



JANUARY 7, 2004

**Volume 43
Number 1**

SPECIAL ANNOUNCEMENTS:

PROGRAM FOR JANUARY 7TH MEETING

JAN. 7, 2004 PROGRAM: Jim Elliott, Pros & Cons Discussion of Small Plane IFR.
INDUCTION OF NEW OFFICERS.

BOARD MEETING SCHEDULE

It was widely acknowledged in discussion, that over the years, elected members of the Board tend to be disengaged from the membership at large. It was also acknowledged that the main opportunity to associate is during the social BBQ hour prior to start of the general meeting--the same hour that monthly board meetings are held. Motion made and Second received to move the regularly scheduled February Board meeting forward to the 3rd Wednesday in January.

First board meeting of 2004 will be January 7 at 6:30 PM. Second board meeting of 2004 will be January 21st at 6:30 PM.

CHAPTER JACKETS AVAILABLE

Meg Hurt (707) 544-1026 is taking orders for a Chapter jacket embroidered with the Chapter's emblem on the back. The jacket is dark grey with red emblem. The cost will be around \$100 which includes the jacket, embroidery work, two lines on the front of the jacket (name, airplane), and tax. Jackets may be ordered or picked up via Avenue Shoppes, MONOGRAMS PLUS, 2790 Santa Rosa Ave., Santa Rosa, CA .

Carol Damas, Owner. Phone (707) 575-4050.

NAME TAGS TO BE ORDERED

Chapter Name Tags will be ordered after the March membership drive is completed. Please let **Donna Turrentine** know if you would like to order one. (707) 823-6132 or at the meeting.

MESSAGE FROM THE VICE-PRESIDENT (Bob Gutteridge)

Happy New Year to everyone. Was Santa, or one of his little elves, good to you this Christmas? Perhaps a nice treat for your airplane or project was under the tree this year. If this is the case, a show and tell would be appreciated so we know what to put on our list for next year.

The **Best 2003 Program** will be selected during the January meeting. To be considered, a 124 member must have given the program, not just arranged for a speaker as I did. We have two programs that meet this criterion. They are "How-to, Aircraft Graphics" by Joe Lacchia and "Planning and Flying a Trip" by Bill Bruce. **Thank you Joe and Bill** for taking the time to pull together your informative programs and sharing with us. The winner's name will be added to our recognition plaque.

The new, embroidered, jackets have begun to arrive; and they look really nice. **Thanks** go to **Meg Hurt** for all her efforts in getting this pulled together. When your coat arrives, please let Meg know you appreciate her work on this project.

The **Wright Brothers' Honorary Fly-out** was held on Saturday, Dec 20 in tribute to the first controlled and power flight on Dec. 17, 1903. Unfortunately, the rain clouds were also in attendance. I had arranged several project visits as a fall back option. This turned out to be a good thing. We gave up on the flying at about 1030 and headed off to Jim DuVander's shop for a look at his 7GC. Jim has the aft section of the fuselage frame welded back on and it looks very good. Next we stopped at Steve Barnes' shop for a look at his 540-powered RV. Steve's professional sheet metal work was evident in abundance. He has added a few niceties, in addition to the big engine, which will set this airplane apart from the herd. Look for it to arrive at the Site in 04. The group headed for Dave McIntyre's home near Bodega to review progress on the Pulsar refitting. Doug and Lori Dugger had a close call on the rainy road, but finally did arrive safely. Like Steve, Dave has only a few more details to clean up and it is off to the paint shop. The Pulsar now has aluminum landing gear in place of the composite unit, and a few other improvements. Dave's work with fiberglass, and carbon, is excellent. He let us in on a few secrets, including Pandora's Box. Ask Dave for explanation on that item. Thanks to Bill Bruce, a couple of photos are included elsewhere.

The weather people had promised sunshine on Sunday, so before departing for **project review**, I had stated that I would be on the Site at 1300 on Sunday to give rides. Several other pilots also promised to show up with airplanes. They all did! By 1320 we had no passengers so we paired up and flew to Petaluma for an early afternoon snack. Thanks for showing up: Bill Bruce, Ralph Curran, Jim Elliott, Dwayne Green, Bob Gutteridge and Dave Heal.

