



April 7, 2004

Volume 43  
Number 4

## SPECIAL ANNOUNCEMENTS:

**APRIL 7, 2004 PROGRAM:** Tim Pforsich, controller at our Sonoma County Airport, will discuss our new radar system and its impact on the tower's ability to serve our needs at STS. **Come with Questions.** Tim will be happy to answer them. (Thanks, Joe Lacchia)

### PANCAKE BREAKFAST ON MAY 15<sup>TH</sup>...

Dwayne Green has set Saturday May 15 for our first **pancake breakfast** of 2004. Stay tuned for more details.

### YOUNG EAGLES SCHEDULED FOR JUNE 12<sup>th</sup>...

Our first **Young Eagles** event is scheduled for Saturday, June 12. Sue Sarmir is the event chairperson and she would appreciate all the pilots and volunteers she can get. Please call her at (707) 539-8589 if you would like to fly our guests or work on the ground crew.

"As you may have read, the Young Eagles program is pleased to announce our new Chairman Mr. Harrison Ford. Mr. Ford has been an EAA member since 1996, an active pilot and a Young Eagles Flight Leader with over 90 Young Eagles to his credit and that of EAA Chapter 1049. He has a passion for aviation and sharing it with others, especially young people. We are looking forward to working with him as Young Eagles continues to launch the dreams of young people worldwide."

***EAA Member Services***

## FLIGHT ADVISOR PROGRAM

CJ Stephens recently notified the editor that he is an EAA Flight Advisor. If you are interested in taking part in the flight advisor program, please contact CJ. He says this program can really help with insurance...in obtaining it and the cost of it. (Thanks, CJ Stephens)



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

My string of bad luck has been broken! I finally managed to schedule a **Club fly-out** that didn't get rained out. On Saturday, March 6, a group met at the Site and flew to Corning to see Van's new RV-10 and enjoy an appetizing Tri Tip lunch. Thanks to the generosity of Sue Sarmir, Kevin Quirk, Tim Peterson, Duncan Reed and Dale Wittman, all those showing up had an airplane ride on what turned out to be a glorious flying day. Also attending were: Mike Shook, Lars Williamson, Mike Tovani, David Heal and Bob Gutteridge. Bill Massey was awaiting our arrival at Corning and Doug Dugger arrived a little later in the morning. It was a small fly-in, but there were many spectacular RV's and Lancairs in attendance. All enjoyed the \$5.00 tri tip lunch and the RV-10 project overview given by their factory representative. We all departed Corning at about 1400 for a "cross country" flight (about 8 miles) to Rancho Tehama where Ali Massey treated us to a wonderful dessert. Thank you Ali and Bill for hosting us at your new home.

The **April Board** meeting will be held on Monday evening, April 5, at the Site beginning at 1830. This is the second extended Board meeting held on an evening other than the regular general meeting night. Members are always welcome.

**Pilots and pilots-to-be**, take note of the program for April; you really don't want to miss this discussion! Joe Lacchia has coordinated a very informative program for us. Tim Pforsich from the SoCo tower will discuss aircraft operations and traffic flow details for the air space around Santa Rosa. I heard Tim's talk a few weeks ago and it is great. See within for more details.

Dwayne Green has set Saturday May 15 for our first **pancake breakfast** of 2004. Stay tuned for more details.

Our first **Young Eagles** event is scheduled for Saturday, June 12. Sue Sarmir is the event chairperson and she would appreciate all the pilots and volunteers she can get. Mark your calendar and please join us if you can; it is only a little work, some good camaraderie, and large measure of gratification to work with the young folks.

The **2004 Rosters** are being prepared and will be available soon, perhaps by the April meeting.

See you on April 7.

