



SEPTEMBER, 2003

VOLUME 42  
NUMBER 9

## **SPECIAL ANNOUNCEMENTS**

### **MESSAGE FROM THE VICE-PRESIDENT *Bob Gutteridge***

Beginning this month, we have a new volunteer, Donna Turrentine, for the demanding job of editing our newsletter.

It was in November 2001 that our Club was without a newsletter editor and Walt Ferris stepped forward to volunteer to do the job. Walt has now transferring the job to Donna, and assisting with the transition by forwarding his information to her. I am sure Donna appreciates the support. I would also like to extend a "thank you" to Walt for his past service to the Club, and for the effort being extended to assure that the September newsletter arrives on time.

Donna has many new ideas for the newsletter that we will be seeing over the next few months. Our editor will be looking for input from all of us. Please remember that the editor is not responsible for writing all the material, just formatting and printing. Therefore, let's all do our part and write up a short article to make our newsletter more interesting.

Please mark your rosters with the contact information for Donna.  
She can be reached at [dturren@sonic.net](mailto:dturren@sonic.net).

### **PILOT DIES IN HIGHER RACER CRASH**

Jim Wright, of Cottage Grove, Oregon, died in the crash of his Hughes H-1B Racer replica in Yellowstone National Park. Wright was returning home from EAA AirVenture in Oshkosh. Jim was a former member of EAA Chapter 124. (Remo Galeazzi )

### **OIL BUY OIL BUY OIL BUY**

This is the last oil buy for 2003. The next oil buy will be in February 2004. If you want oil, please bring your money to the September meeting. Bill Massey will have your oil at the site Friday, September 5, 2003.

Prices are:

Aeroshell 15W-50	\$46.26
Aeroshell W100	\$24.94
Aeroshell W80	\$24.94

Remember that the price includes all taxes and fees.

### **OIL ANALYSIS ANYONE?**

For the last couple of months Bob Gutteridge and I have been talking about the possibility of putting together a "bulk purchase" of an oil analysis service. What we need to know is how many members might be interested in participating. What we would shoot for is something at or less than \$12 per analysis. If this sounds like something that you might be seriously interested in, please let Bob or me know of your interest at the September meeting. Thanks, Bill Massey

## AERO PUBLICATIONS (Bob Gutteridge)

**Remo Galeazzi** and I had a short conversation a few weeks ago regarding the many periodicals that are published for the flying community. None of us has the time required to read all that is published; but, depending on your interest, there is a sub-set of the group that could be very interesting to you. During our discussion, Remo mentioned a couple of magazines that I had not heard of. He suggested some of you may also not have heard of these and suggested this short note to let you know of them.

*Sport Aviation*: I think we all are getting this one.

*Experimenter*: Published by EAA National. Focuses on sport pilot and light sport aircraft development topics.

*Vintage Airplane*: Published by EAA Vintage Aircraft Assoc. As the name suggests, it explores topics related to the older aircraft.

*To Fly*: A Sport Aviation Association publication; quarterly. Technical articles about building the early aircraft and in-depth historical information about the people involved in aviation. (See Remo's article)

*Sportsman Pilot*: Published quarterly by Jack and Golda Cox. Covers aviation topics, new stuff and old. In-depth articles of future flying machines like Rutan's privately funded space ship program, homebuilt and classic aircraft.

*Light Plane Maintenance*: Belvoir Publications, Inc. Highlights several maintenance topics in each edition. Very good reference material for those wishing to become more hands-on with their aircraft maintenance.

*Pilot Getaways*: Airventure Publishing LLC, quarterly. Great collection of articles describing places to fly to. Discusses how to get there, where to stay and eat, and what there is to do or see. Just a load of fun to read.

Of course there are many, many more. *Cessna Pilots Association*, *AOPA Pilot*, *GA News*, *Kit Plane*, *Custom Plane* to name only a few more of the more common publications. Do a little research, find the ones that interest you and have a ball.

