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Address corrections: contact the Secretary.

BOARD MEETING MINUTES

Pres. Dale Wittman called the regular board meeting to order November 6, 2002 at 6:41. Held at Chapter 124 site, Santa Rosa, CA.

Present: Dale Wittman, Pres., Dave McIntyre, Dwayne Green Joe Wiegand, Jim Elliott, Sec., Ron Parrot, Bob Gutteridge, Treas., Joe Lacchia, Larry Rengstorf, Fac Chair, Walton Ferris, News Ltr Editor, Ann Harris, Membership Chair, Christine Kerner, Webmaster.

Absent: Darrel Harris, V.P., Bill Cannam.

Minutes – October 2002 Minutes submitted for approval. Correction – Add Elliott to list of folks present at meeting. M/S to approve (J Lacchia / Joe Wiegand). Approved.

Treasurer's Report – By B. Gutteridge. M/S to approve (JR Elliott / Ron Parrot) Approved. Also discussed aircraft parking fee status and fact that someone has made contact with Jack Berglund.

Facilities & Equipment: - Site water system repairs – Approved expenses greater than \$1K for repair of water system. Meeting Room Heater – Commissioned Larry to get heater fixed.

Newsletter/Promotions – Paper & Email copy newsletter out in time. LR registered complaint about paper copies format. Ferris to improve same. EAA 2003 Calendar Sales – Order not yet submitted. Mike Fenn volunteer to sell / manage the effort & help Gutteridge decide what to order.

Recognition – Bob Gutteridge Tri-Champ's award from Copper State.

Membership – Ann Harris delivered new chapter membership application forms.

Events – Elections planned and ready for General meeting to follow.

OLD BUSINESS –

No progress to report on by-law committee and old resolution listing efforts.

Cannam will be asked to send back all recent committee work.

L. Ford updated board on Glasair Project and need to extend stay in hanger another 30 days.

C. Kettleson reported on his repairs project in shade hanger and plans to do touch up painting.



THE FLYING WIRE



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Board Minutes continued:
NEW BUSINESS -

2003 Budget Proposal submitted by Treasurer. Review and recommend committee formed (J Lacchia, J Wiegand, J Whitehouse, L Rengstorf).

Change of Treasurer Audit – Audit Committee formed (D. Heal, J Wiegand, J Lacchia).

Use of Capital Improvements Fund - Discussed using fund for needed infrastructure upgrades and repairs (electrical system, asphalt). Also discussed pending shortage of hanger / shade hanger space. Consensus was that we should hold off until we have secured a long-term lease position for our site.

Elections – For the term 2003 / 2004:

Joe Wiegand elected President. **John Whitehouse** elected Treasurer. **Marshall Palmer, Mike Fenn, Bob Gutteridge** elected Members of the Board.

LOW AND SLOW TO OSHKOSH 2002; Part II, THE TRIP HOME

Monday morning, July 29, was the appointed time to start for home. Departing Oshkosh was easy: straight out 180 for 5 miles at 500 AGL and then do your thing. Roy and I departed together leaving the remainder of the group behind to go their separate ways. The first thing I noticed was that the generator was not working at all! So much for cleaning the points. GPS was fully charged and you don't need no stinking radios anyway; so on I went. About an hour out, it was time for Roy and I to part company. He was headed south toward Oklahoma to visit his grandmother, and I was headed southwest for the Platt River and the Oregon Trail. We bid each other farewell over the chat frequency and a moment later I was alone. Thinking back, I did not see another aircraft in the air anywhere near me until I was over flying Salt Lake City, and that was a 737 4000' below. I crossed the Mississippi just north of Dubuque and headed for Waterloo for the night. Some expert assistance from a Swieter Aircraft mechanic at Waterloo got the voltage regular back on line. So now, I could turn on all those stinking radios; assuming I wanted to.

Tuesday, I pointed the Champ slightly to the left to put me south of Omaha and Lincoln to miss a line of thunderstorms. The next stop was Hastings, Nebraska for dinner. I had picked Hastings because there are several good restaurants just across the highway. After an early dinner, I decided to press on for another hour. I taxied out only to discover the left mag was dead. It was a pleasant evening so I rolled out my sleeping bag, got a great sunset picture and called it a day.

Wednesday morning I was up as a crop duster cranked up his airplane. It had a nice sounding V8 in the nose; would have sounded even better an hour later. At 8:00 AM the gas boy showed up but no one opened the hanger with the large "Aircraft Maintenance" sign over the door. Upon questioning the gas boy, I was informed that the A&P departed the field a couple of years ago when the new management took over. He suggested calling a couple of nearby airports that did have active maintenance shops.