Several positive comments were received regarding the project tour so I think we need do another one during the cold rainy season. So here's the deal. Let's plan on a **Project Review II** for January 10, 2004. I'll call a few builders to see if a group visit would be appropriate and let you know about plans at the January 7th general meeting.

MESSAGE FROM THE VICE-PRESIDENT (continued)

The busy **maintenance season** is upon us with several airplanes coming due for annuals during the poorer flying weather months of winter. For planning purposes, a 2004 calendar has been hung on the north wall of the main hanger by the telephone. As you begin planning for your annual, check the calendar for availability of space in the maintenance area. If someone has already signed up, give him or her a call and discuss the possibility of sharing the hanger. With just a little planning and coordination, two airplanes can easily use the space simultaneously. On one occasion, I have even seen three in the hanger. Admittedly one was a smaller craft, but non-the less, it worked.

Don't forget, **it's muddy!** Drive inside the gate and park on the asphalt to avoid getting stuck. See you on January 7 for JR's program.

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IN CELEBRATION OF THE WRIGHT BROTHERS

(Thanks, Bill Bruce)

More than two dozen members socialized in the main hanger with coffee & donuts at 10AM Dec.20! Then, unable to fly because of rainy weather most traveled to view three projects: Jim DuVander's Champ (?), Steve Barnes's much modified RV-6, and Dave McIntyre's repaired Pulsar. A great turnout for a fun few hours!

High-flying (Thanks, Larry Rengstorf)

BY CHRISTOPHER LLOYD *N.Y. TIMES REGIONAL NEWSPAPERS*

A lot of neighborhoods don't allow the owners to park Boeing 707s outside their homes, which is why actor John Travolta moved to Jumbolair, near Ocala.

Ocala -- It's not just another housing development, as you can tell by the 1.4-mile airstrip and the Boeing 707 parked next to one of the houses.

Located in the Central Florida town of Anthony, just north of Ocala, it's called Jumbolair, and it's the new home of John Travolta -- '70s TV phenom, film superstar, Oscar-nominated actor, sex symbol, accomplished pilot, doting husband and father. After several years of whispers about his building a house here, the 49-year-old actor has taken up residence in his nearly completed mansion. Travolta is flying daily from Ocala to Tampa to shoot "The Punisher," an action movie based on the comic book, set to be released next summer.

A lifelong love of aviation holds the key to Travolta's decision to build at Jumbolair. During much of the 1980s, elephants used to roam Jumbolair's rolling woodlands, safe from poachers and reckless intruders, thanks to Arthur Jones, creator of the Nautilus line of exercise equipment, and his then-wife Terri, who used to bring in African elephants and other endangered creatures via the 1.4-mile airstrip.

Cleared for takeoff...

The center of Travolta's home resembles an air-control tower.

Travolta owns at least two jets, a Gulfstream and a huge Boeing 707B. Simply put, there aren't very many non-commercial airstrips where planes of that size can take off and land. Jumbolair, with its long landing strip and massive jet wash berms at either end, is one of them.

About a decade ago, Travolta had a home in a fly-in community near Daytona, but was sued by neighbors who claimed his jet airplanes were too big and noisy for their facility.

The very layout of his new house is testament to Travolta's love of flying. It's located immediately off the main airstrip, and is designed so his jets can taxi right up to two outbuildings connected to the main structure, which is shaped like a squat air-control tower. Travolta literally can walk out his door, under a canopied walkway and into the cockpit, open the long mechanized gate and be airborne in a matter of minutes.

According to the Federal Aviation Administration pilot database, Travolta is qualified in several types of single- and multi-engine aircraft, and has the highest pilot medical certification possible. "We know that Travolta's an accomplished pilot.... A lot of people fly for the pleasure of it, and he's one of them," said John Clabes, an FAA spokesman. "If you have this many ratings on these types of high-performance aircraft, you're obviously a good pilot." In layman's terms, Travolta has enough experience flying large multi-engine jets that he could easily switch to piloting commercial airliners for a living.

'Down to earth' guy

Through his intermediaries, Travolta has declined media requests for interviews. But the star of "Pulp Fiction," "Grease" and "Face/Off" has been anything but reclusive. He has been spotted eating at local restaurants, working out at a public gym, even shopping for groceries.

