



**December 1, 2004**

**Volume 43  
Number 12**

## **SPECIAL ANNOUNCEMENTS:**

**December 1, 2004 PROGRAM:** Marshall Palmer will discuss oil used in aircraft engines.

### **CHAPTER 124 ELECTION OF OFFICERS**

Chapter 124 has elected the following officers for the next term:

**President:** Bob Gutteridge

**Vice President:** Mike Fenn

**Treasurer:** John Whitehouse

**Board:** The 3 positions go to:

Pat Fanning  
David McIntyre  
Rolf Unternaehrer

### **MESSAGE TO CHAPTER 124 FROM DAVID MCINTYRE**

On Monday November 8th, I had a big smile on my face as Paul Reinders taxied back to the hangar in the rebuilt Pulsar, with his left thumb up and waving back and forth. Eighteen months ago there was a big question as to whether or not it would fly again because of the extensive damage, the availability of the needed parts, and the cost thereof. **Now it runs and flies well**, and has completed its phase I test period. I will place my hands and feet on the controls very carefully and will learn how to handle it next time without another incident. Thanks to the club and its members for the encouragement and advice, and the help I have received to get the plane in the air again. David McIntyre N140DM



MESSAGE FROM THE FRONT DESK...  
DECEMBER, 2004

**Bob Gutteridge, VP**

It is hard to believe, but here we are at the end of 2004!

The nation has re-elected a president and some congressmen and women, and you followed up by electing a half of the **Club's officers**. For the benefit of the new folks who may not know how the Club officer elections are organized, let me take a moment to explain. All office's terms are set at two years per our bylaws. Each November we elect half of the full set of officers to preserve continuity of leadership. This year we were to elect a President, Treasurer and three Board members leaving the Vice President, Secretary and the remaining three Board members for next year. The routine got unruly a few years ago due to some midterm resignations resulting in me being inserted in the middle of a VP term. This year the nominating committee asked if I would be willing to serve as President and I accepted. So this year we elected both a President and a VP, who's term will be one year to back fill my un-expired term, as well as the Treasurer and three Board members. Perhaps we can get back on track in 2005.

**Project visits** have been organized! Hosting us on **Saturday, December 4**, will be Rolf Unternaehrer (RV-6), Jim Boyer (Pietenpol), and John Whitehouse (RV-4). Gathering time will **0830** at the site for car pool organization over coffee and donuts with **departure by 0900**. *{NOTE: Jim Boyer, please call Bob Gutteridge 539-5188 to confirm!}*

Mark your calendar for **January 1, 2005** and come out to the Site. **Tradition** holds that if you fly on the 1<sup>st</sup> day of the year, then the entire year will be filled with good flying. It has worked for me the last several years and, WX permitting, there will be air under my tires again this year. I should have at least two seats available for guests. WX not permitting, we'll 'fly the hangar' or car pool to lunch, or both.

Speaking of calendars, please begin to think about what events, i.e. Young Eagles, fly-outs, pancake breakfasts, etc, we want to organize for 2005. If we get them on the **Club calendar** soon, there is a good chance we can pull them off.

Remember, **STAY ON THE DRIVEWAY! IT IS MUDDY ON BOTH SIDES**. Just drive on inside the gate and park on the asphalt.

If don't get to talk to you at the meeting, let me take this opportunity to wish you and yours a very happy holiday season.

See you at the meeting on 12/1...



## **Your EAA Membership Benefits: What They Are and How They've Changed**

Brenda Anderson  
EAA National Chapter Administrator

We're often asked "what are the benefits of belonging to EAA?" The answer can be a long one depending on what that individual's interests are as EAA has a vast offering of benefits and services. And they are evolving and improving all the time. But let's just start with the basics and explore what's new in a \$40 EAA membership.