## THE FLYING MARKET

### **HUMMELBIRD:**

previously flown, extremely close to completion, \$6000. Have two other projects active, must simplify. \$6300 with Sporty's handheld radio.

Brent Smith (707) 565-7508

### **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

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**If you have something that you would like to buy, sell or trade, contact Donna at (707) 823-6132 or dturren@sonic.net.**  
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**NO BOARD OR BUSINESS MEETING MINUTES FOR THE MONTH OF AUGUST.**

## "TO FLY" (Remo Galeazzi)

It doesn't seem to be widely known through the membership, but were you aware that Paul Poberezny has started a new grass roots organization? It's called the Sport Aircraft Association (SAA). The magazine, "**TO FLY**" is published quarterly, and it is a complete delight as it is in the format of Sport Aviation as it was in the early days. There is no formal subscription structure, you just send them a donation, and that's it. *Try it. You'll like it.*



## Want to Join SAA? It's Easy!

- Just submit your name and address to SAA Headquarters!
- Visit our website at [www.sportaviation.org](http://www.sportaviation.org)
- SAA is unique in that it has no formal dues structure. Each member places his or her own monetary value on being a member. If it is not possible to contribute at this time, that's okay, because we want everyone to be a part of SAA who wishes to be. You need only to send in your application to be a member. Donations are used to publish and distribute our magazine, *To Fly*, occasional newsletters and maintain our web site.
- As a member of SAA you'll receive SAA's quarterly publication, *To Fly*, and a membership card signed by SAA founder, Paul H. Poberezny, and the knowledge that you are supporting grassroots aviation.

Contact us at: **Sport Aviation Association,**  
P. O. Box 2343, Oshkosh, WI 54903-2343 E-mail: [saa@sportaviation.org](mailto:saa@sportaviation.org)

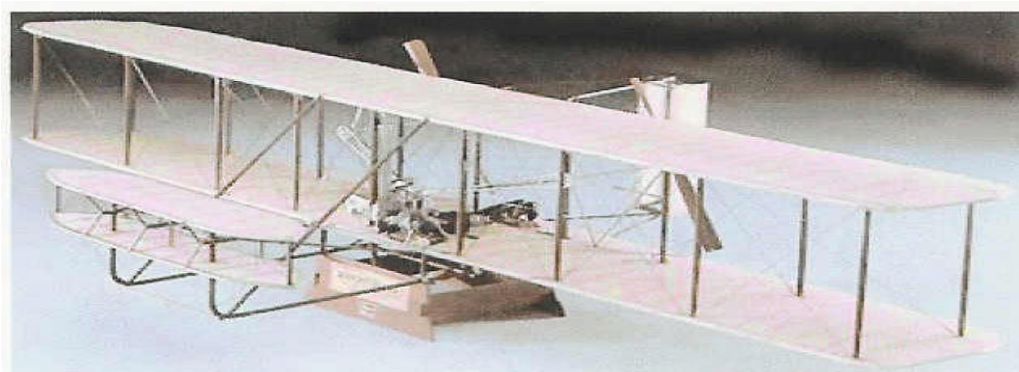
### Heard on the Web:

**Three old pilots were walking down the ramp.**

**The first one said "It's windy".**

**The second answered "No, it's Thursday".**

**The third one replied "I am too. Let's get a beer".**



## THE WRIGHT BROTHERS (Remo Galeazzi)

It has been 100 years since the Wright Brothers, through their intellect, hard work, and tenacity, proved that it was possible for man to soar through the air in controlled flight. We take this amazing accomplishment in stride in this sophisticated age; we consider it a *fait accompli* and go on our merry way, forgetting that it was this very act that spurred the entire world into a totally different, and new direction.

When my father was born, in 1885, one got to one place or another by walking, or, if you were fairly affluent, by horsepower. Autos had yet to be used, generally. Yet, by the time of his passing, in 1959, jet aircraft were making scheduled flights all over the world. This all happened in the short span of 56 years, and as I reflect on my own life, it is hard to imagine that the Wrights flew only 20 years before I was born!