According to numerous people who have met and spoken with him, Travolta has been very friendly, even gregarious, toward his new neighbors. Rather than living in a remote estate behind multiple layers of security, or smack dab in the searing public spotlight of Hollywood, the actor seems to enjoy interacting with regular folks.

Ask Charley Marcum. The classified advertising manager for the local newspaper, the Star-Banner, flies an ultralight -- a lightweight, open-air aircraft that resembles a hang glider with a seat and motor. Last month he and a buddy were flying over Jumbolair, where he hangars his craft, when they spotted another ultralight. After flying patterns together and practicing touch-and-go landings, they finally brought their ultralight to a rest. The other pilot rolled up, got out, shook their hands and introduced himself as John Travolta. "I asked him, 'What brings you to move to a place like this?'" Marcum said.

"He said he loves aviation, and he enjoys being around people who share that enthusiasm." Marcum admits to being a little overwhelmed and star struck -- at one point calling his daughter on his cell phone to let her speak with the actor, who cheerily complied -- but describes Travolta as very down-to-earth and friendly. The trio chatted for nearly an hour, mostly about planes.

Added visibility

Although "Punisher" and Travolta's most recent film, the military whodunit thriller "Basic," were filmed in Florida, local film production officials aren't holding out hope the actor will bring a major feature film shoot to his new hometown. The very appeal of Ocala is that it's far away from the hubbub of Los Angeles or New York, according to Jude Hagin, who heads up the Real Florida Film Commission, which covers Marion and Alachua counties.

"Mr. and Mrs. Travolta moved here because of that airstrip, and it's our good fortune to have them as neighbors," Hagin said. "It probably gives us a little more visibility." The lack of seasoned film crew members and large buildings are the biggest impediments to attracting a major film shoot to Ocala, Hagin said. "Should (the Travoltas) decide to film here, we are at their beck and call."

The "Mrs." refers to Travolta's wife of 12 years, Kelly Preston, a well-known actress ("Jerry Maguire," "Twins") in her own right. They have two children: Ella Bleu, 3, and Jett, 11. Their Ocala property is incorporated under the name Jett Bleu Estates, a combination of their children's names.

Star sightings

Whatever private concerns Travolta and Preston keep for their home, the actor has hardly been reticent to wander beyond the gated borders of Jumbolair.

Travolta has been spotted dining at a number of Ocala-area restaurants, including Hops, Red Lobster and the Ocala Ale House. Usually, the actor shows up late in the evening, alone or with a single companion. Occasionally, his presence has sparked an excited frenzy large enough to reportedly require the presence of police officers to escort Travolta away from the potential mob of fans. This past summer, Travolta caused a big stir when he entered the Red Lobster on State Road 200. By the time he had finished his meal, a large crowd had formed in front of the restaurant, and police had to smuggle him out the back. Travolta was about to depart, but paused when he heard the story of MaKenzie White.

MaKenzie White, a 14-year-old freshmen at Belleview High School, had a bad experience a couple of years earlier when a con man fooled her family into thinking he could introduce her to Travolta. White and her parents waited for hours at Ocala International Airport, and the girl was crushed when she learned it was all a hoax. "Somehow (Travolta) had gotten wind of the fact of what happened to my daughter," said White's father, Phil White. "He knew what had happened, and he felt terrible about it." Travolta took a few minutes to meet MaKenzie and have his picture taken with the young fan. "I can't even describe it. It was a once-in-a-lifetime thing," she said.

'Show him respect'

A calm, friendly demeanor is universally described by those who have interacted with Travolta. "One thing that impressed me about Travolta in the few times I've met him is that he doesn't put on a big facade. It's nice to see a star of his caliber who doesn't put on a big air," said Tony Piccione, owner of the Ritz Historic Inn, a popular Ocala entertainment venue. "He just seems to have a very friendly spirit about him."

That good nature, however, has occasionally been strained by overly arduous fans eager to see the famous star now shedding his light on Ocala. Travolta and his family have been forced to leave several area events because of a crush of fans -- something that worries film commissioner Hagin.

