



September 1, 2004

Volume 43  
Number 9

## **SPECIAL ANNOUNCEMENTS:**

**SEPTEMBER 1, 2004 PROGRAM:** Brien Seeley will discuss vision corrective surgery. Emphasis will be given on the ramifications for pilots and their medicals.

### **VINTAGE AIRCRAFT DISPLAY AT NEXT MEETING**

The Chapter will have a Vintage Aircraft Display at 4:00 to 8:00pm at the Chapter 124 site coinciding with our meeting on September 1st. All aircraft that meet the Vintage Aircraft requirements are welcome.

Brian Cluer went to the Sonoma County Tax Assessor and learned the following information:

#### ***The Sonoma County Assessor explains the vintage aircraft property tax exemption rules:***

*This is a State program available to aircraft 35 years or older. To qualify for the program each airplane must apply for the exemption by August 1 of the tax year. There is a one-time fee of \$35 in Sonoma County. Other counties probably require their own fee and application process; a consideration if you move or live outside Sonoma County. Twelve showings are required per calendar year. An official of each showing must verify your participation by signature, using forms supplied by the Assessor. Partial exemptions are possible if you apply for the exemption after February 15, but twelve showings are still required.*

### **RENO AIR RACES...SEPTEMBER 16th – 19th**

Bill Massey reported that the Reno Air Race trip "is paid for and all set to go". However, one couple just reported that they cannot go, so a pair of seats is available. Please contact Bill if you would like to join the group and go to the Reno Air Races this year. Former Chapter President Dale Wittman's wife, Donna, won enough money to buy a beautiful set of radios for their RV-6. *Maybe her good fortune will rub off on you...*

### **OIL BUY...OIL BUY...OIL BUY**

Bill Massey plans to have an oil buy this month. Please contact him at the next meeting if you'd like to be part of this buy. All prices are per case, and are inclusive of all taxes and fees.

Aeroshell 15W-50	\$46.51
Aeroshell 100W	\$26.22
Aeroshell 80W	\$26.22



## **MORE SPECIAL ANNOUNCEMENTS:**

### **OIL DRAIN BARREL IS EMPTY AND READY FOR USE**

Larry Rengstorf, the Chapter Facilities Chairman, has reported that the oil drain barrel is now empty and can be used by members to dispose of their used airplane oil. ***Please understand that members cannot leave their oil filters at the site. You must dispose of the oil filter yourself.*** (Most auto part stores will take them.)

#### **AVIATION TUTORIALS COMPANY PROVIDES FREE ONLINE COURSE ON METAR'S AND TAF'S (Steve McNeilly, President)**

Aviation Tutorial Company, LLC has created a FREE online course on METAR's and TAF's. Nearly 2 hours of online, interactive training is provided, and is available to anyone who visits Aviation Tutorial's website. Users can find the link to the tutorial at [www.avtutorials.com](http://www.avtutorials.com), at the bottom of the main page.

This tutorial on METAR's and TAF's is unlike any other such training. It not only teaches the most basic aspects of METAR's and TAF's, but also provides training on components that most pilots are unaware of. Still, learning is made easy and fun, through full voice narration and easy-to-use controls.

Where this tutorial truly shines is the way it promotes learning through human interaction—not just rote memorization. A remarkable feature is the interactive weather controls, which enable the user to “control the weather.” For example, the user can specify wind speed, gust factor, direction, and other variables, and can then view how the weather statement displays this information. Since weather codes are confusing to interpret, the user can click the “Speak-It” button to hear a verbal translation. This allows the user to correlate codes with a true, visual picture and understanding of the weather.

Users must have an internet connection, and registration is required to log-in. Simply visit [www.avtutorials.com](http://www.avtutorials.com), and find the link at the bottom of the main page.

This online course on METAR's and TAF's is made available for FREE, with no obligation, and is perfect for all pilots, from students to rated pilots who wish to remain sharp and proficient. It's also ideal for airport personnel, dispatchers, and anyone else who needs to view aviation weather information. This training provides the same superb quality as other Aviation Tutorial products, such as The Navigation CD-ROM, VOR/NDB Simulator, and Getting Around On The Ground. Aviation Tutorial, in business since 1995, invites inquiries about its aviation training products. Additional information is available at [www.avtutorials.com](http://www.avtutorials.com), or you may call 414-761-9331.



