



Jan. 2003

Volume 42

Number 1

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Deadline for newsletter is the 18th of the month. All articles are copyrighted. To reproduce any article, please contact the editor.

Address corrections: contact the Secretary.

BOARD MEETING MINUTES

Pres. Dale Wittman called the regular board meeting to order December 4, 2002 at 6:32. Held at Chapter 124, Santa Rosa, CA.

Present: Dale Wittman, Pres., Dwayne Green, Joe Wiegand, Jim Elliott, Sec.,

Bob Gutteridge, Treas., Larry Rengstorf, Fac Chair, Walton Ferris, News Ltr Editor, Ann Harris, Membership Chair.

Absent: Christine Kerner, Webmaster, Darrel Harris, V.P., Bill Cannam, Ron Parrot, Dave McIntyre, Joe Lacchia.

Minutes - November 2002 Minutes submitted for approval. M/S to approve (D Green / J Wiegand). Approved.

Treasurer's Report - By B. Gutteridge. M/S to approve (JR Elliott / J Wiegand) Approved.

Discussed delinquent aircraft parking fee status. Identified Glenn Brizee as person who has had recent contact with Jack Berglund.

Submitted draft 2003 operating budget for discussion & adoption. After agreed upon adjustments in line item amounts (no change to bottom line of \$15,080), m/s J Elliott / J Wiegand to adopt. Carried unanimously.

Facilities & Equipment: -

Still looking for door roller. Looking for club room heater. Ned to paint the well house.

Newsletter/Promotions - Reporting sporadic deliver of Email copy to members and total non-delivery of hard copy. EAA 2003 Calendars ordered.

Planning / Nominating -

Notification submitted to Airport Management of chapters intent to exercise final 5 year option on the existing lease.

Darrel Harris has announce that he will not be able to complete his term as VP. Group discussed pros & cons of special election vs appointment to fill the slot. By-laws to be consulted. John Clark appointed chapter librarian..

Membership - Nothing new. Promoting early membership renewal.

OLD BUSINESS - None discussed. NEW BUSINESS :

Suggestion tendered that Airport Manager Jon Stout be invited to one of our meetings soon to meet us and potentially give us a talk on airport management activities, plans and goals.

Also suggested that the chapter pony up for an appropriated gift for Pat and Jon.

Both suggestions were approved. Adjourned 7:29 PM



THE FLYING WIRE



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CARRIER AIR GROUP TWO

(CVG-KOREA) to host homecoming reunion in Santa Rosa in early October 2003. This particular annually held reunion will honor all Aircraft Carriers in addition to Marine and Navy Air Group veterans who participated in the Korean War.

The Santa Rosa Auxillary Landing Field (ALF) was home to CVG-2 from July 1951 to Feb. 1952.

For additional information regarding the 2003 reunion or to make reservations to attend, contact:

CVG-2 (Korea) Reunion 2003

c/o Ray "Andy" Andrews (VF-63)

P.O. Box 750474

Petaluma, CA 94975-0474

Our **monthly program** guys want your suggestions for good programs

LOW AND SLOW TO OSHKOSH 2002; Part III, THE TRIP HOME

Saturday morning broke clear and calm. I was packed and ready to go by first light. Without even thinking about breakfast, I departed. It had rained lightly over night and that had done wonders for the visibility. As I traveled further west, the agricultural activity diminished and that has resulted in the preservation of more wagon tracks. However, the gas companies have destroyed many miles of the tracks as they have buried pipelines. There is an effort underway by the Oregon-California Trails Asso. to preserve as many of the remaining tracks as possible. I hope they can save some of these tracks for us to visit.

The Trail leaves the North Platt River just past Casper and heads off into the dry high desert. The elevation has come up a significant amount since leaving Nebraska. The altimeter is registering 7000 to 8000 feet as I clear the ridges. Pulling and pushing wagons over these hills must have been very challenging to both men and beasts. The little Champ was doing quite well now and we were making good time. About 150 mile west of Casper, in the southwest corner of Wyoming, is South Pass. Discovery of this low point in the continental divide opened the western territories to mass immigration.