We wish for people to just allow them their dignity, to live their life and raise their children," she said. Ritz owner Piccione, who recently chatted with Travolta while the actor enjoyed a hamburger at Hops, echoes Hagin's caution, though he understands people's reactions.

"We're all the same. We're all intrigued by someone who's achieved that degree of stardom," Piccione said. "But it's a shame people can't show him the respect of just nodding to him to say hello rather than mauling him. If we don't treat this guy with the respect he deserves and let him have his life, he's going to leave."

Idaho officials are wondering what to do about an alarming increasing in air crashes, especially fatal ones. In 2003, there have been 50 crashes, eleven of them fatal, and 21 people have died. Compared to the averages over the previous 11 years, that works out to 38 percent more accidents, 57 percent more fatal crashes and 61 percent more fatalities. Government agencies like the NTSB and FAA could offer no explanation for the sharp increase (nor did they seem particularly concerned about it) but a veteran Idaho pilot thinks adventuresome pilots, long on finances but lean on experience, are pushing the numbers up.

(Thanks Bill Bruce and Idaho Pilots Association)

SOME DAYS ARE BETTER THAN OTHERS

(Paul Reinders)

I had rented a Beechcraft T-34 in Arkansas and had a relatively pleasant (warm) trip through southern Texas and a few enroute locations. However, Iowa and Minnesota were somewhat cooler. The high temperatures were averaging 20 degrees below zero Fahrenheit in January, 1962.

The Continental O-470 absolutely refused to start at any temperature below zero degrees unless it was pre-heated for a minimum of forty-five minutes. Any attempt to start without preheat resulted in a frost bridge on the spark plugs and no luck whatsoever in the ignition department. The landing gear operation was also somewhat less than totally satisfactory at the same temperatures. Although the landing gear never failed to lock down, it would refuse to lock up unless it was encouraged with a few negative Gs. Consequently, I had developed the habit of bringing the gear handle up immediately after takeoff before the speed had built up excessively, counting to three, and pushing forward on the stick to “go negative” just as the gear approached the uplocks. The procedure had worked well for quite a number of flights and was unnecessary in warmer temperatures. I had decided to take my mother on a flight from central Iowa to Omaha, Nebraska, hardly more than an hour away. My mother never hesitated to accompany my brother or me when we asked if she would like to fly with us. Her rather conservative older neighbors often asked her if she wasn’t afraid to fly “with the boys” who had a habit of making low level tours of the area to let their friends know they were back when they returned every year or so. My mother always answered, “They haven’t killed themselves yet, and I don’t think they will do it just because I am with them.” We never did.

I called the FBO and had the T-34 preheated for an hour before I arrived. Temperature: a balmy 22 below zero. Weather: Clear and forever. Beautiful day to fly. The Continental fired up easily, but the extreme cold caused a problem in getting the fuel to vaporize sufficiently for really good ignition. Consequently, the engine would not idle below 1800 RPM. That was a problem on the icy ramp and taxiways because the taxi speed was “excessive”. I solved the problem by using the electric priming system on the Continental. I set the throttle and then hit the primer every few seconds.

The engine would surge up to 2000 Rpm and immediately begin to drop. At about 700 RPM, before the engine died completely, I would give it another shot of prime and the engine would again surge to 2000 RPM. With these intermittent bursts of power I could control the speed sufficiently to taxi *safely*(?) to the runway.

Runup completed including numerous cycles of the propeller to get warm engine oil circulating through the system, I took the runway and accelerated very quickly to lift off speed due to the power available in the super-cold temperatures. Airborne, I immediately pulled up the gear, counted to three and “went negative”...something I had already warned my mother about. Due to that maneuver, I was only a few feet in the air when the gear locked up, but I was accelerating very rapidly. Normally, I would not have reduced power at such a low lever, but with the excess power available in those temperatures, I reduced throttle to climb power, and glanced at the tachometer as I pulled the prop back to a climb setting.

SOME DAYS ARE BETTER THAN OTHERS

(continued)

Immediately below the tach was the oil pressure gauge and at that moment the needle slowly leaned over and ultimately registered zero pressure. Not good. Omaha was not at option at that point. I pulled back on the stick and throttle simultaneously while I mashed the intercom button and told my mother in the back seat that I was going to land to check out an item with which I was not happy. Whatever! She was just along for the ride.

