



January 3, 2007
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Number 01

Board Meeting:
January 3, 2007 6:30pm

General Meeting:
January 3, 2007 7:30pm

WWW.EAA124.ORG

WWW.CAFEFOUNDATION.ORG

SPECIAL ANNOUNCEMENTS:

January 3, 2007 PROGRAM: Renowned Aviation Photographer Rafe Tomsett will give a presentation on his work with the Canadian Snow Birds.

EAA 124 FLY DAY

The EAA 124 Fly-Day for January will be on January 1st around 10:30am. Tradition has it that if a pilot flies on the first day of the year, he will do a lot of flying the following year.

DUES ARE NOW PAYABLE FOR 2007

John Whitehouse, Chapter Treasurer, is now accepting dues for the calendar year 2007. Our annual dues are \$25 and must be paid before/at the March, 2007, meeting for the member's name to be included in the 2007 Roster.

HAPPY FLYING IN THE NEW YEAR



MESSAGE FROM THE FRONT DESK...

JANUARY, 2007

Joe Lacchia, President

It's time to make some changes. Out with the 2006 calendar and in with the 2007 calendar along with a new EAA Chapter 124 year. You will have to put up with me for the next two years as your President. Additionally, we have a new Secretary, Steve Fredericks, and several new Board members: Dennis McGuire, Charles Nelson, Ray Shipway, Ken Vaughn and Joe Wiegand. Brian Cluer will be finishing his second year on the Board and John Whitehouse graciously volunteered to serve another two years as Treasurer. Mike Tovani will be assisting me as Vice President. Rounding out the team is Larry Rengstorf as Facilities Chairman.

I'm sure that I enter the office with the same grand ideas that many before me have had. Probably the biggest and most difficult to fulfill will be more member participation and activities. We will see how that unfolds over the coming months. I'll be looking for all suggestions.

If there is a problem in my transition to the presidency it certainly can't be blamed on Bob Gutteridge. He spent half of a day with me on December 15th going to the Airport Office for introductions and going over a stack of paper and information related to the presidency. He has also promised to stand on the deck with life preserver in hand as we take our first swim. One simple but profound statement Bob made to me a month or so ago was "Whenever I made a decision concerning this organization I always asked myself what would be best for Chapter 124". You were fortunate to have a person with that philosophy in mind for the past two years and I promise to carry it forward.

You won't be reading this until after the New Year but I'll wish everyone a happy and safe flying year for 2007 and on. Hope I'll to be seeing you at our New Year's Day get-together at the Chapter 124 facilities.

Happy New Year and Happy Flying
Joe Lacchia

James Ashley Gardner



James Ashley Gardner, long time crew member on Lloyd Hamilton's Sea Fury passed away on 7 Dec 2006, at age 77. Jim started with Lloyd in the early 70's and was on the crew until Furius was sold a few years ago. Jim started working on the stock Fury and went on to help build Furius, performing most of the engine work on the R-4360's. Jim is remembered as working on the engine in his bright red coveralls at Reno for many years... always with a smile...always eager to help. He was a private pilot, and owned many different air planes during that time, including a Baby Ace homebuilt, Bellanca 1419, Cessna 182, French Broussard, Cherokee 140, and was finishing rebuilding a Yak 18. Jim was retired from State of California - Cal Trans, where he was a superintendent in the Road Department. Jim was also one of the original members of the Golden Gate Chapter of National Air Racing Group, better known as NAG, a founding member of the Pacific Coast Air Museum, and a long time member of Experimental Aircraft Association - National and the local EAA Chapter 124 at Sonoma County Airport.



Emergency Locator Transmitters (ELT) – US

(This information sheet is provided to the aviation industry as a public service of the Aircraft Electronics Association 4217 S. Hocker, Independence, MO 64055 816-373-6565
<http://www.aea.net/Pilot/ELTINTEL.pdf?Category=2>

REFERENCES:

Federal Aviation Regulations Section 91-207
FAA Technical Standard Order TSO-C91a
FAA Technical Standard Order TSO-C126
FAA ELT Final Rule published in the Federal Register dated December 22, 2000, Volume 65, Number 247, Page 81315-81319.

