

Oct. 2002

Volume 41

Number 10

Board Minutes for September

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Officers

President

Dale Wittman 707-527-7140

Vice President

Darrel Harris 707-578-3311

Treasurer

Bob Gutteridge 707-539-5188

Secretary

Jim Elliott 707-539-3924

Facilities Chairman

Larry Rengstorf 707-575-0331

Board Members

Ron Parrot 707-433-5730

Dave McIntyre 707-874-2672

Bill Cannam 707-523-1977

Joe Lacchia 707-824-2891

Joe Wiegand 415-665-8871

Dwayne Green 707-544-4535

Facilities Committee

Art Beer, Bill Bruce, Bill Massey, Joe Wiegand

Newsletter Editor

Walt Ferris 415-382-3311

Distribution Manager

-Volunteer Needed-

Librarian

- Volunteer Needed-

Young Eagles

Kevin and Sue Quirk 707-539-8589

Technical Counselors:

Bill Cannam (welding) 707-523-1977

Remo Galeazzi (fabric) 707-762-8261

Bob Gutteridge (fabric) 707-539-5188

Jerry Rice

wood, metal, fabric, A&P: 707-431-0206

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Address corrections: contact the Secretary.

Pres. Dale Wittman called the regular board meeting to order September 4, 2002 at 6:43. Held at Chapter 124 site, Santa Rosa, CA. Present were:

Dale Wittman, Pres., Darrel Harris, V.P., Jim Elliott, Sec., Bob Gutteridge, Treas., Dave McIntyre, Dwayne Green, Bill Cannam, Joe Wiegand, Ron Parrot, Joe Lacchia, Larry Rengstorf, Fac Chair, Walton Ferris, News Ltr Editor, Ann Harris, Membership Chair, Christine Kerner, Webmaster.

Minutes – No August Meeting, Minutes of July submitted for approval/ M/S to approve (L Rengstorf/D Harris). Approved.

Treasurer's Report – Presented by B. Gutteridge. M/S to approve (B Cannam, R Parrot). Approved. Also discussed aircraft parking fee status and who remains on site/who's off.

Facilities & Equipment: - Weed Control – Facilities Chairman requests that owners be responsible of weed control under and near their aircraft. Gate & Alarm System – Both have a few glitches right now. Activity is underway to get fixed.

Newsletter/Promotions/Recognition - Newsletter creation, regularity hiccups lately. Walt requests news worthy info inputs. Christine K proposes signups for email delivery of newsletter to offset some of the costs and delays. Will pass signup sheet in regular meeting.

Planning/Nominating: Call for nominations to be announced in regular meeting.

Membership – New application form coming along. Ann and Treasurer to encourage early renewals for 2003 membership. Roster cutoff date will be held firm next year.

Events – Next Young Eagles set for Saturday September 28. LOOK OUT! Sue Q and Ken Higgins drummed up a lot of interest at the PCAM air show. Expect to be overwhelmed with takers. Need big volunteer effort from chapter members. Fabric Seminar – October 5; Reno Trip – Final collections today for Sept 13 Reno Air Show bus trip.

OLD BUSINESS

Long Time Derelict Aircraft Parking/Storage - Results of a letter of notification sent to owners was discussed.

Chris Ketelsen and the Bokman family represented themselves. Dwayne Green spoke for Crandon Elmer. Mr. Berglund and Mr. Kainu were not represented. It was reported that Crandon is in the process of having his plane removed from the site. Ketelsen has stepped up the timing on repair of his ship and its return to airworthiness status. Ongoing work is currently visible. The Bokman's reported their airplane mechanically fit but out of annual. Further they petitioned the board for an extension to keep the plane on-site in an unlicensed state for 6months to a year until it is decided if they are moving from the area. Parking space fees are current for all except Berglund who is a couple of years in arrears.



THE FLYING WIRE



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The Reno trip was fun. The bus driver did a great job, the refreshments were many and available on request. Reno wasn't hot; Virginia City was pretty and had so many facets I couldn't cover them all.

The first part of race day had a nice comfortable cloud cover which kept the temperature and wind down. As the afternoon went on, the planes and the wind got faster. As we were walking back to the bus the wind was so strong that some tents were in trouble. But all the planes were able to handle it, and only one 'unlimited' had engine trouble.