I continued to pull until the a/c appeared to approach the vertical, but was probably at about a 60 degree angle of pitch. Just before the stall, I stomped rather firmly on the left rudder, came around in a hammerhead, and slapped the gear and flap handles to the Down position. At this point I was just off the end of the 4000 foot runway, on centerline, and probably about 300 feet in the air with nose down severely. To my surprise, at the far end of the runway was the only other soul in Iowa brave enough to fly that day, and he was just lifting off in an Aeronca Champ. Since the T-34 was well silhouetted against the sky, and was obviously coming his way, the unknown pilot broke right and continued his departure...possibly somewhat upset but in no danger as we passed each other on reciprocal headings.

Halfway down the runway the landing gear locked down, I cut the switches, and landed. As the propeller spun down through about 800 RPM, the oil pressure gauge began to rise. I immediately switched back ON and taxied clear of the runway. With the oil pressure indicating normal, another good runup completed, including a half-dozen more propeller cycles, and no indications of oil leakage on the exterior of the aircraft, we departed for an uneventful trip to Omaha.

My mother never mentioned the incident at any time during our visit in Omaha or later whenever her friends asked about her flights. It was just a routine flight on a cold but beautiful day for sightseeing.

In all probability, the engine never lost oil pressure, but instead lost only the indicator when sludge from the cold propeller hub finally moved after the full power takeoff. The hour of preheat had thoroughly warmed the plugs in the engine allowing the start, but the propeller was still 22 degrees below zero and the cycles during runup had not yet moved that sludge any great distance in the system.

Being thoroughly familiar with the T-34 performance in low level maneuvers, the return for landing was a completely safe maneuver considering my position at the time, and **a good example of why pilots should take the time to really learn how to fly their aircraft. Good radio operators are rather irrelevant at that point.**

What is the ideal cockpit crew? A pilot and a dog...the pilot is there to feed the dog, and the dog is there to bite the pilot in case he tries to touch anything.

How many pilots does it take to change a light bulb? Just one. He holds the bulb and the world revolves around him.

How do you know if a pilot is at your party? He'll tell you.

How do you know when you are half way through a date with a pilot?

Because he says: "That's enough about flying, let's talk about me"!

Lancair Flyers: High Performance A/C Training Announces January Seminar
(thanks to aero-news.net and Walt Ferris)

High Performance

Aircraft Training has announced an annual recurrent training program, for Lancairs and other high performance aircraft, to be conducted January 17th and 18th, 2004 in Sebring, Florida.

High Performance Aircraft Training, Inc. tells ANN that their annual recurrent training programs are specifically designed for the fast, high flying, performance pilots and their aircraft. The topics covered offer a theoretical perspective while connecting it with everyday, real world, safe flying.

The topics include: Weather; judgment, planning, rules of thumb, examples and how it relates to our aircraft, GPS/WAAS; the system and how it all works, approaches, Arinc 424, RAIM, FDE, RNP, WAAS approaches and where we can use them, Aerodynamics; Laminar flow, trouble areas and lift discussion, Airspace and IFR operations; aircraft category and how it affects the approach, flight planning, briefing for departure, enroute and arrival, Situational Awareness; Accident Avoidance; examples and analysis and how we can avoid them, Weight and Balance; worksheet and discussion, Performance Issues; airspeed uses in different scenarios, temperatures, decent planning, engine management and IFR factors.

Pete Zaccagnino is teaching the seminar, along with two additional flight instructors, for the flight training. Al Campbell and Jeff Edwards both bring a wealth of experience with lots of Lancair, turbojet and high performance turbine experience. Pete is a Gulfstream IV Captain, aeronautical engineer, and test pilot, he's been teaching college programs and flight instructing in everything from jet aircraft to small piston aircraft including aerobatics.

FMI: www.lancairtraining.com

Occasionally, airline attendants make an effort to make the "in-flight safety lecture" and their other announcements a bit more entertaining. Here are some real examples that have been heard or reported:

"There may be 50 ways to leave your lover, but there are only 4 ways out of this airplane..."

Pilot - "Folks, we have reached our cruising altitude now, so I am going to switch the seat belt sign off. Feel free to move about as you wish, but please stay inside the plane till we land... it's a bit cold outside, and if you walk on the wings it affects the flight pattern."

