



Apr. 2003

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Joe Lacchia 01 707-824-2891

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Address corrections: contact the Secretary.

BOARD MEETING MINUTES

Pres. Joe Wiegand called the regular board meeting to order February 5, 2003 at 6:36.

Present: Joe Wiegand, Dave McIntyre, Bill Bruce, Marshall Palmer, Jim Elliott, Mike Fenn, John Whitehouse, Joe Lacchia, Larry Rengstorf, Walton Ferris, Ann Harris.

Absent: Dwayne Green, Bob Gutteridge, VP, Ron Parrot, Christine Kerner, Webmaster

Minutes - February 2003 Minutes submitted for approval w/ correction: Dwayne Green marked absent, corrected to present. M/S to approve (Rengstorf/Bruce). Approved.

Treasurer's Report - John Whitehouse reported February activity and updated all on parking fees plus gave thoughts on changing banks. M/S to approve (Bruce/Elliott). Approved.

Facilities & Equipment: - Plans to have Ken Higgins fix Video screens so both work. Larry to call weed abatement company.

Newsletter/Promotions - Bill Bruce opened discussion regarding adding 5th & 6th page to make room for contributions that aren't getting published. Discussed photos of members, color, costs, etc.

Planning / Nominating - No report.

Membership - John Whitehouse & Chairperson Ann Harris reminding all once again dues must be received by end of general meeting today 03 Roster. Ann reports still a few w/ missing or pending EAA National Numbers. ALL are reminded that National membership is mandatory for people who work or park planes on the site as well as mandatory to be an official voting member of this chapter.

Events - Dwayne G submitted a suggestion to hold a chapter pancake breakfast on May 10 and volunteered to chair the event. Also noted that the Fly-out to Atlasta (Rancho Tehama, CA) is still on for May 3. Bill B presented a long list of possible fly-outs, would like to see the chapter develop an active fly-out program and have a chairperson/ramrod to organize and energize same. Young Eagles - no report.



THE FLYING WIRE



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OLD BUSINESS -

- 1) Bank Change and savings account changes - John W indicates new probable reasons to be making a change. Calls for completion of By-law upgrade before can do anything.
- 2) Budget amendments - John & Larry R to meet.
- 3) Previous By-law work received from Bill Cannam.
- 4) By-Law review committee - (Joe Lacchia (chair), Joe Wiegand, L. Rengstorf, B Gutteridge, D Green) to schedule meeting for this month.
- 5) Search for missing Chapter Officer orientation Tapes from National. No report available.
- 6) Chapter / national insurance - Certificate of Insurance received by Joe W. J Elliott contacted National Risk Mgt Dept., still attempting to get copy of policies.

NEW BUSINESS - None.

Adjourned 7:25 PM Respectfully Submitted, Jim Elliott, Secretary, EAA 124.

The Starman Bros. Auction, by Jim Du Vannder:

I've been getting their ad fliers in the mail for years, but I'd never attended one of their auctions. Either, it was too far away or I didn't see anything I wanted to buy. On Jan. 14th, I got a flier listing 3 Champ projects. It was in Casa Grande, Arizona. I'd like to own a Champ, so I decided to go.

I made a few phone calls, went to my bank for \$10,000, packed and hit the road. I arrived the day before the auction to review the sale items. I almost turned around and went home, when I saw how much junk there was. But since I'd come this far, I settled down to study the three Champ projects. I finally focused in on the cleanest one. It wasn't perfect, but the closer I looked, the more I decided it was worth bidding on. I decided to stay and go for it.

When I registered, I was given a bid number to display in my pocket and a handout listing each sale item and the order in which it would be sold. The handout was valuable to make notes on and to pre-decide my top bid price. With this in hand, I studied the piles of Champ parts, noting items that I might need for restoration.

Years earlier I had been to farm equipment auctions, and had learned about auction fever, the tendency to want to win so badly, that we overpay for an item. So deciding what my top price is ahead of time was important.

I was ready. I returned to my motel room. I was so energized that I could barely sleep.

Next morning I got there early to review a few things on the list I hadn't seen the day before. I saw a few items I decided I would bid on before the Champ projects came up. This turned out to good strategy because it gave me practice before reaching the Champs.



THE FLYING WIRE



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People began arriving as the time for the auction to begin neared. There were about 100 people crowd around the hangar full of parts, engines, landing gears, magnetos etc. The atmosphere was electric

The Starman Brothers arrived, three of them. They were confident looking men, in their forties who looked like they knew what they were doing. They were dressed in western clothes and talked with a southern sounding accent.

First, they announced the rules of play and the disclaimers. Everything was recorded in case of disputes. At last, the first item came for bid, with a flurry of auction babble from the first bidders, seeming to pull bids from the participants with the intent expression on their faces. The brothers worked together in harmony and smoothness achieved most likely from years of working together.

