



March 5, 2008
Volume 47
Number 3

Board Meeting:
March 5, 2008 6:30pm

General Meeting:
March 5, 2008 7:30pm

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EAA Chapter 124, 5550 Windsor Road, Windsor, CA 95492

SPECIAL ANNOUNCEMENTS:

March 5, 2008 PROGRAM: To be announced at the meeting.

NOTICE - NOTICE - NOTICE

Anyone having a EAA Gate cards or klickers - **NOT being used or needed** - please return them to Larry Rengstorf. The County is running out and would like to have the UNUSED ones back. Your tax dollars are being used to replace them, so it saves you money to return them to the County. This is only for those who no longer have a plane on the site or need them, so dig around and try to find those lost or misplaced. TSA is requiring ALL of them be accounted for. Your help will be greatly appreciated - You can also mail them back to: Larry @ 5550 Windsor Road, Windsor, CA 95492 Thanks for your help keeping US secure.

Art Beer

Art Beer passed away on February 1, 2008. Art asked not to have a Memorial Service so the Chapter will have a party (which he would like) sometime in April when we can celebrate his life and his love of flying. (Please see article on page 3).

Charles Head

Charles Head passed away on Sunday, February 17, 2008. The Memorial Service will be held on Saturday, March 1, at Knox Presbyterian Church in Santa Rosa. A reception will follow. Messages for Mary Lou Head can be mailed to: Mary Lou Head, 3250 Chanate Road, Apt 206, Santa Rosa, CA 95404.

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. If you don't pay by the end of the March meeting, you'll have to pay the new dues of \$30...So pay now! Also, please contact Jim DuVander to update any missing/incorrect information for said roster.



MESSAGE FROM THE FRONT DESK...

March, 2008

Joe Lacchia, President

The “Project Tour” on February 23rd was both fun and informative. We started out at the EAA Chapter 124 Hangar and reviewed Bob Gutteridge’s progress to date. He was on last year’s tour schedule, and it is amazing what has been accomplished in one year. Our next stop was Jim DuVander’s Champ project. This is going to be a lovely flying machine when finished. Jim has a great shop to work in with lots of things going on. Next we stopped by Dave Lynch’s RV work in progress to review accomplishments on his fuselage. Things are going together nicely with the usual little hiccups. The last stop on our tour was the home of Jim Boyer and his Pientenpol. We saw some beautiful woodworking craftsmanship and viewed progress on his Corvair engine rebuilds. I want to thank Duncan Reed for arranging the event. It was well planned and reflected the broad base of technologies happening in our chapter, from fiber glass to restoration to aluminum fabrication and finally wood working. We need more events like this!

We have an EAA 124 Family and Memorial in the planning stages for either April 26th or the 27th. We are planning an afternoon cook out with BBQ pork ribs, salads, beans, etc. Reserve a spot on your calendar. We’ll have more information on the exact date and menu coming.

Things coming up:

May 23 rd – 25 th	Watsonville Fly-in and Air show
April 26 th or 27 th	Chapter 124 Family day and Memorial
June 6 th – 8 th	EAA West Coast Fly-in Marysville

Happy Flying,
Joe Lacchia

Professor Focke and his technicians standing below grew even smaller as I continued to rise straight up, 50 metres, 75 metres, 100 metres. Then I gently began to throttle back and the speed of ascent dwindled till I was hovering motionless in midair. This was intoxicating! I thought of the lark, so light and small of wing, hovering over the summer fields. Now man had wrested from him his lovely secret.

---*Hanna Reitsch, German test pilot describing the first helicopter flight.*

The reason birds can fly and we can’t is simply that they have perfect faith, for to have faith is to have wings.

---*Sir James Matthew Barrie*

It was a thunderingly beautiful experience – voluptuous, sexual, dangerous, and expensive as hell.

---*Kurt Vonnegut, Jr. “Playboy Interview, 1973” (regarding the Apollo launches)*



Remembering Art...

(Thank you, Remo Galeazzi)

Art Beer, avid EAA'er, past president, friend and mentor, has passed on. It's quite possible that many of our members, especially our newer ones, never knew Art, because for the last number of years, he had been working in his Cloverdale hangar, inventing, innovating, and always experimenting.

