



**January 5, 2005**

**Volume 44  
Number 1**

## **SPECIAL ANNOUNCEMENTS:**

**January 5, 2005 PROGRAM:** Rolf Unternaehrer will present a discussion about Space Ship One. (He may discuss Aircraft Electric System Architecture if there is any interest.) Come and bring your interest.

## **NEW YEAR'S DAY FLYING SCHEDULED**

Come out to the site on Saturday, January 1st and enjoy a little flying...thus getting 2005 off to a great start. An old Chinese proverb says that what you are doing on the first day of the New Year is what you'll be doing for the rest of that year. We'll go flying (weather permitting) and/or go to breakfast (if weather is not permitting) and/or both. **Come and enjoy a nice morning of flying and the camaraderie of aviation friends.**

## **BOARD MEETING REMINDER**

**Board members:** Please be reminded that the Board Meeting for the month of January will be held on Wednesday, January 5th, starting at 6pm and will run until 8pm if necessary. This will potentially delay the start of the General Membership Meeting until 8pm.

# **HAPPY NEW YEAR**



## MESSAGE FROM THE FRONT DESK...

January, 2005

**Bob Gutteridge, President**

**Happy New Year** everyone! Don't forget, come on out to the Site on January 1 so we can do a little flying thus getting 2005 off on the right foot, or should we say the right wing? If the weather is lousy, we'll gather anyway and talk flying and then decide what to do with the rest of the day.

Club elections were held at the November meeting at which time half of the officers and board members were replaced with new folks who are now becoming accustomed to their "new hats". We will be taking a few minutes at the January meeting to induct the **newly elected officers** and reintroduce the returning folks so you can know who we are. Hopefully this will facilitate your occasional discussion with one of us on the topic of Club operations.

Right after January 1, comes April 15<sup>th</sup>. Yep, I'm talking about **tax day**. Reference the article below from the EAA National newsletter dated Dec. 16th. Is there some good news in there for anyone? If you research this please let the rest of us know what you find out:

### ***"Young Eagles Volunteers Allowed Certain Tax Deductions***

*Tax time is nearly upon us, and EAA has some valuable information for Young Eagles volunteers on potential tax-deductible expenses incurred while participating in the program. The Experimental Aircraft Association is an educational and philanthropic organization under Section 501(c)(3) of the Internal Revenue Code. Consequently, EAA members and others who incur out-of-pocket expenses in connection with volunteer services performed by them on behalf of EAA, may be entitled to deduct all or part of those expenses as a charitable contribution on their personal income tax returns."*

I attended PCAM's year-end meeting on Dec. 15<sup>th</sup>. Several PCAM members were recognized for their outstanding service to the museum; one of our own was included in that group. **Larry Rengstorf** was presented with a "Challenge Coin" which Jim Cook had struck for this occasion.

As I mentioned last month, we will be establishing the **Club calendar** early this year. I have not heard from any of the event Chairpersons regarding Young Eagles, pancake breakfasts or other events. If you don't make your wishes known, you may not get your date, or volunteers.

### Anthology of thoughts:

A very successful **Project visits** was held on Saturday, Dec. 4<sup>th</sup>, see within for additional details. CAFE is making steady progress with NASA and the **PAV contest**. We are now in the new year and **dues are due!** Please see your friendly Treasurer, John W. (he sits at the north end of the front table), before the March meeting so your name will appear in the roster for 2005. Also, has your **address, phone number or email changed**; I.E. is your roster info correct? And remember, **DON'T PARK IN THE DIRT (THINK MUDDY!)**, just drive on inside the gate and park on the asphalt.

Hope to see you on 1/1 for a fly away event, and on 1/5 at the meeting.



## THOSE ELEGANT WACOS

*(Remo Galeazzi)*

The Waco flock of airplanes had their beginnings in the early twenties. A man by the name of “Buck” Weaver was barnstorming through Ohio in 1919 and he, in turn, was joined by another barnstormer, Charlie Meyers. At some point in time they were joined by another two young gentlemen, Clayton Bruckner and Elwood Junkin. Together, they formed the embryo company and called it the Weaver Aircraft Company, which was at that time under the guidance of George “Buck” Weaver.

