-16s for the Guard and participated in the first Gulf War... Submitted for your enjoyment, and as a reminder that there are other great, magnificent flyers around besides us. ---Larry Rengstorf)

I went out to plant corn for a bit to finish a field before tomorrow morning and witnessed The Great Battle. A golden eagle - big bastard, about six foot wingspan - flew right in front of the tractor. It was being chased by three crows that were continually dive bombing it and pecking at it. The crows do this because the eagles rob their nests when they find them. At any rate, the eagle banked hard right in one evasive maneuver, then landed in the field about 100 feet from the tractor. This eagle stood about 3 feet tall. The crows all landed too and took up positions around the eagle at 1200 apart, but kept their distance at about 20 feet from the big bird. The eagle would take a couple steps towards one of the crows and they'd hop backwards and forward to keep their distance. Then the reinforcements showed up. I happened to spot the eagle's mate hurtling down out of the sky at what appeared to be approximately Mach 1.5. Just before impact the eagle on the ground took flight, and the three crows which were watching the grounded eagle, also took flight thinking they were going to get in some more pecking on the big bird. The first crow being targeted by the diving eagle never stood a snowball's chance in hell. There was a mid-air explosion of black feathers and that crow was done. The diving eagle then banked hard left in what had to be a 9G climbing turn, using the energy it had accumulated in the dive, and hit crow #2 less than two seconds later. Another crow dead. The grounded eagle, which was now airborne and had an altitude advantage on the remaining crow, which was streaking eastward in full burner, made a short dive then banked hard right when the escaping crow tried to evade the hit. It didn't work - crow #3 bit the dust at about 20 feet altitude. This aerial battle was better than any air show I've been to, including the warbirds show at Oshkosh! The two eagles ripped the crows apart and ate them on the ground, and as I got closer and closer working my way across the field, I passed within 20 feet of one of them as it ate its catch. It stopped and looked at me as I went by and you could see in the look of that bird that it knew *who's Boss of the Sky*. What a beautiful bird!

The engine is the heart of an aeroplane, but the pilot is its soul.

---Sir Walter Raleigh



TIMELESS DESIGNS

(Remo Galeazzi)

Have you ever delved into the deep recesses of your psyche and tried to figure out just why some airplanes appeal to you, and some don't? They're kind of like paintings, aren't they? Where one artist thinks something should look like this, another artist thinks it ought to look like that. What makes us decide which one is best, or at least, what makes us decide that one is more pleasing to us than the other? Could it be genetic? Not likely. I think it's more of a generation thing, something quite deep seated that started long ago when we were conditioned to think that airplanes were supposed to look a certain way because that's the way most of them looked. I'd believe that there are overlaps, exemplified by the fact that one can look at an archaic painting, but can still appreciate the esthetic beauty of the artist's colors and the nuances of the brush strokes. It is, as they say, *timeless*. The same is true of airplanes, and I believe I can prove that point using but one example.

The Ryan STA was designed in 1934...actually it was the ST, the STA came about a year later...which makes it roughly a 75 year old design. Having restored an STA, and having displayed it at fly-ins extensively, I can attest to the fact that wherever it was displayed, there would always be a crowd surrounding the gleaming beauty. Now mind you this was at public fly-ins, so the people that gathered around admiring the craft were not all airplane lovers, but ordinary people who had probably never heard of a Ryan STA. They were simply drawn to it because, to them, it represented something that was esthetically attractive. There is no reason to believe that the designers purposely decided to make something look like this instead of that—we know that form usually follows function, so we can only assume that the designers, wanting to make something functionally correct, also shaped it to please their discerning eyes. They, in essence, painted a masterpiece which will endure, not because it's the way an airplane is supposed to look, but because there's just something there, a combination of curves and angles all put together in a way that pleases us. The design is indeed *timeless*, and that's what I mean by an overlap.