The Utah Backcountry Pilots Association has recently revised their web-site. It is terrific!! Besides the detailed info on airstrips, safety, and events, but sure to find the link to the website "Abandoned and Little Known Airfields", with pictures or charts and history of strips throughout the country, from Cotati to Virginia! <http://www.utahbackcountrypilots.org/>

# JUST PLANE VANILLA...

(Thanks, Paul Reinders)

## Even a nice “vanilla” aircraft can surprise the unwary pilot...

I was bored after a couple hours flying across the endless brush covered landscape known as West Texas. To relieve the boredom I had decided to drop down to minimum altitude where the speed effect on the deck would at least make it feel like I was going somewhere. Trimming the nose well down and reducing the throttle just enough to maintain Cruise Power while descending, the T-34 was soon indicating 180 knots...well above the speeds that I had operated the aircraft previously. With the original 225 Continental engine, we had dived to 130 KIAS to initiate rolling maneuvers, and 150 knots to accomplish vertical maneuvers such as loops, Immelmans, and Cuban Eights while in training. The aircraft had handled well at those speeds although it had only adequate roll response at any speed. The “Thirty-Four” was a nice “vanilla” airplane and certainly did not have any unusual habits. Even a low-time pilot like myself could hardly get in trouble with the “Thirty-Four”.

My passenger in the back seat was almost asleep as we descended. Neither of us was strapped in very tightly. Preferring to be comfortable, both of us had left considerable slack in the belts and shoulder harness. We had not planned on doing any aerobatics, and we never “went negative” even then. We were relaxed as I began to level off just a few feet above the brush and cactus when I made a spur of the moment decision. Before that excess 50 knots of airspeed bled off, I would do a roll or two. Pulling the nose above the horizon, I pushed the stick hard to the right to initiate an aileron roll.

**SURPRISE!!!**

The “Thirty-four” had one unusual trait that I had not previously discovered that no instructor or manual had bothered to mention: ***above 170 knots it was nearly impossible to move the ailerons.***

The aircraft began the most lethargic roll I have ever accomplished, in spite of the fact that I now had both hands on the stick and was putting my best effort into stowing that stick in the far corner of the cockpit. By the time I realized that this was not one of my better ideas, we were committed to completing the maneuver regardless of the glacial progress the horizon seemed to be making around the nose of the aircraft. Expecting the roll to be completed much more quickly, and with the excess airspeed on entry, I had raised the nose only slightly above the horizon. To maintain the “positive G” seat position, and because of the loose harness, I was now forced to let the nose fall towards the horizon as the aircraft went inverted.

However, I was right about one thing. With West Texas going by just a few feet from our heads, it did seem like we were “going somewhere” at this low altitude. How much further we were going was the only issue in doubt.

The balancing act of maintaining just enough “G” force to stay in the seat without pulling the nose down into the brush became the overriding concern as the “Thirty-Four” slowly passed the one-hundred-eighty degree point of the roll. At the high point in the maneuver, we were well over one hundred feet above the brush. We completed the roll well below that altitude still racing along at 170 knots.

“That’s the slowest roll I’ve ever seen. Kinda neat seein’ the brush right over your head at that altitude.” My passenger wanted to buzz a friend of ours before we landed, but I told him I didn’t go in for that sort of thing.

A few days later I rented the “Thirty-four” again and after some test flying discovered that up to 170 KIAS the ailerons responded well. Above that speed they were nearly immobile. After several hundred hours in the aircraft, that is the only surprise I have found.

What I did learn, however, is that even a nice “vanilla” aircraft can surprise the unwary pilot. In the modern experimental aircraft that many of us fly today, we have to remember that each of them is a one-of-a-kind aircraft and ***none of them are just plain vanilla.***



## REMINISCENCE (Rem o Galeazzi)

The ink is faded some, but the entry on the top line of the second page in my old logbook is still legible. It's dated 1/8/47 and states "First solo, T.O. and landing." It says all that it's supposed to say and nothing else more. But even as I'm reading the entry my mind is traveling back, back, and I am reliving every moment as though it had happened only yesterday. I can, in my mind's eye, recall in exquisite detail the sounds, the smells, the elation, and yes, even the fear. That cold morning in January will live in my memory as long as I'm alive.