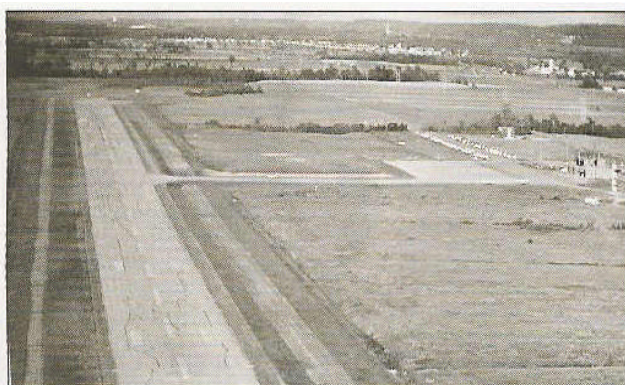
The Italians were the first to use the airplane as a tactical weapon in the Italo-Turkish conflict. By the time the First World War came along, only 11 years since that first flight, air planes were common place, and by the time the war ended in 1918, thousands of aircraft of all types had been built.

Lindberg's flight across the Atlantic took place only 24 years after that first hop into the sky, and when I was in grammar school, in the early thirties, Lindy's book "WE" was required reading.

Airplanes, by that time, were here to stay, and as General Douhet had predicted, even before WWI., the nation that dominated the sky would win the conflict.

Airplanes have changed our lives, in the ways we work, the way we think and plan, and have opened new horizons for the average person. The entire world was revolutionized when Orville and Wilber trundled their contraption out of it's shelter on that fateful day.

We owe them.



**Is This Your Airport Today?**



**Will This Be Your Airport Tomorrow?**

**Above pictures and Names below all published in CALIFORNIA PILOT, May/June 2003**

## GENERAL AVIATION SUPPORT CONTACTS

It is vital pilots in California maintain contact with their federal, state and local elected officials, now more than ever. The following contact information will allow you to inform those in power that pilots are concerned with the state of aviation in California.

President George W. Bush  
The White House  
1600 Pennsylvania Avenue NW  
Washington, DC 20500  
FAX (202) 456-2461  
[President@whitehouse.gov](mailto:President@whitehouse.gov)

Secretary of Transportation Norman Mineta  
U. S. Department of Transportation  
400 7th Street SW  
Washington, DC 20590  
Phone (202) 366-4000  
[dot.comments@ost.dot.gov](mailto:dot.comments@ost.dot.gov)

FAA Administrator Jane Garvey  
Federal Aviation Administration  
800 Independence Avenue SW  
Washington, DC 20591  
Phone (202) 366-4000

Governor Gray Davis  
State Capitol Building  
Sacramento, CA 95814  
Phone (916) 445-2841/FAX (916) 445-4633  
[governor@governor.ca.gov](mailto:governor@governor.ca.gov)

Senator Diane Feinstein  
331 Hart Senate Office Building  
Washington, DC 20510  
Phone (202) 224-3841  
[www.senate.gov/~feinstein/email.html](http://www.senate.gov/~feinstein/email.html)

Senator Barbara Boxer  
112 Hart Senate Office Building  
Washington, DC 20510  
Phone (202) 224-3553  
[www.senate.gov/~boxer/contact/webform.htm](http://www.senate.gov/~boxer/contact/webform.htm)

Austin Wiswell, Chief, Caltrans Division of Aeronautics  
Department of Transportation, Division of Aeronautics, MS #40  
P. O. Box 942874, Sacramento, CA 94274-0001  
Phone (916) 654-5470 • [Robert.a.wiswell@dot.ca.gov](mailto:Robert.a.wiswell@dot.ca.gov)

