



December 6, 2006
Volume 45
Number 12

Board Meeting:
December 6, 2006 6:30pm

General Meeting:
December 6, 2006 7:30pm

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SPECIAL ANNOUNCEMENTS:

December 6, 2006 PROGRAM: Bill Randolph (from the Watsonville Chapter) flew his RV-8 around the world last year. It was quite an adventure that everyone will enjoy hearing about.

2007 OFFICERS AND BOARD MEMBERS ELECTION RESULTS:

Positions:

President:	Joe Lacchia
Secretary:	Steve Fredericks
Treasurer:	John Whitehouse
Board Members:	Dennis McGuire (2 year term)
	Charles Nelson (2 year term)
	Ray Shipway (2 year term)
	Ken Vaughn (1 year term)
	Joe Wiegand (1 year term)

DUES ARE NOW PAYABLE FOR 2007

John Whitehouse, Chapter Treasurer, is now accepting dues for the calendar year 2007. Our annual dues are \$25 and must be paid before/on the March, 2007, meeting for the member's name to be included in the 2007 Roster.

THE BOARD MEETING TO BE HELD ON DECEMBER 6, 2006, WILL BE A JOINT MEETING CONSISTING OF OUTGOING AND INCOMING OFFICERS AND BOARD MEMBERS FOR THE YEAR 2007.



MESSAGE FROM THE FRONT DESK...

DECEMBER, 2006

Bob Gutteridge, President

Elections last month were successful. We have a new line up of very qualified people taking the reins for 2007 with **Joe Lacchia** at the helm. Check the minutes within for the names of all the new officers.

Rolf U. has completed the repairs on the RV-6 and has the wings back on, check it out at the next meeting. **John W.** is also making progress on his RV-4. Wiring, fuel and brakes are coming together. Check the photos within for a look at the T&T, that's Tight & Tidy by the way, installation of the battery, master solenoid, boost pump and voltage regulator. A rumor suggests that **Bob G.** is make phenomenal progress with the Jabiru assembly; like so many rumors, it's a bunch of rubbish! However, a couple of pictures are included so you may judge progress for your self. Other rumors: **Steve B.** has a buyer for his RV-4; and **Joe W.** now has a partner in the Champ. Is there any truth to either of these?

Where have all the **chairs** gone? Seems like the supply of white chairs in the meeting room has dwindled somewhat. If you know the whereabouts of any of our chairs, please bring them back.

While we are on the subject of the meeting room, **thanks go to Dwayne Green** for the janitorial services. The carpet looks much better after cleaning. Dwayne also gets the kudos for bringing coffee water from home each month. Our well water won't kill you, but it does nothing for coffee flavor.

It has been raining and the ground along the drive way is **soft and muddy**. Do not park there; drive on through the gate and **park on the asphalt**, or you will be sorry!

December **Board meeting** will be **Wednesday, Dec. 6th at 6:30.**

PS: This will be a joint meeting with the new Board members being invited to help them get up to speed.

Should I miss speaking to you in person at the December meeting, please allow me to take this opportunity to wish you a very **happy holiday** and all the best for 2007.

Well boys and girls, there you have it, **my last message** as president. It does not seem like it has been three years since I wrote the first of this series. I hope these brief messages have helped keep you abreast of what is transpiring with EAA 124 and with our members, and that each of you has found something of interest. It has been a bit of work and at the same time a pleasure and an honor to keep our Club moving ahead.



Pictures of Bob G.'s project...



NOTICE TO EAA PILOTS:

By: C J Stephens, Pilot
November 27, 2006

Recently, just after landing at STS I encountered a situation that caused me to get involved with improving our FAA control tower service. I had just landed a Cessna 195 and was unable to unlock the tail wheel hence was unable to quickly clear the runway. What followed was an uncontrolled immature and unprofessional tirade complete with shouting voice to "clear the runway". Well it struck me that this type of traffic control was not acceptable. My main concern was how it affected inexperienced pilots. They are likely to make be intimidated and make mistakes seriously degrading flight safety. Since I fly out of this airport nearly on a daily basis I had been hearing this particular controller doing similar harsh, degrading comments for several months. He seemed to take pride in his abusive verbiage as controller.