Sonoma County Airport was a hustling, bustling beehive of activity in those days immediately after the big war. Mr. Piper was exerting every community to meet the challenge and build its own airport, and every journal predicted that in a few years there'd be an airplane in every garage; and do you know, for awhile there it really seemed that this prediction would indeed become a reality. There were four flying schools on the airport, all going full steam ahead. The largest of them had one hundred twenty-five students, the one that I was taking instruction from had seventy-five, and the other two had between fifty and seventy-five each.

The preponderance of these students were being underwritten by the GI Bill, as I was, so that meant that each student was taking at least three lessons per week which added up to a very busy airport – it was unusual to be taxiing out without at least four or five airplanes being ahead of you waiting to takeoff. But everything went smoothly. No tower in those days, you understand. The tetrahedron was tied so that only one runway would be in use, and by everyone flying a very precise pattern it was no problem knowing exactly what the fellow in front of you was intending to do. From the very first hour of instruction you were expected to learn that forty-five degrees meant forty-five degrees and that six hundred feet, which was the pattern height, meant exactly that. You were shown that a pattern was a rectangle with ninety degree corners and right from the beginning that was the way you were expected to fly. So it worked.

On this particular morning I had started out from my home in Healdsburg with a funny feeling in the pit of my stomach. I knew that I was getting close to soloing, and the anticipation of this momentous event was beginning to tell on me. Would it be today? The blatting from the ruptured muffler on my 1929 Chevy wouldn't drown out these thoughts as I passed Windsor on the way to the airport. Nope, I wouldn't be soloed today, I reasoned, as I really had blown it yesterday on the last landing. There had been a hefty crosswind blowing, and about halfway through the landing roll I began to realize that something peculiar was happening, and to fix it was beyond anything that I was capable of doing at this point. Nothing broke, but we did end up in the vineyard that was planted between 14 and 19. Oh no, I thought, no need to be apprehensive today, I'd probably get some more crosswind instruction before he let me go. I calmed down a little.

As I turned off the old highway towards the airport the right folding seat went careening to the rear of the car making a helluva racket. Some time back the bolts had sheared that held it in place and rather than go to the trouble of fixing it, I just left it that way, which in turn prompted me to give the old buggy a new name. I called it my "sporting car" because I could, with only a slight unnoticed shove, cause the seat to tip suddenly backwards thereby instantly putting the occupant at the great disadvantage. It only worked out once, however, and it was always in doubt whether the seat had anything at all to do with the outcome, anyway. The next couple of times I tried this skullduggery I was threatened with great harm unless I ceased and desisted, so I just gave up. I finally wired it down.



## REMINISCENCE (continued)

I pulled up to the large hangar, got out of my “sporting car”, and seeing that the door was already open to the office, went directly to the counter. Clara Fay looked up, and seeing who it was, pushed the logbook towards me that she had already prepared. “You are flying with Jack again this morning,” she said, smiling a little too broadly. I could tell. I could tell the way she smiled that she had been apprised of what I had almost done to the airplane yesterday. I tried to act like I didn’t know that I knew that she knew, and walked into the hangar with as much bravado as I could muster, knowing in my heart that none of it was really fooling anybody.

Jack was waiting for me outside and had already wheeled the Chief to the front of the hangar. I knew that I was expected to take over from there, so trying to act as though I knew what I was doing, I began the extensive preflight ritual. After checking the oil and sticking my fingers in the gas tank I indicated that I was ready, knowing that if he really knew how I felt inside he would no doubt have thrown his hands up in despair and hastily departed the scene. Jack had been a P-38 pilot with two victories credited to him and was the epitome of the classic flight instructor. His demeanor had always instilled confidence in me, so down deep I knew that no matter what I was about to do, he could probably handle it to perfection. It did give me cause to wonder, though, when I saw him pick up a seat pack chute and put it on his side of the seat. I couldn’t believe that he would consider his life all that much more valuable than mine, but in those days you didn’t question your instructor, so I prudently kept my mouth shut.