Board Minutes continued:

Discussions occurred regarding the site Bone Yard, its purpose, its maintenance, its political status with the old airport manager and the new. Also noted that none of the cited derelict aircraft are currently taking up needed or desired parking spots for other chapter aircraft.

Board Actions:

- 1) Encourage Crandon to continue with plan to remove his aircraft as he has no solid plans or timeframe to make it airworthy.
- 2) Grant the Bokman petition for a 6 month extension with the following conditions:
1) Must pay rent with no delinquencies. 2) Relinquish the space if needed for flyable aircraft. 3) Keep chapter dues current. 4) Provide proof of insurance. 5) Report back to board by March 3, 03. (m/s Darrel Harris / Bill Cannam) Petition approved 10 to 1.
- 3) Allow Ketelsen to proceed with current plans to get his ship in the air again. (keep checks on progress)
- 4) Allow Kainu and Berglund to stay in the bone yard until such time that a problem arises with airport or EAA management. Continue legal pursuit of Berglund's delinquent fees.
- 5) All planes remaining on the flight line must otherwise stay in compliance with the signed parking agreement.

Adjourned 7:30 Respectfully submitted; JR Elliott, Secretary

LOW AND SLOW TO OSHKOSH 2002

The Champ's restoration was completed in 2000 but too late to consider taking it to Oshkosh that year. Work schedule and other fly-ins got in the way in 2001. However, in 2002 all seemed in place for a flight to Oshkosh's 50th AirVenture. Dwayne Green suggested that I contact the folks at Schellville Antique Escadrille (SAE) as he had heard that several of them were considering making the trip. Turns out that they were gathering a group of low and slow airplanes and didn't mind one more tagging along. The prospect of flying with a group of vintage aircraft through a lot of country I had not seen before was very appealing so I signed on for the trip and informed work that I would be missing for three weeks.

So on Sunday morning, 7/14, it was off to Red Bluff. I arrived in the midst of about 10 SAE aircraft. After gassing up and having lunch, it was off to Grants Pass, OR, on our way to Cottage Grove. The farther north we went the smokier it got. Seems Oregon was, and still is, burning. Out of Grants Pass we left the smoke behind and all but one aircraft arrived at Cottage Grove. One of our members elected to turn back due to a rough running engine.

Monday was the first of many highlights to this trip. James Wright was scheduled to fly his Hughes H-1 racer replica that morning. So naturally, everyone stayed for the show. They have done an exceptional job of building a very complex aircraft. If you ever get a chance to see this one, do not pass it up. It is worth the time.

We departed for the Spokane area with the first gas stop at Hood River on the east end of the Columbia Gorge. Crossing the high desert during the afternoon is not the best plan, but we persevered against the wind and thermals.

Next morning, Tuesday, we were off to North Dakota. It was good to be finally heading east. Next stop was Kalispell for gas, an oil change for the Champ and lunch. I had the opportunity to visit with Bob Alm, or 'Breezy Bob' as some of

Our **monthly program** guys want your suggestions for good programs

Oct. Ron Parrott 707-433-5730



THE FLYING WIRE



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you may know him, while servicing my plane. Following lunch, we continued over Hwy 2 as it wound through Glacier Park and then out onto the high plains of Montana.

Wednesday morning we continued east again along Hwy 2. As we passed into North Dakota, I dropped a few miles south to fly along Lake Sakakawea for an hour or so. We arrived at Minot, ND, in the early evening.

It is now Thursday morning and we headed for Anoka near Minneapolis. As we got close to Minneapolis, the visibility grew steadily worse. Just that mid continent haze that allows about 3 miles visibility. You always have pilotage, and most have VOR's, but in that situation, you just gotta love those GPS's. The little old Garmin 190 guided me, and three stragglers, there with pinpoint accuracy. Here again the hospitality was great.

Friday was just like Thursday, poor visibility. Oh, by the way did I mention all the very tall TV and cell phone towers they build back in that country? If you fly anywhere close to the deck, i.e. <2000'AGL, you got to keep both eyes open for those things. The towers would appear out of the haze with regularity. Some have strobes, a lot do not.