I penned a letter to the Chief of Tower Control at STS and got an immediate reply. He was very supportive and concerned about this incident. He assured me that it was going to be corrected and further asked that I pass the information along to EAA. He seemed interested in me letting other pilots know that it had happened and that it he would make sure that behavior would not be tolerated from ANY controller.

So, if you experience unprofessional control from Tower or Ground control it is best to bring it up to Tim, Chief STS FAA control tower. He is interested in getting it right.

Help Idaho educators: (Thanks, Bob Gutteridge)

Here is an opportunity to do a bit of **fall cleaning** and to assist the Idaho Division of Aeronautics at the same time. They state "The Safety/Education Office is collecting outdated sectionals for educators to use in their aviation classes. We are particularly interested in the Salt Lake and Great Falls sectionals.

Please forward them to:
Idaho Division of Aeronautics
Attn: Frank Lester
3483 Rickenbacker St.
Boise, ID 83705"

I have a few I will be sending along next month. If you have any maps to donate, get them me at the January meeting, I will package and send under the EAA 124 banner.



EXCERPTED FROM: FAA National Flight Procedures Office

<http://www.naco.faa.gov/index.asp?xml=naco/faq#q2f>

(Thanks, David Heal)

What is the FAA policy for carrying current charts?

The only FAA/FAR requirements that pertain to charts are:

Title 14 CFR section 91.503 (Large and Turbojet powered aircraft)

Title 14 CFR section 135.83 (Air Carriers-Little Airplane)

Title 14 CFR section 121.549 (Air Carrier-Big Airplanes)

The FAA has rendered interpretations that have stated the foregoing. The subject of current charts was thoroughly covered in an article in the FAA's July/August 1997 issue of FAA Aviation News. That article was cleared through the FAA's Chief Counsel's office. In that article the FAA stated the following:

"You can carry old charts in your aircraft." "It is not FAA policy to violate anyone for having outdated charts in the aircraft."

"Not all pilots are required to carry a chart."

"91.503 requires the pilot in command of large and multiengine airplanes to have charts."

"Other operating sections of the FAR such as Part 121 and Part 135 operations have similar requirements."

..."since some pilots thought they could be violated for having outdated or no charts on board during a flight, we need to clarify an important issue. As we have said, it is NOT FAA policy to initiate enforcement action against a pilot for having an old chart on board or no chart on board." That's because there is no regulation on the issue.

"the issue of current chart data bases in handheld GPS receivers is a non-issue because the units are neither approved by the FAA nor required for flight, nor do panel-mounted VFR-only GPS receivers have to have a current data base because, like handheld GPS receivers, the pilot is responsible for pilotage under VFR.

"If a pilot is involved in an enforcement investigation and there is evidence that the use of an out-of-date chart, no chart, or an out-of-date database contributed to the condition that brought on the enforcement investigation, then that information could be used in any enforcement action that might be taken."

If you, as an FAA Safety Inspector, Designated Pilot Examiner, Flight Instructor, or other aviation professional are telling pilots something other than the foregoing then you are incorrect.



“WE” (by Remo Galeazzi)

About every ten years or so I pull out my 1927 copy of “WE” and re-read it. Not because I consider it to be any sort of literary masterpiece, but perhaps, because of some perverse pique on my part, I know it isn’t. I enjoy reading it precisely because it is simply written, straight forward, and gives you the feeling that it’s written by an honest man, telling it like it was, and refreshingly, completely devoid of any personal aggrandizement. It brings me back to my younger days when aviation was still growing, and we who loved the concept of flight still had some genuine heroes to look up to.

This book was required reading when I attended grammar school, and I remember my teacher making a great point of the meaning of the title, and making sure that we understood what it implied. She explained that Lindberg was referring to himself (and as I reflect 70 years later, anthropomorphically) and to his airplane. We bought it then, because it really made sense. But we now know that she was dead wrong, bless her soul. *Actually, it was later made clear that he was referring to himself and all of his backers who made the whole thing possible.*

The forward, by our then ambassador to France, Myron Herrick, makes for some eloquent reading. The book ends with a chapter written by Fitzhugh Green, and chronicles Lindberg’s receptions in Paris, Brussels, London, Washington, and New York. The last paragraph in this last chapter ends thusly: “After all, the greater is behind—the young fellow is keeping his own head when millions hailed him as a hero, when all the women lost their hearts to him, and when decorations were pinned on his coat by admiring governments. Lindberg had the world at his feet, and he blushed like a girl! A more modest bearing, a more unaffected presence, a manlier, kindlier, simpler character no idol of the multitude ever displayed, never was America prouder of a son.”

