



JANUARY 7, 2009
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Number 1

Board Meeting:
January 7, 2009 6:30pm

General Meeting:
January 7, 2009 7:30pm

WWW.EAA124.ORG

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EAA Chapter 124, 5550 Windsor Road, Windsor, CA 95492

SPECIAL ANNOUNCEMENTS:

January 7, 2009 PROGRAM: John Whitehouse will lead a roundtable with three other builders who have built and flown their aircraft this past year. Building and flying questions from the audience will be discussed.

The next oil buy will be in February .

Dues are now being accepted by Treasurer, John Whitehouse, for the year 2009. Please pay your annual dues (\$30) by/at the March, 2009 meeting to be included in the Chapter roster. The Bump System is based on your name being in the roster so make sure it gets there.



THE PREZ SEZ...

JANUARY, 2009

Jim DuVander, President

Our club is good as it is. But I'd like to try adding something: I'd like to try forming groups of like minded. For instance, suppose we form a group for each type of aircraft, as follows:

- 1) Wood group
- 2) Tube & Rag group
- 3) Metal group
- 4) Composite group

The reason for forming these groups is for mutual support and sharing of skills. Sometimes having a helper or two on a Saturday can make the difference between working on your project or not. Dennis McGuire has volunteered to head up the metal group. I am looking for volunteers for the other groups.

Happy flying,
Jim DuVander

Really dumb placards

December 10, 2008 by Dave Hirschman, Senior Editor, AOPA ePilot

There's a lot of wisdom in cockpit placards. But there's plenty of absurdity, too.

- * The plane I own is a single-seat RV-3 with a big "experimental" sticker in the cockpit. Yet the plane is also required to have a "passenger warning" that tells of the experimental nature of the plane, despite the fact it's got no passenger seats.
- * A BE-36 Bonanza I get to fly from time to time has some classics such as "Minimum Flight Crew: One," and "Do Not Smoke While Oxygen Is In Use."
- * A Super Decathlon had a placard: "No Smoking, first two rows".
- * I saw a Starduster Too with a placard that said, "An Aviation Scarf Will Be Worn At All Times When Piloting This Aircraft."
- * A homebuilt Skybolt aerobatic biplane has "Intentional Straight & Level Flight Prohibited" placarded in one of the cockpits.
- * "No Drinking No Sex On Final" in a PA28-140.
- * "Periodic Noxious Anal Emissions" seen in skydiving aircraft.
- * Bruce Dickenson, a highly accomplished pilot and aircraft builder in California, posted this placard on the door of his most recent creation: a stunningly gorgeous and highly modified Howard DGA: It says "Warning! For your safety . . . please stand back 4 feet from this aircraft. This aircraft has been HOMEBUILT and could fall on you at any time. Furthermore . . . because this aircraft was built by a Farmer and Retired Cop, it is branded amateur-built, so please stand an additional 6 feet back. If you choose to come within these boundaries, please be warned that this is an Experimental Aircraft and we have no idea what it will do at any moment! The Farmer".



TSA needs to re-examine security directive

(By AOPA ePublishing staff)

(Emphasis added by Newsletter Editor)

AOPA has requested that the Transportation Security Administration (TSA) re-evaluate a recent security directive (SD) that could affect tens of thousands of general aviation pilots who are based at air carrier airports.

The directive expands the requirement for background checks and security badges to more pilots based at airports served by airlines. In 2009, pilots based at air carrier airports must undergo a background check and receive a security badge, if they haven't done so already, in order to continue to have access to the airport. Transient pilots are unaffected by the directive. However, they will continue to be subject to the current escorting and monitoring requirements.

"Pilots have long operated without incident on these airports, and it is surprising that the TSA appears to have implemented such a significant new mandate with no notification or discussion," said Andy Cebula, AOPA executive vice president of government affairs. "It will have a significant impact on pilots and airports in many small communities across the country."

AOPA has expressed its concerns directly to the TSA:

"Based on information from a number of TSA-regulated airports, **it is clear that compliance with this SD will necessitate the badging and performance of security threat assessment on tens of thousands of general aviation pilots who operate from these airports,**" wrote Cebula in a [Dec. 16 letter to the TSA](#). "While the TSA consulted with representatives from the airport industry prior to issuing the SD, **no one from the general aviation community was contacted.** This is unfortunate because we could have provided important insight into the effects of such action."

The TSA is preventing AOPA from reviewing the entire SD, but information from airport managers indicate that it is inconsistent with other security requirements, such as those for security identification display areas at air carrier airports.