The instructor pulled the prop through, and when the engine caught, climbed into the right seat sitting on top of his parachute. He motioned for me to start taxiing, so I opened the throttle slowly just as I’d been taught, and began to move over the tarmac towards the taxiway that led to the apex of 14 and 19. We were required to “s” turn whether we could see over the nose of not, and I did this carefully, trying to make each half of the “s” as symmetrical as possible. If the instructor caught you using the brakes to turn you could expect a quick reprimand, and the sky was sure to fall in if you were caught using the brakes to slow down, for that meant you were taxiing much too fast. Brake repairs cost money, and they were to be used only for running up the engine for your mag check. Period. Anyway, I did all of the things I had been taught to do, after which I managed to get the Chief into the air without breaking anything of major importance. My instructor told me to leave the pattern, so when I reached 400 feet I made a precise (as precisely as I could) 90-degree turn to the left, and then made a precise (as precisely as I could) 45-degree turn to the right, and then took a heading in the direction of my instructor’s outstretched arm.

After climbing to 2000 feet, we did some 90-degree and 180-degree turns, then some glides and a few stalls after which my instructor shouted for me to return to the pattern. I entered at a precise (as precisely as I could) 45-degrees and flew downwind pulling the carb heat out about halfway down the runway and cut the throttle when I was opposite the touchdown point, then set up my glide speed of 60 mph. My other instructor always covered up the airspeed, but this one didn’t bother. I had made up my mind that I wouldn’t look at it, thereby impressing the instructor with my superb prowess as an aviator, but my eyes kept being drawn to it as though it was a magnet. I just simply couldn’t resist it. I was careful to clear the engine after each turn and soon found myself on final, apparently in pretty good shape, which was, at this stage of my flying experience, purely accidental. I did get the machine on the ground reasonable well as the wind, luckily, was right down the runway.

The instructor motioned for me to pull over to the side of the runway and stop, and I thought that for sure I was in for a dandy of a chewing out, although I wasn’t really clear on what I’d goofed up on. He suddenly opened the door, and when I realized that he was getting out, I raised my eyes heavenward and fervently beseeched the Almighty to make this crazy fool get back in! Well, I guess no one was listening, because he turned around, and with a slap on my thigh, said “Go ahead, take it around”. I remember asking him in an impassioned voice if he really knew what he was doing. He answered that yes, he felt that he kind of knew what he was doing, at least up to this point. He slammed the door.



## REMINISCENCE (continued)

The moment of truth had been thrust upon me, and even though I had a tremendous impulse to open my door and run like hell, I made a quick decision to stick it out. I wasn't that important in the scheme of things, I figured, so if I killed myself it wouldn't be such a grave loss to the world anyway, so I opened the throttle and went.

I honest to God can't tell you one single thing that I did on that first circuit. I guess the airplane got me around regardless of how I abused it. When I landed, the instructor motioned for me to go around again, and this time the adrenaline flow started to subside – he motioned for me to go around a third time, and by the time I had finished with that circuit I was convinced that I was God's gift to aviation.

Well, I had done it. I had finally, after a fashion, flown an airplane all by myself. Fifteen whole minutes of solo Flight! What I had dreamed of ever since I was a kid finally had come to pass, and I was *almost* an aviator! Oh yes, I darned near forgot. I did indeed find out why the instructor had taken that parachute aboard the plane; **he sat on it while he waited for me to make those three circuits.**

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**ATTENTION:  
PIPER OWNERS / MECHANICS / ENTHUSIASTS  
RAG WINGERS**

## **FABRIC PIPER RESTORATION SEMINAR Intro: May 21, 22, 23 -- 2004**

Presented By: Clyde Smith, Jr., "The Cub Doctor", A&P, IA  
Hosted by: EAA Chapter 1073, Inc., Truckee Tahoe

