



March 1, 2006
Volume 45
Number 03

Board Meeting:
February 27, 2006 6:30pm

General Meeting:
March 1, 2006 7:30pm

WWW.EAA124.ORG

WWW.CAFEFUNDATION.ORG

SPECIAL ANNOUNCEMENTS:

MARCH 1, 2006 PROGRAM: Our speaker will be Ray Foreaker, who served as Chapter 124 President 30 years ago. He will talk about building and flying the Smith Mini-plane, and how things were back in the "early" days.

MARCH BOARD MEETING TO BE HELD ON FEBRUARY 27TH AT 6:30PM AT THE SITE

*****PROGRAM AWARD WINNER FOR 2005*****

The Program Award Winner for 2005 is **Brian Cluer** for his slideshow presentation on "Flying & Floating the Yukon North Slope Region". Congratulations to Brian.

TOXIC WASTE DUMPING...

California raises the recycling bar by making it illegal to dump many common items in your trash can. Starting Thursday, 9 Feb., consumers and small-business workers no longer can toss out old batteries, fluorescent bulbs, old thermostats, printers and many electronic products with low levels of hazardous waste. (See articles within.)

2006 DUES ARE NOW DUE...

Chapter 124 membership dues are now due. These dues must be paid either before or at the March meeting if you want your name to be included in the roster. (Remember, your name must be in the roster to be considered a member for that year when figuring "Length of Membership" in the Bump System.)

Any member who has changed his/her address, phone number, email address, aircraft info, etc., please notify John Whitehouse or Joe Lacchia to have these changes in the roster.

Please note that persons keeping an aircraft on site must be a current member of EAA National as well as of local Chapter 124. Also, John Whitehouse, the Chapter's Treasurer, must have a current copy of the aircraft insurance policy for his records.



MESSAGE FROM THE FRONT DESK...

MARCH, 2006

Bob Gutteridge, President

The FAA has inspected Joe Lacchia's Starduster Too. A few minor discrepancies were noted, which Joe has since corrected as he looks forward to beginning his flight-testing. Joe, we expect a 1st flight review on the 1st.

You may have heard at the last meeting that, after successfully negotiating a perilous cross country flight from Rancho Tehama to Cloverdale and back home, **Doug Dugger's 601XL** fell victim to minor mishap while safely parked in his hangar. By the time you read this it should be back in the air. Doug can explain.

Under the heading of **"That's what we have all been saying!"** the Congressional Research Service has stated in their report titled **"Securing General Aviation"** that general aviation is **NOT** (emphasis added) a threat. The article goes on to point out that enforcement of rules is not likely to deter a terrorist. Well duh! See GA News, Jan. 20, 2006 for the complete article.

In AOPA's ePilot newsletter, received on Feb. 17, is an interesting piece titled **"USER FEES FAR FROM SUCCESSFUL IN CANADA"**. It states that our proponents for a 'user fees' based system here put forth the argument that Canadian's system has been successful since commercialization of their ATC system. Now, however, we learn that "Nav Canada wants to start collecting **new 'daily charges'** from aircraft weighing less than three metric tons (less than 6,075 pounds) using eight major Canadian airports. The charge would start at \$5 a day and escalate to \$10 a day by 2008."

In spite of the failure of Canada's user fee based system, the FAA's Flight Plan 2006-2010, under Marion Blakey, is again calling for "new **'funding structure'**"; which sounds a lot like **user fees** to most folks. **AOPA** and the **White House Office of Management and Budget** have both issued statements **disagreeing** with the FAA's cost studies that indicate a need for additional revenue streams.

If this is beginning to sound like **a plug for AOPA**, it is. Please consider becoming a member, these folks are **our eyes and ears in DC**, as well as assisting with local fights against airport closures; i.e. the recent success in Concord as one example.

The **Board meeting** will be held on **Monday, Feb. 27th** this month. See you on March 1st at the general meeting.



Rules or Common Sense?

(Larry Rengstorf, Facilities Director)

In recent months it has come to our attention that we need to reacquaint the old members about rules that pertain to the facility, and inform new members of these rules. Some of these are known as rules, but most are just common courtesy...which apparently some people either forgot, never knew, or don't care.

