



April 5, 2006
Volume 45
Number 04

Board Meeting:
April 5, 2006 6:30pm

General Meeting:
April 5, 2006 7:30pm

WWW.EAA124.ORG

WWW.CAFEFOUNDATION.ORG

SPECIAL ANNOUNCEMENTS:

April 5th, 2006 PROGRAM: Jon Stout, Airport Manager, will discuss issues concerning the airport. (Thanks, Steve Fredericks.)

SONOMA COUNTY AIRPORT OPEN HOUSE June 17th and 18th, 2006

Sonoma County Airport is organizing an **Open House** that is scheduled for June 17 and 18. The 17th is also planned as our first 2006 **Young Eagle's Day**. David Lynch will be looking for pilots and ground volunteers to assist on the 17th. EAA 124 has been allocated ramp space for setting up our booth to pass out EAA literature and discuss EAA with interested folks. Volunteers are needed.

CHAPTER JACKETS AVAILABLE

Jackets may be purchased at MONOGRAPMS PLUS in the Avenue Shoppes Center, 2790 Santa Rosa Avenue, Santa Rosa, CA. **Carol Damas**, owner. The jacket is dark grey with red emblem. The cost will be around \$100 which includes the jacket, embroidery work, two lines on the front of the jacket (name, airplane), and tax.

NAME TAGS TO BE ORDERED

Chapter Name Tags will be ordered in the next month or so. Please let Donna Turrentine know if you would like to order one. (707) 823-6132, dturren@sonic.net, or at the meeting.

LOST CAMERA

I have lost or misplaced my camera and camera bag. If anyone has picked one up at the site between the 1st and the 12th of March, I would like to get it back. Mike Tovani 838-1891 home ...321-2740 cell



MESSAGE FROM THE FRONT DESK...

APRIL, 2006

Bob Gutteridge, President

The FAA has inspected and **signed off on Joe Lacchia's Starduster Too**.
Congratulations Joe!

Are you interested in building a twin? Check this web site for more details. www.hensleyaircraft.com

Sonoma County Airport is organizing an **Open House** that is scheduled for June 17 and 18. The 17th is also planned as our first **Young Eagle's Day**. David Lynch will be looking for pilots and ground volunteers to assist on the 17th. EAA 124 has been allocated ramp space for setting up our booth to pass out EAA literature and discuss EAA with interested folks. That will be both Saturday and Sunday. I'd like to have as many volunteers as possible so no one has to spend more than a few hours manning the booth. More details will follow as soon as they become available.

Our **March 124 Day** was sparsely attended. Tom Casebier, Dwayne Green, Dave Heal, Paul Reinders and Bob Gutteridge found three airplanes willing to fly so we took off headed north. Michael Heintz was hosting a Zenair rudder class at Cloverdale accordingly we made that our first stop. While there we made a thorough inspection of the Jabiru factory's airplane that Jim McCormick had flown up from Fresno. This is the same airplane that was shown at one of our meeting about a year ago. It still looks great! Michael graciously included our little band with his lunch guests. Everyone enjoyed a bowl of Art Beer's chili and BBQ'd hamburgers and hot dogs before we headed home.

Here is a mark your calendar item. **Angwin** airport is hosting an **Airport Day on May 14**; that's a Sunday and is also Mother's Day. We have been asked to bring up a few special airplanes for the viewing pleasure of the locals. Sounds like a good opportunity to get that bird out of the hangar and warm up the oil. I'd like to schedule that event as our May 124 Day.

The **Board meeting** will be held on **Wednesday, April 5th at 6:30 pm** this month preceding the general meeting. See you then.



[**Editor's note:** The following is a letter written on July 7, 1942, by a gentleman who was involved in the Jimmie Doolittle Raid in Japan on April 18, 1942. The name of the writer I am withholding because of privacy concerns. This letter was given to Jerry Rice's wife, Dorothy, by Nem, a friend of Dorothy's who volunteers with her at the Healdsburg Senior Center. Both Jerry and Dorothy thought that the Chapter might like to read this letter as it actually gives us a peek into the lives of the pilots in World War II. Thank you Nem, and Dorothy and Jerry Rice.]

