



July 5, 2006  
Volume 45  
**Number 07**

*Board Meeting:*  
*July 12, 2006 7:00pm*

*General Meeting:*  
*July 5, 2006 7:30pm*

[WWW.EAA124.ORG](http://WWW.EAA124.ORG)

[WWW.CAFEFUNDATION.ORG](http://WWW.CAFEFUNDATION.ORG)

## SPECIAL ANNOUNCEMENTS:

**July 5, 2006 PROGRAM:** Mr. John Halliday, Lieutenant Colonel, Ret., and 767 Captain for American Airlines, will speak about his experiences flying C-123s out of Nakhon Phanom Air Base, a secret base in Laos, during the Vietnam War. He has written "Flying Through Midnight" which details many of his daily experiences of life under these difficult circumstances.

## SPECIAL DATE FOR BOARD MEETING

**The July meeting of the Board of Directors will be held on July 12<sup>th</sup> at 7:00 to 9:00pm.**

## NAME TAGS

The Chapter has run into financial problems with the name tags. The former owner of the print shop was a member of the Chapter and gave us a special price for the name tag blanks, lamination, and labor associated with their printing. He has since sold his share to his business partner, who, for several years, continued the special price for us. Now, she is so busy that the time she takes to process the nametags is being taken away from her "for profit" business, so that she can't afford to continue to lose time and money making our name tags. She will continue to make the name tags, but for a higher price. Therefore, the Board has formally decided to discontinue buying the name tags for our members. If an individual wants to purchase a name tag, he/she can contact the printer directly and purchase one on an individual basis. Please contact Donna Turrentine (707.823.6132) for further information.



MESSAGE FROM THE FRONT DESK...

JULY, 2006

Bob Gutteridge, President

Welcome to summer everyone! Are we warm enough now?

**Golden West** was very well attended by 124 folks. The last count I had totaled 21 from our Club. John Whitehouse and Herb Johnson rode over with Geri and me in the 182. We departed rather early with an IFR clearance up through the fog thus arriving about 8:30. Even with this early arrival, we still found the skies around the airport moderately busy. Attendance seemed to me to be relatively light this year. Attesting to this were few folks at the vendor counters and shorter lines for lunch.

**Sonoma County Airport's Open House** has gone into the history books as a success. The last unofficial count of Young Eagles flown puts the total in the high 60's. As usual, **David Lynch** did a great job pulling all the details together for the kids. My hat is off to **Steve Fredericks** for overseeing the entire effort for 124. Look for article from both Steve and David covering particulars of the event.

If you have been by the Site recently, you may have noticed that the bone yard area has been extensively cleaned up. Larry Rengstorf has been leading the extensive cleanup effort for the last several months. All this work has resulted in getting the old unused machinery removed and I am pleased to report that the area is showing the fruits of his labor.

On the subject of advanced notice: Please note; there will not be a Presidents message in the August Newsletter. I will be flying off to Oshkosh for the big show and will not return until just before the meeting. As in the past, the program for our August 2nd meeting will be an informal round table discussion by all attendees regarding what was seen at Oshkosh.

The special time and date for the July **Board meeting** is **Wednesday, July 12th at 7:00 pm to 9:00 pm**. This is the Wednesday following the regular meeting.

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When asked why he was referred to as "Ace": "Because during World War II, I was responsible for the destruction of six aircraft, fortunately three were enemy".

--- Captain Ray Lancaster, USAAF.

Both optimists and pessimists contribute to the society. The optimist invents the aeroplane, the pessimist the parachute."

--- George Bernard Shaw



### **June 17, 2006: Young Eagles a Success for EAA Chapter 124**

On June 17<sup>th</sup> EAA 124 participated in the STS Open House by holding a Young Eagles event. Once again we held the event at the base of the tower on the east side of the airport. It was great being under the trees, and next to the pancake breakfast. Sonoma Jet Center was kind enough to provide a significant fuel discount to the pilots who participated in this event. Thanks SJC! Honey Sliced Hams provided delicious made to order sandwiches. Thanks to you too!

