



**February 2, 2005**  
**Volume 44**  
**Number 2**

*Board Meeting:*  
*February 2, 2005 6:30pm*

*General Meeting:*  
*February 2, 2005 7:30pm*

**WWW.EAA124.ORG**

## **SPECIAL ANNOUNCEMENTS:**

**February 2, 2005 PROGRAM:** Mike Castillo will give a presentation on the Bilabong Triphibian. He will tell us about the planning and design details, and acquisition of the Bilabong Albatros. This flying boat will have the capacity to do some serious “fun seeking”.

### **OIL BUY...OIL BUY...OIL BUY**

**Bill Massey** plans to have an oil buy this month. Please contact him at the February meeting if you'd like to be part of this buy. All prices are per case, and are inclusive of all taxes and fees. The next oil buy will be in May.

Aeroshell 15W-50	\$47.72
Aeroshell 100W	\$27.43
Aeroshell 80W	\$27.43

### **2005 DUES ARE NOW DUE...**

Chapter 124 membership dues are now due. These dues must be paid either before or at the March meeting if you want your name to be included in the roster. (Remember, your name must be in the roster to be considered a member for that year when figuring “length of membership” in the bump system.)

Any members who have changed their address, phone number, e-mail address, aircraft info, etc. please notify John Whitehouse or Joe Lacchia to have these changes in the roster.

Please note that persons keeping an aircraft on site must be a current member of EAA National as well as of local Chapter 124. Also, John Whitehouse, the Chapter's Treasurer, must have a current copy of the aircraft insurance policy for his records.



## MESSAGE FROM THE FRONT DESK...

February, 2005

**Bob Gutteridge, President**

A few robust souls showed up at the Site for our New Years Day Fly, but unfortunately so did the inclement weather. We finally did get in the air for a couple of trips around the pattern, so we can say we flew, but that is the extent of it.

As I mentioned last month, we have establishing the **Club calendar** and have begun populating it with events. Our next special event is a **Site work party** set for **Saturday, March 19<sup>th</sup>**. Dwayne Green will be organizing a **breakfast** for that morning which will be followed by a Site clean up work party. The maintenance hangar is getting over run with junk and I believe it is need of a strong spring cleaning. Toward that end, if you have material stored in there, you might want to retrieve it to safer quarters less it not be there waiting for you at a future date. I will be bringing a small trailer for larger items that need to be hauled to the dump.

Our first **Young Eagles** event is on the calendar for June 11th or 25th. Volunteers are needed to assist with the planning of this event. Sue and Kevin have done a great job of pulling these events together for the last several years. They are requesting assistance in the form of volunteers to become sub-chairmen to take pieces of the organizational load off of their shoulders. There are many facets to a Young Eagles event, please see Sue or Kevin at the next meeting and help them with this effort. The public events are an important function for our Club and will assist in demonstrating a community involvement to public officials who are overseeing our lease negotiations.

### *Anthology of thoughts:*

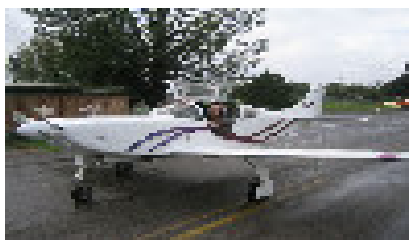
**Dues are due by the end of business at the March meeting for your name to appear in the roster!** Please see your friendly Treasurer, John Whitehouse (he sits at the north end of the front table) to pay dues. Also, has your **address, phone number or email changed**; I.E. is your roster info correct? Membership listings should be available at the meeting for your review, mark ups and/or check off if all is correct. Please look for them and review your info.

Remember, **IT IS STILL MUDDY!** Just drive on inside the gate and park on the asphalt.

See you on the 2<sup>nd</sup>.

