



December 5, 2007
Volume 46
Number 12

Board Meeting:
December 5, 2007 6:30pm

General Meeting:
December 5, 2007 7:30pm

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SPECIAL ANNOUNCEMENTS:

December 5, 2007 PROGRAM: To be announced at the meeting.

ELECTION OF CHAPTER 124 2008 OFFICERS/BOARD MEMBERS

The following were elected to serve for the next two years:

Vice President	Joe Wiegand
Secretary	Steve Fredericks
Board	Mike Tovani
	Brian Cluer
	Steve Barnes

FLYOUT ON NEW YEAR'S DAY

Remember the "old Chinese adage": Whatever you are doing on New Year's Day, you'll be doing for the rest of the year. In other words, don't mow the lawn, repair the plumbing, etc. on New Year's Day. But do meet at the airport for the camaraderie of your flying friends, go flying with them, and then go home to work on your airplane project. We will meet at the Chapter hangar around 9 to 10am and fly to breakfast (to be determined at the time).

Dues are now being accepted by Treasurer, John Whitehouse, for the year 2008. Please pay your annual dues (\$25) by/at the March, 2008 meeting to be included in the Chapter roster. Also, please contact Jim DuVander to update any missing/incorrect information for said roster.

MERRY CHRISTMAS / HAPPY NEW YEAR



MESSAGE FROM THE FRONT DESK...

December, 2007

Joe Lacchia, President

Last month's meeting was election night and our organization wound up with a strong group of individuals to help lead us through 2008. Ken Vaughn is taking a leave of duty and will be replaced by Steve Barnes on our Board. Steve is an active flyer and a long time member with prior Board experience. Joe Wiegand is switching places with Mike Tovani, Joe becoming V.P. and Mike is assuming membership on our Board. Both of these guys are former Presidents with years of experience between them. Steve Fredericks, your Secretary, has volunteered for another term along with Brian Cluer as a Board member. All of the above ran unopposed. The good news is that we have a strong group of people to lead us in the coming year. I guess there is no bad news, but it's curious to note that it's always the same group of faces.

It seems a bit early but this is the last writing you'll get from me between now and Holiday season. So I wish all of you and your families the Joyous of Holidays, a Merry Christmas and a Happy New Year.

Remember that New Years Day is the traditional day for first flight of the year. In the past our Chapter has gathered around 9:00 to 10:00am at our facilities for a jump into the air and a Happy New Year Celebration. I hope to see you there.

Things coming up:

December 25 th	Christmas
January 1 st	New Years Day
January 1 st	First Flight Day

(Not much is happening in the flying community.)

Happy Flying,
Joe Lacchia

Basic Flying Rules:

1. Try to stay in the middle of the air.
2. Do not go near the edges of it.
3. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees, and interstellar space. It is much more difficult to fly there.

Notable Quotes:

When a flight is proceeding incredibly well, something was forgotten.
--- Robert Livingston, *"Flying The Aeronca"*

Just remember, if you crash because of weather, your funeral will be held on a sunny day.
--- Layton A. Bennett

Never fly the 'A' model of anything.
--- Ed Thompson

(Thanks, Jim DuVander)



FAR 91.3 PIC RESPONSIBILITY

- (a) The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft.
- (b) In an in-flight emergency requiring immediate action, the pilot in command may deviate from any rule of this part to the extent required to meet that emergency.
- (c) Each pilot in command who deviates from a rule under paragraph (b) of this section shall, upon the request of the Administrator, send a written report of that deviation to the Administrator.

