



**August 3, 2005
Volume 44
Number 8**

*Board Meeting:
August 3, 2005 6:30pm*

*General Meeting:
August 3, 2005 7:30pm*

WWW.EAA124.ORG

WWW.CAFEFUNDATION.ORG

SPECIAL ANNOUNCEMENTS:

August 3, 2005 PROGRAM: OSHKOSH, 2005.

WINGS OVER WINE COUNTRY - AUGUST 20 & 21, 2005

Pacific Coast Air Museum

<http://pacificcoastairmuseum.org/>

EAA Chapter 124, Santa Rosa, CA, would be pleased to provide fellow **EAA members** with aircraft parking at our Club site for the two days of the Wings Over Wine Country Airshow, August 20 & 21. Van service will also be provided from the Site to the main entrance during the morning, and back to your aircraft following the day's performance.

Please note, due to the proximity of our Site to the aerobatic box, access to, or staying by your aircraft, will not be permitted during the air show.

As stated in the NOTAMS, Charles Schulz Sonoma County Airport will be closed during the air show both days. Please check the NOTAMS carefully and plan your arrival and departure accordingly. After landing ask for progressive taxi to the EAA Site, or check your Flight Guide for the airport layout, look for "E.A.A." to the northwest.

RSVP please so we can be sure we have parking space and transportation available for you and your friends.

Bob Gutteridge
President

Bob_Gutteridge@pacbell.net

Larry Rengstorf
Facilities Chairman

swiftair@sonic.net

NOTICE TO MEMBERS

It has come to our attention **again** that members are bringing their home garbage out and putting it in the EAA 124 site refuse bin. **This bin is ONLY for site generated refuse!!! DO NOT PUT YOUR HOME REFUSE HERE!!!** We know who some of you are, as you threw mail along with your refuse. And surely - **do not put lumber, tires, or oil & filters in the bin at any time!** *We can get a stiff fine if these items are found in the bin.*



MESSAGE FROM THE FRONT DESK...

August, 2005

Bob Gutteridge, President

I am off to Oshkosh in a few minutes so there will be only an epigrammatic message this month. The grand plan calls for me to depart for home Sunday morning, July 31st. If all goes extremely well, I will be home by Wednesday evening in time to join you for the meeting. However, **Mike Fenn** has been put on alert to cover for me.

With any luck you will have several folks back from Wisconsin who will be able to regale you tall tails of Oshkosh 2005.

Jim Elliott and **Joe Wiegand** will be riding with **Dwayne Green** in his 182. I am hoping to stay close to them in the Champ by getting up real early and flying till dark. We will see how well that works! **Steve Barnes** is very close to ready and his plan is to depart later in the week with his new bird. **Duncan Reed** and **Larry Rengstorf** have also said they will be attending. If there are others, I don't have your names but I will keep an eye out for you.

Don't forget PCAM's **Wings Over Wine Country** is scheduled for **Aug 20 & 21**. We will have our freshly refurbished booth set up next to the CAFE bus where we will be greeting folks and discussing the advantages of EAA. If you will sign up for a morning or afternoon of booth duty, your admission will be paid by your Club. See **Mike Fenn** for details.

The Board meeting will be on Aug. 3rd with the general meeting following.

=====

LESSONS OF THE BIRDS **(Remo Galeazzi)**

A bird is an instrument working to mathematical law, which instrument it is within the capacity of man to reproduce with all its movements, but not with a corresponding degree of strength, though it is deficient only in the power of maintaining equilibrium. We may therefore say that such an instrument constructed by man is lacking in nothing except the life of the bird, and this life needs to be supplied from that of man.

The life which resides in the bird's members will, without doubt, better conform to their needs than will that of a man which is separated from them, and especially in the almost imperceptible movements which preserve equilibrium. But since we see that the bird is equipped for many obvious varieties of movements, we are able from this experience to deduce that the most rudimentary of these movements will be able to be capable of being comprehended by man's understanding; and that he will to a great extent be able to provide against the destruction of that instrument of which he has himself become the living principle and propeller.