1.) There are to be NO engine runups on the site - taxi RPM only to beyond the "No Civilian Vehicles" sign on taxiway Alpha. Taxi only at a moderate speed, so not to be hazardous. Do not stop to call ATC Tower until after the same sign.

2.) Please - NO taxi tests on the site - use taxiway Alpha or X-ray. Inform ATC of any high speed tests.

3.) Please do not point tail at any other planes and then rev the engine to move - it blows dust and rocks on the other planes. The same goes for the hangars, please don't "blow" them either. Look around.

4.) Please park your vehicles ON your tiedown spot when leaving for any extended times - NOT between the spots! That blocks your neighbor's spot. This also tells us you are gone on a trip, and that this is not just an open spot.

5.) Please have some consideration for others - be quiet in the early morning departures and projects. We like to sleep in sometimes too! **Remember #1 rule - Go past the sign.**

6.) Vehicle parking on the end of the shade hangars is for a few hours or a day only - Not overnight. (Please see #4.) **Shade hangar aircraft owners are excepted**, or park beside meeting hangar outside the gate. Also, we are getting people parking out into the taxiway too far, which poses a taxi hazard.

7.) If the walk-thru gate is found open - **Close it please. Do not block it open for any reason.** Airport security is compromised. Electric gate problems should be reported to the Facility Director so it can be repaired. This is your site - please help with security at all times. If you see someone wandering or driving around the site that is unfamiliar, or looks lost - challenge them and ask to help them. If not a member and they want to "look around" - go with them and give them a "tour". Do not leave them to wander around unescorted. **Do not give the gate combo out to non-members or people from the other side of the airport or your buddies.** Do not open the electric gate for any non-members. Let them in the walk thru gate and escort them. If they belong inside - they should have a card or clicker! Security should NOT be compromised!

8.) If the hangar doors are found open or the lights are found on and it appears no one is using them or around - turn them off to save on the electric bill, close the doors and lock them to preserve security. *We find the lights ON an average of once or more a month at night!* Please help us! By the way, check the bathrooms before locking the doors.

9.) **The refuse bin is for site generated garbage ONLY**, not for member's personal home garbage or grass clippings, **NOR are oil filters, used oil, paint cans, or other hazardous materials to be thrown in the bin.** **We will get a huge fine if caught** - we as a club cannot afford that. Please watch what you throw into



Rules or Common Sense? (continued)

the refuse bin. (As a footnote - used oil filters are accepted at most auto parts stores if taken in a relatively clean container.)

10.) Oh - almost forgot - some smokers were seen recently throwing lit cigarettes on the ground, then get into their vehicle and leave the site. Maybe you "Don't Care"...but we like our site and the way it is now - NOT burnt black with NO planes...or NO house...or NO hangar. Actually, **there is a Sonoma County ordinance that prohibits smoking on County property, and this is County property.**

11.) **When all else fails, use some Common Sense! ALWAYS do what you would want done to you in the same situation. This site is an ALL club member site, so everyone needs to help keep it clean, tidy, presentable, and a joy to have, use and enjoy.**

Thank you for helping, Facilities Director.

Good News for Chapter 124 Young Eagles Program

(Thanks, David Lynch)

Our last Young Eagles program in October 2005 was easier to manage for all the kids, pilots, and ground crew because we held it at the base of the tower. We now have permission to use the FAA tower classroom and the grassy picnic area and picnic tables to hold this year's Young Eagles event. This will make it easier for the parents to find us (no wandering around the West side of the airport), we have a nice classroom, a great area with shade to wait, bathrooms in the terminal, and two hour free parking at the airport parking lot.

We are scheduled to hold our Spring Young Eagles event on June 17, 2006, so put that into your calendar. The airport is considering having Airport Open House in May, but date has not been set. If this open house occurs it is a perfect time to hold our Young Eagles event rather than in June. I will be updating everyone as we get closer.