"I respectfully request that you re-examine this security directive and allow the general aviation industry to work with the TSA to develop acceptable alternatives that will not impose unreasonable burdens on airports or general aviation pilots," Cebula concluded.

(STS IS AN AIRPORT SERVED BY AIRLINES.)

(Do you want to have a badge and security check in order to come to an EAA meeting?)



LOOKING BACK...

(Thanks, Remo Galeazzi)

Getting older, I've come to realize, doesn't necessarily mean that one gets smarter, or that age predisposes one to greater insight: it just means that running is just a memory, that lifting a sack of fertilizer fires up the old lumbago, and that the sight of a pretty woman is, well, a pretty sight. However, there is one facet of the aging process that one can lay exclusive claim to over younger folks, and that is hindsight. We old codgers have the ability to look back further because of the simple fact that we've been around longer. It doesn't take brains for that...just luck!

What prompted me to write this little piece is that I've just finished reading the list of past presidents in our 2008 roster---something I haven't done in ages. As I perused the names, I was suddenly aware of a profound nostalgia, for you see, except for a few of the latest gentlemen, I've known them all. Some very personally, and some I'm proud to say, were close friends, and sadly, some are now gone. The fact that I haven't known some of our later presidents isn't their fault; I just haven't attended many meetings in these later years.

The point is, I suppose, that I wish you could have all know every one of these men as I did. I can remember when I attended my first meetings in 1963, brought there by Charlie Gabbert, who later became our fourth president in 1966. In those days the meetings were usually held in one of those tar-paper buildings that were left over from when the Air Force deeded the airport to the County. We often had as many as a dozen people at those early meetings, but more often than not, we had less. But to me, it was fabulous, as I became an actual part of that segment of the flying community that I loved most. I was no longer outside of the hangar looking in, wishing I could be part of what was going on inside. The one thing that all of these presidents had in common was their love for the concept of the homebuilt movement, and the desire to spread the word about the need to join the Chapter so that our part of the aviation community would gain stature and respect. The effect that these pioneers expended to that end really paid off. For as the years passed, the Chapter grew and grew, and by the early seventies, again because of the efforts of these past presidents, we had our own Chapter site on the Sonoma County Airport.

I could recount story after story of these past stalwarts, but I feel that I should not for fear of lauding some and slighting others.

Our latest presidents have had their work cut out for them, too, though their problems may be a little different, they are never-the-less, just as formidable.

What I'm writing is meant to be a tribute to those leaders who were not afraid to lead and inspire the rest of us to carry on and make our chapter stand out amongst so many others. When I'm asked to which chapter I belong, I know that I'm proud to answer that I'm part of Chapter 124. Our Chapter has been around long enough now, to have a little hindsight of its own, and I know that if you newer members delve just a little into its past history, you may find yourself busting a few buttons of your own.



LOOKING BACK...(continued)

Another thought: the president's job in our chapter is a tough one. However, he too must have the support and handwork of the other members of his staff. Without them, nothing would get done. One of the most important functions of the chapter and one that many of us take for granted, probably because we have become so used to seeing and enjoying the reading of it every month, as regular as clockwork, is our newsletter. Fellow EAAers, please take my work for it---it's a lot of work. I know that most of you know that our Donna Turrentine has been turning out a super newsletter month after month. Did you know that she has been doing this selfless work for year after year? I hope that Donna continues to favor the chapter with this missile till I kick the bucket, but it is a lot to ask when you really think about it. I've always felt that the newsletter is the glue that firms up and holds the chapter together...therefore, kudos to Donna, and the other newsletter editors that preceded her in this most arduous endeavor.

I'm proud to have been a long time member of Chapter 124, and I'm proud to have known all of the fine people that I've met along the way, many who have become my life-long friends. EAA has enriched my life immensely. It has given me the chance of becoming a real part of the aviation community. Through the years I was privileged to have written a number of articles that appeared in Sport Aviation, and the subject of articles in other publications. I have built two aircraft, and because of my mentor, Jim Smith, one was Grand Champion Custom Built, Oshkosh, 1987, and the other received a "Best Workmanship" Award in later years under different ownership (at Oshkosh). I have restored two Antiques, and in later years, under different ownership, one was "Best Open Cockpit", and the other "Silver Age Champion". Oshkosh has favored me with a "Literary Award" some years back, and a "Major Achievement Award" in 1995. I mention these things, not to toot my own horn, but to point out that without EAA and my valued membership in Chapter 124, none of this would have happened. It all started with that first visit to a Chapter 124 meeting---with a slight push from Charlie Gabbert.

God bless Charlie and all of those past presidents who are now flying with different wings.