Our **monthly program** guys want your suggestions for good programs

Dec.



THE FLYING WIRE



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I pick Kearney as it was in the direction I wanted to go. After discussing the situation with the mechanic, I decided to fly it over on one mag. I have no idea how long the mag had been out, and I had not seen any indication of the malfunction in power or EGT. Maybe it failed after shut down, or maybe I had flown a couple of hours on one mag. Anyway, it seemed to run quite well for the short trip over to Kearney. I pulled up to Lit' Red Aero about 15 or 20 minutes later. Don had the offending mag on the test bench by 10:00 AM and it had been confirmed as no good. A call to one of his suppliers located a rebuilt mag and it was put on the UPS truck for overnight delivery. The new mag was installed, timed and test run by 11:00 AM Thursday.

I did not depart immediately as the wind had come up and was gusting strongly. The folks in Nebraska don't seem to notice wind at 20 gusting to 28, but I was a bit nervous about the situation with the Tri-Champ. Late that afternoon the wind slackened a bit and I made a run for it. I departed to the South about seven miles to Fort Kearney then turned West up the Platt River. This old fort has been rebuilt into a museum with artifacts and displays depicting life on the trail. The first substantial trail remnants are along the Platt River a few miles west of the fort. For the remainder of the day, I flew the riverbed looking for wagon tracks and trying to imagine what it must have been like to travel with covered wagons over that landscape. The Platt River splits into the North and South forks close to North Platt. From this point on the trail follows the north fork. Early evening found me at Oshkosh, Garden Co. Airport. Oshkosh is a convenient stopping point with the R&D Café only one block off the airport and the Shady Rest Motel just one additional block. I had a nice dinner and decided to save a buck and camp out again.

Let me take just a moment and explain why I chose this route home. A couple of years ago I received a copy of "The Oregon, California, and Mormon Trails by Air". This book was written by William White in 1997 after he had researched, flown, photographed and noted the latitude/longitudes for the visible remnants of the 1840's wagon trails leading from Gardener, Kansas to the western territories. Mr. White also wrote "The Santa Fe Trail by Air", another great book about that section of the wagon trails. Having seen a little bit of the Santa Fe Trail a few years ago, I was determined to fly as much of the Oregon Trail as I could on the trip home from Oshkosh.

I was airborne by 6:30 AM Friday morning determined to make up a bit of the time lost to maintenance problems and wind. My Flight Guide reported a courtesy car at Torrington airport and that seemed a good spot for breakfast. On returning to the airport, I found the windsock standing straight out again. The Champ was tied down but was still walking around as the strong gusts hit it. In the FBO's office, I found a cartoon depicting a Wyoming windsock. It showed a four-foot length of logging chain tied to a post. The wind was blowing as hard as ever as night approached so I decided to stay the night. A hanger was available for a nominal fee so I set up camp with the airplane and listened to the rain on the tin roof.

by Bob Gutteridge

(Part III next month)

The Flying Market

1966 PIPER PA28-150
Lycoming O-320 150HP

4 PLACE LEATHER INTERIOR,
TT 4115 HRS
1278 SMOH, 172 SINCE TOP
O.H. LICENSED
UNTIL NOVEMBER 2002.
CP200 CONTROL PANEL
NARCO COMM 810
NARCO MARK12D + VOR
NARCO AT200 TRANSPONDER
MKR BEACON
\$26,950
Jim Gardner 542-0267 (Leave
message on answering machine)

KITFOX LIGHT

Jim DuVander
707-838-2174

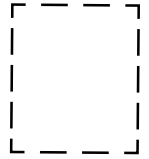
Kolb Firestar II, Experimental
N23NN. Call Neil 415-664-2296
firestard@aol.com. It flies fine but
my partner moved so it's time to
sell.

Aeromatic prop, \$1,500. Removed
from a Swift; yellow-tagged 12
years ago. Fits C125-2 or 145-2.
Mike Fenn, day:707-573-4365

If you have something that you
would like to buy, sell or trade,
contact Walt at 800-305-8026 or
waltonf@sbcglobal.net



P.O. Box 6192
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Calendar of Events

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General Meeting

First Wednesday at 7:30 pm

At the site on West side of Sonoma County airport. Take the Shiloh Rd. exit from 101, turn left at T. Continue to the EAA sign on the left. Food/socializing at 6:30pm

This month: December 4

Program:

January 10, 2003: "Ups & Downs", an AOPA seminar on landings and takeoffs. 7 PM-9 PM at:

Redwood Room, Santa Rosa Office of Education, 5340 Skyline Blvd, Santa Rosa.

Also January 9 in Oakland, at Francisco's, Pilots's Room, 8521 Pardee at Hegenberger Road.

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