## *DOODLEBUG!*

*Remo Galeazzi*

That's what it was called by the English. Doodlebug. On the mainland of Europe, once we got there, its official code name was "Diver". We Americans called it the "Buzz Bomb". What I'm referring to, of course, is the infamous V-1 Flying Bomb used by the German forces in World War II. It was first used against England, but after the invasion, the V-1 sites were forced to move further inland where they were deployed against the port of Antwerp, in Belgium. This was the principle port used by the allies to transport food and supplies to the invading armies. This is where I heard and saw my first one, on a cold, foggy night, about 12 o'clock, near a town called Heist op den Berg. The mysterious sound as it throbbed closer and closer, then the deafening silence when the engine stopped, and the shaking of the ground where the warhead exploded is implanted in my memory as though it had happened yesterday.

There were several types made, all of similar configuration, but I will concentrate on the "standard" type, which was the type that our 40 m/m Battalion went up against. The Fieseler Fi-103 had a streamlined, cylindrically shaped body 21 feet 10 inches long. The overall length including the tail pipe was 27 feet 2 1/2 inches, and its diameter was 31 inches. Its rectangular wing measured 17 feet 4 1/2 inches tip to tip.

Mounted on the top and rear of the fuselage, its pulse jet engine measured 11 feet 3 inches and extended well past the empennage to which it was affixed. Its speed varied somewhat, but generally it traveled along between 350 and 397 mph (ground speed). The part that we didn't like about the V-1 was that it carried a warhead of 1,870 lbs., which is about 1,869 lbs. more than it takes to hurt a fellow. The range of the "standard" was 150 miles.

The V-1 was launched from an inclined ramp 118 to 158 feet long. To obtain thrust it was required to accelerate the bomb to 245 mph in under a second, which was achieved by several gas operated pistons – the launching cart being jettisoned when the V-1 cleared the ramp. After launching, the bomb climbed at an angle equal to that of the ramp until it reached a predetermined altitude where it leveled off and turned on to a predetermined heading. Then it flew straight and level until it covered the required distance as recorded by the air-log on a mechanical counter – then the V-1 dived. It was necessary to impart to the bomb an initial velocity greater than its stall speed so that the motor would begin to function and accelerate. The explosion cycles or "pulses" were on the order of 44-47 cycles per second. The engine, a simple pulse jet, functioned well, and its low frequency explosions sounded like a four cylinder engine with one cylinder missing. Long before the V-1 could actually be heard, one could feel the "throbbing" of its pulses, especially if one happened to be in a metal building where the walls, etc., could pick up the pulses before your own senses could.

Essentially the engine was a tube with a firing chamber at the head of it, and some "shutters" ahead of the chamber, and a spark plug. Fuel was metered into the chamber and fired by the plug. The ensuing explosion closed the shutters forcing the pressure out the rear of the tube. The force of the slipstream opened the shutters anew and allowed air to enter the chamber, fuel was metered in and the cycle was repeated. It was actually somewhat more complicated than that, but in reality it operated just that way.



## *DOODLEBUG!*

*(continued)*

The V-1 had a pneumatic control system which operated the gyroscopic control assembly (automatic pilot) controlling the rudder and elevator. Altitude control was gained by the use of a pneumatic servo assembly in conjunction with an aneroid capsule. The magnetic compass was mounted on vibration-damping springs and rubber inserts within a pair of mating wooden spheres. The required range was pre-set on the “air log” or counter which was actuated by a propeller on the nose of the bomb. It also had a mechanical counter which recorded electrical impulses from the air log, the operation of which is too long to explain here, but which did perform several pre-set functions.

The control surfaces were actuated by pneumatic servos which received their inputs from the automatic pilot. On completion of the pre-set mileage when all steps were accomplished by the guidance system, a detonation circuit was completed. The electrical impulse fired two detonations in the tail assembly of the bomb, blowing out a flat steel plate which released a tensional helical steel spring and allowing a lever arm to snap backward about its pivot point. A small two-pronged hook engaged and locked the elevator servo linkage locking the elevator in neutral. A wire connected to the arm operated a small guillotine blade cutting the air lines to the rudder relay allowing the rudder to go to neutral. Two catchers were released allowing hinged spoilers to drop from under the tailplane and put the bomb into its dive. Then look out below!!

I eventually saw hundreds of V-1 (and V-2's after they hit) after that first one on that dreary night when I discovered that that was the very reason our anti-aircraft battalion (the 788<sup>th</sup>) had been sent there, which was, to shoot down Buzz Bombs. The G.I. is always the last to know. We eventually knocked down 32 of the missiles before being sent to participate in the Battle of the Bulge in the Ardennes. I still have a jagged piece of metal from the very first V-1 we shot down – or “blew up” would be more accurate. The date of that momentous occasion was November 4, 1944 – that's a long time ago now, and when occasionally I pull that ugly hunk of metal out and contemplate it I wonder if all of it really happened, or if really it's just a figment of my imagination.