Letter Dated July 7, 1942

Received your swell letter today and sure was glad to hear from you.

First of all let me congratulate you, Andy, on your swell choice for a wife and as you know at Pendleton, Red and I were only riding you about marriage. Either one of us would have told you Nem was sure a fine girl and I know myself I'd just like to marry someone half as nice.

Well I suppose you're interested to find out about the fellows and as all that I tell you is a military secret and shouldn't be told, I know I can trust you not to spread it where I'd get in trouble.

First of all we lost two crews that were captured in Japanese occupied China...Hallmark's crew and Farrow's crew. Of Hallmark's crew, himself, Meter and Wilson were captured and the other two members were killed. The circumstances other than this are not known. Of Farrow's crew there are three captured and two dead but no word has been received as to which ones are dead or captured. From all reports the ones captured are probably dead now anyway, but I still have hopes of seeing Red again, and if I don't I'm damn sure I'll account for enough of those bastards to take his place and that will have to be plenty of them.

McClure was in Ted Lawson's ship with Davenport and Clever and Cpl. Thatcher. As you probably know we ran into plenty rough weather besides darkness about an hour and a half from the China coast and it was a matter of luck where we were as no one had accurate maps and we couldn't see anything anyway as the ceiling was 100 ft and visibility less than ½ mile. Ted Lawson tried to land on a beach of an island and as he came in over shallow water a breaker hit his plane and threw it completely over. Ted and Davenport flew 150 ft through the windshield with their seats still strapped to them, and McClure, who was standing behind them, went with them. Clever was in the nose and went right through all the glass and landed out with the others. Cpl. Thatcher was sitting in the back of the ship and just got thrown against the side and knocked out but was not hurt. As you know medical service was nil and as a result Ted lost a leg at the hip but Davenport who received a bad cut in one leg is ok and Clever, who received a real going-over including many cuts and bruises, is ok. McClure is in the hospital now and today had his second shoulder operated on. He had the muscles and tendons in both shoulders all ripped to hell and will be sometime in getting better. He is sure under a terrible handicap as both arms are in full cement casts and his shoulders and whole chest. I know he would appreciate hearing from you Andy, but please don't say anything about what I said, just say that I told you he hurt both his arms. He will be unable to write back but I know he'll be glad to hear from the fellows, Ross, Sheldon, etc. as it sure is hard on him being in the hospital all this time.



Letter Dated July 7, 1942 (continued)

I'll tell you a little about my experiences now Andy after leaving Tokyo as you probably know more about the bombing then I do now from the papers. Well my target was Kobe and I dropped 4 incendiary bombs each one which spreads over an area of 600 ft by 900 ft. We flew at 1500 ft and it was like planting the eggs, and we could see everything and couldn't mess. We met a few bursts of anti-aircraft after dropping the last bomb, but we dove down on the water and after that received no gunfire. A couple of pursuits chased us but were outdistanced in about 3 minutes.

