



**September 7, 2005**  
**Volume 44**  
**Number 9**

*Board Meeting:*  
*September 7, 2005 6:30pm*

*General Meeting:*  
*September 7, 2005 7:30pm*

[WWW.EAA124.ORG](http://WWW.EAA124.ORG)

[WWW.CAFEFOUNDATION.ORG](http://WWW.CAFEFOUNDATION.ORG)

## **SPECIAL ANNOUNCEMENTS:**

**September 7, 2005 PROGRAM:** Mr. Bob Morrel will tell us about his experiences flying P-38s in the Pacific Theater. He will show portions of one or two videos which document the area, talk about the folks he flew with, and relate first hand stories.

### **OIL BUY...OIL BUY...OIL BUY**

Bill Massey plans to have an oil buy this month. Please contact him at or before the next meeting if you'd like to be part of this buy. All prices are per case, and are inclusive of all taxes and fees. The September Oil Buy will be the last of 2005. The next one will be in February of 2006. PLAN AHEAD!!!

<b>Prices:</b>	<b>15W-50</b>	<b>\$50.87 per case</b>
	<b>100W Plus</b>	<b>\$40.43 per case</b>
	<b>100W 0r 80W</b>	<b>\$31.20 per case</b>

### **YOUNG EAGLES DAY - OCTOBER 1, 2005**

Make sure and mark your calendar for October 1, 2005 to help with Chapter 124's Fall Young Eagles program. We passed out over 100 flyers at "Wings Over Wine Country". So we are expecting a lot of kids for this event. If you have been part of this program in the past you know how much fun it is to see the happy smiles on the kids after they get out of the airplane. (**Look for a photo of our Spring Young Eagles program on page 2.**) Not only did the kids enjoy themselves, but the parents were really appreciative. We had a nice steady stream of 40 kids over the morning. Everyone who participated had a good time. Plus you get to do something good for the community AND you get a free lunch.

If you would like to volunteer as either a pilot with a plane, or as part of the ground crew, you can sign up at the next meeting. Or call David Lynch 707-538-2531 or send a email to david\_lynch@agilent.com. We will be meeting at the EAA 124 hangar at 8:00 am on October 1 for the setup, and we will be done about 2:00 pm that day.



## MESSAGE FROM THE FRONT DESK...

SEPTEMBER, 2005

Bob Gutteridge, President

Oshkosh 2005 and Wings Over Wine Country have come and gone; no more excuses remain so it's back to work!

Our newly refurbished booth and Snoopy was quite a success at Wings Over Wine Country. Quite a bit of literature was handed out as well as Young Eagle applications and numerous questions answered. A big "Thank You" goes to all the folks who made it happen: **Dave McIntyre, Jim DuVander, Dwayne Green, Joe Lacchia, Steve Waite, Doug Fisher, Jim Elliott, Tom Casebier and Joe Wiegand.**

**Doug Dugger** is blasting through construction of his 601. My guess is that he is trying to have it ready to fly to Copper State. The sister ship to Doug's, being constructed by Bill Massey, is also making significant progress; it should also fly in 2005. **Art Beer** is making good progress on his latest project: a low wing, strut braced, BMW powered, wooden structure tail dragger.

**David Lynch** has scheduled the last **Young Eagles** event of 2005 for **Saturday, Oct. 1**. Mark your calendar and join the group of volunteers having a blast working with the young folks. Look for a signup sheet at the next meeting.

**Elections** are just around the corner. This fall we will be filling several spots. I think they will be **Vice President, Secretary** and **four Board** positions. Your nomination committee will be looking for a few good members to step in and help run the show.

The Board meeting will be on Sept. 7th with the general meeting following.