Unfortunately, Buck Weaver passed away in 1924 and the stewardship of the company was assumed by Elwood Junkin and Clayton Bruckner, who have been credited by historians as the driving force that propelled the Waco Aircraft Company into national prominence. The catchy and euphonious name of “Waco” was derived from the title letters of “Waco Aircraft Company”, and to this writer represents a good part of my childhood memories. The first airplane I was ever close enough to touch was a Waco 10, gloriously resplendent in its freshly painted surfaces consisting of a white fuselage and orange wings and empennage. Just go ahead and say “Waco” out loud, pronounced WAH-CO. Those two syllables flow from one’s mouth so beautifully, so easily, and it’s even fun to just say it! The company enjoyed a tremendous success throughout the thirties, and I’ve always felt that some of this success was attributable to the name “Waco”, itself.

Actually, the company’s success extended into the forties as they built a great number of the Waco CG-4 troop gliders that our own **Henry Beadle** instructed in during World War II. The first Waco to be certified was the Waco-9 of 1927, and the last series to be manufactured (outside of an unsuccessful experimental pusher in 1946) was the RE group of 1940. Waco built only biplanes, and from the Waco-9 to the RE, some of the most esthetically beautiful biplanes ever conceived rolled out of that renowned factory.

In the early thirties Waco introduced a series of cabin biplanes that were selling well all over the world, and in 1935 the line was augmented with the introduction of the first of the “Custom Cabin” models. These were very handsome aircraft of generous dimensions that would seat four or five. The first “Custom Cabin” Waco, the UOC, was powered by the 7 cylinder Continental R-670-A of 210hp or the R-670-B of 225hp – with a 225hp Jacobs L-4 it became the YOC. It is one of these “Custom Cabin” models to which we’ll focus our attention.

With the possible exception of the SRE, and this is arguable, the “Custom Cabin” Waco YQC-6 is considered by those who know, the most beautiful Waco Cabin ever built. It was conceived in 1936, (hence the dash 6), powered by the trusty L-4 Jacobs of 225hp. Actually the QC-6 was seven different airplanes as it was offered with no less than seven different engines. The ZQC-6 was powered by the 285hp Jacobs L-5. The 330hp Jacobs L-6 became the AQC-6, while powered by the Wright R760-E1 of 285hp it became the DQC-6, and the EQC-6 had the 320hp Wright, etc.

## THOSE ELEGANT WACOS (continued)

*(Remo Galeazzi)*

The 1936 model was only slightly changed from the 1935 Waco, in that the “bumps” from the cowl were eliminated it was said to have the “Smooth Cowl”. It is a YQC-6 with the smooth cowl that is currently being restored by **Jim Smith, our master builder and restorer**. Jim acquired this magnificent aircraft a few years back, in a dismantled state and needing (and deserving) a complete restoration. The engine (of which he has two) had at some time been upgraded to a constant speed prop which increased the power to 245hp, but please don’t ask me what model that makes it...(a YQCI/2-6???) Jim expects to eventually install a 275hp Jacobs which will maybe make it a ZQC-6(?)

A characteristic of the Custom Wacos is that the lower wing is much smaller than the top – as a matter of fact, since the wing area of the lower wing is less than half of the upper, it is a legitimate sesquiplane. The wings are braced by “N” struts, but no flying or landing wires are used, a single diagonal strut between the top of the cabin and to the lower “N” struts takes care of those loads. The landing gear, incorporating wheel pants, is nicely faired, and the fuselage, though cavernous, is gracefully formed to a lovely fin and rudder.

Jim’s particular Waco has a distinguished history as a sub chaser during the war and has the logbooks to prove it. It was equipped to carry bombs on coastal patrols and logged many hours in that capacity. The logs indicate that it was returned to the factory a number of times to be rebuilt due apparently to enumerable ground loopings.

Jim started his restoration on the lower wings, and after finishing one and moving on to the next was amazed to find that they were dissimilar! Evidently, a “standard” wing was hastily modified at the factory to take the place of a “Custom” wing, and the job was so cleverly done that it wasn’t discernable to the average viewer, even fooling the previous owner who had flown it for years! When Jim, bewildered, put one wing up against the other, found that not only was the configuration different, but even the fittings didn’t match!!