CESSNA OWNERS:

FYI -- For most of you four-seat CESSNA owners out there, we just had the *Cessna*-factory "mandated" (although NOT an FAA AD) *pilot's seat anti-slide back* device installed in our Cessna 182Q. The unit and installation were FREE at Mangon Aircraft in Petaluma. The unit consists of an inertial reel (similar to a shoulder harness reel) attached to the bottom of the pilot's seat (not the pilot's personal derriere, but the physical seat) with the belt portion being attached to the cabin floor. The reel is controlled for fore & aft adjustment purposes by the pilot's seat adjustment bar. The installation is simple, unobtrusive, and straight-forward. We'll see how well it holds up over the long-term.

Thanks, David Heal



Vineyards and Airplanes

(Thanks, Jim DuVander)

I and my pilot friends live right in the heart of the wine country of Northern California. Once upon a time, these vineyards were very few. In their place were lots of large open fields and pasture land. Read that as plenty of emergency landing fields. It was a secure feeling, flying around knowing that just about anywhere in the valley, if your engine quit, there was a place to save your airplane and the souls sitting in them.

As these fields began to be occupied by more vineyards, the question inevitably arose, “If there’s no other choice, how does one land in a vineyard?”

First, a bit about vineyards: The vines are grown next to a metal stake, much like the ones you see fences clinging to. They stick up about 5 or 6 feet above the ground and there are upwards of 700 of these per acre. So landing between them is not an option. In addition, miles of wire are strung in one direction or the other to hold the vines in place. But any one vineyard will have wires in one direction only. (The tractors have to have an aisle way between parallel wires.) Nevertheless, missing the wires is not an option either, because the aisle ways are too narrow for an airplane.

Our hangar discussions all boiled down to which way to land, parallel or perpendicular to the wires? One camp was solidly in the parallel method, arguing that the wires acted like a bed to slide along. The other camp, mostly ex-Navy pilots, argued for perpendicular to the wires, much like a carrier landing with arresting cables. The arguments were spirited and no conclusion could be settled on. If there was any conclusion, it was that we needed field research. But no one offered or was forthcoming to perform a trial. So the discussion was soon set aside.

One day one of our own pilots unexpectedly was forced to make the decision to test one of the theories. But let me be plain here. This was not a preplanned test. It was one of those last minute, “oh shit!” decisions that a few of us pilots have to make sometimes. He had no intention of proving one theory or the other. An engine failure over nothing but vineyards required that he line up with one and descend to its edge. He flared and held the plane a few feet above the vineyard for as long as Mother Nature would allow, then plopped down onto the wires. There came the expected noises of metal on metal, the loud expletives and the strong g-forces that accompany such a maneuver. When the dust settled, and things were quiet once again, both pilot and passenger found themselves to be in remarkably good health. The exceptions were palpitations of the heart and heavy breathing. After an interactive conversation between pilot and passenger quieted down, a slow survey of the airplane found it to be in a rather repairable condition, not perfect, but repairable.

I’ll spare you the retrieval details and all the teasing this pilot took. But a solid conclusion came of this spontaneous “research”. He had landed perpendicular to the wires. The Navy guys were right. The energy of the airplane was almost completely absorbed by the vineyard wires and posts. They were stretched, twisted, broken and bent beyond repair and the vineyard was a mess. But it was a successful landing. They walked away. It took awhile to convince our pilot friend of this success, because \$13,000 to the vineyard owner and several thousand to repair his plane was a bitter pill for him to swallow. But what a small price to pay for two lives and an airplane that lived to fly again!

If I ever have to face this situation, you can bet that I will be straining my eyes to see which way that vineyard is oriented. One cannot see wires from more than a few feet away, unless the light is just right, but it is possible to look at the vines to see which way their canes are stretched out or which way the tractors have been traveling.



Wing Contamination:
(Thanks to AOPA Online)

Ice, frost, and snow can accumulate on wings and other surfaces when an aircraft is parked outside on the ramp. The disrupted airflow can substantially alter flight characteristics. Do you know what to look out for on preflight? A basic knowledge of wing contamination and its effects will help you manage the risks of your next cold-weather flight.

1. Over a recent 10-year period, wing contamination by snow, frost, or ice was responsible for more than 30 aircraft accidents.

True

False

2. According to the FARs, how much snow, frost, or ice may be present on a light GA aircraft prior to takeoff?

A layer not exceeding 2 mm in thickness

An amount not exceeding 15 percent of the total wing surface area

None (the aircraft must be free of all snow, frost, and ice)

The FARs do not specify

3. According to wind tunnel testing, ____ percent of a wing's total lift may be lost due to very small particles (1 to 2 mm in diameter) adhering to its surface.