Oshkosh:

Sunday morning, 7/21, it was north by northeast for Oshkosh. Roy and I departed Oshkosh together and soon became separated in the haze. The one thing you can not do in Wisconsin is tell someone where you are by referencing a lake. It all worked out in the end with Roy and I separated by only one or two aircraft in the pattern. They had designed several new approaches since the last time I flew into Oshkosh, but it was well choreographed as usual and it went very smoothly. Sunday was extremely warm, about 100F and 98%RH. Despite the heat we completed our registration and did a little looking around.

Monday, cooler than Sunday, was a clean the Champ day for me. The show got started early Tuesday morning. I had volunteered to assist in the fabric-covering workshop and the organizer had asked me to attend the Tuesday morning briefing. Of course, they were very short handed and I was asked if I could stay for the morning session. I wound up helping with both the morning and afternoon sessions and missed the judges when they visited my airplane. This turned out to be a big mistake on my part. Nevertheless, I did enjoy helping so much that decided to help in several more sessions at the end of the week.

When not helping, there was time to visit the vendor buildings to look at all the airplane goodies. In addition, there are of course the lectures. The lecture tents have been replaced by framed structures with stages and roofs; this is a great improvement. The audiovisuals were also much improved. However, hearing the speakers during the air show is still problematical at best. That is unfortunate because the speakers are very knowledgeable folks with good information.

The Tri-Champ is a bit unusual and it draws people with predominantly one of two questions. They are: "Is this a TriPacer?" or, "Did I add the nose gear?". There are some folks who know what it is. Two gentlemen from Texas stopped by to compare notes. They had flown to Oshkosh in a Tri-Champ as well. And then there was the fellow who is rebuilding a Tri-Champ with his dad. Their Champ's N-number precedes my number by just five digits. Sometimes it is a very small world. All too quickly, the week drew to a close. Sunday night was the awards presentation and I was very pleased to receive a plaque for Contemporary Limited Production. Our little band of SAE airplanes did very well, taking home five trophies in all.

Next month I'll relate some details of the trip home while flying the Oregon Trail. Bob Gutteridge.

The Flying Market

1966 PIPER PA28-150
Lycoming O-320 150HP

4 PLACE LEATHER INTERIOR,
TT 4115 HRS
1278 SMOH, 172 SINCE TOP
O.H. LICENSED
UNTIL NOVEMBER 2002.
CP200 CONTROL PANEL
NARCO COMM 810
NARCO MARK12D + VOR
NARCO AT200 TRANSPONDER
MKR BEACON
\$26,950
Jim Gardner 542-0267 (Leave
message on answering machine)

KITFOX LIGHT

Jim DuVander
707-838-2174

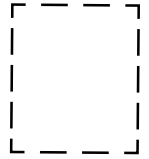
Kolb Firestar II, Experimental
N23NN. Call Neil 415-664-2296
firestard@aol.com. It flies fine but
my partner moved so it's time to
sell.

Aeromatic prop, \$1,500. Removed
from a Swift; yellow-tagged 12
years ago. Fits C125-2 or 145-2.
Mike Fenn, day:707-573-4365

If you have something that you
would like to buy, sell or trade,
contact Walt at 415-382-3311 or
waltonf@sbcglobal.net



P.O. Box 6192
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Calendar of Events

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General Meeting

First Wednesday at 7:30 pm

At the site on West side of Sonoma County airport. Take the Shiloh Rd. exit from 101, turn left at T. Continue to the EAA sign on the left. Food/socializing at 6:30pm

This month: October 2

Program:



Mark Bellow and his Gyrocopter!

September 28: YOUNG EAGLES!

Setup starts 8-8:30AM. Pilots and their planes at 9AM. We expect lots of kids from the PCAM day.

September 28,29: Swap Meet

at Wings of History at South County Airport (Q99), San Martin, CA. Food and refreshments - bring a blanket to display wares or get table space for \$8.00. Len von Clemm, (408) 683-2290.

October 5: Our fabric repair and construction class. Coffee should be ready by 0830; discussion 0900; "hands on" around 1000, lunch around noon. **DON'T** wear your Sunday best- the stuff gets all over.

October 10-13: Copperstate fly-in.

October 12: Air Fair, Hollister

A WARNING re APEX gas pumps.

The fuel island on the East side of the airport now has all four pumps in operation. However, the second set of pumps are marked 80 Octane on the inside, and #2 Diesel on the airplane side. We hope this gets corrected soon.

Send Newsletter comments or contributions to:

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