



**August 5, 2009  
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**Board Meeting:  
August 5, 2009 6:30pm**

**General Meeting:  
August 5, 2009 7:30pm**

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

## **SPECIAL ANNOUNCEMENTS:**

**August 5, 2009 PROGRAM:** Members will have returned from Oshkosh and will tell us great stories.

### **PAUL REINDERS' MEMORIAL SERVICE on AUGUST 9, 2009**

As most of you know, longtime member Paul Reinders was killed in an accident in Alaska earlier this month. Paul's wife, Gretchen, has notified the Chapter that the local memorial celebration of Paul's life will be held at the Church of the Roses, Patio and Hahman Drive, Santa Rosa, on Sunday, August 9, 2009, at 3:00 P.M.

### **CHAPTER 124BBQ / "FLYING SENDOFF" FOR PAUL REINDERS**

The Chapter is planning a fall BBQ and "flying sendoff" of our longtime member and friend Paul Reinders. No plans have been made but a tentative date has been set for Saturday, October 8, 2009. The BBQ will be discussed at the meeting.

### **VOLUNTEER WELDING SERVICES**

This year Brian Piercy been doing a lot of general (non-aircraft) welding with both MIG (wire feed) and ARC (stick) processes. As his skills in welding are advancing, he wants to volunteer his services to any and all club members who have any general welding needs. He is NOT a certified welder, and is limited to mild steel projects at the moment. Members with fabrication, repair or general welding questions are invited to call Brian Piercy (707) 477-7740.



## MESSAGE FROM THE FRONT DESK...

AUGUST, 2009

Jim DuVander, President



Dear Chapter members:

It's always sad to lose one of our members, but it is especially so when they die in a plane crash. The death of Paul Reinders is a big loss to our club, let alone his family. Though he spent about half of the year in Alaska, he would spend the remainder in Santa Rosa, most of it flying.

He was not like many of us, including myself, who spend more time talking about flying than doing it. He was out there flying most every day that he could.

He gave many of the evening programs at our Chapter over the years, all interesting and informative without fail. If there was a theme to his talks, it was often, "How to go up against the FAA and win." He had an adversarial relationship with the FAA, and the knowledge of the FAR's to back it up. He also had a number of close calls flying. He would rivet us with his description of how he got out of it...very interesting stuff to pilots. I wish he could give us one last program telling us what went wrong and how we could avoid it.

As a pilot, Paul lived his life full out. And there is risk in doing that. Those of us who fly a lot, increase the chances of dying due to flying. It's just the way that life works. Those of us who don't fly so much, stand a better chance of dying of something else.

So I guess I could say that Paul just had another close call that he didn't live to tell us about. Oh, he would love to tell us every last detail if he could. And I, along with everyone else, would hang on his every word.

I will miss his friendly face, his helping with our dinners, his strong opinions, his stories, his programs, and best of all his total enthusiasm for aviation.

Happy journey my friend...



**SEVERAL CHAPTER MEMBERS WANTED TO EXPRESS THEIR THOUGHTS ABOUT PAUL. THEY FOLLOW:**

(Thanks, **DUNCAN REED**):

In Dec 2002 Paul Reinders checked me out in my 63 Beech Debonair. Later he gave me 2 BFRs. I had just bought the Debonair, which we all know is a small Bonanza w/o a VTail made as a competitor to Mooney and others. I was hanging around the EAA hangar looking for someone to qualify me on my first flight. Dwayne Greene introduced me to Paul. At 8500 ft over Red Bluff, after doing some stalls, Paul asked for the "throw over" yoke. He pulled it way back. With the plane bucking and shuddering on the edge of a stall he had me working the rudder pedals all the way to the stops dropping and lifting the wings left and right to 45 degrees or so. This to drive home how you use controls in a stall. I surely learned to recognize an impending stall. He had me doing 60 degree steep turns, touch and goes at Red Bluff, the mandatory landing at Rancho Tehama, slips, more landings at Woodland, some instrument work, and emergency procedures. That was 4 hrs of flying instruction for \$80. He was a good teacher. He was a fine stick and rudder pilot. He used to fly 747's into KaiTak airport in Hong Kong. Downwind to touchdown was a descending turn that ended wings level over the numbers. He told me of a 747 game he and his first officer would play where at 39,000 ft and 120 miles from San Francisco one would set the power and try not to touch the throttles until the landing flare. Paul was a strong advocate for glider training so that a pilot could use the wind wisely in his mountain flying. It was always great to see him when he returned from his Alaskan summer. "How's the Beech?" he would say. He would ask about the summer flying and proceed to tell stories. He would tell tales for hours. A master in the airplane and a master in the hangar; Paul Reinders will sorely be missed.