Leonardo da Vinci: Codex Atlanticus



MEMBER OF THE MONTH:

HENRY BEADLE

Henry Beadle, Charter Member of EAA Chapter 124, has had a life-time of flying. Born in Colorado, Henry enjoyed a typical small town childhood. Three years before Charles Lindberg's epic flight from New York to Paris, Henry was bitten by the "flying bug". It was September, 1924, when Henry and his brother went to a local County Fair with their father where a "Barnstormer" was "hawking" rides in a surplus World War I Jenny biplane. Their father paid, what was in those days a precious \$5.00 each, to treat his boys to their first airplane ride. To this day Henry can smell the exhaust from the noisy vibrating Liberty engine, feel the wind on his face and hear the sound it made whistling through the wing bracing wires.



At the age of 16 Henry built his first glider with no plans or knowledge of aerodynamics. He had it towed by a Model-A Ford, but it was tail heavy and at an altitude of 20 feet, it stalled and crashed. Henry was not injured in the incident. A friend of Henry's told him about a gentleman in Cody, Wyoming, who had built a Mead Glider; so Henry, undaunted by his earlier failure, went to Cody and obtained the plans. He proceeded to complete the Mead Glider in 1933, and with the help of a Ford V-8, successfully flew the glider.

About this time the stock market crash of 1929 and Great Depression occurred. Jobs were scarce so Henry sought a career in the military and enlisted in the Army in 1934 for two years. After discharge from the Army Henry bought a 1927 Curtis Robin with a Curtis OX-5 engine. After 6 months of flying the Robin, Henry sold it and bought a Watkins Skylark, a two-place, low-wing airplane. After 6 months of flying the Skylark, Henry sold it and bought a Curtis Junior Pusher. He flew the Curtis Junior for a year, and then sold it, not to purchase another airplane until he retired from the military.

Five years later he married his childhood sweetheart, Easter, and had one son, Robert.

Shortly after the start of WWII the U.S. Army Air Corps advertised for volunteers to learn to fly cargo gliders. At last his ambition was about to be realized. Henry received his early glider training at Fort Morgan, Colorado and 29 Palms, California. He graduated from advanced glider training at Lubbock, Texas in January 1944. He received the coveted Silver Army Pilot Wings with a letter "G" (for glider) embossed on the center shield. At the same time he was promoted to the rank of Flight Officer.



HENRY BEADLE (continued)

Instructors were in short supply and Henry was retained at Lubbock to instruct future classes. He taught several classes until the base was decommissioned at the end of 1944. When the war was ended so did the need for glider pilots. Since the glider pilot classification was obsolete, Henry joined the Army Air Force as an aircraft mechanic. Prior service and rank qualified him for the grade of Master Sergeant. Henry served as a crew chief and flew thousands of hours in a variety of multi-engine aircraft. In 1950 Henry maintained his Reserve Status and was recalled as a Captain in the Air Material Command. He retired in 1960 after 20 plus years of active service.

(On June 6, 1944, gliders and paratroopers spearheaded the invasion of Western Europe by dropping silently from the sky at midnight on the Normandy Peninsula of France. Over one thousand gliders and tens of thousands of paratroopers landed six miles behind the German beach fortifications. Their mission was to destroy enemy communications and prevent men and materials from reinforcing the German beach defenses. Airborne Commanders made no secret of the fact that 50 to 70 percent of the troops landing from the sky would be killed, wounded, or taken prisoner before they could be relieved by the main amphibious forces scheduled to land on the beach at dawn. D-Day has been recorded as the largest and most complex military operation in the history of modern warfare.)

Henry is one of the Founding Fathers of Chapter 124. He “plans-built” a Mustang II starting in 1973. He reports that he bought sheets of sheet metal including 5 sheets of .025, 8 sheets of .032, 2 sheets of .040 and 1 sheet of .063, and proceeded to make wooden forms to form the metal ribs and parts needed for the aircraft. Most tools that Henry needed he had to make as the selection of tools at that time was not as it is today. He then purchased a used Lycoming engine which had been in an accident, and totally rebuilt the engine in his basement. On July 17, 1980, Henry flew his Mustang II without incident or malfunction.