2 to 8

9 to 13

22 to 33

42 to 53

4. What is the best action a pilot can take to minimize wing contamination by snow, frost, or ice?

Hangar the aircraft

Place a tarp over the aircraft

Install deicing equipment

Apply an approved anti-icing product in advance of the freezing precipitation

5. The NTSB recommends which of the following preflight actions with regard to wing contamination?

Hangar the aircraft before each flight

Feel the wings for snow, frost, and ice accumulation

Cancel the flight if more than 1/4 inch of ice or frost is present on the airframe

6. Using a deicing solution during preflight to remove all snow, frost, and ice accumulation from the wings and fuselage ensures that your aircraft is safe for flight.

True

False



WING CONTAMINATION (CONTINUED)

7. Using a deicing solution during preflight to remove all snow, frost, and ice accumulation from the wings and fuselage ensures that your aircraft is safe for flight.

True

False

8. Which of the following products can be applied to the wings and fuselage as a deicer?

Glycol

Rubbing alcohol

Polypropylene antifreeze

All of the above

9. Due to its liquid state, rain should not concern pilots flying below a cloud layer.

True

False

10. During cold-weather operations, visually inspecting the aircraft's wings should be part of a pilot's before-takeoff checklist.

True

False

ANSWERS:

1. **True:** Wing contamination by snow, frost, or ice can lead to increased stall speeds, longer takeoff rolls, or an inability to generate and maintain adequate lift. According to the AOPA Air Safety Foundation's [Wing Contamination Safety Brief](#), in a recent 10-year period, there were more than 30 accidents on takeoff as a result of wing contamination. A few simple steps during preflight could have easily prevented these accidents.

2. **The FARs do not specify:** While no federal aviation regulations specifically prohibit a light GA aircraft from attempting a takeoff while covered in snow, frost, or ice, doing so may fall under careless and reckless operation as defined by [FAR 91.13](#).

Regardless of what the FARs do or do not require, always put safety first. Ensure that wing surfaces are completely free of contamination before departing. It is worth noting that aircraft operating under [FAR 121](#) (i.e., airlines) are prohibited from taking off when "frost, ice, or snow is adhering to the wings, control surfaces, propellers, engine inlets, or other critical surfaces of the aircraft."

3. **22 to 33:** According to a nationwide [NTSB alert to pilots](#), wind tunnel testing data indicated that a 22- to 33-percent loss of lift may occur from snow, frost, or ice particle accumulation 1 to 2 mm in diameter with a density of one particle per square centimeter on a wing. Although an aircraft with this degree of wing contamination may be able to take off due to ground effect, the reduced lift will likely be insufficient to keep it aloft.

4. **Pilot in Command:** [FAR 91.3\(a\)](#) states, "The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft." This includes removing wing contamination that might compromise safety of flight.

5. **Hangar the aircraft:** According to the AOPA Air Safety Foundation's [Wing Contamination Safety Brief](#), the best and easiest way to prevent contamination is to park the aircraft in a hangar, if possible. If the airplane cannot be hangared, ask the local FBO if they offer deicing services, or plan to bring along your own deicing solution. Avoid spraying the fluid on a plastic windscreen or windows. If deicing the airplane yourself, dress warmly so that you aren't tempted to rush. It's essential to clear the wing of all accumulation before departure.

6. **Feel the wings for snow, frost, and ice accumulation:** The NTSB issued [Safety Recommendations A-04-64 through -67](#) in 2004, urging pilots to conduct "tactile" (physical) inspections of the aircraft by actually feeling the wings to detect surface ice accumulation.



WING CONTAMINATION (CONTINUED)

7. **False:** Using a deicing solution does not necessarily ensure your aircraft will still be free of snow, frost, or ice by the time you take off. If you have a long run-up and taxi or a delay in your clearance, ice, snow, or frost may have a chance to re-accumulate.

8. **All of the above:** According to the AOPA Air Safety Foundation's [Wing Contamination Safety Brief](#), glycol, rubbing alcohol, and polypropylene antifreeze can all be used to deice the airframe. With the exception of glycol, these products are inexpensive and should be used liberally. Brooms are effective for cleaning snow off of the wings; just make sure the bristle type won't damage the aircraft. A clean towel may be a better choice, especially for cleaning off softer surfaces such as the windscreen. Never use credit cards or automotive ice scrapers: They can cause serious damage to aircraft surfaces

9. **False:** Water can exist as a liquid at temperatures below freezing (supercooled droplets), which is why rain and drizzle cause the most severe icing conditions. The AOPA Air Safety Foundation's [Aircraft Icing Safety Advisor](#) describes the icing danger when liquid water is present. For example, freezing rain occurs when precipitation falls from a warm cloud layer through a temperature inversion into below-freezing air. When falling through the colder layer below, the droplets become supercooled and will freeze immediately upon contacting an aircraft.
10. **True:** Taking a look out the window during your before-takeoff checklist is a good practice and offers one last chance to make sure you're good to go. It may be the last opportunity to prevent an accident.