Needless to say, the wing panels match beautifully now, although things like this do mess up the restoration timetable. The restoration will be completely authentic, to the very screw, and knowing Jim as I do, I will take odds right now that Chapter 124 will have another Grand Champion at Oshkosh in a few years. Wanna bet?

The Waco YQC-6 is an impressive, lovely airplane, with practical, comfortable cross country performance. When Jim’s is finished he won’t have just something that’s pretty to look at, he’ll have an outstanding workhorse that will turn heads at every airport on the way to Oshkosh.

Specifications for the Waco ZQC-6 with the 285ph Jacobs L-5:

Length: 26’8”  
Height: 8’8”  
Wingspan upper: 35’  
Wingspan lower: 24’6”  
Wing area upper: 168 sq. ft.  
Wing area lower: 76 sq. ft.  
Airfoil: Clark Y  
Empty weight: 2023 lbs  
Useful load: 1477 lbs  
Top Speed: 166 mph  
Cruise (1900 rpm): 150@6000’  
Cruise (2000 rpm): 158@6000’  
Range at 1900 rpm: 600 miles.

(Information gleaned from US Civic  
Aircraft, Juptner, Volumes I and VI)

## THOSE ELEGANT WACOS (SEQUEL)

*The sands of time have been continually flowing since the above article was written many years ago. But Jim is still at it. As parts were dismantled, and all of the nooks and crannies uncovered, it was found that the entire aircraft needed restoring from the ground up. Anyone who has seen this craft will readily agree that it is a restoration of monumental proportions, especially for one man. However, Jim is a persistent fellow, and piece by piece, either refurbished or completely built anew, all of those months and years of hard work are coming to fruition. It must be remembered that this project is a true restoration. That is to say, every part of the reconstruction is exactly as when the aircraft left the factory as the very first YQC-6 in 1936. As a matter of fact, **when Jim requested the original drawings from the Smithsonian, he was amazed to find that the serial number on the plans was the very serial number of his Waco!!***

*The instrument panel is exactly as the original with original instruments bearing the Waco logo, even to the original flare panel (yes, the three flares are mounted on the left side of the fuselage). The panel is grained in a beautiful redwood burl pattern. The upholstery is in grey tone fabrics as per the original, and the controls even sport the original Johnson Bar. The aircraft is essentially completed now, and ready to be assembled. What remains are the fairings, and that is itself a formidable task. Some have been completed to perfection, but many remain, as the YQC-6 is a Custom Cabin Waco, and there is a fairing at every juncture. Jim cannot be in a hurry to do this work, as he is a perfectionist, and each fairing must be a perfect fit with a perfect finish. When completed, this particular Waco YQC-6 will be the epitome of the aircraft restorer's art, and will be a revelation to the nit-pickers at flyins as they'll find slim pickens...*

**Remo Galeazzi**

\*\*\*\*\*  
\*\*\*\*\*

## Nice Approach

A Lufthansa 747-400 and a United 757-200 are on simultaneous landing approaches on the parallel runways 28L and 28R at SFO. Runway separation is 225 meters. Due to the Jumbo being 3 times larger than the 757 and located behind it, this picture gives us a fantastic optical illusion of two airplanes landing too close to one another. (Thanks, Larry Rengstorf)





## GONE FISHIN' (Paul Reinders)

Three passengers and fuel. Takeoff weight up to maximum. The warm temperatures and lack of wind will make performance marginal. Takeoff flaps, trim set, mixture rich, pax briefed, doors closed, I begin a left turn as near to the shoreline as possible, and at 45 degrees to the takeoff heading I retract the water rudders.

Throttle in gradually as the nose rears up to clear the spray. Full power, aft yoke. The nose continues to rise blocking all forward view. Relax the back pressure. Nose continues to rise. A touch of forward pressure on the yoke. The floats come up on step as the aircraft swings to the takeoff heading. A touch of right rudder steadies the heading. A bit of backpressure on the yoke and the floats settle on the "sweet spot". The aircraft begins to accelerate rapidly.

I confirm the two canoes ahead have obligingly pulled to the side of the lake. They know I need a clear channel toward the lowest trees and although my wake at that point is no threat to them they have offered me additional space while I was turning into the takeoff position.