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## **YOUNG EAGLES DAY LAST SPRING...** **(Thanks, David Lynch)**





## THE FOUNDING OF CHAPTER 124

(Tom Wasson and Jerry Rice)

In December of 1961 Jerry Rice was living in an apartment on Airway Drive behind the hangars at Cottingtown Airport. One afternoon, Jerry was wandering among the hangars and found Jim Shelton working on a wooden Minicab in his hangar. Jerry expressed an interest in the homebuilt, and after some discussion, Jim began to talk about a national organization of airplane homebuilders called the Experimental Aircraft Association, and asked Jerry if he would like to join him and start a new local chapter. After some discussion, they agreed to talk to their friends to see if they could generate enough interest to form the new chapter.

Tom Wasson lived next to Jerry so he was the first to be included in the small group. The first meeting of the fledgling club was at Dorothy and Jerry Rice's apartment. Persons attending were: Jim Shelton, Jerry Rice, Tom Wasson, Marion Springer, Jean and Vie Sisco and their son Dan, Sam Trembley, Rex and Phyllus Cantrell, and wives of the aforementioned. Since the required number of members had not been met, all wives became members so that the Chapter could be formed. (They also helped make the meetings more pleasant by supplying refreshments!) All of the above mentioned attendees are considered the original Founding Fathers of Chapter 124. Meetings were spent discussing member projects, articles read in *Sport Aviation*, where to get building supplies, and going out to see projects of various builders. A flag was made to celebrate the Chapter.

After two or three months, the meetings were moved to Tom Wasson's house on Hopper Lane. Shortly after that, the meetings were moved to Franklin Park Clubhouse, and then ultimately moved to the Administration Building at Coddington Airport.

After the first year, more members began to join and become active: Rex and Phyllus Cantrell were building two Pitts Biplanes, and Bill Ewertz built two Great Lakes, one a production and one a homebuilt, and Merv and Marcie Boothe, and Remo Galeazzi also became members.

The following is an original article from EAA 124 which was sent to EAA National in April, 1962 for publication:

*"Chapter 124 – J. R. Shelton, Box 175, Santa Rosa, CA -- All EAA members in the Santa Rosa area are urged to attend the Chapter's monthly meetings the first Thursday of each month in the Metropolitan Airport Administration Building at 8 pm. Future meetings will contain lectures, films and demonstrations to improve your flight habits and construction skill in the aviation field. Gene Sisco has finished his shop and is ready to start his project. Sam Tremblay is putting a Fairchild 24 in shape while getting materials and tools together for his Emeraude project. Dan Sisco and Will Green have plans for Smith Miniplanes. Mr. Green is at present rebuilding his Waco UPF. Jerry Rice has the plans for his original design almost complete. Jim Shelton has the fuselage jig ready for his Minicab and the rebuilding job on his Chief is almost complete. Jim says that building an aircraft is a wonderful way to get the shop tools you always wanted. Sterling Barnes has his Baby Ace flying."*

What happened to these first members?

**Jim Shelton:** From Southern California, Jim was a part-time minister and in his spare time was building a Minicab and restoring an Aeronca Chief.

**Jerry Rice:** Jerry designed and began to build his own design homebuilt. Shortly after starting the project, the other fellow who helped finance the project, moved away and took the project with him. ('Thank God', according to Jerry.)

**Tom Wasson:** Tom "dropped" out of his Junster 1 project and went into general aviation as an A&P Mechanic, and then became an IA Inspector, working for many years at Redwood Aviation. He then founded *Tom's Aircraft Enterprise* at Lampson Field.



## **THE FOUNDING OF CHAPTER 124 (continued)**

**Gene and Vie Sisco, and their son Dan:** Out of high school, Gene made saddles by hand until he went to work for Yaeger & Kirk in the mid 1960s. At 85, he is currently living about 25 miles south of Placerville. A few years back he won a prize as being one of the world's best saddle makers. (Gene, Tom Wasson and Bill Everts all worked on three Junster 1 biplanes.) Gene also wrote the first newsletter for Chapter 124.

**Marion Springer:** Marion was building and highly interested in gyrocopters. She became the first licensed gyrocopter instructor in California.

**Sam Tremblay:** Sam was rebuilding a 1946 Fairchild 24.

**Remo Galeazzi:** Remo joined the Chapter in early 1963 and later built a beautiful Oshkosh Grand Champion Marquart Charger.