Every member receives his/her choice of a monthly magazine. EAA SPORT AVIATION is the flagship monthly publication for members interested in the broad scope of recreational aviation with editorial geared to the flying, buying, building, restoring and maintaining of all types of aircraft. We are currently in the process of expanding our coverage of production aircraft news and hands-on topics. EAA SPORT PILOT & LIGHT SPORT AIRCRAFT magazine is new just this year and its editorial is aimed at those who'll fly the newest special light-sport aircraft, including fixed wings, trikes, powered parachutes, gyrocopters, gliders, and Part 103 ultralights. Your membership includes a choice of either membership or you can add on the additional magazine.

EAA member benefits at EAA AirVenture Oshkosh each year have also increased. Now members not only have greatly reduced admission fees, but you'll receive discounts on specially priced meals from several food vendors, have access to the members-only internet café, and enjoy member events in the new EAA Member Village near AeroShell Square. And the list will be sure to evolve over the next few months as we set plans for the 2005 event happening July 25-31. Watch this space for more details on "The World's Greatest Aviation Celebration."

EAA's Insurance Program has expanded with the addition of insurance for students and renters. This non-owner insurance plan is Sport Pilot-ready. In addition EAA, and Falcon Insurance have developed an outstanding insurance plan for all types of aircraft including expanded coverage, service and great pricing for members. Call today for a free quote at 866-647-4322 or visit [www.eaa.org](http://www.eaa.org). EAA membership also includes preferred rates on other lines of personal insurance.

With the new Sport Pilot movement, EAA's technical team is the leader in helping all aviators understand what the new ruling means and how it helps reduce the traditional time and cost barriers associated with training and aircraft ownership. We have a special brochure series that answers many of the questions members have on this topic. If you'd like to receive this information or have a question on Sport Pilot, please don't hesitate to give us a call or visit the website at [www.sportpilot.org](http://www.sportpilot.org).

Another new benefit of EAA membership this year is unlimited admission to the EAA AirVenture Museum in Oshkosh. That's right all members can visit the museum as often as they like-- at no additional charge.

The EAA membership umbrella includes the wonderful ability to join a local chapter and participate in all of its activities. Plus, EAA members also have the opportunity to join one or all of EAA's affiliate organizations: EAA Warbirds of America, EAA's Vintage Aircraft Association, and the International Aerobatic Club division of EAA. Plus, an affiliate of EAA is the National Association of Flight Instructors. The EAA Homebuilt Aircraft Council reaffirms EAA's commitment to its homebuilding roots. There's something for everyone!

With the EAA Flight Planner, EAA members can easily plan a VFR flight, view a route on current maps (including Sectional, WACs and other) check NOTAMs and weather, file with DUATs and many other functions. This \$50 value is free for EAA members, just check out the website at [www.eaa.org](http://www.eaa.org) for more information.

For individual services, EAA provides a wealth of educational and technical benefits. Access to pilot programs such as EAA Technical Counselors, Flight Advisors, Aeromedical Advisors, and Aviation Information Services representatives are ready to answer your aviation questions at 888/322-4636. EAA's education opportunities include SportAir workshops held around the country – the perfect place to learn about aircraft building and restoration. Call 800/967-5746 for all the details.



**Your EAA Membership Benefits:  
What They Are and How They've Changed  
(continued)**

Working with kids via the EAA Young Eagles program gives the next generation of aviation enthusiasts the chance to take to the sky. EAA members provide an introductory flight experience for kids aged 8-17 – members have flown more than 1,100,000 Young Eagles since the program's inception. Call 877/806-8902 for more information. EAA's Air Academy aviation camps provide a resident camp at Oshkosh headquarters for youth who are aged 12-18 interested in aviation. Reach the Air Academy at 888/322-3229.

Finally, the discounts! Great deals and discounts for EAA members abound: you can save on everything from member discounts on Ford vehicles, John Deere equipment, Hertz car rentals, travel services, and even a preferred rate on the EAA VISA® credit card.

For more information on any of your EAA membership benefits we're at your assistance on-line at [www.eaa.org](http://www.eaa.org) or in person at 800/JOIN EAA (800/564-6322.)

