



February 4, 2009
Volume 48
Number 2

Board Meeting:
February 4, 2009 6:30pm

General Meeting:
February 4, 2009 7:30pm

WWW.EAA124.ORG

WWW.CAFEFOUNDATION.ORG

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

SPECIAL ANNOUNCEMENTS:

February 4, 2009 PROGRAM: Kevin Quirk will speak to us about building the new RV model 12.

OIL BUY...OIL BUY...OIL BUY

Bill Massey plans to have an oil buy this month. Please contact him at the February 4th meeting if you'd like to be part of this buy. Those who can't attend the meeting can call him at (877) 499-0671. All prices are per case, and are inclusive of all taxes and fees:

AeroShell 15W-50.....\$78.39 per case
AeroShell 100W.....\$59.56 per case
AeroShell 80W.....\$59.80 per case.

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...

FEBRUARY, 2009

Jim DuVander, President



Thanks to Joe Lacchia...

Congratulations to Jim DuVander...

(Thanks to Larry Rengstorf for the great picture)

LSA Accident Rate Improving — And Needs It (News Item from AVWeb...Thanks, David Heal)

The accident rate in Light Sport Aircraft is "horrid" but it's getting better according to an insurance industry executive. Mike Adams, vice president of underwriting for Avemco Insurance told AVweb in a [podcast interview](#) that experienced pilots continue to underestimate the challenges of putting lightweight, draggy and low-powered airplanes on the pavement and the majority of claims continue to result from these factors. Adams will be giving a seminar on Saturday at the U.S. Sport Aviation Expo in Sebring, Fla. on insurance trends for LSA. The trend is headed in the right direction, he said, but it has a ways to go.

Last year, Avemco added a clause to LSA policies requiring a minimum of five hours of dual with a properly rated instructor for any pilot, regardless of experience, before first solo. He said experienced pilots need the transition time to get used to flying something tiny again and the experience of the past year clearly shows that the instructor time is paying off. He also said Avemco is revising its business model for the LSA sector and hopes to break even in two years.



Termination of Satellite Monitoring of 121.5 MHz ELT's. - ARE YOU READY?

Notice Number: NOTC1518 – (Thanks to FAASafety.gov Enotice)

Termination of satellite monitoring of 121.5 MHz ELTs will happen in under a month. Are you ready?

On 1 February 2009, the International Cospas-Sarsat ¹[1] Organization (U.S. included) will terminate processing of distress signals emitted by 121.5 MHz Emergency Locator Transmitters (ELTs). Pilots flying aircraft equipped with 121.5 MHz ELTs after that date will have to depend on pilots of over flying aircraft and or ground stations monitoring 121.5 to hear and report distress alert signals, transmitted from a possible crash site.

Protect each other...

Currently only 12-15% of the registered aircraft in the United States are flying with 406 MHz ELTs. This means that there is at least an 85% chance that an aircraft in an accident will only transmit a 121.5 MHz signal, thus remaining silent to the satellites. It will be up to other pilots monitoring the 121.5 MHz frequency in the cockpit to alert Search and Rescue authorities to accidents involving 121.5. When you fly, look out for your fellow pilots and when possible monitor 121.5 MHz.

If a 121.5 MHz ELT is heard on guard, report to the nearest air traffic control tower, the time and location of when you first detect the ELT, when it is the loudest and when it drops off your radio. Listening and reporting may well be the difference that saves a life.

Protect yourself...

Cospas-Sarsat System (U.S. included) has been and will continue processing emergency signals transmitted by 406 MHz ELTs. These 5 Watt digital beacons transmit a much stronger signal, are more accurate, verifiable and traceable to the registered beacon owner (406 MHz ELTs must be registered by the owner in accordance with Federal Communications Commission (FCC) regulation at www.beaconregistration.noaa.gov). Registration allows the search and rescue authorities to contact the beacon owner, or his or her designated alternate by telephone to determine if a real emergency exists. Therefore, a simple telephone call often solves a 406 MHz alerts without launching costly and limited search and rescue resources, which would have to be done for a 121.5 MHz alert. For these reasons, the search and rescue community is encouraging aircraft owners to consider retrofit of 406 MHz ELTs or at a minimum, consider the purchase of a handheld 406 MHz Personal Locator Beacon (PLB) which can be carried in the cockpit while continuing to maintain a fixed 121.5 MHz ELT mounted in the aircraft's tail. Protect yourself and your passengers and Get the Fix... Switch to 406.

Remember, after February 1, 2009, the world-wide Cospas-Sarsat satellite system will no longer process 121.5 MHz alert signals. Pilots involved in aircraft accidents in remote areas will have to depend on pilots of over flying aircraft and or ground stations to hear emergency ELT distress signals. For further information concerning the termination of 121.5 MHz data processing visit www.sarsat.noaa.gov or contact Switchto406@noaa.gov with any questions.



Hudson landing offers important lessons for GA

By Elizabeth A. Tennyson (AOPA Online)



Pilots seeing images of US Airways Flight 1549 floating in the Hudson River probably shared three thoughts: those pilots did everything right; I hope I could do it right if I ever had to; I hope I never have to.

Bruce Landsberg, executive director of the AOPA Air Safety Foundation, says general aviation pilots can learn valuable lessons from the airliner's amazing emergency landing and increase their odds of a successful conclusion to any emergency.

First, he says, pilots need to remember that the "impossible turn" back to the runway really is impossible.

"If you have an emergency shortly after takeoff, the call of the runway behind you can be extremely strong," Landsberg said. "But time and again we see pilots desperately trying to make it back stall and spin into the ground instead. Look for the best option within a few degrees of your flight path."