There are also many of our members, past and present, who had much to do with the creation of our wonderful Chapter 124 site that we all enjoy today. But I can't think of anyone who had more to do with it, than Art. Because of his work in the heavy construction business, he was able to furnish the Chapter with the equipment and his monumental expertise and drive, to ramrod our site to completion. What we have here today, many who knew him would agree, is due in large part to Art.

Art was one of a kind. When a serious discussion arose concerning Chapter business, and Art spoke, people listened. They listened because they had learned from past experience, that when something needed to be done, Art knew how to do it. He was, in a few words, a "doer".

Art was a man of strong opinions. There was never any doubt about where he stood on a subject. I personally feel that this independence was nurtured by the fact that Art had worked very hard to achieve what he had by using his wits and his many strengths. He knew, in the end, if something needed to be done, he could do it.

All of us that knew him enjoyed being with this man with the dynamic mind. He could laugh at himself even as he was expressing a point. We like him for his knowledge of many things, and his willingness to take on projects that others wouldn't, and to help members with their projects, especially pertaining to the electronics and wiring of their aircraft, a service he did willingly to the very end.

We spent many enjoyable days at Oshkosh in years past, and the bars really caught hell as we left one, only to find another. We were younger then. We shared a room in one of the dorms, and it was common practice, because of the stifling humidity, for everyone to prop their doors open so as to encourage a cross-draft through the rooms. Every morning Art and I would have to suffer the barbs of our neighbors, as they claimed that they were kept awake all night by our snoring. Ed Vandenbos said that we had actually sucked the walls in!!!

We'll miss this man's man, and extend our heartfelt sympathies to Sandy, whom we all know has been the perfect mate to Art. It was indeed a marriage made in Heaven.

Goodbye, Art, and we'll be seeing you,
Remo

Another Thought...

I would like to add my thoughts about Art. I really enjoyed knowing Art. He was, indeed, one of a kind. He was there to help me put the wings on my RV for the first time on my front deck. He was kind enough to spill beer in my cockpit, and we all laughed and said that my airplane "had now been properly christened". I asked him to help me with the wiring on the RV and he came over several times not only to help me but to teach me how to do the wiring myself. *He was always there when you asked him.* I was so flattered when he asked me to help him paint the tail of his homebuilt at Cloverdale. I will miss his gruffness...and his kindness.

---Donna Turrentine, Editor.



Rules or Common Sense?

(Larry Rengstorf, Facilities Director)

In recent months it has come to our attention that we need to re-acquaint the old members about rules that pertain to the facility, and inform new members of these rules. Some of these are known as rules, but most are just common courtesy - which it appears that some people either forgot, or never knew, or don't care...

1.) There are to be NO engine run ups on the site - taxi RPM only to beyond the "No Civilian Vehicles" sign on taxiway Alpha. Taxi at a moderate speed, so not to be hazardous. Do not stop to call ATC Tower until after the same sign.

2.) Please - NO taxi tests on site - use taxiway Alpha or X-ray. Inform ATC of any high speed tests.

3.) Please do not point tail at any other planes and then rev the engine to move - it blows dust and rocks on the other planes. The same goes for the hangars...please don't blow them either. Look around.

4.) Please park your vehicles ON your tie down spot when leaving for any extended times - NOT between the spots! That blocks your neighbors spot. This also tells us you are gone on a trip, not just an open spot. This only pertains to outside spots - Hangar tenants park at end of shade hangar or outside the gate. (Also see #6)

5.) Please have some consideration of others - be quiet in the early morning departures and projects. We like to sleep in sometimes too! Remember #1 rule - Go past the sign.

6.) Vehicle parking on the end of the shade hangars is for a few hours or a day or night only - (Shade hangar aircraft owners - excepted), or park beside meeting hangar outside the gate. Also - we are having people park into the taxiway too far, which poses a taxi hazard.

7.) If the walk-thru gate is found open - Close it please. Do not block open for any reason. Airport security is compromised. Electric gate problems should be reported to the Facility Director, so it can be called in for repair. This is your site - please help with security at all times. If you see someone wandering or driving around the site that is unfamiliar, or looks lost - challenge them - ask to help them - if not a member and they want to "look around" - go with them and give a "tour". Do not leave them to wander around unescorted. Do not give the gate combo out to non-members or people from the other side of the airport or your buddies.

Do not open the electric gate for any non-members, let them in the walk thru gate and escort. If they belong inside - they should have a card or clicker! Security should NOT be compromised!