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I received an email from Mrs. Victoria Yeager a few weeks back, inviting me to a dedication at Grass Valley Airport, where they were dedicating a newly mounted F-104 in front of the airport - to General Chuck Yeager.

I, of course, accepted!

There were about 250+ people at the festivities, and I was able to see and say hi to Chuck & Victoria again. After the ceremonies we went to one of the newly built hangars and had a nice luncheon, and many people were able to talk to Chuck, and get autographs, and have their pictures taken with him. It was a very nice dedication. If you fly into Grass Valley, stop and look at the nice job they did restoring the F-104, and the nice plaques along with it!

Off & running, Larry Rengstorf

# HEADER TANK & VENT LINES

(Paul Reinders)

The header tank in the fuel system was vented via a clear plastic line to the right wing tank in my little high-wing aircraft which, in turn, was vented outside via a pitot-tube gas cap. The fuel lines exited the wing tanks at the trailing edge of the wing root, entered the fuselage, were routed forward above each door, and then descended behind the leather trim along the forward doorposts before entering the header tank under the glare-shield. Immediately below the header tank was the main fuel shutoff. From that point the line passed through the firewall via the fuel sump and carburetor to the engine. Simple. The system had worked well for 800 hours.

“I don’t care if it is only 20 minutes. I ‘gotta go’ NOW!”

“I’m not gonna land on any road just because you didn’t plan ahead.”

“Nice leather seats you got here.”

“You win, but no road. Lemme see if I can find something that isn’t flooded. How about those two tracks leading between the barns to that house?”

As we turn base I brief my passenger, “I don’t want to talk to anyone here. As soon as I stop you jump out and drain the ol’ sump. Then let’s get outta Dodge pronto.”

I cut the switches, turn final, touch down and roll to a stop 100 yards from the house parked sideways so my passenger has his privacy from anyone in the house.

I quickly run the checklists and recheck the fuel. “Hurry it up. Here comes the boss.”

My passenger climbs back in as I fire up the Lycoming, turn away from the house, and firewall the throttle. Although I only have 2 gallons visible in each wing tank, and two gallons in the header tank, that is an hour’s fuel and we have less than 30 minutes to our destination. Due to the low fuel state the Lycoming will run on the fuel in the header tank until the tail comes up on the takeoff run. Then the system will feed fuel from all tanks. Thirty seconds after engine start we are airborne and climbing to clear the mountains ahead.

“Thanks. I needed that.”

Fifteen minutes later, just as we crest the mountains, the engine sputters and dies. It is obviously a fuel problem. But we still have two gallons visible in each wing tank! What’s going on here? By now we should have burned some of that. For some reason the wing tanks aren’t feeding the header tank.

I drop the nose, gliding down the east side of the mountains towards Highway 395 at the bottom. Finding a good stretch of straight highway without electrical wires nearby, I turn downwind, recheck the highway for wires, turn final, and land behind a truck. Not another vehicle in sight. Rolling onto the shoulder, I swing the airplane 90 degrees to the road. We jump out quickly and push the aircraft well clear of the road.

Twenty minutes later we still haven’t found the problem. The header tank is empty, but the fuel will drain from both tanks whenever the tail is raised to a cruise, climb, or glide position. Why did it not do that in flight?

Pouring six gallons of fuel into the right tank from a spare can I carry, we watch the fuel fill the clear plastic vent line between the header tank and the wing tank. With the leather trim removed from the door post I have exposed that line to monitor the fuel level in the header tank until we get to our destination only five miles away.

# HEADER TANK & VENT LINES

(continued)

No one has stopped to question us while we work so we fire up the Lycoming and swing onto the highway. A few minutes later we land and refuel at our destination. No explanation for the fuel problem comes readily to mind. We'll sleep on it!