About 1 ½ hours from the China coast we ran into bad weather and when we neared the coast which was ½ hour from ahead of schedule we almost ran into an island which was a high rock. We had one rough engine at that time and one running cold so that when we tried to climb to engine wouldn't take it. Our only choice then was to land on water as the coast contained mountains counting 800 ft high so Smitty set it down perfect about 2 miles from an island which was all big high rocks. We salvaged Doc White's instruments as he was with us and a few other things and put them in the rubber boat but when we pulled the boat off of the wing it got punctured and we lost everything. Smitty, Doc White, Griff Williams and Sgt Taylor stayed with what was left of the boat and I swam to the island. We all had life preservers on but it was sure a rough time as there was a strong current. The four of them drifted with the current and landed about a mile down the island from where I hit and they climbed the rocks with the use of a flashlight (the only thing saved) and found some fishing huts where they spent the night. I hit on the side of a cliff and had to climb up about 20 feet to a shelf where I spent the night in the cold rain shivering so hard I was shaking the rocks. The island had been taken by the Japs but not occupied yet as we found out from the fisherman in sign language and then we were taken to another island at night where we met the guerilla chief of that section and he arranged for our return to safety by giving us 5 guerillas to lead us. We traveled only at night as we were on Jap territory for 5 days and it was pretty risky. We heard of Ted Lawson's mishap from the guerilla chief and tried to catch up with him all the time so Doc White could care for the crew but they stayed ahead of us for about 10 days when we finally caught them at a hospital at Ling Hi. Ted's ship was above water and the Jap gunboat found it so they were looking for them and everyday we'd run into them as they were late for Lawson and just right for us. One afternoon 65 Japs came on one island that we were on and searched all over for us. They came in the very hut we were in but the Chinese priest took us through a secret passage way behind his bed and we were in a hallowed out part of rock just off the house for about 4 hours until they left the island. A few incidents like this and I assume you I'm a Christian for life as I found myself praying more than once. After walking six days and a few boat rides before we reached the mainland, we finally got chairs with coolies to carry us and after another week rickshaws for a week and finally a train. It sure was a rough trip and how we ever got out of that country without picking up all kinds of diseases is sure a mystery as it took us over a month to get to Chinking and we slept on the ground with no covers and ate rice and eggs most all of this time.

It sure was a break that some of us got to come back to the states and old lady luck was sure with the ones returning as the names must have been picked out of a hat.

About Gene McGurl, well I never did catch up to him being the last crew in and he was assigned to a bombing squadron at Karachi, India, and sent out on a raid before he got his orders to come home. The



Letter Dated July 7, 1942 (continued)

mission was figured on zero altitude of flying and the terrain necessitated 1700ft of altitude most of the flight which meant they didn't have enough gas and to top it off they ran into bad weather and Gene McGurl is lost along with the crews of 3 other ships. From the looks of the country he was flying over there is little hope of his return as there was no word of him when I left India a week after the raid.

All of the crews bailed out all over China except Hoover who landed in a rice paddy and Lawson and Smitty and we lost every ship.

Doc White, Davenport, Hoover, Jones and I think Hilgen who is a Lt. Col. now all received the Distinguished Service Cross along with the D.F.C. which was great as they sure did help prepare this trip and Doc earned his as well as Davenport who did all the care-taking for his injured crew even though he was in a very bad way himself.

Yesterday Gen. Harmon, Gen. Doolittle and Gen. Morgantheau (spelling) were up to the hospital and decorated McClure, Lawson, Watson, who caught his arm in the shroud lines and did an awful job on it, but is recovering fine, and Parker and I.

Today Loretta Young was here at the hospital to visit us and she sure is very nice and sat and talked with all of us for quite a while. She has a very nice personality besides being very attractive.

We had all swell nurses and doctors over in the other ward but we got moved yesterday and the nurses are real "beauties" down here now. They won't let us leave the room and reported us for having a radio and the Capt came down and took it away from Parker and me.

Well Andy I hope I have told you the whole story and I hope you won't let it get out as they would probably trace it back and I'd get in trouble. Especially about McGurl don't say anything as I am going home next week and I'll have to see his mother, but I was told to say as far as I know he is still over in India someplace and going on raids. If I were you I wouldn't even tell your mother as I'm not going to tell mine for it's bound to leak out then.

Give my regards to Ross, Sheldon, Shelhouse, Coolie and the rest of the boys. I sure want to congratulate John Sheldon also for making a perfect choice in the girl from Walla Walla.

Tell Holdsworth and the boys I saw Joe Walker and Joe Cramp in Karachi, India, and they are flying patrol duty.

Best of luck to you and Nem, Andy, and I sure wish you could get home next week so we could get together.