We flew 67 kids who were very excited about getting their feet off the ground. The parents too were very pleased and appreciative to us for holding this event. In fact the families started arriving at the airport at 6:30 am, even though we were not scheduled to start flying kids until 9:00 am. They wanted to make sure that their kids got to fly. By 1:00 pm we were done flying all the kids that were there. I think that everyone had a great time. Then we all had a nice lunch under the trees after we were done.

Normally Tim Peterson gets the credit for the last plane to return with kids. But this time it was Kevin Quirk who got the credit for flying the last kid.

Thanks to all the participants in this event:

**Our pilots:** Glenn Brizee, Bruce Lawton, Tim Peterson, Eric Peterson, Kevin Quark, Brien Seeley, Ray Shipway, Doug Wayman and Jerry Wrench.

**Ramp Crew:** Mike Fenn, Douglas Fisher, Bob Gutteridge, Ellen Jori, Walter Kwiatek, Sher Shipway and Joe Wiegand.

**Registration Crew:** Sue Sarmir, Walton Ferris, Joe Lacchia, David McIntyre, Dennis McGuire, George Nervo, Donna Turrentine.





## **1 May 2006: “Good Job, Welcome to Oshkosh”**

(Thanks, Duncan Reed)

July 2005 I had the good fortune to fly my 1963 Beech Debonair (155 kts IAS & 13.5 gph) to Oshkosh. The trip started with a little more excitement than I like. Bouncy VFR to Rock Springs, WY...dodging thunderstorms after Nevada... 1/2 hour from Rock Springs doing a 180 to pick a better route with 1 hour of fuel left...Things like that! But I made it to Denver that night. The next day I did some work for a client and left for Iowa City that afternoon. There is a nice motel adjacent the field that is run by aviation enthusiasts. They gave me a dorm room with bathroom down the hall for \$20. They were having a pre-Oshkosh pool party in the 90 degree weather. It went on until late into the night.

The next morning I got an informal arrival briefing from one of the dozen or so pilots flying on to the Big Show. I know that many EAA members have flown into the world's busiest airport, but for those that have yet to fly the pilgrimage to aviation's Mecca, it is not that bad. Basically you fly up the railroad tracks at 90 kts and pattern altitude from about 15 miles away. You try to turn on some lights to make your plane unique to the Approach controller along the railroad tracks. We had a 15 minute hold about 25 miles away. They said something like “circle where you are now while we get the plane with the collapsed gear off the runway”. I already had my gear down and was practicing flying at 90 kts with a Cessna in the same circle when we got the OK to proceed. I thought I would simply follow the Cessna in but other planes kept appearing and sliding into the flow all orderly and safely with plenty of distance. I was flying up the tracks listening to the approach controller tell planes what to do when I heard “Low wing with the landing light on turn right to join the left downwind for runway 18.” Is that me, I wonder? “Come on now listen up. Low wing with the landing light on turn right to join the left downwind for runway 18.” I start a right turn. “OK that's good now, go to the tower.” I'm flying a crosswind leg and see no one. Where are all these planes that I've been listening to? I hear ones behind me getting the same direction to the left downwind. I see the runways plainly. I end up flying a wide downwind. But the tower controllers see me and direct those behind me to tighten up the pattern. They have me start down early for a short approach and landing on 18L, a taxiway that is temporarily a runway. I feel glorious when they say “Good job...Welcome to Oshkosh.”

Pretty soon I'm parked in Vintage Air Camping about a ¼ mile past the south end of runway 18R with a hundred other planes. It is 95 degrees and 75% humidity and I'm beat. I'm sitting in the shade in my folding chair underneath my tail doing what dozens of people around me are doing, namely, watching a stream of airplanes go from the crosswind leg to downwind. Suddenly there is a Cessna on final going the wrong way! We all see it and start chattering. At about 300 feet agl it applies full power and turns right to join the downwind, albeit lower than the others. Saved by the controllers! I can imagine something like this: ***“White Cessna on short final to runway 1, white Cessna on short final to runway 1, you are landing the wrong direction, climb immediately and turn right to join the left downwind”***. I cannot guess what the other controllers are doing to deal with this potential calamity but they are doing something.