*4 a.m.! I got it!*

Taking off on the fuel in the header tank allowed air into that tank. Once airborne the pitot-tube vent cap pressurized the wing tank, the empty vent line, and the partially empty header tank. Although the fuel line was also pressurized at the back of the wing tank and down to the header tank, that line had a slight pressure drop due to the fuel screen at the inlet. The unobstructed vent line allowed the header tank to be pressurized to a slightly higher pressure. Consequently, no fuel flow into the header tank. Two gallons of fuel burn and fifteen minutes later in the climb, the header tank was empty and pressurized.

One forced landing coming up.

Score one for forced landing practice. Score a minus one for that header tank. And it seemed like such a good idea at the time!

That was the first, and LAST, minimum-fuel takeoff I ever made in that aircraft.

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## EAA 124 OFFICERS, BOARD OF DIRECTORS,

### **President**

**Joe Wiegand (03/04) (415) 665-8871**

### **Vice President**

**Bob Gutteridge (04/05) (707) 539-5188**

### **Treasurer**

**John Whitehouse (03/04) (707) 539-5549**

### **Secretary**

**Joe Lacchia (04/05) (707) 824-2891**

### **Facilities Chairman**

**Larry Rengstorf (04/05) (707) 575-0331**

### **Facilities Committee**

**Art Beer, Dale Wittman, and 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**

**Rolf Unternaehrer (03/04) (707) 522-0860**

**Ron Parrot (04/05) (707) 433-5730**

**Dwayne Green (04/05) (707) 544-4535**

**Jim Elliot (04/05) (707) 539-3924**

**Marshall Palmer (03/04) (707) 887-9657**

**Mike Fenn (03/04) (707) 578-5463**

### **Newsletter Editor**

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

### **Webmaster**

**Christine Kerner [ck@eaa124.org](mailto:ck@eaa124.org)**

### **Librarian**

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

### **Young Eagles**

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

### **Flight Advisor**

**CJ Stephens (707) 523-4352**



### **THE FLYING MARKET**

YEAR 2000 RV-6A N5821V 180 hp O360 Lyc.  
w/constant speed prop. 536 hrs TTA & E.  
New KLX135 gps/comm. King trans w/encoder.  
Icom #403 -- built in panel wing leveler auto pilot.  
Full panel -- all the trick farings -- show quality.  
\$70,000 contact Roger Lovato 545 Salt Mine Road,  
Camp Verde Az. 86322 (928) 567-0660

Looking for RV-8A partner. I am planning to build an RV-8A starting in the next couple of months. I am looking to share this process with a partner. If you are interested in building and owning a partnership in this plane, please call David Lynch 707-538-231 or email [david\\_lynch@agilent.co](mailto:david_lynch@agilent.co)

Short term hangar sublet wanted. If you have hangar space for a high wing plane, October/November/December, 2004, please call Pat Fanning (707) 823-7455.

Sale: Skybolt project well along. Fuselage on gear with Scott 3200 tailwheel, basic controls in. All stringer supports welded in. Full canopy kit, S/S firewall, factory engine mount, struts, and nose bowl. Wings assembled with factory hardware to be installed. Has bows and aileron ribs and newer Firebolt type gear. Remo Galeazzi has looked project over carefully so ask him...or just come to Schellville and look at it. \$7000 takes all.  
Bill Ewertz 707.938.1465

For Sale: Cessna 180 B, one owner since 1971. 3500 TT-250 SFNE, beautiful paint, new interior, mechanically excellent condition, full IFR, auto pilot and everything else. Hangared SNS. For the right pilot, but no dealers please. Neil Reid, 415-664-2296 [firestarD@aol.com](mailto:firestarD@aol.com)

### **DECEMBER 2004 CALENDAR OF EVENTS**

**Project visits** have been organized! Hosting us on **Saturday, December 4**, will be Rolf Unternaehrer (RV-6), Jim Boyer (Pietenpol), and John Whitehouse (RV-4). Gathering time will **0830** at the site for car pool organization over coffee and donuts with **departure by 0900**. {NOTE: Jim Boyer, please call Bob Gutteridge 539-5188 to confirm!}

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### **Schellville Antique Escadrille**

The Schellville Antique Escadrille meets at noon every 2<sup>nd</sup> Saturday of each month (except June) at the Sonoma Vintage Aero (George Dray) hangar at the Sonoma Valley Airport. No-host BBQ follows. Aircraft display -- noon to 4pm.