Remember it is great to volunteer either as a pilot, or part of the ground crew. I expect that we will get a lot of kids at this spring event so help out the youth of today by teaching them about the joys of flying, and promote potential careers available in the aviation industry by helping out the Young Eagles event. I will talk about this more at the March meeting.

The Fall Young Eagles event will be September 30th...a long way off, but leave this spot open in your calendar.

Also, you may have received a mailer from the EAA about the Air Academy for young people. If you know a young adult who deserves to go to this wonderful school, and who is interested in a career in aviation, the EAA Chapter 124 Young Eagles program can help. The pilots who fly the Young Eagles get "Jaguar Points" for each Young Eagle they fly. These points can help sponsor a young adult to this school. Let me know, David Lynch lynchdavidb@yahoo.com, if you have someone in mind.



Monday Morning Memorandum
By Assemblyman Ray Haynes
(Thanks, Larry Rengstorf)

02-02-06

Recycling Toxic Household Waste Mandatory Starting Next Week

California raises the recycling bar next week by making it illegal to dump many common items in your trash can. Starting next Thursday, 9 Feb, consumers and small-business workers no longer can toss out old batteries, fluorescent bulbs, old thermostats, printers and many electronic products with low levels of hazardous waste. The idea is to keep toxic trash out of landfills so it doesn't leak into water or air.

<http://www.contracostatimes.com/mld/cctimes/13772746.htm>

Household Toxics Facility (Thanks, Bob Gutteridge)

The Agency sponsors a collection program where Sonoma County residents can properly dispose of items such as old paint products, automotive fluids, garden chemicals, expired medications, and spent fluorescent lamps.

Located at Central Disposal Site, the Household Toxics Facility is open every week for free drop-off of toxics from Sonoma County residents. Bring your ID to prove residency.

Appointment: Not required.

Fees: No fees for residents.

Hours: Thursday, Friday and Saturday 7:30am-3:30pm

Location: Central Disposal Site, 500 Meham Rd., Petaluma

2006 OFFICERS AND BOARD MEMBERS:

President:

Bob Gutteridge (05/06) (707) 539-5188

Vice President:

Mike Tovani (06/07) (707) 838-1891

Secretary:

Joe Lacchia (06/07) (707) 824-2891

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Facilities Chairman:

Larry Rengstorf (06/07) (707) 575-0331

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Joe Wiegand**

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(Editor's Note: John and I both thought this article was especially timely after discussion about "safety landings" during Paul Reinder's SAFETY PRESENTATION at the last meeting.)

Written by John B. Palmerlee

Published in the AOPA Pilot, October 1995, "Never Again" section

Date of the flight: 12-26-87

The following document is in the format submitted to AOPA in 1995.

"Fool of Thumb"

My wife Robin and I had logged our minimum required time at the family Christmas gathering and were hot to get back to some New Year's R & R at home... alone.

The flight from our dirt strip north of Marysville, CA to the old Santa Rosa Air Center would take just under an hour, thanks to our 1951 Cessna 170-A. In an hour and a half, we hoped to be sitting in front of the fire at home. Away from the stresses that surface when we try to mix my extended family with Christmas vacation. The plan seemed flawless.

Then I phoned Red Bluff for a check on the weather. In my eager mental state, it sounded like one of those conservative reports following which the flight service attendant makes recommendations like "it might be best to wait a few hours for an improvement" or simply "VFR flight is not recommended." Well, I knew better. I had flown the route scores of times, and the weather had a consistent habit of turning out better than forecast.

But a twinge of doubt grabbed me when we climbed aboard the 170 and I looked over to see Robin's beautiful, trusting smile. I had let my IFR currency lapse - so instrument flight wouldn't be an option this trip. As I prepared the engine for start-up, I reviewed a mental rule that had helped me in the past "I can turn around if it looks bad ahead." Soon I felt my earlier certitude return - expressing it with a confident "CLEAR." The engine came eagerly to life.

The flight began with a takeoff punctuated by cow pies and gopher mounds followed by our traditional departure fly-by. Heading southwest, visibility was good under the clouds. I decided to maintain 2,000 feet for starters - but necessity soon required 1,000, then 500 feet. Time to make a decision, I thought. Looking over at Robin, I decided to play it safe - we landed at Yolo County Airport, and waited.