When I walk 2 miles up the flight line I see that there is a big banner hanging near the top of the tower: “World's Busiest Control Tower.” I am genuinely appreciative. 10,000 airplanes fly into Oshkosh in one week. From where I am camped next to my plane, to the plane camping at the far end, is 5 miles. The controllers are all volunteers and they stand out in the crowds because they wear hot pink shirts as uniforms.

Late in the week I went to a builder's seminar. Soon I was bucking rivets with a partner in a hot pink shirt. He was enthusiastic about Oshkosh and flying and rivets and all. He was a controller from several states away and happy to be working the Fly-in. All the controllers volunteer for Oshkosh. Since the daily air show was in progress and the controllers were not busy he invited me to visit the tower. (No arrivals or departures are permitted during the air show except the participants. Control is from a wooden structure near the runway.) The seven tall sets of stairs to climb were well offset by the air conditioning. The view was terrific...flat Wisconsin with Lake Winnebago in the distance.



### **1 May 2006: “Good Job, Welcome to Oshkosh” (continued)**

The tinted windows were spotless. The three controllers present were not giddy like me but staid and serious. I got the rundown on how during the day they have eyes looking close in and separate eyes looking far out in each direction, plus rovers for helping with situations. The place would be jumping. One of them said, “Do you know what our motto is? *Good job, Welcome to Oshkosh.*”

The Harrier jump jets (someone said they turn fuel into noise) are so loud that, daily, I would seek respite from them and the air show. Accordingly I was sitting in my folding chair with my airplane when they opened the field again for arrivals and departures. Since it was late in the week a lot of planes were leaving but there were arrivals too. Suddenly there is a Cherokee on short final landing the wrong direction. “I can feel this crisis in my heart and I think of the controllers. *“Blue and white Cherokee on short final to runway 1, blue and white Cherokee on short final to runway 1, you are landing the wrong direction, climb immediately and turn right to join the left downwind.”* It feels good to hear the engine roar and see the plane climb out of danger. I think about how dumb the pilot must feel. How grateful he and other witnesses are. He flies downwind, base and final. He lands and what do the controllers say: “Good job, Welcome to Oshkosh.” Thanks to those volunteers.

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## **LESSONS OF THE BIRDS**

(Thank, Remo Galeazzi)

A bird is an instrument working to mathematical law, which instrument it is within the capacity of man to reproduce with all its movements, but not with a corresponding degree of strength, though it is deficient only in the power of maintaining equilibrium. We may therefore say that such an instrument constructed by man is lacking in nothing except the life of the bird, and this life must needs be supplied from that of man.

The life which resides in the birds’ members will, without doubt, better conform to their needs than will that of a man which is separated from them, and especially in the almost imperceptible movements which preserve equilibrium. But since we see that the bird is equipped for many obvious varieties of movements, we are able from this experience to deduce that the most rudimentary of these movements will be able to be capable of being comprehended by man’s understanding; and that he will to a great extent be able to provide against the destruction of that instrument of which he has himself become the living principle and propeller.

---Leonardo da Vinci: Codex Atlanticus



## Logging Time: Safety Pilot

(Thanks, David Heal, who found this article on the AOPA website)

**A safety pilot is required by FAR 91.109(b) when the other pilot is "under the hood."**

### The safety pilot:

Must be at least a private pilot. (FAR 91.109[b][1])

Must be rated for the category and class (airplane, single-engine land) of the aircraft flown. (FAR 91.109[b][1])

Must have a current medical. As a required flight crewmember, the safety pilot must have a current medical certificate. (FAR 61.3[c])

Must occupy the other control seat (normally the right or "copilot's" seat). (FAR 91.109[b][1])

### Logging flight time:

#### Pilot "under-the-hood":

May log pilot-in-command time while sole manipulator of the controls. (FAR 61.51[e][1][i])

#### Safety Pilot:

**Pilot-in-command time** may be logged if acting as PIC.

The two pilots must agree that the safety pilot is the acting PIC.