### **THE FLYING MARKET**

New compass, 2 1/4", lighted, still in box. For vertical panels. (Mine's tilted forward, so I couldn't use it.) I paid \$200. Yours for \$100. Jim DuVander (707) 838-2174

For sale: METAL MCCAULEY PROP, TM7653. \$400 (from \$700), guaranteed, still a full 76". Jim DuVander (707) 838-2174

**FOR SALE: WHEEL PANTS** They are early piper 140 main gear type that have been installed on another aircraft so holes may be in a different place. Good condition. I checked Aircraft Spruce catalog and found the same ones. They are 38 inches long. Make offer.....Dwayne Green (707) 544-4535

Partner in CAFÉ Cessna Sparrow Hawk. Just annualed. In exc. shape and flies fabulously. Recently installed new radios, and is equiped to fly IFR. Nice paint and upholstery, wheel pants, special prop and nose bowl, and special carb. \$6000. Bill Bourns (707) 823-7903 or 696-1390.

**FOR SALE: RotoWay 162F kit**, 150 hp fuel injected RotoWay engine, all fiberglass parts fitted then disassembled for final painting, was Bob Bruner's project, call Jim Smith (707) 431-1430 for details. Asking \$45,000.

**ESSEX MANUAL PRIMER with** fittings. Retail value \$200, asking \$100. Len Gazzano (707) 765-2193

**YEAR 2000 RV-6A** N5821V 180 hp O360 Lyc. w/constant speed prop. 536 hrs TTA & E. New KLX135 gps/comm. King trans w/encoder. Icom #403 -- built in panel wing leveler auto pilot. Full panel -- all the trick farings -- show quality. \$70,000 contact Roger Lovato 545 Salt Mine Road, Camp Verde Az. 86322 (928) 567-0660

Looking for RV-8A partner. I am planning to build an RV-8A starting in the next couple of months. I am looking to share this process with a partner. If you are interested in building and owning a partnership in this plane, please call David Lynch 707-538-231 or email david\_lynch@agilent.co

### **THE FLYING MARKET (continued)**

Short term hangar sublet wanted. If you have hangar space for a high wing plane, October/November/December, 2004, please call Pat Fanning (707) 823-7455.

### **SEPTEMBER 2004 CALENDAR OF EVENTS**

**Sep 4th** South Lake Tahoe (TVL) AirFest

**Sep 4th** through 6th R.A.C.E (Canard a/c Event) Kanab, UT - Racing on Sunday Sep 5th [www.geocities.com/canardcovers/RACE.html](http://www.geocities.com/canardcovers/RACE.html)

**Sep 11th** Truckee Tahoe EAA 1073 Pancake Breakfast Fly-In Truckee, CA (TRK) 7:30 to 10:30 AM

**Sep 12th** Palo Alto Airport Open House Palo Alto, CA Display aircraft, tentative Young Eagles and more. Stay tuned for details. <mailto:tiger@telis.org>

**Sep 16th through 19th** Reno Air Races 41st National Championship Air Races and Air Show. <http://www.airrace.org/>

**Sep 17th** Truckee Tahoe (TRK) Reno AirRace Party and Airplane Parking! Come join EAA 1073 for a party Friday evening gathering of "Canards" and other Experimentals....in fact, EVERYONE is welcome! 5pm to 8 pm. No host bar and food. RSVP Tim LoDolce tiger@telis.org

**Sep 18-19th** Oregon Air Fair 2004, Albany, OR (503) 381-0997

### **Schellville Antique Escadrille**

The Schellville Antique Escadrille meets at noon every 2<sup>nd</sup> Saturday of each month (except June) at the Sonoma Vintage Aero (George Dray) hangar at the Sonoma Valley Airport. No-host BBQ follows. Aircraft display -- noon to 4pm.



Joe Wiegand called the Board Meeting to order August 4, 2004 at 6:35 PM. It was held at the Chapter 124 Clubhouse, Santa Rosa, CA.

Joe Wiegand, Pres.	P		
Bob Gutteridge, VP	A	Ron Parrott, Board	P
Joe Lacchia, Sec.	P	Dwayne Green, Board	P
John Whitehouse, Treas.	P	Marshall Palmer, Board	P
Larry Rengstorf, Facilities	P	Mike Fenn, Board	P
Jim Elliott, Board	A	Donna Turrentine, News Ltr.	P

**Minutes:** Minutes from the prior Board Meeting were Moved / Seconded/ Approved (M/S/A).

**Treasure's Report:** John Whitehouse reported on activity this year to date, and on finances and parking fee collections to date. The report was M/S/A.