**A 3 day Introductory Seminar/Workshop relating to topics about rebuilding and maintaining your fabric covered Piper models J-3 through PA-22 and PA-25.**  
**Fee: \$300**

**Seating Limited, Reserve Early**

**For More Information Contact: Lou Reinkens, EAA 1073, Seminar Coordinator**

**(530) 525-5273**

**FAX: (530) 525-5949**

**Email: [rockwood@inreach.com](mailto:rockwood@inreach.com)**

**Held at EAA 1073, INC. Chapter house/workshop located at**

**TRUCKEE TAHOE AIRPORT  
10356 TRUCKEE AIRPORT ROAD  
TRUCKEE, CA 96161**

**TRUCKEE TAHOE AIRPORT CONTACT - Mike Scott, Asst. GM, (530) 587-4119**

# THE FLYING WIRE

## In case you wondered .... Why the Maule has disappeared from EAA 124 (Thanks, Christine Kerner)

Some of you might have noticed that the parking spot next to the C180 and Commanche is empty –where my Maule had been parked for the previous 14 months. Well, Hawaiian Airlines (my employer) has decided that it is not worthwhile to keep pilot bases in San Francisco and Los Angeles and thus closed them effective January 1, 2004. So, 60 something pilots had to change their base to Honolulu, Hawaii including myself. None of us is happy about that, many commute, some moved. Since Hawaiian has furloughed about 25% of their pilots since September 11, I had become pretty junior – not a good position to commute. Therefore I gave up my place in Santa Rosa and found a small, cute granny apartment in Kailua (on Oahu) for the interim. I changed airplane type and decided to move from the Boeing 767 to the Boeing 717, way smaller, but much more fun. Instead of one landing every 10 hours, I get 4 a day – landings are my favorite part of flying large airplanes. I think, by now I might have as many landings flying the 717 for 5 weeks as I got in 1 ½ years in the 767. And it is a blast!! Like a racecar. Glass cockpit, responsive controls, new airplanes, and you get to know them well flying just from Island to Island. In November, when I started training for the 717, I moved my Maule to Angwin airport so that Jeremy, **the** “Maule Man” can keep an eye on it. As things worked out, I don’t get to spend enough time in California to take care of the Maule and put it up for sale – kind of half hearted with only one line on Jeremy’s website. But a fellow from Alaska decided to buy it and flew it away. He is a nice guy, and Maules are happy in Alaska – so I think my Maule got a good new home. Still – I miss it a lot, and I am sorry for the ones of you who wanted to get a ride in it and we never got around to do this. I will have a Maule again – this is for sure – and you will get your rides sooner or later. As for me – I have applied for and got approved for an unpaid leave from Hawaiian Air for 4 months to go traveling, see my family



and other European countries I never got to visit before for 2 months beginning May 1<sup>st</sup>. Then I should be back for Arlington and other aviation events, before I will return to my job in Hawaii on September 1. I am going to bid back to fly Boeing 767 (though the 717 is way more fun) to be able to spend more time in California and to get to fly to our new destinations – Sydney, probably Baltimore and hopefully more (Asia??) as we emerge Chapter 11. Hawaiian is doing well – we had 10 consecutive months of good profits – the most ever, so we should get out of the bankruptcy soon. I just hope that we will get a base again closer to where I like to live –which is Sonoma or Napa County. (Thanks, Christine)

A photographer for a national magazine was assigned to take pictures of a great forest fire. He was advised that a small plane would be waiting to fly him over the fire.

The photographer arrived at the airstrip just an hour before sundown. Sure enough, a small Cessna airplane was waiting. He jumped in with his equipment and shouted, "Let's go!" The tense man sitting in the pilot's seat swung the plane into the wind and soon they were in the air, though flying erratically.

"Fly over the north side of the fire," said the photographer, "and make several low-level passes." "Why?" asked the nervous pilot. "Because I'm going to take pictures!" yelled the photographer. "I'm a photographer, and photographers take pictures."

The pilot replied, "You mean you're not the flight instructor?"