(Thanks, **JACK HURT**)

"I always liked Paul's programs to the chapter. I always came away learning something new.

(Thanks, **MEG HURT**)

"When I was working on my license, Paul asked if he could go flying with me. He felt there should be more women pilots, and I should be one of them! His lesson was quite unusual. He kept putting me beyond my comfort level so I would understand just what that Cessna and I could do together."

(Thanks, **DAVID MCINTYRE**)

I became well acquainted with Paul in '03 when I was in the process of rebuilding my Pulsar after my crash. At that time Paul was putting some finishing touches on his popgun Avid flier. The fiberglass cowling on his plane had been modified and needed to be cleaned up and repainted. This fit in with my activities at the time, so I took care of the cowling. My plane was signed off for a second time and required a five hour fly-off, which Paul took care of. I then had a few hours dual with Paul, the farthest from STS was Tehema Co (At-Lasta) It became time for me to sell my plane and Paul volunteered to give a demo ride to the first prospective buyer. After a brief hop we were standing on the ramp and Paul's cell phone rings. He tells us that it is someone in Petaluma that is interested in looking at my plane - is it OK to take the plane down there? I said sure and that point the buyer gets out his check book. My plane was sold on a delivered basis, and again Paul volunteered to fly it to the buyer's home in North Carolina. I received many hours if not days of help from many members of Chapter 124, but

no one logged more time than Paul. He always will be on my mind, and deeply missed.



## **AN ACCOUNT OF THE TRANSCONTINENTAL FLIGHT IN WHICH PAUL DELIVERED DAVID MCINTYRE'S PULSAR TO NORTH CAROLINA IN PAUL'S OWN WORDS...**

(Thanks, **DAVID MCINTYRE**)

David, the a/c has been delivered as you are aware. There were only minor glitches on the whole trip, and Mark seemed pleased with an a/c that is really too small for him.

When I left early in the morning from STS it was quite cool, but the oil temperature was still a problem for a few minutes running up to 240°. However, I stuck with it for 15 minutes at which time the temp dropped to 170-180 and never caused a problem again. I believe there may have been air in the oil cooler that prevented the oil from entering as a result of changing oil. It worked itself out (whatever the problem) and all is well.

The engine "ran like a top" the rest of the way to Omaha which I made in 12 hours in one day. It was miserably hot all the way and I just decided to keep going...stopping at Battle Mountain, Rock Springs, Scotts Bluff enroute. At BAM I knew the fuel burn per hour and was then able to overfly Salt Lake City and easily make RKS, Wyoming, where the density altitude was 9800 feet. Not having to land, refuel, and then immediately climb 4000 feet to clear the mountains at SLC in 100+ temperatures saved a lot of time.

The performance was a little lethargic out of RKS, but I had no obstacles and it did well. I planned to overnight in Scotts Bluff. However, I was leaving footprints in the hot blacktop ramp there so I launched at 1800 and flew into Omaha by 2100 in the cool of the evening. My original plan was to overnight in RKS, but with the heat I kept going "just one more leg". I was then able to stay on the ground all day Thursday, meet Mark when he arrived, and leave Friday morning (after a big thunderstorm at 0600).

We launched at 1100, stopped 45 minutes later in Iowa because the aft CG required us to hold forward pressure all of the time at cruise. We changed a bad spark plug there, reset the trim motor to allow more forward trim, and then flew to Mexico, Missouri, where I was able to send some of my gear to Oshkosh with the ZENITH folks. That gave us a little more room, but the CG and gross weight were always "at the limit". (Mark is not a tiny person.) The a/c trimmed out well after the adjustment to the trim motor.

We made a fuel stop at Bowling Green and then an "emergency" landing at New Tazewell in the mountains of Kentucky when we were rapidly losing oil pressure. The oil filter was rubbing against the cooling fin on the cylinder and developed an oil leak. I lost less than a quart of oil ( which goes a long way on the outside of the aircraft). We were able to put on a new filter without actually dealing with the problem.