PIC time may be logged only while the other pilot is "under-the-hood."

PIC time may be logged because FAR 61.51(e)(1)(iii) allows certificated pilots to log PIC when acting as PIC of an aircraft on which more than one pilot is required by the regulations (91.109[b]) under which the flight is conducted. A safety pilot is required for "hood work."

**Second-in-command time** may be logged if not acting as PIC.

Usually the case if the safety pilot cannot act as PIC. An example might be when the safety pilot is not endorsed for the particular airplane (such as in a high-performance aircraft).

SIC time may be logged because FAR 61.51(f)(2) allows a pilot to log all flight time during which he acts as second in command of an aircraft under which more than one pilot is required by the regulations (91.109[b]) under which the flight is conducted.

### Other considerations:

Summary of logging PIC: Both pilots may log PIC time if the safety pilot is the acting pilot in command. FAR 61.51(e) allows both the sole manipulator of the controls and the acting PIC to log PIC time.

Acting as PIC: The safety pilot should not take the role as acting PIC lightly. What if the aircraft is involved in an accident, incident, or violates a FAR?

High-performance aircraft: AOPA has a letter of interpretation that states when the safety pilot is not the acting PIC, a high-performance "sign-off" is not required. However, some FAA divisions may interpret the regulations differently. Prudence suggests that the safety pilot be endorsed for high-performance aircraft and thoroughly familiar and current in the aircraft.

Recording flight: AOPA suggests that both pilots include in their logbook the name of the other pilot. This may assist you if the FAA ever questions the logged time.

A **single-yoke aircraft** may not be used unless:

**The single-engine** airplane is equipped with a single throwover control wheel.

The safety pilot determines the flight can be conducted safely. (FAR 91.109[b][3][i])

The person manipulating the controls is at least a private pilot rated for the category and class of the aircraft being flown. (FAR 91.109[b][3][ii])



## THE FLYING MARKET

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**Hangar Wanted:** to buy, to rent or share. Must be able to fit a Starduster Too. Ray or Sher at (707) 584-9682.

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New set of RV4 wings for sale. Call or email Dave Pinsky at [davepskier@yahoo.com](mailto:davepskier@yahoo.com) Phone 575 7900.

## JULY, 2006 CALENDAR OF EVENTS

Oshkosh: July 24 – 30, 2006

### 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.

### Sonoma Skypark EAA 1268

Sonoma Skypark EAA 1268 meets at 7pm on the 2<sup>nd</sup> Tuesday night of each month at Sonoma Skypark, hangar N-3. Dinner is served (\$5) and business meeting/program follows. Provides “Historical Aircraft Display” Days. Contact Darrel Jones 707-996-4494 for info.

## The Lighter Side of Aviation

(Thanks EAA Chapter 512 – Placerville, CA)

On some air bases the military is on one side of the field and civilian aircraft use the other side, with the control tower in the middle. One day the tower received a call from an aircraft asking...

Aircraft: “What time is it?”

Tower: “Who is calling?”

Aircraft: “What difference does it make?”

Tower “It makes a lot of difference!”

If you are General Aviation talking to FAA ATC here in the Pacific Time Zone, it’s 2300 Zulu.

If you are an airliner needing to tell the passengers how to set their watches, it’s 3pm.

If you are an Air Force plane, it’s 1500 hours.

If you are Navy, it’s 6 bells of the first watch.

If you are Army, the big hand is on the 12 and the little hand is on the 3.

And if you are a Marine Corps aircraft, it’s Friday afternoon and 120 minutes to Happy Hour!”



## June 7, 2006 Board Meeting:

President Bob Gutteridge called the Board Meeting to order at 6:35 PM.

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

**Minutes:** Minutes from the prior Board Meeting were approved.

**Treasurer's Report:** John Whitehouse reported on activity this year to date, and on finances and parking fee collections. The report was approved.

### Reports:

**Bob Gutteridge** reported that the e-mail **Motion** to approve an expenditure of \$100.00 for the Sonoma County Airport open house brochure passed with 7 members returning votes of Yes.