# THE FLYING WIRE



## APRIL, 2004 CALENDAR OF EVENTS

**Mar 30-Apr 1st** Aircraft Electronics Association Convention and Trade Show, Las Vegas, NV  
[www.aea.net](http://www.aea.net)

**Apr 10th** Truckee Tahoe EAA 1073 Pancake Breakfast Fly-In 7:30 to 10:30 AM

**Apr 13th through 19th** Sun 'n Fun EAA Fly-In. Lakeland Linder Regional Airport, Lakeland, Florida USA (813) 644-2431 <http://www.sun-n-fun.org>

**Apr 14th** US Air Force Thunderbirds Fly at Home - Indian Springs, NV (just northwest of Las Vegas)

**Apr 17/18th** CANCELLED -San Diego Air & Water Show, Coronado, CA

**Apr 24th** Calaveras County (CPU) Airport Day, San Andreas, CA 7:00 AM hot breakfast and wraps up at around 3-4 pm. All day fun and refreshments! Karen Davids call (209) 736-0825.

**Apr 25th** March Field ARB Airshow, Riverside, CA (909) 655-4401

**Apr 25th** Pacific Coast Dream Machines, Half Moon Bay, CA

**Apr 30 through May 2nd** Wings Over Gillespie El Cajon, CA [www.amsky.com/cafairgroup1/home.htm](http://www.amsky.com/cafairgroup1/home.htm)

## AIRPLANES...AND WOMEN

Airplanes don't mind if you buy airplane magazines.  
Airplanes have strict weight and balance limitations.  
Airplanes don't get mad if you do a "touch and go".  
Airplanes expect to be tied down.  
Airplanes can be turned on by a flick of the switch.

However, they both have one thing in common ----

When either one of them gets quiet, it's definitely not good!

(Thanks, Larry Rengstorf)

## THE FLYING MARKET

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

**KOLB FIRESTAR II:**  
EXPERIMENTAL N23NN. Call Neil (415) 664-2296, [firestard@aol.com](mailto:firestard@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

CONTINENTAL A65 ENGINE with Bendix mags, wiring harness, carburetor, oil cooler and engine mount. The exterior condition looks in good shape but no guarantees. It was donated to our chapter without logs. One of our A&P's says the engine feels like it has good compression and the oil cooler is not dented.....so make your best offer. Contact Tim LoDolce, Truckee EAA 1073 President (530) 386-3100

For sale: METAL MCCAULEY PROP, TM7653.  
\$700, guaranteed, still a full 76".  
Jim DuVander (707) 838-2174

Sky-Tek Super Fly-Weight Starter. New.  
Model No. 122-12PM. \$275.00  
Henry Beadle (415) 892-5489.

If you have anything to sell or trade,  
please email Donna Turrentine at  
[dturren@sonic.net](mailto:dturren@sonic.net) or call her at  
(707) 823-6132.



## March Board Meeting:

President Joe Wiegand called the Board Meeting to order March 3, 2004 at 6:35 PM. It was held at the Chapter 124 Clubhouse, Santa Rosa, CA.

|                             |   |                             |   |
|-----------------------------|---|-----------------------------|---|
| Joe Wiegand, Pres.          | P | Bill Bruce, Board           | P |
| Bob Gutteridge, VP          | P | Ron Parrott, Board          | A |
| Joe Lacchia, Sec.           | P | Dwayne Green, Board         | P |
| John Whitehouse, Treas.     | P | Marshall Palmer, Board      | P |
| Larry Rengstorf, Facilities | P | Mike Fenn, Board            | P |
| Jim Elliott, Board          | P | Donna Turrentine, News Ltr. | P |

Minutes from the previous board meeting were Moved/Seconded/Approved (M/S/A).

Treasure's Report: John Whitehouse reported on February activity and on the finances and parking fee collections to date. The report was submitted for approval, M/S/A. He distributed copies of the '04 budget for review.