A few hours went by. We ate lunch, I called flight service again, a passer-by offered to buy our airplane - the usual while waiting for the weather. My mood was upbeat, and when sunlight broke through, I decided to try for Napa under the clouds.

I love flying through sunbeams under a broken overcast. Robin was enjoying the sights too, and my doubts about the flight had nearly waned. If we could get past Napa, I knew it would be a routine flight to Santa Rosa.

Over Fairfield we could see the low mountains just east of the Napa Airport. The ceiling dipped there with one opening between hills into the airport, another a couple of miles north. Those were my two options, I thought.

Napa was busy. When I called the tower, I was asked to circle clear to the northeast for 5 minutes, then call back. O. K., I thought - I can wait.

But as we waited the other opening kept looking better. I began to rationalize its benefits: I could avoid the tower and this hassle... I think I know a way through the hills into Napa Valley... They're still busy and I don't want to wait again. By the time the five minutes were up I had decided to try the "shortcut." What a mistake.

I didn't see this one coming. I expected the warnings to wave in time for a safe retreat, but my little mental rule kept me going, with tunnel vision - "I can turn around if it looks bad ahead." We passed through one cute little valley, then another. But something inside prodded me to wonder if it wasn't three little valleys we'd passed - and what turns did I make since waiting at Napa? Something was amiss. As my attention returned to flying, it was as though my eyes were open for the first time in several minutes. Ahead lay a semicircle of completely obscured hills. Taking this as my cue to reverse directions, I started a 180 to the right, telling Robin we'd have to go back to Napa.



“Fool of Thumb” (continued)

The next time I looked at Robin was after a full 720 degrees. My face must have painted quite a picture - she asked what was wrong, wanting the whole truth. Every possible exit from the valley was obscured by clouds. I didn't even know where we had entered - it all looked foreign to me. I told Robin what had happened, and that we would have to land if an opening didn't show.

I couldn't decide whether to make an emergency landing or risk an instrument clearance into Napa. The 170 had new instruments and one excellent radio - but only a venturi for vacuum and a hole where the transponder was going next week. In addition to my instrument currency lapse, I had no publications aboard. A landing in the pasture below looked much less than promising, but how would I fare making an approach in IMC?

After untold circles spent considering an emergency landing, I leaned back in my seat to get a breather. The sweat flowing down my back and arms told me how scared I was. Robin's clear voice over the intercom clashed with my emotional state, but it also calmed my nerves. Without hesitation, I found myself agreeing with her suggestion that we should call for help. Using my sectional chart and knowledge of local terrain as a guide, I verified that departure was possible with safe obstruction clearance. I was glad to have a plan, and dialing in 127.8 Mhz answered an inner call to action.

But our radio couldn't get out of that valley either - even though we heard Oakland Center fine. On the third call (with an increased sense of urgency), we got a response from an Air Force helicopter pilot who kindly offered his services as a relay station. Now the task of getting a clearance was simple - except for one small point. For our own safety, it was essential that I be honest with our controller. I spoke through a thick lump in my throat when I transmitted "please advise Center I'm rated but not current and have no publications."

After several relayed transmissions the controller had digested our predicament. I received a clearance to enter the overcast with vectors to a VOR Approach into Napa. A simple "thank you for your help" sent via radio to our helicopter friend paid poor service to the appreciation I felt as we left that lonely valley behind.

So where were we? I threw an estimate at Oakland, "approximately 10 north of Napa." But I must have been imprecise, because it took the controller over 5 minutes to find us on his scope. That rectangular hole in the instrument panel wasn't helping us a bit. Meanwhile we headed for the Scaggs Island VOR at 4,000 feet.

The cards were stacked against this being a textbook approach. My instrument rust conspired with the recently upgraded panel to destroy my cockpit efficiency and exaggerate my tendency to over-control. I was so busy with flying that I had Robin writing down clearances. The intercom more than paid for itself that day.