The go/no-go point rapidly approaches. The short wing and ailerons on this model do not allow raising one float to lower drag. If I can raise one float, I can raise both and go flying. There is little margin for error this morning.

I come back on the yoke and pull slightly more flaps at the same time, popping the floats clear of the water with one momentary complaint from the stall warning horn. The acceleration is instantaneous. Level off in ground effect as close to the water as safely possible to take advantage of the decreased drag. I concentrate on the bases of the trees ahead and at the last moment pull for the tops of the trees. We clear easily and I glance at the ASI. We have knots to spare.

Twenty minutes later we round the mountain and start sliding downhill toward a lake nestled against the Alaska Range ahead. We see three imposing volcanoes, Mount Spur being directly ahead with a rugged glacier stretching toward us into the fog that presently covers our destination. The cold air sliding down the glacier has encountered the warmer, moisture-laden air over the lake and the lake is blanketed with 200 feet of fog. The outlet river canyon, also filled with fog, offers no chance of finding our way in from that direction. I continue descending towards Mt. Spur and reverse course overhead the glacier. A tiny bit of the lake is now visible beyond the glacier and intervening sandbars ahead of us.

Throttle back, check water rudders up, full flaps, and trim to 70 IAS. We slide downhill barely above the glacier, cross the sand deposited by the retreating glacier, trimmed now to 65 IAS. Manifold pressure set for a 100-200 FPM rate of descent. We are barely above the milky water, rapidly approaching the fog bank that extends down to the surface ahead. Without peripheral clues or horizon ahead, we make the classic glassy-water landing and within yards we are in the fog bank. Visibility is reduced to nil. Power off, flaps up, full back yoke, water rudders down, mixture lean, doors open.

I lean out to see around the moisture collecting on the windscreen. We are on instruments. For fifteen minutes I taxi on a compass heading down the lake, angling towards the shoreline on our left whenever the visibility improves slightly. Finally, we begin to see debris in the water near us. These are logs, limbs, etc. from the spring run-off coming into the lake from the stream we hope to fish.

"There it is. Come left and cut it!" I pick an aiming point between half-buried logs on the shoreline and pull up the water rudders. The floats grind into a sand-bottomed landing between the invisible boulders hidden in the milky water on each side of the aircraft.

"Switches off. Watch where you step when you clear the floats. Lots of rocks here."

## GONE FISHING (continued)

Ten minutes later we have the aircraft tailed into the sandbar, tied fast to the buried logs on the beach, and are ready to fish. Three casts. Two King salmon netted. We hear a DeHaviland Beaver overhead. It orbits twice and leaves to be replaced immediately by a Cessna 185 or 206 which also leaves shortly thereafter.

Everyone soon limits out. Fish filleted, gear packed, fog beginning to thin. We taxi out, call on 122.9 and are answered immediately by a Skywagon overhead. Within a quarter mile we taxi clear of the fog, begin the takeoff run, and are airborne towards the glacier as the Cessna begins his approach from the opposite direction. Landing lights on, we get a return flash from the other pilot.

"Kings are in. Good luck...and watch out for a log floating just short of the creek".

"Got it. Thanks."

Lord, I love this. One a these days I gotta get a float rating!

"Hey, there's a sow with three cubs."

\*\*\*\*\*

### ***THE FLYING MARKET***

YEAR 2000 RV-6A N5821V 180 hp O360 Lyc.  
w/constant speed prop. 536 hrs TTA & E.  
New KLX135 gps/comm. King trans w/encoder.  
Icom #403 -- built in panel wing leveler auto pilot.  
Full panel -- all the trick farings -- show quality.  
\$70,000 contact Roger Lovato 545 Salt Mine Road,  
Camp Verde Az. 86322 (928) 567-0660

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)

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. Cleveland. 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)

## **JANUARY 2005 CALENDAR OF EVENTS**

Mark your calendar for **January 1, 2005** and come out to the Site. **Tradition** holds that if you fly on the 1<sup>st</sup> day of the year, then the entire year will be filled with good flying. WX not permitting, we'll 'fly the hangar' or car pool to lunch, or both.

### **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.



## DECEMBER Board Meeting:

President Joe Wiegand called the Board Meeting to order December 1<sup>st</sup>, 2004 at 6:30PM.