**Committee Reports:** Facilities Report: Larry Rengstorf reported that he completed the meeting room porch, acquired an EPA Number for oil pick-up, mowed weeds, and roof work was in process.

**Events:** The PCAM Air Show, Wings over the Wine Country, will be on August 21<sup>st</sup> & 22<sup>nd</sup>.

**Announcement:** Art Beer has initiated a bump for hangar space.

Adjourned 7:25 PM

Respectfully Submitted,  
Joe Lacchia, Secretary

---

## AUGUST General Membership Meeting:

Joe Wiegand called the meeting to order August 4<sup>th</sup>, 2004 at 7:40 PM.

**Number in Attendance:** 56.

**Minutes:** Minutes from the prior General Membership meeting were M/S/A.

**Treasure's Report:** John Whitehouse reported on activity this year to date, and on finances and parking fee collections to date. The report was M/S/A.

**Events:**

An election was held to fill the Board seat vacated by the death of Bill Bruce. Brian Cluer, Steve Fredericks and Rolf Unteraehre were nominated with Rolf Unteraehre being elected.

Sue Sarmir announced that there would be another Young Eagles Event on September 25<sup>th</sup>.

Bill Massey announced that the Reno bus might have one seat remaining. It is scheduled to depart our facilities on September 17<sup>th</sup>. Bill also has scheduled an oil buy for the September 1<sup>st</sup> meeting.

Marshall Palmer announced that our monthly vintage aircraft display was being held tonight.



## AUGUST General Membership Meeting (continued)

### Builders Reports:

Larry Ford brought his Glasair with completed interior to be viewed during our break

Dave Lynch announced that he is starting an RV-8.

Pat Fanning is starting taxi testing on his Rans 14

Dave McIntyre has yet to fly his re-build project but is working toward that goal.

### Announcements:

Marilyn Bruce is collecting residual hardware that Bill had in their garage for donation and sale at our next meeting.

Thanks to Ron Schultz for getting everything together for our great dinner tonight.

Respectfully Submitted,  
Joe Lacchia, Secretary

=====

## SONOMA COUNTY AVIATION ASSOCIATION BARBECUE WAS GREAT SUCCESS (Tim Peterson)

The Sonoma County Aviation Association hosted a third annual free barbecue for all Sonoma County pilots and their families at the PCAM with the help from members of the Civil Air Patrol, EAA Chapter 124, PCAM and Sonoma County 99er's. This was another successful turnout with 150+ people attending on Saturday, July 23rd. The weather was pleasant and Bob Nicolas and his assistants, Roy Payment and Wes Daniels, showed that they know how to barbecue by serving tasty prime rib, chicken, hot dogs and trimmings. This was a group event and the efforts of the volunteers who made this happen so smoothly this year are very much appreciated.

=====

## EAA 124 OFFICERS, BOARD OF DIRECTORS,

### *President*

Joe Wiegand (03/04) (415) 665-8871

### *Vice President*

Bob Gutteridge (04/05) (707) 539-5188

### *Treasurer*

John Whitehouse (03/04) (707) 539-5549

### *Secretary*

Joe Lacchia (04/05) (707) 824-2891

### *Facilities Chairman*

Larry Rengstorf (04/05) (707) 575-0331

### *Facilities Committee*

Art Beer, Dale Wittman, and Joe Wiegand.

### *Technical Counselors*

Jim Smith (707) 763-0833  
Remo Galeazzi (Fabric) (707) 762-8261  
Bob Gutteridge (Fabric) (707) 539-5188  
Jerry Rice (Wood, Metal, Fabric, A&P) (707) 431-0206

### *Board Members*

Ron Parrot (04/05) (707) 433-5730  
Dwayne Green (04/05) (707) 544-4535  
Jim Elliot (04/05) (707) 539-3924  
Marshall Palmer (03/04) (707) 887-9657  
Mike Fenn (03/04) (707) 578-5463

### *Newsletter Editor*

Donna Turrentine (707) 823-6132

### *Webmaster*

Christine Kerner [ck@caa124.org](mailto:ck@caa124.org)

### *Librarian*

\*\*\*Volunteer Needed

### *Young Eagles*

Sue Sarmir (707) 539-8589

### *Flight Advisor*

CJ Stephens (707) 523-4352