FAR 91.125 ATC LIGHT SIGNALS

ATC light signals have the meaning shown in the following table:

Color and type of signal	Meaning with respect to aircraft on the surface	Meaning with respect to aircraft in flight
Steady green	Cleared for takeoff	Cleared to land
Flashing green	Cleared to taxi	Return for landing (to be followed by steady green at proper time)
Steady red	Stop	Give way to other aircraft and continue circling
Flashing red	Taxi clear of runway in use	Airport unsafe--do not land
Flashing white	Return to starting point on airport	Not applicable
Alternating red and green	Exercise extreme caution	Exercise extreme caution

FAR 91.157 SPECIAL VFR

- a) Except as provided in appendix D, section 3, of this part, special VFR operations may be conducted under the weather minimums and requirements of this section, instead of those contained in Sec. 91.155, below 10,000 feet MSL within the airspace contained by the upward extension of the lateral boundaries of the controlled airspace designated to the surface for an airport.
- (b) Special VFR operations may only be conducted:
 - (1) With an ATC clearance;
 - (2) Clear of clouds;
 - (3) Except for helicopters, when flight visibility is at least 1 statute mile; and
 - (4) Except for helicopters, between sunrise and sunset (or in Alaska, when the sun is 6 degrees or more below the horizon) unless:
 - (i) The person being granted the ATC clearance meets the applicable requirements for instrument flight under part 61 of this chapter; and
 - (ii) The aircraft is equipped as required in Sec. 91.205(d).
- (c) No person may take off or land an aircraft (other than a helicopter) under special VFR:
 - (1) Unless ground visibility is at least 1 statute mile; or
 - (2) If ground visibility is not reported, unless flight visibility is at least 1 statute mile.



FAR 91.155 BASIC VFR WEATHER MINIMUMS

(a) Except as provided in paragraph (b) of this section and Sec. 91.157, no person may operate an aircraft under VFR when the flight visibility is less, or at a distance from clouds that is less, than that prescribed for the corresponding altitude and class of airspace in the following table:

Airspace	Flight visibility	Distance from clouds
Class A	Not Applicable	Not Applicable
Class B	3 statute miles	Clear of Clouds
Class C	3 statute miles	500 feet below 1,000 feet above 2,000 feet horizontal
Class D	3 statute miles	500 feet below 1,000 feet above 2,000 feet horizontal
Class E:		
Less than 10,000 feet MSL	3 statute miles	500 feet below 1,000 feet above 2,000 feet horizontal
At or above 10,000 feet MSL	5 statute miles	1,000 feet below 1,000 feet above 1 statute mile horizontal
Class G:		
1,200 feet or less above the surface (regardless of MSL altitude)		
Day, except as provided in Sec. 91.155(b)	1 statute mile	Clear of clouds.
Night, except as provided in Sec. 91.155(b)	3 statute miles	500 feet below 1,000 feet above 2,000 feet horizontal
More than 1,200 feet above the surface but less than 10,000 feet MSL		
Day	1 statute mile	500 feet below 1,000 feet above 2,000 feet horizontal
Night	3 statute miles	500 feet below 1,000 feet above 2,000 feet horizontal
More than 1,200 feet above the surface and at or above 10,000 feet MSL	5 statute miles	1,000 feet below 1,000 feet above 1 statute mile horizontal

(This is not the complete FAR 91.155. Please refer to your FAR/AIM Manual for the remainder of this regulation.—ed)



THE LOOP

(Thanks, Remo Galeazzi)

There are, for most of us, some extraordinary things that we experience in our younger days, that are indelibly imprinted in our memories, it seems, forever. I can personally think of several such incidences, but one happening that occurred when I was about thirteen years old (that would be in 1936) stands out above all others.

There weren't too many airplanes flying about in those days, so any time that I heard the rumble of an engine coming from above, it would have been impossible to have kept me from running outside, hand cupped over my eyes, to see what marvelous sight was in store for me. The aircraft that flew over Kentfield were usually quite high, as we were surrounded by hills where we lived, but regardless, I was usually able to identify the type. The ones that usually flew the lowest, it seemed, were the PT-3's that were stationed at Hamilton Field. They would wend their ways between the hills and fly along the valleys, so that I was able to get a good look at those old biplanes rumbling leisurely along. It was easy to spot the two helmeted and goggled heads bobbing about in the two open cockpits, and very often, probably for easy maintenance, the cowl between the engine and the firewall would be removed so that the Wright radial engine appeared to be hanging out in space, ahead of the airplane. This was heady stuff for an airplane crazy kid in those depression ridden days, when a nickel candy bar was like manna from heaven.