Howie

p.s. Received a swell card from your mother and father and sure will go to see them when I go home.



Engine Oil (Thanks, David Heal)

Here is a good reason why you should fly your plane on a regular basis: You need to drive out (fly out?) the moisture inside your engine!

Moisture in the engine comes primarily from two sources: condensation and combustion (of fuel).

The majority of water is due to the byproducts of burning hydrocarbon fuels. The major byproducts are: dioxide, carbon monoxide, and water vapor ("hydrogen monoxide".) (Lots of lesser byproducts are also created like nitrous oxides, nitric acid, bromic acid, sulfurous and sulfuric acids, etc. etc.)

The majority blows out the exhaust. A little gets past the rings and into the crankcase/sump.

When the engine cools down (due to shut-down, or descents under lower power, or thru cooler air, etc.) any water vapor present in there can condense, and a lot of that ends up in the oil, where it can cause rust and mix with those acids where it can cause corrosion. Since the oil remains hot for some time after shut-down, any water in that oil is driven out into the airspace above the oil level. As the metal cools down, that vapor can condense onto the walls and in the tube.

After the engine cools, the air inside the sump also contracts.

This sucks in additional atmosphere...which probably also contains water vapor. So, yes, lots of potential for water vapor in the crankcase exists...in all models of engines.

The water vapor facilitates the formation of rust and corrosion throughout the engine -- the cam, cam followers, cylinder walls, and crankshaft are particularly vulnerable.

Just operating the engine on the ground for a short period of time on an occasional basis does not heat up the oil enough to drive out the moisture in the oil. You need to fly the plane for at least 30 - 45 minutes at operating temperature (at least 180 degrees F oil temperature) to drive the moisture out of the oil. Moisture in the oil and the acids that it produces are also good reasons for regularly changing the oil on a calendar (not engine operating hours) basis -- most manufacturers suggest changing the oil every 4-6 months if the engine is not operated regularly.

Lycoming offers a very good *free* video presentation on aircraft engine oil at:

<http://www.lycoming.textron.com/main.jsp?bodyPage=videos/index.html>

Here is another good web site re: **aircraft engine oil:** <http://www.tcmlink.com/carenfeed/englubhdr.html>



(Taken from the WWW.AOPA.ORG website...editor)

FAA issues Lycoming crankshaft AD **Lycoming to cover most of the cost**



The FAA on Thursday issued [an airworthiness directive](#) (AD) requiring the replacement of certain crankshafts on five models of Lycoming engines. The AD was spurred by a crankshaft failure in a Lycoming LO-360-A1H6 reciprocating engine.

This latest action is [a continuation of efforts](#) to repair crankshafts that were manufactured through a faulty process and could cause engine failure. It affects nearly 300 engines that have been installed on popular aircraft, including models manufactured by Beechcraft, Cessna, Mooney, and Piper, and is estimated to cost \$15,300 per engine.

"Lycoming has said that it will supply the new parts free of charge, pay for the shipping, and pay for the labor cost of removing and reinstalling the engines," said Luis Gutierrez, AOPA director of regulatory and certification policy. "This will help soften the blow to aircraft owners and help save them a substantial amount of money."

The AD affects 282 engines in the AEIO-360, IO-360, O-360, LIO-360, and LO-360 series. When the AD becomes effective on April 27, you will have six months or 50 hours time in service, whichever comes first, to have the crankshaft replaced.

First, see if any of the affected engine models have been [installed on your model of aircraft](#). If so, go to [Lycoming's service bulletin supplement](#) to find out if your engine serial number is affected.

If you had a new, rebuilt, or overhauled Lycoming engine, or had the crankshaft in your engine replaced before March 1, 1999 — and you haven't had it replaced since — then you are in the clear.

If your engine is affected, contact Lycoming (570/323-6181) to schedule the return of your engine for crankshaft replacement.

DATES: This AD becomes effective April 27, 2006. The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of April 27, 2006.