Two and a half hours later we were in Chapel Hill by 2030 in the evening. Mark will grind away more of that cooling fin before flying anymore. He seemed quite happy with the aircraft.

Another big thunderstorm arrived shortly after we did, but overall we had pretty decent weather enroute. Because of the heat, weight, and CG, I was not able to give Mark any takeoffs or landings, but he did the flying enroute. Because the a/c needed minor maintenance on arrival I did not fly with him or his instructor the next day, but he was overjoyed with the total experience...even the "forced" landing.

He also learned a lot about the airplane...being able to determine how to find one bad plug w/o changing all of them, learning how the trim system works, and how to deal with the problems that crop up with engines on a long cross-country. Hopefully he has an instructor there that encourages him. He and his wife were quite nice.



## AN ACCOUNT OF THE TRANSCONTINENTAL FLIGHT IN WHICH PAUL DELIVERED DAVID MCINTYRE'S PULSAR TO NORTH CAROLINA IN PAUL'S OWN WORDS...

(continued)

I picked up a ZODIAC in Toronto, flew it over Niagara Falls to Oshkosh, and then back to CA via Idaho, OR, and down from Sun River yesterday. That flight was just as miserably hot as the eastbound trip until I hit Sun River. I am certainly glad to see the U.S. is finally getting a break from a month of this heat.

Gretchen and I will leave Monday for a month or so in AK. I think it will be quite pleasant up there and I can do a little fishing.

Paul

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(Thanks, **MIKE SHOOK**)

### My Trip with Paul

In October, 2008, two partners and I purchased a new RV9a from a builder in Wichita, Ks. I called Paul Reinders, who loves to ferry aircraft around the country, to help me fly the plane back to Sonoma County. Paul said "sure", and mentioned that he would also include a BFR, and all he wanted in return was to just cover his expenses. It didn't take me very long to decide to take him up on the offer. Paul mentioned that we should take the southern scenic route by flying thru Mesa Verde, Monument Valley, Grand Canyon, and I added Mono Lake and Yosemite Valley to the end of the trip. I had never seen these places from a small aircraft and was looking forward and getting really excited about the trip.

We left Wichita in a partly cloudy afternoon, after having to lay over a day a half for a line of thunder showers to clear. Even though we had Garmin 430 GPS on board, Paul preferred to use his handheld GPS that only displayed long/lat coordinates, and he checked off our locations every hour on the chart. We flew for about 5 hours, cruised thru the Mesa Verde canyons and stopped for the night at Cortez, Co, (alt 6200 ft). We refueled and the airport manager lent us an old car and gave us directions to the Marriot, where we had a pint and a steak dinner. Woke up at sunrise, had breakfast, and drove to the airport. Had to remove ice off the canopy with bottled water and then started our journey west. At about 8 am we arrived at Monument Valley and Paul asked me for the controls. The next thing I remember is that we are skimming at 140 knots/hr and 100 feet over the red earth on a bright sunny morning approaching Monument Valley, and I'm thinking that this is the most stunning scenery and one of the most exciting things that I've ever done in my life. I'm glad that I took many photos and movies during this ride and I continue to be amazed by this absolutely beautiful place. We fueled up in Page, Az, flew around Glen Canyon Dam and then thru the Grand Canyon. That afternoon we stopped for fuel and ate lunch in Tonopah. I had some bagels and cream cheese left over from breakfast, Paul preferred a cold can of Hormel chili. I guess that is Alaskan bush pilot fare. We passed Mono Lake and over Tioga Pass at 13,500 ft, and then thru Yosemite Valley, the Sacramento Delta, and back to Sonoma County Airport.

As I look back at the photos, movies, and the memories, I feel that this was one of the memorable experiences in my life, and I'm really thankful that I got to spend those few days with Paul.

# *THE FLYING WIRE*

**Mike Shook's pictures of his trip with Paul:**



Paul's GPS indicates that we're not in Kansas anymore



Tonopah, Nv



Paul lands in an Iowa wheat field to buy some gas from a farmer.



#### 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.

FOR SALE: Garmin GTX 327 transponder. It is new in box and has the pre-wired harness. It's offered at my cost of \$1695.00 (no tax or shipping). I'll hold it for until after the meeting, then return it if necessary. Please call Russ Bens (707) 205-7914

#### *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 2<sup>nd</sup> 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.

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