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### **A Fifteen Year Journey** (Thanks, Dan Dorr) (Story of an Oshkosh Reserve Grand Champion – Plans Built - 2005)



My first job after graduating from college as an aero engineer was working as a civilian flight test engineer at the U.S. Air Force Flight Test Center at Edwards AFB. I took that job because the flight test engineers would often get to fly in the back seat of the chase planes (T-38s and F-4s). During the two years I lived in the desert I learned how to fly, and I learned a lot about aircraft design. I also decided I would build an airplane.

I chose the Falco because I wanted an airplane that was aerobatic with great handling qualities and also had good cruising speed and range. Plus I thought the Falco was the most beautiful homebuilt design available. Five years later, while working at NASA, Ames Research Center at Moffett Field and flying C-141s in the Air Force Reserve at Travis AFB. I decided it was time to start building, and at age 27, I bought plans and started making parts.

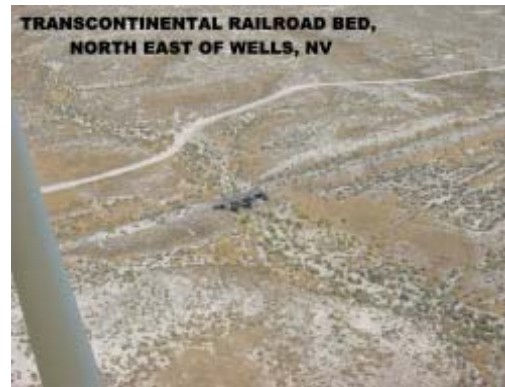
The Falco is an all-wood design, and I knew it would take years to finish (I was guessing about 10). For the first few years of the construction I lived in apartments, so only small pieces were assembled. I finally bought a house in 1994, and then I had a 2-car garage in which to build the fuselage and wings. I moved to Santa Rosa in 2001 when my name finally came up on the waiting list for a Gun Club hangar (I was now working as an airline pilot for Southwest Airlines). The last few years of construction and painting were completed in that hangar, and after 15 years, first flight took place on Dec. 17, 2003 (the 100th anniversary of the Wright Brothers first flight).

I always tried to build a nice flying airplane, but I never really had the goal of making it a show plane. When it was done, it turned out very nice, so this year I flew it to Oshkosh and entered it in the competition. As it turned out, I won Reserve Grand Champion, Plans-Built (2nd place). I'm proud of that result and even more proud to have such a nice airplane to fly around in.



## **Champ 7FC Flight to Oshkosh 2005 (Bob Gutteridge)**

The trip to Oshkosh 05 began on Monday afternoon, July 18, with a short flight to Truckee. Tuesday morning I was off early following the original transcontinental railroad route across Nevada and Utah. Near the top of The Great Salt Lake, I continued to the North for Malad, ID for the evening. By this time, Dwayne Green in his 182 with crewmembers Jim Elliott and Joe Wiegand had long since landed at Malad.



I got up early again next morning to get a head start but that was not to be. The #4 exhaust valve was stuck. When the others arrived I was busy working on the valve. It took us about 2 hours to free it up and put the Champ back together. Two hours of the best flying time lost.

Midday found us at Rawlins, WY for a scheduled fuel stop. Due to the late start that morning, the density altitude was 10,200 feet as we departed. I selected runway 4 as the strong breeze favored it even though it is a 1.0% uphill gradient. No problems were encountered on takeoff and we were soon climbing on course.

After a comfortable ride that afternoon I was treated to a witheringly hot and humid environment as I descended the last 1500 feet to Cozad, NE. I accepted the offer to put the Champ in a hangar as the FBO informed us that thunderstorms and hail were being forecast for that evening. After the sun went down, so did the temperature, allowing Jim to enjoy a short walk.

The next morning was a repeat of the stuck valve problem. While Dwayne and I worked with the valve, Joe and Jim drove back to town to purchase some Marvel Oil and tools. Once we applied the obligatory 2 hours of fussing, the valve was working smoothly and we were once again on our way. Thanks to my three able bodied and patient assistants.

