



December 2, 2009
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Number 12

Board Meeting:
December 2, 2009 6:30pm

General Meeting:
December 2, 2009 7:30pm

WWW.EAA124.ORG

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

SPECIAL ANNOUNCEMENTS:

December 2, 2009 PROGRAM: Faride Khalaf will give us a "Closer Look" at the Boeing 747, Fuel Systems, Landing Gear and Hydraulics. If you remember Faride's last presentation this should be great, with more pictures, diagrams and his good sense and humor this will be a program you won't want to miss.

INTERESTED IN A 16-HOUR LIGHT SPORT AIRCRAFT REPAIRMAN COURSE???

David Heal is interested to see if there are enough members in the Chapter (or in the local area) who are interested in having the Rainbow Aviation (Corning, CA) 16-Hour Repairman (Light-Sport Aircraft - Airplane) with Inspection Rating course come to Santa Rosa. This two-day course costs \$375. See Rainbow's website for details: http://www.rainbowaviation.com/16_hr.course.htm
If interested, drop a quick email to David Heal at: heal@sonic.net or talk to him at the meeting.

GOOD NEWS ON GETTING OIL

Royal Petroleum has agreed to give our members a much reduced price. Additionally, you will be able to get oil any time you need it. All you need to do is go to the Royal Petroleum Office at 365 Todd Road. (Take the Todd Road exit off of 101, and go west approximately ½ mile.) **You must be a member of EAA Chapter 124 for this special price.**

Need your first EAA Chapter 124 name tag?
Need a replacement name tag?
Need to update your information on your old name tag?
See Meg Hurt at a meeting or call her at 544-0126.



THE PREZ SEZ...

DECEMBER, 2009

Jim DuVander, President

Like many of you, I too spent my tender years building model airplanes. I was in a Barnes and Noble book store in Olympia, WA, and ran into an author hawking his book. I just talked to him out of curiosity, not intending to buy his book. Turns out he was writing about his early days of building model airplanes. I bit and bought his book: "A Gift of Dreams" by Robert A Benjamin. \$15. I have been pleasantly surprised and have enjoyed the reminiscing of my early days of model building too. Old feelings have come flooding back. It seems that something about this experience is universal with many pre-adolescents and teens.

I particularly related to spending all winter working on the next great airplane and the anticipation of flying it in the spring. I re-experienced my nervousness of the hot, high winding glow plug engine which finally started after a long struggle to get it running. The Fox .29 strained loudly in its high pitched soprano as my brother would hold back my throbbing beauty. My heart would pound as I ran back and held the u-control handle and gave him the release sign. Sometimes it would be sweet success, but many times, especially in the beginning, it would be a very quick and sickening silence as the crash echoed off the Windsor School building near our playing field.

Actual exchanges between pilots and control towers

(Thanks, Meg Hurt)

O'Hare Approach Control to a 747: "United 329 heavy, your traffic is a Fokker, 1 o'clock, 3 miles, Eastbound."

United 329: "Approach, I've always wanted to say this. I've got the little Fokker in sight."

Tower: "TWA 2341, for noise abatement turn right 45 Degrees."

TWA 2341: "Center, we are at 35,000 feet. How much noise can we make up here?"

Tower: "Sir, have you ever heard the noise a 747 makes when it hits a 727?"

From an unknown aircraft waiting in a very long takeoff queue: "I'm f...ing bored!"

Ground Traffic Control: "Last aircraft transmitting, identify yourself immediately!"

Unknown aircraft: "I said I was f...ing bored, not f...ing stupid!"



EVER HEAR OF...

(Thanks, Remo Galeazzi)

...The Macchi – Castoldi M.C.72? Without a doubt, some of the greatest water-borne aircraft ever built were those designed to compete in the Schneider Trophy Races that started in 1913 and ended in 1931. The designers of these aircraft extended the frontiers of high speed flight as they wrestled with the problems of minimum drag airframes, flutter, propeller torque and design, and cooling those big engines. The first of these racers were all of biplane configuration, but by the end of the twenties they had evolved into monoplanes, wire braced, and thin winged.