My most interesting fuel stop was Fort Bridger. It would have been routine were it not for the take off. Field elevation is 7034' and I was departing at about 2:00 PM (Anyone thinking density altitude yet?). The ATIS was reporting 9600' DA. The Champ has a lot of wing so getting off the ground doesn't present much of a problem. I was holding a normal takeoff pitch attitude and I believe I was off the ground in usual 400 to 500 feet. Climb was as expected up to about 30' AGL where ground effect went to zero, and the VSI went negative. This was followed by a beautiful touch and go. Off the ground for the second time, and level this time, I checked the runway remaining ahead. It looked to be about 5500' ahead. So I figured I had 30 to 45 seconds to make the "go/no-go" decision. After accelerating in ground effect to near cruise airspeed, the Champ seemed willing to climb, a little; I decided to "go". The turn to the on course heading was probably the flattest turn I have ever made. Leaving the airport, I gained some altitude. That was largely because the airport is on a mesa and I had flown out into the valley. The really good news was that I was flying into a head wind which was giving me a lot of lift as I flew along ridge lines. Somewhere along this segment, I remember thinking that it might be a good idea to get some soaring lessons. As I approached Evanston, about 30 miles west of Fort Bridger, the altimeter was reading 11,000' and I was beginning to relax a bit.

The mountain ridges east of Salt Lake City were producing a lot of turbulence. Fortunately, the air smoothed out as I approached Salt Lake City. After over flying Salt Lake International, I landed at Wendover for fuel and dinner. With daylight still available, I pressed on thinking I might make Battle Mountain that evening. However, visibility, both horizontally and vertically, was dropping rapidly as the sun approached the horizon and due



THE FLYING WIRE



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to the thickening smoke from the Oregon fires. So just passed Wells, NV, I decided to turned back and spend the night. After landing, I realized I still had my sunglasses on and that it was not as dark as I had thought. I was more tired than I had realized from the 14-hour day and it is just as well that I stopped. New info on Wells; they now have gas and a resident caretaker. He confirmed that some of the local restaurants and casinos would pick up at the airport, so Wells could be a good alternate stop when needed.

Sunday morning I was up and ready to go by 6:30 AM. The desert air is so much more inviting early in the morning. I loosely followed Hwy 80 all the way to Auburn, only straightening it out in a few areas to save some miles and do a bit of off highway site seeing. There are certainly many interesting mines in Nevada. After over flying Reno, I headed up the canyon toward Truckee. This was where I encountered the worst turbulence of the trip. The air spilling over the ridges was all the Champ was made to handle. I left myself some room to turn away and headed for a low pass. The wind kicked me around quite a lot but I finally cleared the ridge. Do you all know that Auburn has 80/87 on the field? Seems the same parent company owns both Auburn and Redbluff and they are able to get the good stuff. The Sacramento Valley was inundated with smoke. Visibility on the ground was seven or eight miles with the top of the smoke at 4500'. Out of Auburn I got on with flight following and was glad to have someone talking to me about those radar blips. I was about half way across the valley before I began to see the tops of our coastal mountains. At about 2:00 PM I landed at good old STS.

It is mind boggling to think that this little airplane has just carried me, in five easy days, over a distance that 150 years ago took people 3 to 4 months to traverse. Moreover, I didn't even break a sweat as I rode in my little chariot with a cool drink of water at my side. And, heaven forbid that I felt the least bit hungry, all I had to do was reach in my pack to enjoy a granola bar. On the other hand, I could just put up with the hunger for an hour until I reached the next landing field and have a nice meal in air-conditioned comfort.

In retrospect, this was a great trip by any measure. My recommendation to pilots would be to never give up a chance to go flying with a group. One of those pictures I have burned into my head is the flight through the canyons near Glacier Park. Looking out the front, back or either side window and seeing your friends flying along through that beautiful country, is just one of those moments that we live for. I think the Harley folks almost got it right. The saying should be "Live to fly, fly to live."

Trip Statistics:

5100 miles, 64.2 hours, 79.4 mph avg, 309.46 gallons, 4.8 gph avg. burn, \$2.57 per gallon avg.

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 NOVEMBER 2002.
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

Jim DuVander
707-838-2174

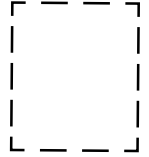
Kolb Firestar II, Experimental
N23NN. Call Neil 415-664-2296
firestard@aol.com. It flies fine but
my partner moved so it's time to
sell.

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



Mtg. is Jan. 8th!

General Meeting **Calendar of Events**

7:30 pm

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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: January 8

Program:

January 10, 2003: "Ups & Downs", an AOPA seminar on landings and takeoffs. 7 PM-9 PM at:

Redwood Room, Santa Rosa Office of Education, 5340 Skylane Blvd, Santa Rosa.

Also January 9 in Oakland, at Francisco's, Pilots's Room, 8521 Pardee at Hegenberger Road.

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