## Small Plane, Big Ocean AvWeb 14 Aug 03

Crossing the Atlantic Ocean is a challenge for any light aircraft, but for something weighing in at less than some passengers, it's nothing short of astonishing. A model aircraft called The Spirit of Butt's Farm conquered the Pond last weekend, departing Cape Spear, Newfoundland, on Saturday, landing on the west coast of Ireland Monday morning, and setting a world distance record. The distance covered was reported as 1,888 miles (3,040 km), more than triple the previous record of 642 miles (855 km). The aircraft, which cruised over the waves at around 55 miles per hour, gave the flight team a scare for a few hours on Sunday after some of its tracking signal was lost. Things eventually returned to normal as the airplane neared the Irish coast. (Thanks Bill Bruce)



# *THE FLYING WIRE*

## **A Tour of Old Willits (JIM DU VANDER Feb 2003)**

The year was 1964. I hadn't had my license for more than a year. At three dollars an hour, I'd been regularly exercising the little J3 Piper Cub at Coddington airport.



My first solo cross-country the year before had been to Dinsmore airport in Humboldt county. The reason I chose this airport was that my sister, Donna and her husband had purchased property there. The airport was right next to their place. Arriving there in an airplane seemed like a really cool thing to do for a college student. At least that was my fantasy. Also it took six hours of hard driving to get there by car.

One of my other sisters, Anandi, (I have four) wanted to visit Donna in Dinsmore during a vacation. Dinsmore is 30 miles east of Fortuna. Somehow it was determined that we would go in the J3. She said she would help pay. That was probably the magic incentive, for a poor college student, that swayed my decision. There was one catch though. She said, "We have to wear parachutes. I'm really nervous about riding in that flimsy little airplane. We might lose a wing or something." I wasn't too happy about wearing the parachutes. But so as not to scuttle the whole trip, I said, "I'll see what I can do." To my surprise, a fellow student at JC loaned me his jump chutes. One was the main chute, a very bulky massive thing, the other a smaller reserve chute. My sister was to wear the main chute, I the more modest reserve. I found an old leather belt that I punched a new hole in for attaching mine around my waist; I didn't really care how it was attached, I had no intention of jumping. Hers was attached in a more conventional fashion.

A year earlier, in my first solo trip to Dinsmore, I had stopped for gas in Garberville, a lonely outpost several miles from town or anything else for that matter. My experience there had been less than perfect with the gas situation. At the pump was an older lady in a dress, who knew next to nothing about airplanes. After filling up, I needed someone to hold the heel brakes while I propped the engine. I hadn't yet learned the trick of propping from behind, which can be done solo. In my ignorance of this method, I was convinced I needed her. I was really depending on her. I said, "I really need someone to hold the brakes in the cockpit while I start the engine." She was very apprehensive about participating in anything other than putting gas in the cub, but because I was not about to take no for an answer, she finally consented. The next problem was her difficulty in getting into the cub with her dress. It would catch on any little protrusion whatsoever. And when she would hold her dress so as not to catch, she had no hands left for pulling herself up and in. Anyone who has ever gotten into a Cub can empathize. After some struggle she finally made it and I propped the Continental to life. She now repeated the rather laborious process of extricating herself from the Cub as it ticked over in idle. I thanked her and was on my way, silently vowing to myself to find an easier fill-up next time.

Now, a year later, it was time to go again. My sister and I with our parachutes were shoehorned into the tiny cub. Fortunately, Bill Traylor, the airport operator at Coddington gave us a hand prop and we were on our way. He never said a word about the parachutes. But we must have looked pretty silly in there, jammed tight into that tiny cockpit.