Facilities Report: We will be repairing the road potholes as soon as the weather clears. Some mowing has been done but the grass is presently too wet for mowing. We will complete the mowing when things dry out.

Audit committee: John Whitehouse will call a meeting of the Audit committee in the next few weeks.

Planning and Strategic committee: The Planning and Strategic committee will report on activities at the next board meeting.

Budget committee: The Budget committee submitted the 2004 Chapter budget to the board for approval, M/S/A.

Newsletter: Nametags will be made after this month's meeting for requesting members.

Events: The Pancake breakfast is scheduled for Saturday, May 15<sup>th</sup>. We are tentatively scheduling Young Eagles for the same date with alternate backups of June 12<sup>th</sup> and June 26<sup>th</sup>.

Bob Gutteridge distributed new inserts for the Board Member's manuals. Chapter calendar of events should also be included in these manuals.

Bob Gutteridge reported that the EAA National had not gotten back with him on the Hanger Keepers Insurance. He will report as soon as he hears from National.

Bill Bruce is a member of the Airport Committee that is chartered with handling local citizen's complaints.

Adjourned 7:20 PM

Respectfully Submitted,  
Joe Lacchia, Secretary



## **March General Membership Meeting**

President Joe Wiegand called the General Membership Meeting to order March 3, 2004 at 7:35 PM. It was held at the Chapter 124 Clubhouse, Santa Rosa, CA.

Number in Attendance: 67.

Visitors: Wim Van Der Horst, Rick Dabney, Ed Slingland and Michael Heintz.

Minutes from the previous General Membership meeting were Moved / Seconded / Approved (M/S/A).

Treasurer's Report: John Whitehouse reported on February activity and on the finances and parking fee collections to date. John presented a list of members who have paid their dues to date for inclusion in the 2004 Roster. The report was submitted for approval, M/S/A. John also mentioned that there could be a significant cost savings in postage and printing if members would sign up for email delivery of their Newsletters.

Donna Turrentine will be taking the names of people wishing nametags during the break.

CAFÉ Report: The Chairman of the UC Davis Aeronautical Engineering Department will be visiting the CAFÉ facilities during the next month along with a number of students. The CAFÉ web site has many reports on aircraft for review by interested parties. CAFÉ also has a set of scales for weight and balance data collection on member's new homebuilts.

### **Builders Reports:**

Jacob Bayless took delivery of the first parts of his RV-10 last week.

Larry Rengstorf reported on two Sea Furys that are at STS, one of which had its first flight after being rebuilt last week.

Bob Gutteridge commented on the requirement for a through cleaning of engine parts received from shops prior to reassembly.

Mike Tovani reported on getting his seaplane rating. He discussed what was involved in acquiring the rating and donated a VCR tape to the Chapter's Library covering the training.

### **Announcements:**

Bob Bruner past away recently. He was active in the Chapter and a long time member. Eric Peterson gave a short history of Bob in the Chapter and a list of some of his accomplishments.

Bill Bruce and Joe Lacchia were awarded "Best Program Award" for 2003.

Donna Turrentine presented a set of chalks to Paul Reinders for completing his Pop Gun One (modified Avid Magnum).

Remo Galeazzi reported on his recovering of Jeanie Williams' Charger.

Bob Gutteridge announced that there is an air show at the Corning Airport this Saturday. Those wishing to attend, whether flying or as passengers, should meet at the Chapter Facilities at 9:00 AM.

Bill Massey announced the Reno Air Race trip is priced at \$145.00 per person. It will include transportation to and from, two night's hotel accommodations, and a Saturday paddle wheel boat trip on Lake Tahoe. Members will be responsible for their food while in Reno and admission to the races. We will leave Friday night, August 17<sup>th</sup> and return after the Gold Race on Sunday the 19<sup>th</sup>. \$25.00 deposits will be taken during the break from those wishing to attend.

Evening Program: A question and answer discussion by Paul Reinders.

Respectfully Submitted,  
Joe Lacchia, Secretary



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