REGULATIONS:

Section 91.207 of the Federal Aviation Regulations states that no person may operate a U.S.-registered civil airplane unless there is attached to the airplane an approved automatic type emergency locator transmitter that is in operable condition for those operations governed by the supplemental air carrier and commercial operator rules of parts 121 and 125; charter flights governed by the domestic and flag air carrier rules of part 121 of this chapter; and operations governed by part 135 of this chapter; or for operations other than those part 121, 125, and 135 operations specified there must be attached to the airplane an approved personal type or an approved automatic type emergency locator transmitter that is in operable condition.

With certain limitations, section 91.207 does allow a person to ferry a newly acquired airplane from the place where possession of it was taken to a place where the emergency locator transmitter is to be installed; and to ferry an airplane with an inoperative emergency locator transmitter from a place where repairs or replacements cannot be made to a place where they can be made.

EQUIPMENT SPECIFICATIONS:

CS INTEL TSO-C91a, EMERGENCY LOCATOR TRANSMITTER (ELT) EQUIPMENT

prescribes the minimum performance standard for emergency locator transmitter equipment operating on 121.5 and 243.0 Megahertz.

TSO-C126 - 406 MHz EMERGENCY LOCATOR TRANSMITTER (ELT) prescribes the minimum performance standard that a 406 MHz emergency locator transmitter must meet.

DISCUSSION:

NOTE: The FAA urges turbojet-powered aircraft operators who are installing an ELT for the first time to install an ELT that operates on the 406 megahertz frequency, even though this is the more costly option.

The FAA gives two reasons to do this:

1. In the final rule published on June 21, 1994 (59 FR 32050), the FAA recommended the use of the 406 MHz ELT, stating that the higher frequency ELT provides an enhancement and more life-saving benefits, especially for operations conducted over water and in remote areas. The FAA noted that in addition to the 406 MHz ELTs stronger signal and the almost instantaneous detection by geostationary satellites, the 406 MHz ELT signal can be coded with the owner's identification or aircraft coding. This coding permits Search and Rescue Coordination Centers to contact the registered owner or operator and verify if the aircraft is flying or safely tied down or in a hangar.
2. This permits a rapid SAR response or allows the owner or operator to deactivate a 406 MHz ELT that is inadvertently transmitting. This valuable feature permits a very rapid SAR response in the event



Emergency Locator Transmitters (ELT) – US (continued)

of a real accident, and it saves valuable SAR resources in the event of an inadvertent 406 MHz ELT activation. In addition to its many other benefits, the newer 406 MHz ELT is being designed with the capability to transmit an aircraft's last known position. This capability further reduces the 406 MHz's already small search area.

The current 121.5 MHz ELT is lower-powered, does not transmit any owner or aircraft coding, and its signal does not produce as small a search area as a 406 MHz ELT. The FAA stated that United States SAR organizations do not respond as quickly to a 121.5 MHz ELT alert as they do to a 406 MHz alert. The reason is the large number of 121.5 MHz ELT false alerts. Because of the large number of 121.5 MHz ELT false alerts, the common practice is to wait for either a confirmation of an alert by additional satellite passes or through confirmation of an overdue aircraft or similar notification.

In the final rule, the FAA also noted that in the year 2009, the international COSPAS-SARSAT satellite system will no longer provide satellite-based monitoring of the 121.5/243 MHz frequency. After the date of the satellite termination, in 2009, 121.5 MHz signals transmitted from ELTs operating on the lower frequency will only be detected by ground-based receivers such as local airport facilities or air traffic control facilities or by overflying aircraft.

The ELT requirements of section 91-207 do not apply to:

- (1) Turbojet-powered aircraft (Exemption expires on January 1, 2004);
- (2) Aircraft while engaged in scheduled flights by scheduled air carriers;
- (3) Aircraft while engaged in training operations conducted entirely within a 50-nautical mile radius of the airport from which such local flight operations began;
- (4) Aircraft while engaged in flight operations incident to design and testing;
- (5) New aircraft while engaged in flight operations incident to their manufacture, preparation, and delivery;
- (6) Aircraft while engaged in flight operations incident to the aerial application of chemicals and other substances for agricultural purposes;
- (7) Aircraft certificated by the Administrator for research and development purposes;
- (8) Aircraft while used for showing compliance with regulations, crew training, exhibition, air racing, or market surveys;
- (9) Aircraft equipped to carry not more than one person;
- (10) An aircraft during any period for which the transmitter has been temporarily removed for inspection, repair, modification, or replacement, subject to the following:
 - (i) No person may operate the aircraft unless the aircraft records contain an entry which includes the date of initial removal, the make, model, serial number, and reason for removing the transmitter, and a placard located in view of the pilot to show "ELT not installed."
 - (ii) No person may operate the aircraft more than 90 days after the ELT is initially removed from the aircraft; and
- (11) On and after January 1, 2004, aircraft with a maximum payload capacity of more than 18,000 pounds when used in air transportation.



THE FLYING MARKET

Schellville Antique Escadrille

The Schellville Antique Escadrille meets at noon every 2nd 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 2nd 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.

2007 OFFICERS AND BOARD MEMBERS:

President:

Joe Lacchia (07/08) (707) 824-2891

Vice President:

Mike Tovani (06/07) (707) 838-1891

Secretary:

Steve Fredericks (07/08) (707) 829-1214

Treasurer:

John Whitehouse (07/08) (707) 539-5549

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Larry Rengstorf (07) (707) 575-0331

Facilities Committee:

Art Beer, Dwayne Green, Dale Wittman, and Jim Long

Technical Counselors:

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Remo Galeazzi (707) 762-8261

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December 6, 2006 Board Meeting:

President Bob Gutteridge called the Board Meeting to order at 6:30 PM.

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

Minutes: Minutes from the prior Board Meeting were accepted.

Treasurer's Report: John Whitehouse reported on activity this year to date, and on finances and parking fee collections. The report was moved, seconded and approved. John also stated that dues for next year are now being accepted.

Reports:

Bob Gutteridge reported that the Hamilton Hangar Environmental Impact Report has been favorably completed.

An address for Crandon Elmer has been found by **Mike Tovani**. **Joe Lacchia** will draft and send a letter to Elmer concerning his aircraft at our site.

Bob Gutteridge will transmit the names of newly elected officers to the EAA National upon receipt of appropriate paperwork.

Mike Tovani has completed the projector stand.

Larry Rengstorf will discuss gate problems with the Airport Office. During early morning operations, when things are wet and cold, the gate closing mechanism runs continuously trying to close the gate to no avail.

Motion: Purchase a gift and card for the Airport office staff from our EAA Chapter 124 not to exceed \$100.00. (Passed 9-0)

Motion: Pay for airmail postage not to exceed \$50.00 to send airplane related material to Claudia Sousa in Portugal.

Adjourned 7:12PM.

Respectfully Submitted,
Joe Lacchia, Secretary



December 6, 2006 General Membership Meeting

President Bob Gutteridge called the Meeting to order at 7:40 PM. 68 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 moved, seconded and approved. John also stated that dues for next year are now being accepted and are \$25.00.

Announcements:

Bob Gutteridge reported that the Phase I Environmental activity at the Hamilton Hangar has been favorably completed.

Bob also pointed out that help is needed from members in several areas. (Librarian, Membership, Activities, Cook, etc.)

Bob announced that the EAA 124 Day this month will be on January 1st around 10:30am. Tradition has it that if a pilot flies well on the first day of the year he will have a successful year.

Bob Gutteridge handed out the service awards for 2006.

Facilities: Larry Rengstorf requested that when disposing of packing "popcorn" seal it in a container to insure that it doesn't get loose and blow around the area. He also requested that when entering the facility check to insure that the gate closes behind you. *This is an FAA requirement.*

CAFÉ – Brian Seeley reported on the NASA /PAV activity. He also mentioned that the article in the January issue of Sport Aviation has stimulated a lot of interest in the event.

It was announced that the projector stand has been completed by Mike Tovani and is ready for use.

Thanks were given to Dale Wittman and his staff for another excellent dinner. And thanks to Mike Tovani and Dwayne Green for general clean-up activity at the site.

General Membership Meeting closed at 8:07PM.

Evening Program: Bill Randolph flew his RV-8 around the World last year and told use about his adventures.

Respectfully Submitted,
Joe Lacchia, Secretary