Take me for instance. (I don't mean that literally, because I know that no one would want to take me!) When I was born, WWI had been over but for only a few years, and by the time I began to recognize an airplane, what I saw was a parade of WWI aircraft made famous by the likes of Richthofen, Nungesser, Rickenbacker, and the many other famous pilots the era. Airplanes, to me, were Spads, Folkers, Nieuports, Albatroses, and the like. I knew them all, and could name them on sight with ease. There is no doubt, that even though I could later appreciate the Vegas, the Kinnners, and all of the other low-wingers, that I was conditioned to like the biplanes, and that after all of these years, I still swoon when I come across a good example of a two-winger. True, some I don't like. Some look pretty goofy to me. I didn't like them in those days of yore, and I still don't, but I won't tell you which they are. I will, however, tell you about some that really turn me on. (Not that it really makes any difference to anyone, anyway, but I'll mention a few just the same.)

Now, to me the Queen of biplanes has always been the Staggerwing Beech, the D17S and later the G17S. Admittedly, when the wheels are down, it kind of spoils the total symmetry of that singular beauty; but with the wheels up, it becomes a voluptuous sorceress, the shimmering fabric inviting an amorous embrace, its curvaceous configuration slipping through the air with regal bearing. There will never be another like it, because in our day and age, mechanically, we can do better.



TIMELESS DESIGNS (continued)

Take the Fleet Model One. No one can say, with a straight face, that it's a beautiful airplane. But just look at it for awhile. Just let it sink in. Think of when it was brought to life, in 1928. Watch it wobble as a passing zephyr caresses it. Squint your eyes a little and imagine an old timer pulling down his helmet and goggles and climbing into the thing. Doesn't it look *right*? It looks exactly as it should, and even though its lines are rather primitive, they seem correct and fitting. You've got to see the whole package... pert, perhaps a little sassy, and ready to go. It's the feeling friends, *it's the feeling*.

Then there are the C-6 Series Waco Custom Cabins...the Learjet of its day. Graceful, curvy, robust of line, roomy (five people), plenty of baggage, and the throb of just about any powerful radial you wanted to put in it. The C-6s were graced with a fairing at almost every juncture, which not only enhanced their beauty, but made them pretty fast for their bulk. Look in the June, July or August SPORT AVIATION for the complete story on Jim Smith's Waco YQC-6.

I could go on with the Stinson Gull-Wings, the Howard DGA-11s, the Fairchilds, and others near and dear to this old codger's heart. I'd like to detail the World War I types that I came to love and admire, but honestly, I think I'd be boring you beyond endurance. Us old types that still admire the tube and fabric beauty of past designs, really do realize that time marches on, that the likes and dislikes of the folks do change, and that's inevitable. I still think, though, that there are artifacts that are *timeless*, and that there will always be some who will be there to admire them. RG

Here's a number worth putting in your cell phone, or your home phone speed dial: 1-800-goog411. (1-800-466-4411)

This is an awesome service from Google, and it's **free** -- great when you are on the road. Don't waste your money on information calls and don't waste your time manually dialing the number. I am driving along in my car and I need to call the golf course and I don't know the number. I hit the speed dial for information that I have programmed. The voice at the other end says, "City & State." I say, "Garland, Texas ." He says, "Business, Name or Type of Service." I say, "Firewheel Golf Course." He says, "Connecting" and Firewheel answers the phone. How great is that? This is nationwide and it is absolutely free!

Click on the link below and watch the short clip for a quick demonstration. <http://www.google.com/goog411>
(Thanks, David Heal)



THE FLYING MARKET

Hangar 254 available at STS gunclub (south end of airport). New concrete overlay to ensure the floor and your bird will be dry. Port-O-Port t-hangar has 30 amp service and a 40 foot opening. Asking \$325/mo. Contact Larry Ford (707) 829-1955 or Otis Holt (707) 953-3946.

Vintage and Classic aircraftfans...

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

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