It took two attempts to complete the approach, neither of which were worth writing home about. I hope it will never again feel that good to break out of actual with the destination dead ahead. After taxiing off the active, a voice in the radio said the Center area manager wanted me to give him a call once I'd tied down. The new kind of fear this triggered was one I could deal with - still grateful that we'd made it back in one piece.

But no reprimand was in store. The manager just wanted to know my address so they could send me a copy of an "atta boy" report about what they termed a successful "assist."

Robin and I took a walk, waiting for the rental car. The brisk evening drew us close, but the strenuous flight united us - our cooperation had kept us alive.

Looking back, I see how offering lip service to safety rules is not enough. Never again will I bet my life on a rule of thumb without having a concrete plan to back it up. And if I make any presuppositions about the weather, it had better be on the conservative side. I found flying an approach without publications to be more disconcerting than I had ever imagined. They are now standard equipment in my cockpit on any flight.

Note: Years later, I heard independently from two friends that there was an FAA accident prevention program video modeled after this incident. However, I have not looked into it to confirm... but I'd love to find it. Anyone heard of this?



FAA Tightens Rules On Access To Airspace

(Thanks, David Heal)

Aircraft owners and operators must ensure their aircraft registration information and security waivers are properly completed and up to date by Feb. 1, 2006, or they "may be denied access" to the National Airspace System, the FAA said in a [notice](#) published in the Federal Register on Friday. The notice states that the FAA and the Transportation Security Administration will "revitalize and refocus" their airspace-monitoring capabilities to ensure that the requirements are met "in the interests of national security and aviation safety". The FAA says it has provided numerous notices to aircraft owners over the last few years to emphasize the need for them to update their aircraft registration so both the FAA and aircraft manufacturers can notify them of safety and maintenance-related information. If you may be at risk, the FAA claims to know and offers some simple ways to check yourself (and them). The FAA offers a "[registrations at risk](#)" Web page. The theory is this, if you can't find your N-number in that particular database, the FAA believes you're in the clear. The agency stresses that up-to-date information is needed to assist local law enforcement agencies and FAA Flight Services Stations in the event of a downed or overdue aircraft, the FAA said. On Feb. 1, operators of aircraft with questionable registrations and/or no TSA-required security measures/waivers will be notified of the deficiency, a pilot deviation will be filed on the operator, and the operator may be denied access to the NAS.



Aviation Axioms...

(Thanks, Larry Rengstorf)

Any attempt to stretch fuel is guaranteed to increase headwind.

A thunderstorm is never as bad on the inside as it appears on the outside. It's worse.

It's easy to make a small fortune in aviation. You start with a large fortune.

A male pilot is a confused soul who talks about women when he's flying, and about flying when he's with a woman.

A fool and his money are soon flying more airplane than he can handle.

The last thing every pilot does before leaving the aircraft after making a gear up landing is to put the gear selection lever in the 'down' position.

Any attempt to stretch fuel is guaranteed to increase headwind.

If an earthquake suddenly opened a fissure in a runway that caused an accident, the FAA would find a way to blame it on pilot error.

Try to keep the number of your landings equal to the number of your takeoffs.

Takeoffs are optional. Landings are mandatory.



THE FLYING MARKET

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

For Sale: Zugvogel GLIDER...complete package with trailer, parachute, radios, etc., is \$10K.

Peter Lert pslert@sonic.net

Wanted for trade: Hours in my full IFR Cessna 182 to trade for smaller and more efficient plane for trips to BOI. I need to save gas. Do you need a heavy hauler? Call Brian Cluer at: 479-9161 or 824-0701.

FOR SALE: ½ ownership share of a Van's RV-6, flying since 1998, 160 HP, CS Hartzell prop. Aircraft is hangared at the Gun Club, STS. The other owner is builder Kevin Quirk. Some tail dragger experience required. Contact: Alan Noll 707.824.0581 124 High School Rd, Sebastopol...95472

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

MARCH, 2006 CALENDAR OF EVENTS

March Board Meeting: February 27, 2006 at 6:30pm

EAA 124 Day will be on Saturday, March 11th. Meet at the hangar around 10:30am. (Where we'll fly to will be decided at that time.)

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.