NOTE--When you drive thru the electric gate - Please stop and wait until the gate closes. This is a Federal law now! TSA has been seen checking the gates - It is a \$20,000 fine if caught leaving before gate closes.



Rules or Common Sense? (continued)

8.) If the hangar doors are found open or the lights are found on and it appears no one is using them or around - turn off, to save on electric bill, close doors and - lock, to preserve security. We find the lights ON an average of once or more a month at night! Please help us! ALSO, please check the bathrooms before locking doors.

9.) The refuse bin is for site generated garbage ONLY - not for member's personal home garbage or grass clippings, NOR are used oil, oil filters, paint cans, or other hazardous materials to be thrown in the bin. We will get a huge fine if caught - we as a club cannot afford that. Please watch what you throw in the refuse bin. *As a footnote - used oil filters are accepted at most auto parts stores, if taken in a relatively clean container.*

10.) Oh - almost forgot - some smokers were seen recently throwing lit cigarettes on the ground then getting into their vehicle and leaving the site. Maybe you "Don't Care" but we like our site and the way it is now - NOT burnt black with No planes or maybe No house or Hangar either. Actually, there is a Sonoma County ordinance that prohibits smoking on county property, and this is county property.

11.) When all else fails, use some Common Sense! And ALWAYS do what you would want done to you in the same situation. This site is ALL club members site, so everyone needs to help keep it clean, tidy, and presentable, and a joy to have, use and enjoy.

Thank you for helping, Facilities Director.



(Thanks, EAA Chapter 663, Livermore, CA)



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1957 CESSNA (straight tail) 182A: N314LM - Serial #34561, asking \$49,500/OBO. 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 intercom, new seat rails, new headliner, new one-piece windshield, 6-cylinder EGT/CHT and late model fully articulating seats. Need to make hangar space – make us an offer we can not refuse-! We are third owner since new and purchased this aircraft from individual who owned airplane 21 years in Nevada. Phone: 316-729-9761 – 316-208-3140 (cell) for delivery information to your airport.
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Sonoma Skypark EAA 1268

Sonoma Skypark EAA 1268 meets at 7pm on the 2nd Tuesday night of each month at the Chapter 1268 clubhouse in Hangar B-5. Dinner is served (\$5) and business meeting/program follows. Provides “Historical Aircraft Display” Days. Contact Darrel Jones 707-996-4494 for info.

Vintage and Classic aircraft fans...

Now posted at the newly revised
"Unofficial Schellville Antique
Aerodrome Homepage"...
<http://www.napanet.net/~arbeau/usaah/>



TOOL DEFINITIONS...(Thanks, Ex-Sonoma Skypark local Jim "Opie" Roberts)

****DRILL PRESS:** A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted vertical stabilizer which you had carefully set in the corner where nothing could get to it.

****WIRE WHEEL:** Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned cleco calluses from fingers in about the time it takes you to say, "Oh sh--...."

****ELECTRIC HAND DRILL:** Normally used for spinning pop rivets in their holes until you die of old age.

****SKILL SAW:** A portable cutting tool used to make studs too short.

****PLIERS:** Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

****BELT SANDER:** An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

****HACKSAW:** One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

****VISE-GRIPS:** Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

****OXYACETYLENE TORCH:** Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub you want the bearing race out of.

****TABLE SAW:** A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

****HYDRAULIC FLOOR JACK:** Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

****EIGHT-FOOT LONG YELLOW PINE 2X4:** Used for levering an automobile upward off of a trapped hydraulic jack handle.

****E-Z OUT BOLT AND STUD EXTRACTOR:** A tool ten times harder than any known drill bit that snaps neatly off in bolt holes thereby ending any possible future use.

****BAND SAW:** A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

****TWO-TON ENGINE HOIST:** A tool for testing the maximum tensile strength of everything you forgot to disconnect.

****CRAFTSMAN 1/2 x 24-INCH SCREWDRIVER:** A very large pry bar that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

****PHILLIPS SCREWDRIVER:** Normally used to stab the vacuum seals under lids and for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

****STRAIGHT SCREWDRIVER:** A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws.

****PRY BAR:** A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

****HOSE CUTTER:** A tool used to make hoses too short.

****HAMMER:** Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

****MECHANIC'S KNIFE:** Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

****DAMMIT TOOL:** Any handy tool that you grab and throw across the garage while yelling

"DAMMIT" at the top of your lungs. It is also, most often, the next tool that you will need.