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**Annual New Year's Day Flight** - Rumor has it - that if you fly on NYD - You will have lots of fun flying the rest of the year!!! As you can see - the weather was pretty crappy on the first!!-- but we did it anyways, just a once around the patch with a Touch and Go on the other runway and back in for a landing, I flew with JR (Jim Elliot) in the C-172. Bob Gutteridge also flew his C-182, and CJ Stephens flew his Glasair. Short flights...but they qualified as "Flying on NYDay", we were all happy and had a happy flying day!  
(THANKS, LARRY RENGSTORF)





## **Which is better? Multi-grade or single grade oil?**

**Ben Visser**

*General Aviation News* (1/14/2005)

For the past 20 years, an older gentleman has sought me out at Oshkosh to ask me the same question: "Which is better in an aviation piston engine: single grade (SG) or multi-grade (MG) oil?" Every year I feel that he wants a quick one-or-the-other answer, but every year I gave him a long, qualified answer that depended on what he is flying and where he lives. The main difference between most sales people and most engineers is that the engineers have very few black and white answers. To an engineer, the answer to just about every question depends on a lot of variables.

The number one advantage of MG oil is cold temperature starting. When you start an engine at, say, 20°F, MG oil will allow the engine to crank more easily and have a better chance of starting. Once the engine starts, the big advantage of MG oils is that you get oil flow to critical bearing and wear surfaces faster. For example, in one series of tests at 20°F, the MG oil got to all of the bearing surfaces in four seconds while grade 100 oil took 10 seconds. This is a significant difference, and it can result in a difference in engine wear over the full TBO cycle. The MG oils also eliminate oil cooler plugging in even the coldest weather. However, if you live in a warm climate and never experience cold starting or cruise conditions, then these are not big advantages.

There are other, smaller differences between SG and MG oils. One of the most noticeable is that MG oils leak better than SG oils so, if you have a leaking engine, you probably will notice an increase in oil consumption and leaks if you change from SG to MG oil. You can also see some loss of prop control on engines that have excessive clearance in the constant speed prop oil transfer collar or other parts of the prop control system. Conversely, MG oil usually reduces oil consumption past the rings. This means that, in most tight engines, you will see a reduction in oil consumption if you switch from an SG to an MG oil.

You may also experience a change in oil temperature. Many engines will run with a lower oil temperature when you switch from an SG to an MG, although I have seen engines that operate with higher oil temperatures with MG than with SG. This can be important if your engine is operating at an oil temperature of, say, 170°F. Since that is at the low end of the acceptable range, changing to an oil that lowers this significantly can cause an increase in water content and rusting in your engine.

The biggest misconception about MG oils is that SG oils coat parts better. That idea comes from people placing a metal part in a container of SG oil and observing the amount of oil on the part. When they do the same procedure with MG oil they notice less oil on the part and conclude that the MG oil does not coat as well as the SG oil. As the procedure usually is done at room temperature, it is just a demonstration of the physical characteristics of the two oils. A 20W/50 MG oil has the viscosity of a 20-weight oil at cold temperatures and the viscosity of 50-weight oil at 100°C. (MG oil does not get thicker as it is heated; it just thins out at a slower rate than an SG.) If the same test were run at 210°F, then you would observe a very similar coating of the parts by the SG and MG oils. You should also consider that the parts in your engine are usually at around 200°F when you shut it off.



**Which is better? Multi-grade or single grade oil? (continued)**

MG oils give a small improvement in fuel consumption (about 3-4%), which can offset the increased cost of the MG over the SG oil. MG oils also can show an advantage for race and aerobatic engines that normally run, shall we say, a little above normal temperatures and rpm's.

So what is the best answer? Many pilots like to use SG during the warm summer months and then switch over to MG in the winter. Others prefer using only one oil so, if they live in a cold climate, they use MG year around. If they live in a warm climate or in a cooler climate but always have the plane hangared and well pre-heated before start-up, SG oil may work for them year around.

And that is as close to a definite answer as I get.