I had a hard time following who had the bid and for how much. Nevertheless, I paid close attention so that my ears would become attuned to the rapid auction talk. I wanted to be able to bid intelligently when the time came.

They eventually came to some wheels. I began bidding and won what's called bidder's choice at \$45 per wheel. I picked two, and the remainder went for \$10 each. I had left many perfectly serviceable wheels. I learned something there. There were other miscellaneous items I bid on along the way which honed my bidding experience.

Finally, they got to the Champ projects. I had pre-determined that I would go to \$4900 top bid. The bid opened at \$4000. I bid \$4,500. He kept babbling on continually mentioning \$5000, so I bid \$5,000. He was nice and let me know that I still had it for \$4,500. Either my eagerness discouraged competition, or nobody wanted to pay more, because I won the bid at \$4,500. I was ecstatic, but tried not to let it show too much, but inside I was pretty darned excited. And yes, I had yielded to auction fever and willingly overbid my \$4,900 cap. But I still got it cheap when you compare it to \$15,00 to \$20,000 for a kit plane these days. I found I could barely pay attention to the rest of the auction and missed a few good buys in spare parts.

The trip back home with the plane loaded onto a U-Haul auto carrier was uneventful, except for the curious questions I got from people at rest stops and gas stations.

Auctions can be fun and exciting, but they should be entered into with caution. I saw some purchases that were way too high. It's easy to get carried away in the high-energy atmosphere. But the payoff can be a good bargain if it's what you want.

The Flying Market

1966 PIPER PA28-150
Lycoming O-320 150HP

4 PLACE LEATHER INTERIOR,
TT 4115 HRS
1278 SMOH, 172 SINCE TOP
O.H. LICENSED
UNTIL JANUARY 2004.
CP200 CONTROL PANEL
NARCO COMM 810
NARCO MARK12D + VOR
NARCO AT200 TRANSPONDER
MKR BEACON
\$26,950
Jim Gardner 542-0267 (Leave
message on answering machine)

KITFOX LIGHT

Asking \$15K, have \$20K invested.
Jim DuVander
707-838-2174

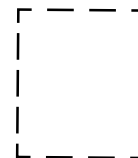
Kolb Firestar II, Experimental
N23NN. Call Neil 415-664-2296
firestard@aol.com. Built by an
A&P. It flies fine but my partner
moved so it's time to sell. Asking
\$12.5K, have \$16K invested.

Aeromatic prop, \$1,500. Removed
from a Swift; yellow-tagged 12
years ago. Fits C125-2 or 145-2.
Mike Fenn, day:707-573-4365

If you have something that you
would like to buy, sell or trade,
contact Walt at 800-305-8026 or
waltonf@sbcglobal.net



P.O. Box 6192
Santa Rosa, CA 95406



General Meeting

7:30 pm, first Wednesday.

At the site on West side of Sonoma County airport. Take the Shiloh Rd. exit from 101, turn left at T. Continue to the EAA sign on the left. Food/socializing at 6:30pm.

This month: April 2

Program: How-To do aircraft graphics, by Joe Lacchia and Dale Wittman.

April 17: Nut Tree antique, classic and warbird fly-in and BBQ, and Doolittle Reunion. To display, call Larry at 707-649-8631. Refer to www.jimmydoolittle reunion.com/museum.htm.

April 26: 10-2PM, Bill Mer memorial

Calendar of Events

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fly-in, Rio Vista airport. Lunch \$5, bring side dish or dessert.

May 10: Pancake breakfast, EAA124.

May 16-18: "GOL" Gathering of Luscombes at Columbia Airport-the 27th Annual event.

May 23-25: Watsonville fly-in. www.watsonville-flyin.org. The 39th Annual event.

May 30-June 1: Bellanca fly-in at Columbia airport.

June 6-7: Merced fly-in.

June 20-22: Golden West EAA Regional Fly-in, Marysville Yuba County Airport (MYV) 530-741-6463, www.goldenwestfly-in.org.

July 9-13: Arlington, WA (AWO) 34th Annual Northwest EAA fly-in 360-435-5857 or www.nweaa.org.

July 29-Aug. 4: Oshkosh.

August 23-24: WIngs Over Wine Country Airshow, Santa Rosa. Contact 707-575-7900

Oct. 9-12: Copperstate Regional Fly-in, Phoenix Regional Grande Valley Airport (A39) 520-400-8887 or www.copperstate.org.

Every 2nd Saturday (except June), the Schellville Antique Escadrille meets at the Schellville Grill, 6PM. If staying for dinner, call Bill Ewertz, pres 707-938-1465.

Send Newsletter comments or contributions to:

Walt Ferris

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