While it is true that Chamberlain flew non-stop to Germany but a few weeks later, this tremendous feat went unheralded, and is seldom mentioned even today. Lindberg was first, and *that’s what counted.*

HELP: A volunteer is needed to **assist a young lady:**
(Thanks, Bob Gutteridge)

Quite some time ago, I received the email message included below from a young lady in Portugal. She had gotten my email from the EAA HQ listing. It reads as follows:

“Hello

My name is Cláudia Sofia Nunes Sousa, I am 15 years old, I am a student in the school Bento Rodrigues in Santa Maria where 6000 people live in an area of 97 km2. I like sea sports a lot and other, I would like one day to be mechanical of airplanes or board assistant. It is my dream but I want a lot. I like airplanes a lot because to live close to an airport, in my favorite hobby I like to do collection of postcards, pictures, models and other things of airplanes. Of all the aerial companies and of military airplanes of whole the types and colors. My collection has 2632 postal, 42 models of airplanes, 386 pictures, 36 caps, 362 pens among other, it was given me by my father, 2 years ago. I liked to know if you can send me some thing for my collection, because it is very difficult of finding here at the airport and I cannot buy for mail, because I cannot pay for, because I am not still to work. And to send this email I have to ask a friend to use her computer. At once I would like to thank your attention to my letter and excuse the work that I am to give you.

Thank you very much.

My school: <http://www.eb23s-bento-rodrigues.rcts.pt>

Cláudia Sofia Nunes Sousa

Ribeira das Covas

Santa Maria – Azores – Portugal

9580-019 Vila do Porto”

***If I am reading the mail address correctly, Santa Maria is a small island in the south east region of the Azores. I used her address while searching a map I found on the web to arrive at this opinion. I have gathered a small box of models which should fit her request. *If you have an interest in picking up this project for Cláudia please see me at the meeting.*



Airline Humor

Reassurance for those of us who fly routinely in our jobs: After every flight, Qantas pilots fill out a form, called a "gripe sheet," which tells mechanics about problems with the aircraft. The mechanics correct the problems, document their repairs on the form, and then pilots review the gripe sheets before the next flight. Never let it be said that ground crews lack a sense of humor. Here are some maintenance complaints submitted by Qantas' pilots (marked with a P) and the solutions recorded by maintenance engineers (marked with an S). By the way, Qantas is the only major airline that has never, ever, had an accident. (Editor's note: This is not new, but some may have not seen it ☺)

P: Test flight OK, except auto-land very rough.
S: Auto-land not installed on this aircraft.

P: Something loose in cockpit.
S: Something tightened in cockpit.

P: Dead bugs on windshield.
S: Live bugs on back-order.

P: Autopilot in altitude-hold mode produces a 200 feet-per-minute descent.
S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.
S: Evidence removed.

P: DME volume unbelievably loud.
S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.
S: That's what friction locks are for.

P: IFF inoperative in OFF mode.
S: IFF always inoperative in OFF mode.

P: Number 3 engine missing.
S: Engine found on right wing after brief search.

P: Aircraft handles funny.
S: Aircraft warned to straighten up, fly right, and be serious.

P: Target radar hums.
S: Reprogrammed target radar with lyrics.

P: Mouse in cockpit.
S: Cat installed.

And the best one for last.....

P: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.
S: Took hammer away from midget.



THE FLYING MARKET

WANTED: HELP WITH FINISHING THE LAST 20% OF AN RV7A AT MY SONOMA COUNTY AIRPORT HANGAR. YOU WILL BE PAID BY THE HOUR. CALL RALPH CURRAN @ 707 525 0337.

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.

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.



(Left picture is of John Whitehouse's installation of the battery, master solenoid, boost pump and voltage regulator in his very nice RV-4. Right picture is of his rudder and brake installation.)