A weather front motivated us to deviate to the north to track behind it. Near O'Neill the front was now to my right so I turned for Portage and soon crossed the Missouri River.



## Champ 7FC Flight to Oshkosh 2005 (continued)

On landing at Portage, just 47 miles west of Oshkosh, #4 exhaust valve stuck for the last time. After working on it for a couple of hours in the fog the following morning, it became obvious that it was not going to free up to make the last few miles.

With help from members of Chapter 371, arrangements were made with Tom Cunningham, a local A&P/AI, to correct the sticky valve problem. While Tom drove down from Reedsburg, my crew and I stripped the engine down to expose #4 cylinder head. As we had done the prep work, Tom charged only \$75 to do the job, including 30-minute drive each way. What a bargain! About an hour later it was back together and the engine was running smoothly once more; as it has ever since.



I landed at OSH about 1:00 PM and staked the Champ to its spot. On arriving at the dorm, I spotted Dwayne at the front desk. A quick trip up to our domicile so I could get settled in (read "I tossed my bag on the floor") and we were off to bar across the street.

There are times when a beer, or several, is required. Successfully getting your little airplane to Oshkosh is one of those times. So the four of us sat in the noisy bar, drank several beers with dinner and unwound. With Jim now sufficiently indoctrinated into survival in and around Oshkosh, we close the book on the east bound journey and retired to a good night's sleep.

A week at Oshkosh is; masses of people, expensive hot dogs, lots of walking, interesting seminars, noisy aerobatics, too many airplanes to count and heaps of new airplane gadgets. Oshkosh is Oshkosh, what else is there to say.



## Champ 7FC Flight to Oshkosh 2005 (continued)

The last evening of the show, Saturday, July 30 this year, was the Awards Presentations held at the Theater In The Woods. Folks gather to see who gets to take home the gold, and there is a lot of gold up for the taking. This year the Champ was awarded the “Best Champion” plaque in the Contemporary category. I also received several very nice comments from knowledgeable visitors to the airplane, as a builder I really appreciated those remarks.



Sunday morning, we headed west as fast as our little ships would take us. I pushed very hard that first day in the hopes of making Scottsbluff. As I neared Scottsbluff with dusk upon me, I could see the forecasted front looming as a dark wall with significant lightening events. My track was taking me over Alliance and I had been listening to their ATIS reporting calm and unlimited visibility.

With Alliance literally under the Champ's nose, the ATIS went from calm to 20 gusting to 25! A moment later I flew into the gust front at which point the Champ went from hands off flying to me banging the controls from stop to stop to keep the greasy side down. Since the reported wind was exactly aligned with the Alliance runway, I decided to make an approach. Turbulence abated gradually as I descended and turned onto final and the landing was uneventful.

Hangar space was once again offered and accepted for a small fee. A courtesy car was provided with directions to town and a comfortable motel with pool and hot tub, both of which were enjoyed after informing the 182 crew that I was safely on the ground.

Next morning it was back to the high desert, Rawlins, overhead Ogden and a night in Elko. Nevada City for fuel the next day and home.

East bound legs totaled 24h11m; westerly legs 25h35. Averaged about 4.7 GPH, one exhaust valve overhaul, 3 quarts of oil and a very tired backside.



**Mike Tovani** attended the Wings Over Wine Country Airshow this year and supplied us with the following pictures:

**(Please see these pictures elsewhere on the site. They made the newsletter too big!)**



## THE FLYING MARKET

For 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

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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)

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

Peter Lert [pslert@sonic.net](mailto:pslert@sonic.net)

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AVID Magnum, 160 hp O-320 E2D, 68 hours since complete Chrome Overhaul, lightweight starter and alternator, spring gear, digital engine instrumentation (including tach, manifold pressure, Oil temp and pressure, 4 EGTs, 2 CHTs, elapsed time this flight, total time), digital flight instrument (including airspeed, altitude, vertical velocity, OAT, and altitude encoder), electric T & B, transponder, 760 comm, intercom, strobes and position lights, cockpit lighting, dual brakes, 4 hours fuel capacity plus transfer capability for additional fuel (from sealed Jerry cans or boat tanks) in flight, 800# useful load. 707-545-6473 OR [PAAUAL@GCI.NET](mailto:PAAUAL@GCI.NET) for pictures.