ADDRESSES: You can get the service information identified in this AD from Lycoming, 652 Oliver Street, Williamsport, PA 17701; telephone (570) 323-6181; fax (570) 327-7101, or on the Internet at <http://frwebgate.access.gpo.gov/cgi-bin/leaving.cgi?from=leavingFR.html&log=linklog&to=http://www.Lycoming.Textron.com>



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"

You will begin to touch heaven, Jonathan, in the moment you touch the perfect speed. And that isn't flying a thousand miles an hour, or a million, or flying at the speed of light. Because any number is a limit, and perfect speed, my son, is being there.

---Richard Bach, "Jonathan Livingston Seagull"

As soon as we left the ground I knew I myself had to fly!

---Amelia Earhart, after her first flight in an airplane (a ten minute sightseeing trip over Los Angeles, 1920).

2006 OFFICERS AND BOARD MEMBERS:

President:

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Facilities Committee:

Art Beer, Dwayne Green, Dale Wittman, and Joe Wiegand

Technical Counselors:

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THE FLYING MARKET

1998 RV6A . 0-360 - 180 HP - Hartzell CS -- 368 Hrs
Tack Time - AF - Eng.-Prop. Everything new from
Van's- Slider Canopy - - Electronic ignition - Electric
flaps - Electric Aileron & Rudder Trim- Manual Elevator
Trim -Nav lights - Digital Tachometer - Electric turn
coordinator - MX II 720 Comm with flip flop-Collins
Xponder - Garmin 295 GPS- Nav Aid AP-1 Single Axis
AP -Price \$ 74,500- Ralph 707 525 0337
rcurran@sonic.net.

In need assistance from someone who is qualified to help
with final assembly and subsequent certification of a
Mustang II at Gness Field. Please call T.J. Neff at
415.786.5151

Warp Drive 62" two blade ground adjustable
propeller, all mounting hardware, 10" spinner with
bulkhead, pitch setting tool, \$200.
David McIntyre 707.874.2672

Hangar Wanted: to buy, to rent or share. Must be able
to fit a Starduster Too. Ray or Sher at (707) 584-9682.

New set of RV4 wings for sale. Call or email Dave
Pinsky at davepskier@yahoo.com Phone 575 7900.

APRIL, 2006 CALENDAR OF EVENTS

Chapter 124 Flyout Day to be announced
at meeting.

Schellville Antique Escadrille

The Schellville Antique Escadrille meets at noon
every 2nd 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.

Sonoma Skypark EAA 1268

Sonoma Skypark EAA 1268 meets at 7pm on the
2nd Tuesday night of each month at Sonoma
Skypark, hangar N-3. Dinner is served (\$5) and
business meeting/program follows. Provides
"Historical Aircraft Display" Days. Contact
Darrel Jones 707-996-4494 for info.



February 30, 2006 Board Meeting:

President Bob Gutteridge called the Board Meeting to order at 6:38 PM.

Bob Gutteridge, Pres.	P	Rolf Unternaehrer, Board	P
Mike Tovani, VP	P	Steve Fredricks, Board	P
Joe Lacchia, Sec.	P	Paul Reinders, Board	A
John Whitehouse, Treas.	P	Pat Fanning, Board	P
Larry Rengstorf, Facilities	P	Dave McIntyre, Board	P
Brian Cluer, Board	A	Donna Turrentine, Editor	A

Minutes: Minutes from the prior Board Meeting were approved.

Treasurer's Report: John Whitehouse reported on activity this year to date, and on finances and parking fee collections. The report was approved. Additionally, John pointed out that tonight is the last opportunity to pay dues to be included in the 2006 Roster.

Committee Reports:

Audit: Joe Lacchia reported that the audit committee, comprised of Joe Lacchia, Donna Turrentine and Steve Waite, met with John Whitehouse on February 11th and found, to the best of their ability, that all books were in order. Motion: Accept the committee report as submitted. M/S/A

Facilities: Larry Rengstorf requested that all dogs that enter the facility should be leashed.