One More Aviation Axiom (Thanks, Larry Rengstorf)

No matter what else happens, fly the airplane...Forget all that stuff about thrust and drag, lift and gravity:
an airplane flies because of money.



January 30th, 2006 Board Meeting:

President Bob Gutteridge called the Board Meeting to order at 6:35 PM.

Bob Gutteridge, Pres.	P	Rolf Unternaehrer, Board	A
Mike Tovani, VP	P	Steve Fredricks, Board	P
Joe Lacchia, Sec.	P	Paul Reinders, Board	P
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 with the following correction: Letters reported to be sent to owners of aircraft in the bone yard were not sent.

Treasurer's Report: John Whitehouse reported on activity this year to date, and on finances and parking fee collections. The report was approved.

Committee Reports:

Lease: Jim Elliott reported on lease negotiations to date. Jim is moving to Arizona and pointed out that a new chairman is required. C. J. Stevens has reviewed progress on the lease work to date and stated that he would be willing to help with the activity but felt a conflict of interest when dealing with sublease holders. Steve Fredricks will have his father review the accumulated lease package and report back to Bob Gutteridge on his findings. It was suggested that we have a dual chairmanship of the lease committee, one half handling the sub-lease part and the other half dealing with County negotiations.

Old Business:

Larry Rengstorf to review the letter that has been composed but not yet sent to owners of aircraft in the bone yard. Joe Lacchia will format the letter and run copies in preparation for sending.

New Business:

Mike Tovani held a drawing for "program date responsibility" in the coming year. (In their absence, Brian Cluer drew February, 2007 and Rolf Unternaehrer drew August, 2006.)

Bob Gutteridge reviewed the Chapter goals list that has been developed by the Strategic Planning Committee and stated progress to date.

Mike Tovani will set up ballots for the Best Program of the Year. The voting will occur at our Wednesday General Membership meeting.

Bob Gutteridge requested that any additions or corrections to the club calendar be emailed to him.

Our next board meeting will be on Monday, February 27th at 6:30 pm.

Meeting adjourned 8:40 PM.

Respectfully Submitted,
Joe Lacchia, Secretary



February 1st, 2006 General Membership Meeting

President Bob Gutteridge called the Meeting to order at 7:35 PM. 74 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 March meeting and that only those members that 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 we had a long board meeting Monday night covering lease negotiations. There was a handoff from Jim Elliott, who is moving to Arizona. C. J. Stevens has agreed to take on the negotiations with the county and we are looking for someone to deal with our sublease holders.

Young Eagles: Dave Lynch has scheduled the next event for June 17th. We are also looking at a date in October. It was pointed out that the Airport management is looking into holding an "Airport Day" at STS and may want a Young Eagles Day for that event.

Web Editor: John Palmerlee reported on his updates to the web site and on the newsletter in the site.

CAFÉ: Brian Seeley reported on the PAV activity with NASA to date.

Announcements:

Thanks were given to Dale Wittman and Ron Shultz for cooking dinner tonight.

There will be an oil buy this month. Interested members should see Bill Massey during the break for oil delivery tomorrow.

Weather permitting, the 124-Day this month will be on the 11th with a flight to Shellville. We will assemble around 10:30 AM.

The Reno bus trip price continues to climb and is now around \$225.00 per person. This is considered a little steep so we will be looking for alternatives. The Golden West trip looks like it would run around \$120.00.

Mike Tovani distributed ballots for the best program of 2005. The winner was Brian Cluer's March 2005 program.

Builders Reports:

Bob Archibald reported on his Zodiac.

Mike Hintz reported on a Corvair engine seminar that was conducted at his facility. He has scheduled a Jabarue engine seminar for March 18th and 19th.

Joe Lacchia reported that the FAA is scheduled for inspection of his Starduster Too on Friday.

Doug Dugger reported on the completion of his Zodiac and its first flight on January 1st.

Brian Seeley reported on front seal leaks on the CAFÉ's C-150 and how to repair the problem.

Rolf Unternaehrer reported on his RV-6.

Evening Program: Paul Reinders: Ground school for the BFR

Respectfully Submitted,

Joe Lacchia, Secretary