Henry has flown across the United States many times, including trips to Florida, Washington D.C., Mexico, Canada, and 17 trips to Oshkosh...with a grand total of 1906 hours on the Mustang II airframe.

Stop by and introduce yourself to Henry, and ask him how much it cost to build his Mustang II...

The third dimension ...Henri Mignot, *Le Sport de l'Air* (1934)

To fly! To live as airmen live! Like them to ride the skyways from horizon to horizon, across rivers and forests! To free oneself from the petty disputes of everyday life, to be active, to feel the blood renewed in one's vein — ah! That is life... Life is finer and simpler. My will is freer. I appreciate everything more, sunlight and shade, work and my friends. The sky is vast. I breathe deep gulps of the fine clear air of the heights. I feel myself to have achieved a higher state of physical strength and a clearer brain. I am living in the third dimension!

She toys with freedom...Beryl Markham, *West with the Night* (1942)

Harmony comes gradually to a pilot and his plane. The wing does not want so much to fly true as to tug at the hands that guide it; the ship would rather hunt the wind than lay her nose to the horizon far ahead. She has a derelict quality in her character; she toys with freedom and hints at liberation, but yields her own desires gently.

<http://www.xs4all.nl/~blago/planewriting/index.html>

(Thanks, David Heal)



THE FLYING MARKET

For Sale: Skybolt project well along. Fuselage on gear with Scott 3200 tailwheel, basic controls in. All stringer supports welded in. Full canopy kit, S/S firewall, factory engine mount, struts, and nose bowl. Wings assembled with factory hardware to be installed. Has bows and aileron ribs and newer Firebolt type gear. Remo Galeazzi has looked project over carefully so ask him...or just come to Schellville and look at it. \$7000 takes all. Bill Ewertz 707.938.1465

For Sale: Cessna 180 B, one owner since 1971. 3500 TT-250 SFNE, beautiful paint, new interior, mechanically excellent condition, full IFR, auto pilot and everything else. Hangared SNS. For the right pilot, but no dealers please. Neil Reid 415-664-2296 firestarD@aol.com

For Sale: Zugvogel GLIDER...complete package with trailer, parachute, radios, etc., is \$10K. Peter Lert pslert@sonic.net

AVID Magnum, 160 hp O-320 E2D, 68 hours since complete Chrome Overhaul, lightweight starter and alternator, spring gear, digital engine instrumentation (including tach, manifold pressure, Oil temp and pressure, 4 EGTs, 2 CHTs, elapsed time this flight, total time), digital flight instrument (including airspeed, altitude, vertical velocity, OAT, and altitude encoder), electric T & B, transponder, 760 comm, intercom, strobes and position lights, cockpit lighting, dual brakes, 4 hours fuel capacity plus transfer capability for additional fuel (from sealed Jerry cans or boat tanks) in flight, 800# useful load. 707-545-6473 OR PAAUAL@GCI.NET for pictures.

AUGUST, 2005 CALENDAR OF EVENTS

WINGS OVER WINE COUNTRY

AUGUST 20 & 21, 2005

Pacific Coast Air Museum

<http://pacificcoastairmuseum.org/>

Sorry, my flyout schedule source is at Oshkosh and unable to provide me the August schedule. I'll email it when I can to those of you who receive the emailed version.

Schellville Antique Escadrille

The Schellville Antique Escadrille meets at noon every 2nd 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.



July 5, 2005 Board Meeting:

President Bob Gutteridge called the Board Meeting to order at 6:30 PM.

Bob Gutteridge, Pres.	P	Rolf Unternaehrer, Board	A
Mike Fenn, VP	P	Ron Parrott, Board	P
Joe Lacchia, Sec.	P	Dwayne Green, Board	P
John Whitehouse, Treas.	A	Pat Fanning, Board	P
Larry Rengstorf, Facilities	P	Dave McIntyre, Board	P
Jim Elliott, Board	P	Donna Turrentine, Editor	A

Minutes: Minutes from the prior Board Meeting were approved.