## 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.

## SEPTEMBER, 2005 CALENDAR OF EVENTS

**Sep 3** South Lake Tahoe Airfest & Airshow, South Lake Tahoe, CA etc: 530-541-0480

**Sep 3** Historical Aircraft Day. Mariposa-Yosemite Airport, Mariposa, CA 209 966 2143

**Sep 3** Antique Aircraft Display. Frazier Lake Airpark, Hollister, CA 408 779 2356

[www.frazierlake.com](http://www.frazierlake.com)

**Sep 8-11** Wendover Airfield Airshow 60th Anniversary of WWII Airpower, Wendover, UT/NV

**Sep 9-10** Fresno's EAA Chapter 376 21st Annual End O'Summer Fly-In Sierra Sky Park (E79).

<http://www.eaa.cc/>www.eaa.cc>

**Sep 10** Truckee Tahoe EAA 1073 Pancake Breakfast & Fly-In (TRK), Truckee, CA 7-10 am Come join us for some good food and great camaraderie. 5\$ donation.

**Sep 10** Antique-Classic Aircraft Display. Modesto Airport, CA 209 610 1180

<http://www.modairport.com>

**Sep 10-11** 6th Annual Aviation Days & Military Vehicle Display, Winnemucca, NV. This is a very good event people and they need your support. 775-623-3417

**Sep 11** 29th Nervino-Beckwourth Fly-In, Beckwourth, CA (002) 7:30 to 11:00AM Portola Rotary Pancake Breakfast, Antique cars and fun for all. Young Eagle rides are being arranged.

**Sep 11** EAA Chapter 52 Pancake Breakfast & Vintage Display, Yolo County Airport, Woodland/Davis, CA

**Sep 15** Business Aircraft & Jet Preview. Western Flight, McClellan/Palomar Airport, San Diego, CA 866 202 0096 [www.jetpreview.com](http://www.jetpreview.com)

**Sep 15-18** Reno National Championship Air Races with the USAF Thunderbirds, Stead Field, Reno, NV [www.airrace.org](http://www.airrace.org) 775 972 6663

**Sep 17** Oroville EAA 1112 Fly-In Breakfast 8-10am. OFOF Dan Cook

<http://eaa-oroville.8k.com/breakfast.html>

**Sep 23-25** Central Valley Airshow, NAS Lemoore, Lemoore, CA

**Sep 23-24** 23rd West Coast TravelAir Reunion, Sonoma, CA



## August 3, 2005 Board Meeting:

President Bob Gutteridge called the Board Meeting to order at 6:40 PM. Mike Fenn presided.

Bob Gutteridge, Pres.	P	Rolf Unternaehrer, Board	P
Mike Fenn, VP	P	Ron Parrott, Board	P
Joe Lacchia, Sec.	A	Dwayne Green, Board	P
John Whitehouse, Treas.	P	Pat Fanning, Board	P
Larry Rengstorf, Facilities	A	Dave McIntyre, Board	P
Jim Elliott, Board	P	Donna Turrentine, Editor	P

**Minutes:** Minutes from the prior Board Meeting were approved.

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

### Old Business:

**Snoopy:** Maria Siemering, Express Personnel Services in Santa Rosa, has completed repaint of Snoopy. Snoopy will be used on booth at PCAM show before going back on top of well house.

**EAA Booth:** Dave McIntyre led refurbish and reported that work is complete, new signage is ready. All arrangements are in place for put-up and takedown at air show. We need to solicit membership for more booth worker volunteers at the air show during the General Meeting.

**Chapter Handout:** Draft reviewed by President Gutteridge, marked up and approved for printing. Authorized quantity is 1000 copies.