*Ben Visser is an aviation fuels and lubricants expert who spent 33 years with Shell Oil. He has been a private pilot since 1985. You can contact him at [Visser@GeneralAviationNews.com](mailto:Visser@GeneralAviationNews.com)*

(Thanks David Heal)

**THE FLYING MARKET**

Looking for RV-8A partner. I am planning to build an RV-8A starting in the next couple of months. I am looking to share this process with a partner. If you are interested in building and owning a partnership in this plane, please call David Lynch 707-538-2531 or email [david\\_lynch@agilent.co](mailto:david_lynch@agilent.co)

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](mailto:firestarD@aol.com)

**THE FLYING MARKET (continued)**

1958 Cessna 172 N4039F project. TT 3473. Airframe appears complete including orig wings, horiz & vert stab, all control surfaces, and cowl. Cleavelands. No engine, engine accys, prop. Perfect for engine or taildragger conversion. Disassembled, in storage. Orig logs, hangared STS. \$11,000. Glenn Hetchler 707.578.7432 [ghetch@sbcglobal.net](mailto:ghetch@sbcglobal.net)

**Schellville Antique Escadrille**

The Schellville Antique Escadrille meets at noon every 2<sup>nd</sup> 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.



## **JANUARY, 2005 Board Meeting:**

President Bob Gutteridge called the Board Meeting to order on January 5<sup>th</sup> at 6:05 PM.

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

**Minutes:** Minutes from the prior Board Meeting were Moved / Seconded/ Approved (M/S/A).

**Treasurer's Report:** John Whitehouse reported on activity this year to date, and on finances and parking fee collections to date. The report was M/S/A. John also presented the 2005 Chapter Budget, which had been developed by the Budget Committee, for approval. **A motion was made to accept the Budget as written. M/S/A.**

### **Committee Reports:**

The following committees were staffed for the coming year:

**Facilities Committee:** Larry Rengstorf (Chairman), Art Beer, Dwayne Green, Joe Wiegand, and Dale Wittman

**News Letter:** Donna Turrentine

**Web Site:** Christine Kerner

**Roster:** Ali Massey

**Young Eagles:** Kevin Quirk and Sue Sarmir

**Lease Committee:** Jim Elliott (Chairman), and Bill Massey

**Calendar Committee:** Dwayne Green

**Membership Committee:** Joe Lacchia and John Whitehouse

**Audit Committee:** Joe Lacchia (Chairman), Steve Waite, and Joe Wiegand

A motion was made to accept the above listed committee membership. M/S/A.

Bob Gutteridge will continue working to establish the membership of the Strategic and Planning committee during the coming month and report on progress at our next meeting.

### **Old Business:**

A discussion on what to do about Jack Berglund's airplane was conducted with no resolution. Action will be postponed until next month so Larry Rengstorf can be present for discussions.

Dwayne Green and Ron Parrott committed themselves during the coming month to wiring one of our ceiling TVs for 115-volt power and interconnecting them so they play together.

### **New Business:**

A discussion was held concerning our future participation with the young Eagles program. A main issue was personnel safety. It was decided that Larry Rengstorf, Pat Fanning and Mike Fenn would be active in safety activities during events. A motion was made to continue with the Young Eagles program with added emphasis on safety. M/S/A.

Jim Elliott reported on the acquisition of our new Projection System. Jim and Mike Fenn will address mounting the system in the ceiling and security associated with the new system.

JANUARY, 2005 Board Meeting (continued)

A motion was made to investigate the installation of a hot water heater in the Chapters main hanger. M/S/A.  
Dave McIntyre volunteered to investigate the water heater requirements.

A facilities cleanup day and breakfast was suggested for March 19th. During this activity there will be a facilities “walk around” to list and consider facilities upgrades. (i.e. restroom rebuild, cleanup sink rebuild, etc.)

A motion was made that we obtain a Safety Deposit Box to house important Chapter documents. M/S/A.

Walt Farris has volunteered for the position of Librarian. Joe Lacchia will contact Walt during the coming month to discuss requirements.

Next month’s Board Meeting will return to the standard starting time of 6:30PM.