Treasurer’s Report: In John Whitehouse’s absence, President Bob Gutteridge reported on activity this year to date, and on finances and parking fee collections.

Committee Reports:

Facilities: Larry Rengstorf reported that the facility had been sprayed for weeds. Larry will also try to fix the security system, and if he cannot, he will call the security company out for repairs. This is estimated to cost \$90.00 for the service call.

Strategic and Planning: Ron Parrott reported that the committee is in the process of reducing the data from the membership survey.

Old Business:

Jim Elliott gave a report on Jack Berglund’s Q2. This issue will be settled in Small Claims Court, and there will be a requirement for a club officer to be in attendance.

Mike Fenn reported that he has received insurance information from the EAA National and will be getting with Bob Gutteridge during the coming month to evaluate the information.

Jim Elliott reported on the Lease Committee’s activity to date. Jim has submitted our proposal to the County and has received a “thank you note”. He continues to await a reply.

Mike Fenn reported that the projector stand and wiring would be installed before tomorrow night’s General Membership Meeting.

New Business:

A motion was made that we have a booth at the Wings over the Wine Country (WOW) air show. It was seconded and approved.

Dave McIntyre has volunteered to clean up and paint the booth. He will also get signage for the booth panels. A Motion was made to authorize Dave McIntyre to spend up to \$500.00 to update the booth. It was seconded and approved.

A motion was made for the Chapter to pay for the gate passes for members that man the Chapter booth during the WOW Air Show. It was seconded and approved. Larry Rengstorf volunteered to acquire these passes.

Pat Fanning volunteered to make up Chapter 124 handouts for the WOW Air Show.

Meeting adjourned at 7:35 pm.

Respectfully Submitted,
Joe Lacchia, Secretary



July 6, 2005 General Membership Meeting

President Bob Gutteridge called the Meeting to order at 7:30 PM.

Minutes: Minutes from the prior General Membership Meeting were approved.

Treasurer's Report: Presented by President Bob Gutteridge on behalf of John Whitehouse. Moved to approve Bob Smith, Second: Dave Heal. Passed by voice approval.

Committee Reports:

Young Eagles: Dave Lynch reported that 40 kids showed up for the Young Eagles program on June 11th. The next Young Eagles event will be held on October 1st. He is planning to promote the event at the WOW air show. He called for Young Eagle pilots to pool their "Jaguar Points" to sponsor a youth at the Air Academy.

Announcements:

Rolf Unternaehrer reported on the Golden West Fly-in.

Remo Galeazzi reported on the Merced Fly-in.

Larry Ford reported with great enthusiasm he and Geri's recent Glasair trip to Canada and Alaska. A photo program will be forthcoming.

Bob Gutteridge called for volunteers to man the booth during WOW air show, Aug 20 & 21. He passed around a sign-up sheet. Dave McIntyre and Jim DuVander to spiff up and set up booth by Friday, August 19th.

Bob Gutteridge reported on the existence of Oshkosh fly-in notams and how to get them.

Remo Galeazzi received accommodation from the EAA National for completion of 100 builder projects.

Tech Counselor Reports: Kevin Quirk is now a Technical Counselor. He is presently overseeing 2 RV projects.

Events:

Tim Peterson talked up an upcoming Sonoma County Aviation Associates (and hopefully EAA) fly-out to Ashland Oregon and the Shakespeare Festival.

Tim Peterson announced Sonoma County Aviation Association's upcoming July 16th BBQ at PCAM site. EAA is invited.

Builders Reports: Jim Smith, David Lynch, Art Beer and Steve Barnes gave reports.

Evening Program: Greg Mantz returned to present a very well received presentation on Grandfather Paul Mantz's aviation career. The last time he was here, the borrowed projector conked out.

Respectfully Submitted,
Jim Elliott for Joe Lacchia, Secretary