February 6, 2008 Board Meeting:

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

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

Minutes: Minutes from prior meeting are approved.

Treasurer's Report: John Whitehouse provided the usual reports on activity for the month. He will be opening the books to the Audit Committee soon. He needs the numbers for the lease in order to prepare the budget for the next year. Report was moved, seconded and approved.

Announcements: Duncan Reed is working to set up a project tour for February 23.

Bill Massey was omitted from the list of nominees to the Lease Committee, this was a clerical error. His nomination is approved.

Larry Rengstorf announced the passing of founding Chapter member and past President Art Beer. Larry noted the many contributions Art made to the club in its early days. Larry will be setting up a memorial service for Art, to be held at the Chapter facility. He is looking to hold the event sometime next month.

Lease: CJ Stephens executed a term sheet with the County. The term sheet is the rough outline of the points the Chapter and the County have agreed to.

New business: Board members and officers were selected to provide programs for the coming year:

March	Steve Barnes
April	Joe Lacchia
May	Steve Fredericks
June	Ray Shipway
July	Joe Wiegand
August	At large Oshkosh-Airventure attendees recap
September	Charles Nelson
October	Mike Tovani
November	Larry Rengstorf
December	Dennis McGuire
January	John Whitehouse
February	Brian Cluer

Respectfully Submitted,

Steve Fredericks, Secretary



February 6, 2008 General Meeting:

President Joe Lacchia called the Meeting to order at 7:30 P.M. 40 members were present.

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

Treasurer's Report: John Whitehouse provided the usual reports on activity for the month. John notes that he is accepting chapter dues for 2008. Dues will remain \$25.00 for the year if paid before the March meeting, after that it will be \$30.00. John also will be collecting rents based on the new rates starting in February. Report was moved, seconded and approved.

Announcements: Larry Rengstorf announced the passing of Art Beer. Larry noted the many contributions Art made to the club in its early days. Larry will be setting up a celebration of life for Art, to be held at the Chapter facility. He is looking to hold the event sometime next month.

Duncan Reed has organized a tour of chapter member's projects. The date will be February 23. Meet at the chapter at 9:00 A.M. Projects scheduled are Bob Guteridge's Jabiru, Jim DuVander's Champ, David Lynch's RV-8, Jim Boyer's Pietenpol, and Gene Rapalyea's Tailwind.

Next oil buy is in June. If you are interested bring your order to the June meeting.

Donna Turrentine is planning a chapter BBQ for late April or early May. The hope is that this will be a family event.

Jim DuVander has been updating the roster. He has a draft copy available. He is currently working on the tool section. Get any updates to Jim via email jim@duvander.com

Tech Counselors: Kevin Quirk knows of an RV-8 project at the Petaluma Airport that the owners are looking to sell a 1/3 share.

Bob Gutteridge recommended checking the calibration of your torque wrenches. Larry Rengstorf has the device. He is also looking to get a group of Chapter 124 folks to fly out to the 2008 edition of Airventure/Oshkosh. He has a line on \$50.00 per night dorm rooms, and there might be extra seats available in planes that are heading that way. He reports that his Jabiru is flying farther from the nest lately. Bob also settled up his bet with John Whitehouse on who would fly first.

CAFE: Brien Seeley reports that there will be a meeting in March between the CAFÉ foundation and NASA brass at NASA headquarters. The foundation will be updating NASA on the NASA challenge program.

Young Eagles: Joe Lacchia has been approached by the Pacific Coast Air Museum about partnering on a joint Young Eagles / Climb Aboard event.

Buider's Reports: Doug Dugger reports that 2 Zenair CH-701s were signed off in Cloverdale last week. He is really impressed with the take off performance. There will be an Open House at Quality Sport Planes in Cloverdale on May 10.

David Lynch reports that he has found his engine. It seems it got lost in shipping.

Craig Schwartz is looking for a partner in his RV-8. He has the engine on order and is working on fiberglass.

Thank you to Kevin Quirk and Jim DuVander for cooking tonight.

New business: Brian Cluer's program on South Africa was awarded the best program given by a chapter member last year.

Program: AOPA video on the Airport Watch program.

Respectfully Submitted,
Steve Fredericks, Secretary