I had decided, after my experience in Garberville, that we'd stop in Willits for gas, to insure enough fuel to get us over the hill into Dinsmore with reserve. As we arrived in Willits, I approached the old strip that was at the northeast edge of town, near an old saw mill. The new one on the hill wasn't there yet. Everything was going fine, until I realized I wasn't getting down soon enough. The end of the runway and a big sawdust burning TP loomed into my view. I decided to go around. I gave the Continental 65 everything she had, pulling gently on the stick, to take us over the TP but the stick wouldn't come back! I yelled in desperation for my sister to get the blankety-blank parachute out of the way of the stick, but it wasn't happening fast enough, so I pulled with all my might as we skimmed the tall stack and continued to take a low tour of old Willits, dodging TV antennas, until at last the offending chute was extricated from the stick. God willing, we didn't hit anything, but it was way too close for my comfort. I didn't think that it was a very good idea, after our little unplanned public display, that we expose our presence further to the Willits populous, so we continued on toward Garberville. Whatever gassing challenges that awaited us there had to be less traumatic than our experience in Willits. Besides, I needed the time to recover some calm. Whatever happened in Garberville, next is long lost to my ability to remember, but it was bound to be less memorable than the disaster we so nearly averted in our low tour over old Willits. I don't know whether our low pass over town was a contributing factor to the new airport on the hill or not. But one thing I can tell you for sure is that I haven't allowed a parachute into a plane I was flying since.



### CALENDAR OF EVENTS:

**SEPT. 7th:** Lions BBQ at Trinity Center Airport.

**SEPT. 11th-14th:** Reno Air Races.

**OCT. 1st PROGRAM:** Joe Wiegand has asked Guy Minor, FAA, to discuss aircraft certification. NOMINATIONS OF OFFICERS begins: Vice Pres, Secretary, Four(4) Board members.

**OCT. 4th: THE NEXT YOUNG EAGLES.**

**OCT. 9 – OCT. 12:** Copperstate Fly-in, AZ Phoenix Regional Grande Valley Airport (A39) [www.copperstate.org](http://www.copperstate.org) or (520) 400-8887. Champ is going to this one. More details later. NOMINATIONS OF OFFICERS CONTINUES.

**NOV. 5th PROGRAM:** Mike Fenn, ??? ELECTIONS TONIGHT.

**DEC. 3rd PROGRAM:** Ron Parrot, ???

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

**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 AND BOARD OF DIRECTORS

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Larry Rengstorf (707) 575-0331

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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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### *Newsletter Editor*

Donna Turrentine (707) 823-6132

### *Webmaster*

Christine Kerner [ck@eaa124.org](mailto:ck@eaa124.org)

### *Librarian*

\*\*\*Volunteer Needed

### *Young Eagles*

Sue Sarmir



P.O. Box 6192  
Santa Rosa, CA 95406

## FIRST CLASS MAIL

### GENERAL MEETING: SEPTEMBER 3, 2003

**7:30 pm**

Meeting is held on the first Wednesday of each month. Directions: The site is located on the west side of Sonoma County Airport. Take the Shiloh Road exit from Highway 101 in northern Santa Rosa. Turn left at the stop light (west) and continue to a "T" intersection. Turn left again and follow the road to the EAA sign on the left. FOOD (\$5) AND SOCIALIZING (free) from 6:30 to 7:30pm. EVERYONE IS WELCOME!

**PROGRAM:** *THE PROGRAM WILL BE BILL BRUCE ON "PLANNING AND FLYING A TRIP". THIS WILL BE A MOST INFORMATIVE DISCUSSION AS BILL AND MARILYN HAVE TAKEN THEIR RV NORTH AND SOUTH ON MANY EXTENSIVE TRIPS. A SELECTION OF BACKCOUNTRY PHOTOS WILL BE INCLUDED.*

See us on the Web  
[WWW.EAA124.ORG](http://WWW.EAA124.ORG)

**Members are invited to submit articles of interest. (You will be notified whether or not article will appear in current issue.)**

**Please email them to: [dturren@sonic.net](mailto:dturren@sonic.net)**

**Mail to: Donna Turrentine  
5845 Fredricks Road  
Sebastopol, CA 95472**

**Deadline for the newsletter is the 20th of each month. Articles submitted after that date will be included in the newsletter at the discretion of the editor. All articles are copyrighted. To reproduce any article, please contact the editor.**

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