Meeting adjourned at 7:40 PM

Respectfully Submitted,  
Joe Lacchia, Secretary

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EAA CHAPTER 124 OFFICERS AND BOARD OF DIRECTORS:  
(AND OTHER IMPORTANT PEOPLE)

<b>President</b>	
Bob Gutteridge (05/06)	(707) 539-5188
<b>Vice President</b>	
Mike Fenn (05/06)	(707) 578-5463
<b>Treasurer</b>	
John Whitehouse (05/06)	(707) 539-5549
<b>Secretary</b>	
Joe Lacchia (04/05)	(707) 824-2891
<b>Facilities Chairman</b>	
Larry Rengstorf (04/05)	(707) 575-0331
<b>Facilities Committee</b>	
Art Beer, Dwayne Green, Dale Wittman, and Joe Wiegand.	
<b>Technical Counselors</b>	
Jim Smith	(707) 763-0833
Remo Galeazzi (Fabric)	(707) 762-8261
Bob Gutteridge (Fabric)	(707) 539-5188
Jerry Rice (Wood, Metal, Fabric, A&P)	(707) 431-0206

<b>Board</b>	
Rolf Unternaehrer (05/06)	(707) 522-0860
Pat Fanning (05/06)	(707) 823-7455
Dave McIntyre (05/06)	(707) 874-2672
Jim Elliott (04/05)	(707) 539-3924
Dwayne Green (04/05)	(707) 544-4535
Ron Parrott (04/05)	(707) 433-5730
<b>Newsletter Editor</b>	
Donna Turrentine (05)	(707) 823-6132
<b>Webmaster</b>	
Christine Kerner	<a href="mailto:ck@eaa124.org">ck@eaa124.org</a>
<b>Librarian</b>	
***Volunteer Needed	
<b>Young Eagles</b>	
Sue Sarmir	(707) 539-8589
<b>Flight Advisor</b>	
CJ Stephens	(707) 523-4352



## **JANUARY, 2005 General Membership Meeting:**

President Bob Gutteridge called the meeting to order January 5<sup>th</sup> at 8:10PM.

**Number in Attendance:** 43.

The new Officers and Board Members were introduced. Retiring officers were given thanks for their service.

**Minutes:** Minutes from the prior General Membership meeting were M/S/A.

### **Treasurer's Report:**

John Whitehouse reported on activity this year to date, and on finances and parking fee collections to date. The report was M/S/A. John also stated that dues for the 2005 year are now due, and that dues must be received **on or before the March membership meeting** for members to be included in the 2005 Roster. Any updates to membership data such as e-mail addresses, phone numbers, plane ownership, etc. should be submitted for Roster update.

### **Builders Reports:**

Dave Lynch reported that he now has 125 hours into his empennage assembly and that things are starting to look like an airplane.

Joe Lacchia reported on the installation of his engine into his Starduster Too and that it's ready to start.

Bob Gutteridge reported on ground plane problems with the transponder antenna in his C-182.

### **New Business:**

Jim Elliott gave a short talk on our newly acquired Video Line Projector. It will be installed in the ceiling and can be used for presentations at our membership meetings.

Bob Gutteridge gave a run down on the committees and personnel assignments that have been made to date. Bob is looking for volunteers to fill slots on the Planning and Strategic Committee. Interested people should contact Bob.

Brian Seeley reported on progress being made between CAFÉ and NASA Langley on rules governing their joint venture, and that a draft must be approved before any release.

Jim Elliott reported on looking into arranging a fly-out to the Castle AF museum in the April / May time frame. It was pointed out that there is an open house at that museum during the Memorial Day holiday and that might be a good time to schedule such an event.

Ron Shultz reported on our monthly dinner arrangements and that we are always looking for volunteers for cooking and cleanup. He is also looking into menu variations.

**Evening Program:** Steve Waite showed a video on the StarShipOne Program, and Rolf Unternaehrer talked about aircraft electrical systems.

Respectfully Submitted,  
Joe Lacchia, Secretary