One of these, the Macchi (pronounced “Mockey”) Castoldi M.C.72 was probably the greatest of them all, although not completed in time for the last Schneider Race, which was run in 1931. The M.C.72 was and is, as an example (four were built) still on display in a museum in Italy. On June 2, 1933, Warrant Officer Francesco Agello flew the M.C.72 four times over a 3 km course over Lake Garda to average a breath-taking speed of 440 mph. This speed, made official at 440.7 mph in 1934, was not exceeded for six years and then by a landplane. It still remains unbeaten for a reciprocating engine powered float plane to this day.

It was powered by two V-12 liquid-cooled Fiat engines set in tandem, the rear engine's drive-shaft resting between the banks of the front engine. The two propellers were contra-rotating, which eliminated the tremendous torque generated by the large coarsely fixed-pitched propellers that were used to absorb all of the power in those days. The engines turned 3200 rpm and delivered 3000 hp. To dissipate the heat generated by the massive engine, skin radiators were distributed on the under belly of the fuselage, on the struts holding the floats, and on the floats themselves. I have read that they even put an oil cooler in the fin of the aircraft, which is not visible in photos. The wings were entirely covered with radiators---all of these were of flush construction, of course.

I've often wondered what it was like to land one of these bullets with the props in coarse pitch and no flaps!!! No doubt this is why they ended up with just one out of four built!

From an esthetic viewpoint I've always felt that they epitomized that lean, powerful, elegant look that we so admired in those days. Not bad looking by today's standards either.--RG



Here is a link to a site with a pretty good sound of the MC-72:
<http://www.aviationtrivia.info/Macchi-Castoldi-MC-72.php>



When Bears Attack...

by [flightline](#)

This photo has been making the rounds on the web and show what happened to a Piper “Super Cub” owned by Jonathan Miller in Anchorage Alaska, after a long fishing trip when that “fishy” smell is still fresh in the cockpit. Apparently a hungry bear tore the plane apart trying to get the fish it thought was inside. It is reported that the pilot used duct tape and plastic sheeting to reconstruct the fabric of the airplane and was able to fly the plane for proper repairs.





October 7, 2009 BOARD MEETING:

Held at the EAA Chapter 124 Headquarters

Santa Rosa, CA

President Jim DuVander called the Board Meeting to order at 6:35pm.

Jim DuVander, President	P	Joe Wiegand, Vice President	P
Steve Fredericks, Secretary	A	John Whitehouse, Treasurer	P
Steve Barnes, Board	P	Brian Cluer, Board	A
Mike Tovani, Board	P	Dennis McGuire, Board	P
Charles Nelson, Board	A	Ray Shipway, Board	P
Larry Rengstorf, Facilities Chair	P	Donna Turrentine, Newsletter	P

REPORTS:

Administration:

Treasurers Report: John W. reported that the Property Tax Bill arrived and paid.

Motion made, seconded and carried to approve the Treasure's report.

Secretary: Pres Jim reported that Steve has resigned as current Secretary. Last month's minutes are not available for approval. Ray Shipway was appointed as interim Secretary.

Committees:

Facilities: Larry R. reported that AOA badges are being processed in a timely manner, although there are a few stragglers.

Paul Reinders Memorial & BBQ: Larry R reported that the arrangements are coming along. After discussions, it was decided that we need a Portapotti. Donna T. reported that she needs more money. :-)

Motion made, seconded, and carried for Joe Wiegand to obtain a Portapotti for the BBQ event.

Motion made, seconded, and carried to approve another \$200 for the BBQ event expenses.

Sign Committee: Mike T. reported that the wood condition is poor. A sign 2x16 (=32) is the maximum size allowed by the county without permits. Larry Ford will be contacted to arrange a sign painter (from Sebastopol).

Motion made, seconded, and carried to approve \$100.00 towards a new sign, with our logo digitized.

Heater Committee: Larry Rengstorf & Jim DuVander reported that Larry will purchase a 110volt heater.

Young Eagles: Ray Shipway reported that Saturday, October 17, will be our next YE event in Santa Rosa.

Election Committee: The following members have expressed an interest in becoming active as a Director: Bob Gutteridge, VP; Jim Boyer, Secretary; and on the Board: Rolf Unternaehrer, Brian Cluer. We need one more volunteer for a Board position.

OLD BUSINESS:

EAA National Members: Steve sent out a follow up letter inviting people to come to the BBQ, and to join our club. Steve and Donna had some minor expenses. **Motion made, seconded and carried** to approve their expenses.