Joe Wiegand, Pres.	P	Rolf Unternaehrer, Board	P
Bob Gutteridge, VP	P	Ron Parrott, Board	P
Joe Lacchia, Sec.	P	Dwayne Green, Board	P
John Whitehouse, Treas.	P	Marshall Palmer, Board	P
Larry Rengstorf, Facilities	P	Mike Fenn, Board	P
Jim Elliott, Board	P	Donna Turrentine, News Ltr.	P

### 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.

### Committee Reports:

**Facilities:** Larry Rengstorf reminded everyone to **stay out of muddy areas** with the rainy weather at hand. Clark Pest Control will be out tomorrow to spray for weeds. The Pine Beetle killed three trees on the sight and Larry took them down. He will be removing their stumps, leveling the area and planting grass seed in the next few weeks. Larry is also continuing to fill potholes in the driveway as they appear.

**Lease:** Jim Elliott reported on progress to date with lease negotiations.

**Budget:** John Whitehouse has developed a preliminary budget for the 2005 year based on last year's budget. Larry Rengstorf, Bob Gutteridge, Dwayne Green and Joe Wiegand have volunteered to be members of the 2005 Budget Committee.

### Events:

The project visit tour is scheduled for December 4<sup>th</sup>.

**The New Years Day flight event will start between 10:00 and 11:00 AM on New Years Day.**

### Old Business:

Bob Gutteridge has reviewed our standard insurance policy and feels that it may be adequate to cover all activities at our facility. He has contacted our attorney and asked for a review of the policy.

Jim Elliott was asked to purchase the Digital Light Projector before year-end so its cost can be applied to the 2004 budget.

### New Business:

It was decided that the Chapter would send a box of candy to the Airport Manager's office as a Christmas gift. Bob Gutteridge will make this happen.

A drawing was held for meeting program responsibilities for the coming year.

It was decided that the January Board Meeting would be held on Wednesday January 5<sup>th</sup> starting at 6:00 PM and run to 8:00 PM if required instead of the scheduled separate Monday meeting. This will potentially delay the General Membership Meeting.

All departing officers should remember to bring their Manuals and any keys that they may have to the next Board Meeting.

Meeting adjourned at 7:25 PM

Respectfully Submitted,  
Joe Lacchia, Secretary



## **DECEMBER General Membership Meeting:**

President Joe Wiegand called the meeting to order December 1<sup>st</sup>, 2004 at 7:38 PM.

**Number in Attendance:** 73.

### **Minutes:**

Minutes from the prior General Membership meeting were M/S/A with the following update: Under Tech. Councilor Bill Massey's 601HDS Zenair was incorrectly reported as a 610HDS Zenair.

### **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.

### **Committee Reports:**

**Facilities:** Larry Rengstorf warned members to not to park their vehicles in muddy areas. Larry also mentioned that people shouldn't attempt to modify the plug on the air compressor to fit into a different receptacle because the voltages may not be compatible. He also asked that care be taken with the pins on the hangar doors.

**CAFÉ:** Larry Ford reported that CAFÉ would be involved in the administration of the Utility Aircraft Contest being sponsored by NASA Langley.

### **Builders Reports:**

Dave Lynch reported on the receipt of his empennage kit and that work is coming along well.

Kevin Quirk reported on helping with the building of Dave Coddling's Glasair Sportsman.

Glen Hetchler reported that he and his family have purchased a lot at Kelly Airpark in Colorado and that they plan to be moving within the coming year.

### **Recognition:**

Joe Wiegand handed out recognition awards from the EAA National to this year's officers, applicable committee members and advisors.

### **Events:**

A tour of projects is scheduled for this Saturday, December 4<sup>th</sup> starting from our facility. Meet around 9:00am for a look Rolf Unternaehrer's RV, Jim Boyer's Pietenpol and John Whitehouse's RV.

The New Years Day Flight event will be held at our facilities on January 1, 2005 at between 10:00 and 11:00AM. This has become a chapter tradition and all are welcome.

Bob Gutteridge reported on his trip to Mexico with Ken Vaughn and others, and their battle with a muddy runway.

**Evening Program:** Marshall Palmer gave a presentation on aviation oils and their applications.

Respectfully Submitted,  
Joe Lacchia, Secretary