**Berglund Action:** Papers are prepared for submittal to Small Claims Court. Bob Gutteridge and John Whitehouse will bring the claim before the Court on behalf of EAA124. [Lawyers cannot appear or represent clients in small claims actions.]

**Bench & Tables Loans:** Our benches and tables were loaned to 'Friends of the Airport' for their annual public BBQ. Dwayne Green queried as to process / procedure in place to be certain that all have been returned and in what condition. Discussed adopting a policy of charging for loans and using proceeds to repair and replace as needed. No action taken regarding this idea. Tim Peterson (EAA Member, Friends Officer) personally saw to return of all equipment borrowed.

**Lease -** Jim Elliott reported on recent meetings with the County and pending walk-thru of site by Stout & others. Jim also reported on contacts at Oshkosh with other chapter leaders regarding their lease deals, etc.

**Bump System** – Rolf Unternaehrer initiated further discussions regarding status of producing an open listing of member's bump system points. Dwayne Green and Donna Turrentine reported on work to date and the need for additional accurate info.

**Metal Sheer:** Mike Fenn and Rolf Unternaehrer to collaborate on clean up and tune-up as required making it available and usable.

**Planning Survey:** Ron Parrott indicates data work-up is basically complete. Presentation graphics, etc. still to be completed.



### **August 3, 2005 Board Meeting (continued)**

#### **New Business:**

Airport Management announced to Lease Committee last week that they were completing a contract to slurry seal RWY 19 and taxiways on west side of airport. This work will include taxiway Alpha all the way down to the Hamilton Hangar. They asked if EAA would like to have rest of our asphalt sealed at same time at their cost. Area of asphalt involved has been measured by Larry Rengstorf, verified by Pres. Bob Gutteridge and costs estimated. Detail number not at hand but said to be about \$6000. After due discussion on the matter, Jim Elliott entered a motion, Mike Fenn seconded, to accept the offer to have EAA's leasehold asphalt resealed via inclusion in the Airport's west side reseat contract. Final approval of the motion will be made via e-mail upon publication of the actual cost estimate by Bob Gutteridge. Motion carried 8 to 1.

Meeting adjourned at 7:30 pm.

Respectfully Submitted,

Jim Elliott for Joe Lacchia, Secretary

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### **August 3, 2005 General Membership Meeting**

President Bob Gutteridge called the Meeting to order at 7:40 PM.

**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. The report was approved.

Pres. Bob Gutteridge announced upcoming publication of survey results.

Pres. Bob also announced the need for additional volunteers to man booth at PCAM show.

**Young Eagles:** Dave Lynch announced the next Young Eagles event to be October 1, 2005. Dave started the sign up sheet for pilots and ground support among chapter members. He plans to include Young Eagles sign ups with other PCAM booth activity at the upcoming air show. Dave intends to limit rider sign-ups to match the size of the expected pilot sign-up list.

Supper Cook Ron Shultz to retire. His swing-shift job is taking him away. Dale Whitman will take over for now. Made appeal for additional help from membership.

#### **Builder Reports:**

Kevin Quirk, and Doug Dugger gave updates. Steve Barnes reported on his super RV performance during travels to Oshkosh. Dave McIntyre passed photos of computer-generated striping that he plans to use on his Pulsair. These were taken from photos of a Greek friend's Pulsair. Dave invited all interested members to observe his application of these stripes at his hangar on next Saturday morning.

#### **Evening Program:**

Brian Seeley gave a synopsis of Air Venture 05 and relayed the NASA announcement that Café has been officially selected as the Flight Test Agency for the NASA Personal Air Vehicle Flight Competition. Brian explained the significance of this selection, the part played by EAA 124, and the need for additional support of every kind imaginable.

Following Brian's presentation, Bob Gutteridge presented a photo show and many of our members shared talks about the past week's Oshkosh adventures. Included recognition of award given to Bob Gutteridge's Champion Tri-Traveler.

Respectfully Submitted,

Jim Elliott for Joe Lacchia, Secretary