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December 3, 2008 Board Meeting:

President Joe Lacchia called the Board Meeting to order at 6:30 P.M.

Joe Lacchia, Pres	P	Charles Nelson, Board	A
Joe Wiegand, VP	P	Dennis McGuire, Board	P
Steve Fredericks, Sec	P	Brian Cluer, Board	P
John Whitehouse, Treas.	P	Ray Shipway, Board	P
Larry Rengstorf, Facilities	P	Mike Tovani, Board	P
Donna Turrentine, Newsletter	P	Steve Barnes, Board	P

Minutes: Minutes from prior meeting were approved.

Treasurer's Report: John Whitehouse reported the usual numbers for the month. The report was approved.

Facilities committee: The gate combination will stay the same until January 3. Come to the next meeting if you need the new combo. The number will then be changing quarterly.

New Business: The chapter will host its annual New Year's Day fly out. Meet at the chapter before 9:00. Weather permitting the flyers will head over to Nancy's in Willows for lunch. Tradition is that if you fly on New Year's Day you will be rewarded with a good year of flying.

Respectfully Submitted,
Steve Fredericks, Secretary

I'll run my hand gently over the wing of a small airplane and say to him, "This plane can teach you more things and give you more gifts than I ever could. It won't get you a better job, a faster car, or a bigger house. But if you treat it with respect and keep your eyes open, it may remind you of some things you used to know – that life is in the moment, joy matters more than money, the world is a beautiful place, and that dreams really, truly are possible." And then, because airplanes speak in a language beyond words, I'll take him up in the evening summer sky and let the airplane show him what I mean.

---Lane Wallace, *'Eyes of a Child', Flying Magazine, February, 2000.*

I may be flying a complicated airplane, rushing through space, but in this cabin I'm surrounded by simplicity and thoughts set free of time. How detached the intimate things around me seem from the great world down below. How strange is this combination of proximity and separation. That ground – seconds away – thousands of miles away. This air, stirring mildly around me. That air, rushing by with the speed of a tornado, an inch beyond. These minute details in my cockpit. The grandeur of the world outside. The nearness of death. The longness of life.

---Charles A. Lindbergh, *"The Spirit of St. Louis"*



December 3, 2008 General Meeting:

President Joe Lacchia called the meeting to order at 7:30 P.M. 55 members were present.

Minutes: Minutes from prior meeting were approved.

Treasurer's Report: John Whitehouse delivered the usual reports for the month. He has started collecting dues for next year. The annual dues have been increased to \$30.00. The report was approved.

Announcements: President Joe Lacchia presented awards from EAA National to the officers.

January 1 the chapter will host its annual New Year's Day fly out. Meet at the chapter between 8:30 and 9:00 for some flying. Weather permitting, the flyers will head over to Nancy's in Willows for lunch. Tradition is that if you fly on New Year's Day you will be rewarded with a good year of flying.

February will be the next oil buy.

CAFÉ: The CAFÉ board is working hard on the rules for the 2010 Challenge.

Facilities: Larry Rengstorf reports that the gate combination will change January 3, per Transportation Security Administration rules. The number will then change quarterly, not monthly as Larry was previously indicated. The new number will be available at the next meeting.

Rainy season is upon us. Please be careful where you park your cars, and if you have an aircraft tied down at the site please check your tie downs.

Thanks to Dale Wittman for coming out of retirement and cooking for us tonight, and to Donna Turrentine for doing the shopping for tonight's barbeque.

Tech Counselors: Bob Gutteridge has a video from PPG on painting using their system. Bob is working hard polishing out his paint job. His Jabiru was in the hangar to observe the results.

Steve Barnes has been visiting a Pazmany PL2 project at the Petaluma Airport. Steve says this could easily be a future award winner.

Builder's Reports: Mark Tambe hard at work on the tail kit for his RV-7.

David Lynch is directing his attention to the panel on his RV-8A.

Dennis McGuire is working on the fuselage on his RV-9A.

Program: The program was Lynn Hunt.

Respectfully Submitted,
Steve Fredericks, Secretary