November 1, 2006 Board Meeting:

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

Bob Gutteridge, Pres.	P	Rolf Unternaehrer, Board	P
Mike Tovani, VP	P	Steve Fredricks, Board	P
Joe Lacchia, Sec.	P	Paul Reinders, Board	P
John Whitehouse, Treas.	P	Pat Fanning, Board	A
Larry Rengstorf, Facilities	P	Dave McIntyre, Board	P
Brian Cluer, Board	P	Donna Turrentine, Editor	P

Minutes: Minutes from the prior Board Meeting were accepted.

Treasurer's Report: John Whitehouse reported on activity this year to date, and on finances and parking fee collections. The report was moved, seconded and approved. John also stated that dues for next year are now being accepted.

Reports:

Bob Gutteridge reported on progress being made with our environmental report at the Hamilton Hangar. The report is looking good with what appears to be no contaminants. There does appear to be an additional charge of \$795.00. Bob will investigate this charge and conduct an e-mail vote for authorization of additional funds if necessary. (See addition to minutes at bottom of page.)

The issue of **Crandon Elmer's** airplane parked on our site was discussed. He is behind a year in his rental payments and has not been a member of the local Chapter or National for several years. **Joe Lacchia** has been assigned the task of sending him a registered letter as soon as we can determine his present address.

A donation of books and video tapes has been made to the chapter by Kenneth McCain. Joe Lacchia will send a thank you note from the Chapter.

Dave Heal presented the list of candidates for the Chapter's consideration during its elections tonight.

Mike Tovani has volunteered to head up the completion of our projector stand project.

Bob Gutteridge has requested that all Executive Officers compile their documentation and file it in an orderly fashion in the filing cabinets located in the storage area. Please have this done by the completion of this year's term.

Adjourned 7:10PM

Special Insert:

Bob Gutteridge initiated a special e-mail **motion** requesting that the previously authorized sum of \$3000.00 be increased to \$3500.00 for costs incurred with the Environmental Impact Study (Reference minutes from the August 2nd Board Meeting). Passed.

Respectfully Submitted,
Joe Lacchia, Secretary



November 1, 2006 General Membership Meeting

President Bob Gutteridge called the Meeting to order at 7:40 PM. 61 members were present.

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

Treasurer's Report: In John Whitehouse's absence, Bob Gutteridge reported on activity this year to date, and on finances and parking fee collections. The report was approved. . John also stated that dues for next year are now being accepted.

Announcements:

Bob Gutteridge reported on the Phase I Environmental activity at the Hamilton Hangar site.

Dave Lynch reported on the seminars that were conducted at the PCAM facility.

CAFÉ: Brien Seeley reported on the NASA /PAV activity and that November 1st, (today) marks the opening day for the PAV contest.

Steve Barnes reported on the Copper State fly-in. It wasn't as big as he had anticipated but he and Margie had a good time.

Bob Gutteridge reported on the Chapter 124 day fly-out to EAA Chapter 1418 at Fortuna (FOT) on October 21st. The weather was excellent with good attendance at the event but **many seats empty** in aircraft leaving our facilities.

Congratulations were given of Doug Dugger and Rolf Unternaehrer, our latest Technical Counselors.

Thanks were given to Dale Wittman and his staff for another excellent dinner.

General Membership Meeting closed at 8:07PM.

Dave Heal:

Elections:

Positions	Candidates	Elected
President	Joe Lacchia	Joe Lacchia
Secretary	Steve Fredericks	Steve Fredericks
Treasurer	John Whitehouse	John Whitehouse
Board Members	Chris Ketelsen	
(5 required)	Dennis McGuire	Dennis McGuire(2 year term)
	Charles Nelson	Charles Nelson (2 year term)
	Ray Shipway	Ray Shipway (2 year term)
	Ken Vaughn	Ken Vaughn (1 year term)
	Joe Wiegand	Joe Wiegand (1 year term)

Evening Program: Paul Reinders gave a potpourri of information relating to the Sport Pilot PTS, Border crossing into Canada, building tips and X/C tips.

Respectfully Submitted,
Joe Lacchia, Secretary