The reason I could identify many of the aircraft that happened along wasn't because I had actually ever seen any of them close up, but rather because I would glom on to anything that had a picture of an airplane on it, especially the model magazines like Model Airplane News, or Flying Aces. That is, whenever I had the coins to buy them.

When I wasn't in school, I was usually in our basement, which was more like a ground floor, working on a model of some sort. As I remember, it was early afternoon, a beautifully clean summer day, absolutely cloudless, where one could see forever into the heavens, when I heard it. It wasn't just the run of the mill sound that I was used to hearing; this one made a deep throaty rumble, a rumble that reverberated through my head and that I could feel inside of me. I dropped everything and ran out of the basement with my heart thumping, knowing not what I would see. I looked up, and there it was, circling very near and at a very low altitude, the airplane that I had admired so much in the magazines, and knew only in my imagination! It was a Grumman F3F, low enough so that its markings were discernable, its chrome yellow wings flashing in the sunlight, its roar obliterating all other sounds. It kept circling around one point, and even then I surmised that the pilot probably knew someone in the neighborhood, and was putting on a little show.

I stood dumbfounded, listening to the power of that enormous engine, marveling at the lovely Navy colors that adorned that brute of a fighter with its landing gear tucked up into that stubby body. The Grumman circled several more times, then I noticed that while it circled it was



THE LOOP (continued)

beginning to climb, gaining considerable altitude with each turn. It kept right on climbing, so that soon I was bending over backwards to keep it in sight, and as I watched, it finally became but a tiny spot in the brilliant sky. Then I saw a wing flash, and the pilot had pushed over into a dive, apparently heading for the same spot over which he had been circling, quickly looming larger as it neared, a falling, hurtling bolide, the sound of its engine thrilling me to the quick. I watched in awe as the pilot pulled back flattening out right over the trees, and began climbing...an effortless, leisurely climb...till he was vertical again, not going faster or slower, but simply going up, up, then slowly going over on his back, nearing the apogee of his loop, now looking as small as he had when starting the maneuver. He continued on around until he was again swooping over the houses below, having completed the biggest loop, that to this day, I have ever seen, the diameter of which must have been about a mile! When he completed that amazing feat, he continued on and was soon gone, probably returning to the Oakland Navy base, from whence he had come.

In those days, that's what it took to make an everlasting impression on this boy's mind.

To tell the truth, I wouldn't mind seeing it again.

Just remember, if you crash because of weather, your funeral will be held on a sunny day.

--- Layton A. Bennett

When a prang seems inevitable, endeavor to strike the softest, cheapest object in the vicinity, as slowly and gently as possible.

--- Advice given to RAF pilots during W.W.II.

A pilot who doesn't have any fear probably isn't flying his plane to its maximum.

--- Jon McBride, astronaut

If you are faced with a forced landing, fly the thing as far into the crash as possible.

--- Bob Hoover

If an airplane is still in one piece, don't cheat on it; Ride the thing down.

--- Ernest K. Gann, advice from the 'old pelican'

(Thanks, Jim DuVander)



THE FLYING MARKET

FOR SALE/TRADE: Early straight tail Cessna - 1957 CESSNA 182A. 3780 TT, 1070 SMOH, May 2007 annual, NDH, hangared in Kansas near factory. King IFR Avionics with STEC-30 3-axis autopilot, Dual King KX-155 Nav/Comms, KN64 DME, GS, KR86 ADF, KLN89B GPS, 3 LMB, Narco AT50A, 4-place Sigtronics. TRADE for C190/C195 Phone: 316-729-9761 – 316-208-3140 (cell) for delivery information to your airport. Asking \$49,500 OBO

Sonoma Skypark EAA 1268

Sonoma Skypark EAA 1268 meets at 7pm on the 2nd Tuesday night of each month at Sonoma Skypark, hangar N-3. 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 2007 OFFICERS AND BOARD MEMBERS:

President:

Joe Lacchia (07/08) (707) 824-2891

Vice President:

Mike Tovani (06/07) (707) 838-1891

Secretary:

Steve Fredericks (07) (707) 829-1214

Treasurer:

John Whitehouse (07/08) (707) 539-5549

Facilities Chairman:

Larry Rengstorf (07/08) (707) 575-0331

Facilities Committee:

Art Beer, Dwayne Green, Dale Wittman, and Jim Long

Technical Counselors:

Jim Smith (707) 763-0833

Remo Galeazzi (707) 762-8261

Bob Gutteridge (707) 539-5188

Jerry Rice (707) 431-0206

Kevin Quirk (707) 539-8589

Board:

Ray Shipway (07/08) (707) 999-0949

Charles Nelson (07/08) (707) 573-6882

Dennis McGuire (07/08) (707) 824-9948

Brian Cluer (06/07) (707) 824-0701

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Joe Wiegand (07) (415) 665-8871

Newsletter Editor:

Donna Turrentine (07/08) (707) 823-6132

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Librarian:

Walt Ferris (415) 482-8331

Young Eagles:

Sher & Ray Shipway (415) 999-0949

Flight Advisor:

CJ Stephens (707) 523-4352



November 7, 2007

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

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

Minutes: Minutes from prior meeting are moved, seconded and approved.

Treasurer's Report: John Whitehouse provided the usual reports on activity for the month. Dues are starting to come in. Report was moved, seconded and approved.

Announcements: There will be a Corvair engine seminar at Quality Sport Planes facility at the Cloverdale Airport.

Lease: Prop Jet Inc. will be leasing the Hamilton Hangar from the Chapter until February of 2008. The committee presented the president with the lease for him to execute. A check for \$3500.00 is on the way. Larry Rengstorf motioned that the chapter should send an additional \$500.00 to our counsel, Merlon Young, for his services. The motion carried.

Facilities: Larry Rengstorf is looking for some volunteers to do some work on the bathrooms.

The secretary is directed to write a letter to those who park aircraft on the site advising them of the new rent structure that is coming.

Bob Gutteridge is still registered with the State as the agent of service. This is a carry over from his days as president. The secretary will file the paper work provided by Bob to change this over to the current president.

Young Eagles: Joe Lacchia thanks Ray and Sher Shipway for their efforts to make the last event a success.

Nominating Committee: Elections to be held tonight at the regular meeting.

Respectfully Submitted,
Steve Fredericks, Secretary



November 7, 2007 General Meeting:

President Joe Lacchia called the meeting to order at 7:35 P.M. 55 members were present.

Minutes: Minutes from last meeting were moved, seconded and approved.

Treasurer's Report: John Whitehouse provided the usual reports on activity for the month. John reports that he will be accepting chapter dues for 2008. Dues will remain \$25.00 for the year. Report was moved, seconded and approved.

Announcements: Michael Heintz reports that there will be a Corvair College at Quality Sport Planes on the Cloverdale Airport. The dates are November 9-11.

There will be some antique aircraft activities at the Petaluma Airport on the weekend of Veteran's Day.

CAFÉ: The foundation has completed the rules changes for next years PAV completion. The biggest changes will be in how the community noise elements are scored. There is an upcoming electric aircraft symposium.

Facilities: Larry is looking for some help with the bathrooms. He needs some one to fix a leaking seal on the toilets. And he needs someone to add some motion switches to the lights and fan switches.

Young Eagles: Ray Shipway reports that the last event was a success. He would like to thank everyone who volunteered.

Builders Reports: John Whitehouse has flown his RV-4 after 18 years of work.

David Lynch has installed one of the wingtips in his RV-8A. He is installing LED position lights and reports very low current requirements.

Bob Gutteridge thinks that his Jabiru will be coming out to the airport next week for final assembly.

Tech. Counselor: Kevin Quirk has visited Brad DeMeo's Zenith 601. It is going together at the Gun Club. Power will be a Jabiru 3300.

Elections: The following were elected to serve for the next two years:

Vice President	Joe Wiegand
Secretary	Steve Fredericks
Board	Mike Tovani
	Brian Cluer
	Steve Barnes

Thanks to Steve Waite and Kevin Quirk for cooking. Steve will only be doing it for one more meeting.

Respectfully Submitted,
Steve Fredericks, Secretary