Finding a good option can be especially difficult in urban areas, making it important for pilots to know what their choices are before an emergency strikes.

"Pilots should memorize the best emergency landing locations at their home airport and any other fields they visit regularly," Landsberg said. "At new airports, it's a good idea to make note of potential emergency landing locations as you approach. That way you have a mental map ready when you take off again."

It may sound strange, but pilots should make an emergency landing as "normal" as possible.

"Fly the airplane all the way to touchdown, and try to set down in a normal landing attitude," Landsberg advised. "Airplanes are designed to dissipate airspeed and distribute the force of impact during landing."

The US Airways crash appears to have been the result of multiple bird strikes shortly after takeoff. The hazards of bird strikes for general aviation aircraft are somewhat different than those for jets. While jet engines can be disabled when birds are sucked into the air intake, bird strikes rarely damage the propellers of piston-engine aircraft. For most GA pilots, the hazard comes from birds and glass coming into the cockpit.

[Learn more about bird strike hazards](#) from the AOPA Air Safety Foundation and share your thoughts on how GA can learn from the US Airways accident through the [Air Safety eJournal blog](#).



THE FLYING MARKET

Hangar 254 available at STS gunclub (south end of airport). New concrete overlay to ensure the floor and your bird will be dry. Port-O-Port t-hangar has 30 amp service and a 40 foot opening. Asking \$325/mo. Contact Larry Ford (707) 829-1955 or Otis Holt (707) 953-3946.

Vintage and Classic aircraftfans...

Now posted at the newly revised "Unofficial Schellville Antique Aerodrome Homepage"...
<http://www.napanet.net/~arbeau/usaah/>

Sonoma Skypark EAA 1268

Sonoma Skypark EAA 1268 meets at 7pm on the 2nd Tuesday night of each month at the Chapter 1268 clubhouse in Hangar B-5. Dinner is served (\$5) and business meeting/program follows. Provides "Historical Aircraft Display" Days. Contact Darrel Jones 707-996-4494 for info.

EAA CHAPTER 124 2009 OFFICERS AND BOARD MEMBERS:

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Jim DuVander (09/10) (707) 433-0306

Vice President:

Joe Wiegand (08/09) (415) 665-8871

Secretary:

Steve Fredericks (08/09) (707) 829-1214

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Larry Rengstorf (09/10) (707) 575-0331

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Dwayne Green, Dale Wittman, and Jim Long

Technical Counselors:

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January 7, 2009 Board Meeting:

President Jim DuVander called the Board Meeting to order at 6:30 P.M.

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

Minutes: Minutes from prior meeting were approved.

Treasurer's Report: John Whitehouse reported the usual numbers for the month. John also looked at how last year's budget assumptions performed versus the actual numbers. He is pleased to say that the budget did accurately reflect the finances of the past year. The report was approved.

Young Eagles: Ray Shipway is looking to meet with the Pacific Coast Air Museum (PCAM) Board of Directors to set up a date for a Spring Young Eagles event. It is hoped that PCAM will host one their "Climb Aboard" Days on the same date and allow the Young Eagles to use PCAM's excellent facilities.

New Business: The matter of the December 30 letter from the Airport Manager's Office in regards to Paul Reinder's activities from the Chapter's site was discussed. Jim DuVander will write a letter in response and hopes to meet with the Manager to discuss the issues.

Jim DuVander would like to form some specialized knowledge groups within the Chapter. The idea being that the specialized interests within the Chapter would all have a more organized venue for their interests. To this end Jim would like to name various members to be the face of these groups. So far he has recruited the following:

Cooking group	Kevin Quirk
Fly outs	Steve Barnes
Project visits	Bob Gutteridge
Oshkosh	Dwayne Green
Metal construction	Dennis McGuire
Young Eagles	Ray and Sher Shipway

He would like to form and is looking for members to head up the following groups: wood construction, tube and rag construction, composite construction, air racing.

Jim DuVander handed off the responsibility for publishing the *Roster of Members* to Secretary Steve Fredericks.

Respectfully Submitted,
Steve Fredericks, Secretary



January 7, 2009 General Meeting:

Immediate Past President Joe Lacchia called the Meeting to order at 7:30 P.M. Joe was happy to hand off the gavel to new Chapter President Jim DuVander. Fifty five 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: Dwayne Green says that now is the time to start lining up your housing for Oshkosh Air Venture 2009. Dwayne has a connection to get into a block of rooms at the University dorms. These rooms have been very popular with chapter members in the past.

Doug Dugger announced a Corvair engine seminar at the Livermore Airport January 15 –17.

Joe Lacchia announced a seminar on GPS Basics put on by AOPA. The seminar will be held January 15 at the Rohnert Park Double Tree Hotel.

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February will be the next oil buy.

CAFE: Brien Seeley has been contacted by EAA National about a new major sponsor for an electric airplane competition. He will be meeting with EAA and the major sponsor's representative. The rules for the 2010 Challenge are coming together with the help the NASA team.

Tech Counselors: Rolf Unternaehrer visited David Lynch's RV-8 project. The fuselage is fairly far along and looks great. Rolf also took a look at the wiring and liked what he saw.

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

Russ Gayda is pretty far along with his Legal Eagle. He is looking for some help testing his original design wing spar.

Jim DuVander is working on the wings for his Champ.

Thanks to Kevin Quirk for cooking for us and to Joe Lacchia for doing the shopping for tonight's barbeque.

Program: The program was organized by John Whitehouse on recently completed homebuilt projects. John spoke about his RV-4, Bob Gutteridge on his Jabiru and Steve Smith on his Zenair.

Respectfully Submitted,