And, after landing: "Thank you for flying Delta Business Express. We hope you enjoyed giving us the business as much as we enjoyed taking you for a ride."

As the plane landed and was coming to a stop at Washington National, a lone voice comes over the loudspeaker: "Whoa, big fella. WHOA!"

After a particularly rough landing during thunderstorms in Memphis, a flight attendant on a Northwest flight attendant announced: "Please take care when opening the overhead compartments because, after a landing like that, sure as hell everything has shifted."

GENERAL MEETING MINUTES December 3, 2003

The general meeting was called to order on December 3, 2003 at 7:40 PM by Pres. Joe Weigand. Held at Chapter 124 Clubhouse, Santa Rosa, CA.

Number Attending: 62

Visitors – Sam Qvady, Ken Dyche, Kevin Kennedy (2nd time), John Terry, David Terry.

Minutes – Acceptance of November minutes: M/S to approve. Approved.

Treasurer's Report and Parking Fees status (John Whitehouse reporting). M/S to approve. Approved.

John also issued a passionate plea for a volunteer to become our membership chairperson.

Facility Report – Let membership know that Q2 in bone-yard was coming up for grabs. Anyone interested please see Larry R. Do NOT park in grass areas during rain season.

Ratification of revised By-Laws – Vote of attending eligible members was conducted by show of hands. Revision was ratified 32 for, 0 against. New by-laws are adopted and will become effective immediately.

Joe Lacchia and the by-law committee were applauded for their strong efforts in this matter. Joe presented the Secretary with an official copy of these by-laws for entry into the chapter records.

Recognition – Joe & Sue passed out certificates of award and pins to recognize the volunteer efforts board members, officers and young eagle ground and air crew. Membership also gave a round of applause to new member Ron Schultz for picking up a spatula and becoming our burger chef for the evening. Thanks again Ron.

General Meeting Minutes (cont)

Young Eagles – Sue S / Bill B announced that overall YE count for the chapter stood at approximately 1300 since start of the program. Bill read excerpts from a Scout Master's letter of appreciation.

Evening Program – John Terry gave a spell binding dissertation and slide show on the techniques, technicalities, and rewards of hot air balloon piloting.

Respectfully Submitted,
Jim Elliott, Secretary, EAA 124

THE FLYING MARKET

Homebuilt **SEA HAWKER AMPHIBIAN** for sale. Flown 40 hours. Factory rebuilt 150 HP. Very Attractive – Always hangered \$25,000 Chris Ketelsen (707) 526-5869 trowbridge4@juno.com

KOLB FIRESTAR II:

EXPERIMENTAL N23NN. Call Neil (415) 664-2296, firestard@aol.com. Built by an A&P. It flies fine but my partner moved so it's time to sell. Asking \$12,500, have \$16,000 invested.

KITFOX LIGHT:

Asking \$12,500, have \$20,000 invested.
Jim DuVander
(707) 838-2174

PIPER CLIPPER:

New recover, new major, dual pedals.
(707) 275-2291

If you have something that you would like to buy, trade or sell, contact Donna at (707) 823-6132 or dturren@sonic.net

BOARD MEETING MINUTES
(December 3, 2003)

Pres. Joe Wiegand called the regular board meeting to order December 3, 2003 at 6:35 PM. Held in Chapter 124 Clubhouse, Santa Rosa, CA.

Joe Wiegand, Pres.	P	Dave McIntyre, Board	P	Dwayne Green, Board	P
Bob Gutteridge, VP	P	Bill Bruce, Board	P	Marshall Palmer, Board	A
Jim Elliott, Sec.	P	Ron Parrot, Board	P	Mike Fenn, Board	P
John Whitehouse, Tres.	P	Joe Lacchia, Board	P	Larry Rengstorf, Fac Chair	P
Donna Turrentine, News Ltr Ed	P	Membership Chair	A	Christine Kerner, Webmaster	A

Minutes – November 2003 Minutes submitted for approval. M/S to approve. Approved.

Treasurer's Report – John Whitehouse reported November activity and updated all on parking fees. M/S to approve. Approved.