## **NOVEMBER Board Meeting:**

President Joe Wiegand called the Board Meeting to order on November 3, 2004 at 6:30PM.

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

**Minutes:** Minutes from the prior Board Meeting were Moved / Seconded/ Approved (M/S/A).

**Treasure's Report:** John Whitehouse reported on activity this year to date, and on finances and parking fee collections to date. The report was M/S/A.

## **Committee Reports:**

Facilities: Larry Rengstorf will be fixing the potholes that have been caused by recent rains.

**Larry also reminded everyone to stay out of muddy areas with the rainy weather at hand.**

Nominating: Bill Massey announced the slate of individuals running for available offices and stated that additional nominations would be accepted from the floor during the general membership meeting.

## **New Business:**

Jim Elliott reported that we could view digital photos during presentations on our TV. He is continuing to look into a Digital Light Projector for use during presentations. Ron Parrott will look into wiring our TV video systems together so they play as one. Art Beer and Dwayne Green will wire power to one of our presently unwired TV's.

Meeting adjourned at 7:10 PM.

Respectfully Submitted,  
Joe Lacchia, Secretary



**NOVEMBER General Membership Meeting:**

President Joe Wiegand called the Meeting to order November 3<sup>rd</sup>, 2004 at 7:34 PM.

**Number in Attendance:** 59.

**Minutes:** Minutes from the prior General Membership meeting were M/S/A.

**Treasure’s Report:**

John Whitehouse reported on activity this year to date and on finances and parking fee collections to date. John also stated that there is a requirement to be a National and local EAA member to hold office or have an airplane on site. John stated that he has started collecting dues for the year 2005. The report was M/S/A.

**Committee Reports:**

Facilities: Larry Rengstorf warned members to not park their vehicles in muddy areas now that the rainy season is at hand.

CAFÉ: Larry Ford reported that CAFÉ would be involved in the administration of the Utility Aircraft Contest being sponsored by NASA Langley. This is a five-year program that should lend considerable support of the CAFÉ foundation.

**Builders Reports:**

Joe Lacchia reported on the receipt of his O-360 engine and its installation into his Starduster Too.

Joe Wiegand reported on the brake installation on his Starduster Too.

Charles Nelson reported that he has recently started tying his Lancair down at our facility and that he uses the plane to commute to and from Oakland daily.

Larry Rengstorf reported on the invitation he received from Victoria Yeager to the dedication of an F-104 that had been mounted at the entrance to the Grass Valley Airport. There were over 250 people present and Larry had the opportunity to meet with Chuck and Victoria during the event.

**Tech. Councilor:** Bob Gutteridge reported on his flight to Rancho Tahema where he inspected the wings and fuselage of Bill Massey’s 610HDS Zenair.

**Events:**

Marshall Palmer reported that the Vintage Aircraft Display will continue starting in January and that interested individuals must sign up with the County at the beginning of the year in which they intend to participate to receive their tax break.

**Elections:**

The Nominating Committee presented the following list of candidates for the listed position. Additional nominations were solicited from the floor with none being received. A motion was made, seconded and approved to close nominations.

Election results are listed below:

<u>Positions</u>	<u>Nominees</u>	<u>Elected</u>
President	Bob Gutteridge	Bob Gutteridge
Vice President	Mike Fenn	Mike Fenn
	Chris Ketelsen	
Treasure	John Whitehouse	John Whitehouse
Board Members	Brian Cluer	Pat Fanning
(3 to be elected)	Pat Fanning	Dave McIntyre
	Dave McIntyre	Rolf Unternaehrer
	Rolf Unternaehrer	

**Evening Program:**

Dwayne Green gave a presentation on his travels in Europe.

Respectfully Submitted,  
Joe Lacchia, Secretary