Lease: Reported on the general status of activities to date. A letter addressed to Maurice Fredericks was signed by all Board members thanking him for his efforts to date. Bob Gutteridge is planning a second tour of our facilities for county officials. Motion by Larry Rengstorf to approve the expenditure of, but not to exceed, \$500.00 for preparation and refreshments for the County Officials visit at the EAA site. Moved/Seconded/Approved.

Announcements:

Sonoma County Airport Days is scheduled for June 17th and 18th. We have been requested to conduct a Young Eagles event during these dates. We are looking for a volunteer to head up all EAA activities associated with this event and coordinate them with airport management.

New Business:

Bob Gutteridge would like to see our insurance requirements enforced. All aircraft on site must have insurance and the insurance policy must be maintained. We intend to continue discussion on this matter next month.

Meeting adjourned 7:25PM.

Respectfully Submitted,
Joe Lacchia, Secretary



March 1st, 2006 General Membership Meeting

President Bob Gutteridge called the Meeting to order at 7:45 PM. 63 members were present.

Minutes: Minutes from the prior General Membership meeting were approved.

Treasurer's Report: John Whitehouse reported on activity this year to date, and on finances and parking fee collections. John also stated that dues are due by close of the tonight's meeting, and that only those members who have paid are included in the roster. In order to be a member of the local chapter one must also be a member of the national EAA.

Committee Reports:

Lease: Bob Gutteridge reported that with Jim Elliott's departure and move to Arizona, C. J. Stevens will be assuming the responsibility of County negotiations and Mike Tovani will be taking on the task of sub-lease negotiations.

Audit: Steve Waite reported that the audit committee, Joe Lacchia, Donna Turrentine and Steve Waite, met with John Whitehouse on February 11th and, to the best of their ability, have found that all books were in order.

Facilities: Larry Rengstorf reminded members that with the wet weather we should not be parking vehicles on the grass areas. Larry also stated that all dogs visiting our facility should be leashed. Also, with the new California waste disposal laws, toxic waste in our trash will become a larger problem.

CAFÉ: Brian Sealy reported on a March Washington DC meeting he will be attending to discuss, in part, the PAV project. MIT is working on a possible entry that will be ready for submitting during the second year.

Announcements:

Thanks were given to Dale Wittman for cooking another great dinner tonight.

Bill Massey is tentatively planning a bus trip that would run to Oakland for a Hornet Aircraft Carrier visit and then on to the Western Aerospace Museum. A show of hands indicated that there was sufficient interest.

Sonoma County is planning an "Airport Days" program for June 17th and 18th. Participants will include but not be limited to the Sheriff's Department, Coast Guard, Reach, PCAM and the EAA. We have been requested to conduct a Young Eagles Day on both days. We are also looking at setting up and manning our booth for the event. We are looking into fuel discounts for participating aircraft. **We need volunteers to help with this event.**

Builders Reports:

Tech. Counselor Remo Galeazzi, reported on his work on a Garland Lincoln.

Bob Archibald's Zodiac project is in the paint stage and he is also working on the engine and cowl area. He invites all to stop by and take a look.

Mike Hintz reported that he has scheduled a Jabarue engine seminar for March 18th and 19th at his facility in Cloverdale.

Joe Lacchia reported that the FAA gave final approval and a conditional Airworthiness Certificate for Phase One flight to his Starduster Too on Friday February 24th. All he needs now is some decent weather.

Jim Smith is coming along on his 12 year Waco project. He is in the Healdsburg hangar with the windsock on the roof and invites visitors.

C. J. Stevens reported on the test flights he has been taking in the Nemesis NXT. There have been only three built and he has been involved in all three.

Mike Nickelson reported on the successful FAA approval of his Sailplane.

Evening Program:

Ray Foreaker spoke on building his Smith Miniplane and on the early days at EAA Chapter 124.

Respectfully Submitted,
Joe Lacchia, Secretary