Facilities & Equipment: - Received letter from John Fritch regarding the derelict Q2 on site. Motion (Bruce) and second (Lacchia) to authorize chapter to engage legal assistance and initiate proceedings to dispose of the Q2 abandoned on our site by Jack Burgland. Approved by unanimous vote. Larry Rengstorf to initiate on behalf of board.

Newsletter/Promotions – Badges: Donna Turrentine has offered to carry through with new badges upon completion of the annual membership sign ups (March 2004 meeting).

Recognitions – Young Eagles: Records indicate that this chapter has flown approximately 1300 young eagles since start of the program. Bill Bruce read a moving letter of appreciation from Scout Master of a troupe recently involved in YE flights. Joe has several chapter service and YE service recognition awards to hand out at general meeting.

Planning / Nominating – Discussed conduct of By-law ratification process scheduled for the day's general membership meeting.

Events – Discussion of event announcement and listing process. Decision to announce site will be open for an impromptu gathering (10:00 AM, Dec 20th) in honor of the Wright Brothers and other innovators who given us the gift of flight. Donuts & Coffee provided by the chapter.

OLD BUSINESS –

Calendars – decided to ask for pre-order signups this year and order only number asked for.

Chapter Re-energize – Continued discussion on this subject. Bill Bruce has had discussion with Airport Mgr regarding an airport good neighbor policy and role EAA might play in it.

NEW BUSINESS –

Discussion regarding need to engage visitors and use the opportunity to tell them about this chapter and introduce them to members who match up to interests, etc. Discussed who and how this might be done. Bill Bruce to try this at tonight's general meeting.

Board Meeting Schedule – It was widely acknowledged in discussion, that over the years, elected members of the board tend to be disengaged from the membership at large. It was also acknowledged that the main opportunity to associate is during the social BBQ hour prior to start of the general meeting. The same hour that monthly board meetings are held. Motion made and Second received to move the regularly scheduled February board meeting forward to the 3rd Wednesday in January. Motion approved 9 yes, 2 no.

First board meeting of 2004 will be January 7 at 6:30 PM. Second board meeting of 2004 will be January 21st at 6:30 PM.

Adjourned 7:25 PM Respectfully Submitted, Jim Elliott, Secretary EAA 124

2004 CALENDAR OF EVENTS:
(Dates will be filled in as I receive them...)

**JAN. 7, 2004 PROGRAM: Jim Elliott, Pros & Cons Discussion of Small Plane IFR.
INDUCTION OF NEW OFFICERS.**

May:

- Pancake breakfast
- Luscombe fly-in
- Watsonville Antique fly-in

June:

- JUNE 8: Little River BBQ 12-4 pm
- JUNE 28: Quincy Antique Wings & Wheels
- Merced Antique fly-in
- Golden West EAA fly-in
- Young Eagles Day

July:

- Arlington EAA fly-in
- Oshkosh

August:

- Evergreen
- Young Eagles (?)

September:

- Trinity Center BBQ
- Reno Air Races

October:

- Copperstate EAA fly-in
- Young Eagles (?)

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" Schellville Antique Escadrille meets
" every 2nd Saturday (except June) at the
" Schellville Grill, 6pm. If staying for
" dinner, Call Bill Ewertz (President)
" (707) 938-1465
"=====

EAA 124 OFFICERS, BOARD OF DIRECTORS

President

Joe Wiegand (2) (415) 665-8871

Vice President

Bob Gutteridge (1) (707) 539-5188

Treasurer

John Whitehouse (2) (707) 539-5549

Secretary

Jim Elliot (1) (707) 539-3924

Facilities Chairman

Larry Rengstorf (707) 575-0331

Facilities Committee

Art Beer, Bill Bruce, Bill Massey, Joe Wiegand

Technical Counselors

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**

Board Members

Ron Parrot (1) (707) 433-5730

Dave McIntyre (1) (707) 874-2672

Bill Bruce (2) (707) 823-5655

Dwayne Green (1) (707) 544-4535

Joe Lacchia (1) (707) 824-2891

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Mike Fenn (2) (707) 578-5463

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Donna Turrentine (707) 823-6132

Webmaster

Christine Kerner ck@eaal24.org

Librarian

*****Volunteer Needed**

Young Eagles

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