Derelict Airplanes: Steve reported that they were still discussing different ways to deal with this situation.

Motion to adjourn, made & approved,

Respectively submitted,
Ray Shipway
Interim Secretary



EAA Chapter 124, Santa Rosa, CA
October 7, 2009 GENERAL MEETING:

Meeting Called to Order, and the following visitors were welcomed: Mike & Pat Stephens, Bill Badstubner, Cedric Schieber and Jan Zlotnick (Quincy's Dad)

The Group thanked our Cook for the night: David Lynch, and Food Purchaser: Donna Turrentine.

Treasurer's Report: John reported that we have a 'red' month, due to Property Taxes going up '10 fold'.

Secretary's report: Steve had to resign, and the minutes from last month's meeting are not yet available.

Facilities Report: Larry R. reported that we need 7 more AOA badges. He mentioned that the new regulation was going well, but also asked us all to please not hassle the County. They are doing the best they can, and this new regulation is from the TSA, not from our County, nor our airport. During this report, Larry also mentioned that the Memorial for Paul Reinders was going well. They have arranged for the VA Army Honor Guard to attend, and a Missing Man Formation. The Memorial starts at 10am, followed by the BBQ at noon. It was stressed that we do not have to attend both; please still come to the BBQ, even if you do not wish to come to the Memorial or if you did not know Paul. David Lynch mentioned that Larry Ford will cook ribs & chicken donated by our club.

CAFÉ: David Lynch reported that CAFÉ would be open during the BBQ event, and the scales would be available. Brian Seeley reported that we have had 9 official team inquiries for the Green NASA challenge on July 16, 2011. Design Review will be handled by David Lynch, and Parachutes by George.

Young Eagles: Sher reported that Saturday, October 17, is a go for the event in Santa Rosa, teaming up again with PCAM (Pacific Coast Air Museum). They handed out the sign up sheet for more volunteers; both ground and pilots. All is going well arranging the event.

Builder Reports: Mark, Tammy and Chris Hoover reported on their RVs. Russ Gata reported on his CX4, and also made a suggestion to EAA to use the SR Air Show for raising funds: A Hot Dog Stand.

Roster (2009): Mike Tovani sent the list of names around so members could check their information so that it would be correct for next year's Roster (2010).

EAA Member Name Tags: Meg reported that there are still name tags to be picked up. Some members still owed money for their name tag.

Hangar Bathroom Remodel: Dennis McGuire made a request for a 'Project Manager' for this needed project.

Nominations: Jim D. announced that we need a new Vice President, Secretary, and three (3) Board members. Any member can run for any office, except the President's office, which has some restrictions. Please see Jim DuVander for more information and to volunteer for a spot on the Board.

Motion to adjourn, made & approved.

Respectfully Submitted,
Ray Shipway
Interim Secretary



BOARD MEETING, November 4, 2009

Present: Jim DuVander, Joe Lacchia, John Whitehouse, Mike Tovani, Brian Cluer, Larry Rengstorf

Mike Tovani presented two options for our new sign. MOTION AND SECONDED to purchase a new sign for our building. (Voted for the second sign choice. (The more compact 4X10 sign.))

Steve Barnes urged us to have "follow up" letters periodically to recruit members from our area who are already National members.

Workday scheduled for Nov 21 @ 9am to remodel bathrooms. Dennis McGuire is to head up this event.

GENERAL MEETING, November 4, 2009

3 visitors (no names recorded)

Elections: elected were:

VP: Bob Gutteridge

Secretary: Jim Boyer

New board members: Wayne Cook, Mike Shook and Rolf Unternaehrer.

MORE...Actual exchanges between pilots and control towers

(Again, thanks to Meg Hurt)

One day the pilot of a Cherokee 180 was told by the tower to hold short of the active runway while a DC-8 landed.

The DC-8 landed, rolled out, turned around, and taxied back past the Cherokee. Some quick-witted comedian in the DC-8 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?"

The Cherokee pilot, not about to let the insult go by, came back with a real zinger: "I made it out of DC-8 parts. Another landing like yours & I'll have enough parts for another one."

A DC-10 had come in a little hot and thus had an exceedingly long roll out after touching down. San Jose Tower noted:

"American 751, make a hard right turn at the end of the runway, if you are able. If you are

not able, take the *Guadeloupe* exit off Highway 101, make a right at the lights and return to the airport."