The Hamilton hangar is slated for removal by June 30<sup>th</sup> 2007. We will accept payment for this year's rent.

The Sonoma County Airport Open House is June 17<sup>th</sup> and 18<sup>th</sup>. We need volunteers.

The cost of nametags has risen to \$8.00 each. **Motion:** Discontinue the free issuance of nametags to members. Members wishing nametags will be charged the going rate. (Passed 7 to 2)

The next Board Meeting will be scheduled for July 12<sup>th</sup> at 7.00 PM.

**Mike Tovani:** There was a request from Barnstormer.com to advertise in our newsletter. The Board decided not to accept advertising in our monthly newsletter.

A discussion was held on the amount that should be given to program presenters who fly their own aircraft to the meeting for their presentation. **Motion:** Individuals flying in their own planes for a Chapter program shall be given \$0.75 per statute mile for transportation expenses until amended. (Passed 8 to 2)

**Joe Lacchia** reported that he has loaded the information from Bob and Geri Gutteridge onto his computer and will start the process of converting prior chapter motions into a Word document.

**Facilities:** Larry Rengstorf has completed the installation of locks on the filling cabinets. Larry is looking at July or August for a workday at which time we will repair the fence behind the Hamilton hangar. Work continues in the Hamilton Hangar area. One outbuilding has been removed and the area has been pressure washed.

Mike Fenn continues work on the projector mount. **Motion** by Larry Rengstorf: Send letters to Crandon Elmer, Bill Kainu and Chris Ketelsen requesting a clean up of their aircraft tie down areas and/or removal of their aircraft from the site.

Meeting adjourned 7:30 PM.

Respectfully Submitted,  
Joe Lacchia, Secretary



## **June 7th, 2006 General Membership Meeting**

President Bob Gutteridge called the meeting to order at 7:55 PM. 63 members were present.

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

Treasurer's Report: John Whitehouse reported on activity this year to date, and on finances and parking fee collections. The report was approved.

### **Committee Reports:**

Facilities: Larry Rengstorf reported that a walkie-talkie has been found in the driveway area. Anyone missing one should contact Larry.

There was an attempted break-in of our main hangar. It was reported to the County Sheriff. **If you see strangers in the area don't feel timid about challenging them.**

The key to the storage room is missing. The person that has it please return it.

We are looking at a July or August workday. One task will be the repair of the fence behind the Hamilton hangar.

PCAM is having a Shrimp feed on June 17th. Larry has tickets for sale if anyone is interested.

### **Announcements:**

Bob Gutteridge: The Airport Days Open House is scheduled for June 17th and 18th with our Young Eagles event on the 17th. Steve Fredricks is our Airport Days Chairman and will be coordinating all activities. We are looking for volunteers to help.

Saturday June 10th will be 124 day with a flight to Marysville for the Golden west EAA Fly-in.

We are discontinuing the issuance of free nametags. Members wishing nametags will be required to purchase their own.

Dave Lynch reported that Young Eagles would be on June 17th starting at 8:00am under the control tower. We are looking for volunteers.

Dave McIntyre is heading up the EAA booth setup on the Friday before Airport Days and requests help.

Bill Massey is looking for suggestions for a bus trip. The previously scheduled trip to the Hornet has been canceled because some of the things we were to visit are closed on the weekends.

Bill also announced an oil buy this week.

Donna Turrentine has a room at Oshkosh for rent. If anyone is interested please contact her.

### **Builder's Reports:**

Joe Lacchia reported on the first flight of his Starduster.

Kevin Quirk continues working on his RV collection.

David Lynch reported on the turmoil during a move of his project.

Bill Massey has a date with a DAR for checkout of his 601.

Joe Wiegand introduced Don Gutridge who has purchased his Starduster. With the money Joe is buying Bob Gutteridge's Champ, and Bob, with the money, is purchasing a Jabiru 250 kit.

### **Evening Program:**

Kregg Victory, from San Jose, discussed propeller balancing

Respectfully Submitted,  
Joe Lacchia, Secretary