



May 3, 2006
Volume 45
Number 05

Board Meeting:
May 3, 2006 6:30pm

General Meeting:
May 3, 2006 7:30pm

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SPECIAL ANNOUNCEMENTS:

May 3, 2006 PROGRAM: *Gyroplanes – Then and Now*. Historical footage and contemporary DVDs about gyroplanes, gyrocopters, compound helicopters and other exotic rotocraft will be shown. (Thanks, Patrick Fanning)

Brian Seeley will talk about how the PAV competition is shaping up.

Chapter 124 Flyout Day will be on May 14th
with a flyout to Angwin's 'Airport Day'.

SONOMA COUNTY AIRPORT OPEN HOUSE June 17th and 18th, 2006

Young Eagles Day June 17, 2006

EAA 124 will be participating in the Sonoma County Charles M Schultz Open House on June 17, 2006. We will be having our Young Eagles event on that Saturday. I am very excited about being part of the event. It should be really great, and we should get a lot of kids to our Young Eagles Event. The airport management will be strongly promoting the Open House and the Young Eagles "Flying for Kids".

To help make this successful for the kids, however, *the Chapter is going to need your help*. We need both pilots and ground crew to support all our kids from the local area. When I asked for volunteers at the last meeting I got four pilots and five ground crew. *We are going to need more than that*. If you would like to volunteer and make some kids really happy, then call me at 707-578-2087 or email me at lynchdavidb@yahoo.com and let me know.

Just seeing the smile on those kids after they get out of the plane makes it all worthwhile...

NAME TAGS TO BE ORDERED

Chapter Name Tags will be ordered in the next month. Please let Donna Turrentine know if you would like to order one. (707) 823-6132, dturren@sonic.net or at the meeting.



MESSAGE FROM THE FRONT DESK...

MAY, 2006

Bob Gutteridge, President

Our effort at finalizing a **new lease agreement** for EAA 124 with Sonoma County continues unabated with the ratification of Jim Elliott's replacement on the Lease Committee. **Appointments of C.J. Stephens and Mike Tovani** as Chairman and Co-chairman respectfully were ratified by the Board at the last meeting. Bill Massey continues as a constituent and several other Club members are being regularly called upon by the committee for consultation on specific issues.

The Lease Committee **is exploring all avenues available** to EAA in obtaining the most favorable rental rate possible. It is important for us to understand, however, that future rates will not be as favorable as we now enjoy. While the expectation is that west side rates will be discounted significantly below the established rates charged to east side tenants, they will nevertheless be higher than today's rates.

How the new rates will be distributed to the various member factions is just one of the wrestling points under deliberation. The committee is in agreement that the new fee schedules, i.e. membership, tie down, shade, hangar and any sub-leases, will be **heavily influenced by facility utilization**. As an example, the annual membership dues will be set to cover costs associated with providing a meeting room, programs, newsletter and Chapter administrative costs. Those of us with aircraft parked on the site will, on the other hand, be asked to fund the costs associated with the particular parking facility utilized. As it is today, there will be a significant variation between the shades, closed hangars and tie downs.

Negotiating the new lease is destined to be a long slow process. I will pass along a progress report from time to time to keep you informed. In the mean time, contact any Board member with specific questions and we will all do our best to get an answer for you.

Here is a mark your calendar item. Michael Heintz is hosting another Zenith Fly-In on May 6th at Cloverdale. Designer Chris Heintz will be in attendance and available to answer questions. See within for additional info.

And here is another mark your calendar item. **Angwin (203)** airport is hosting an **Airport Day on May 14**; that's a Sunday and is also Mother's Day. We have been asked to bring up a few special airplanes for the viewing pleasure of the locals. Sounds like a good opportunity to get that bird out of the hangar and warm up the oil. I am scheduling that event as our **May 124 Day**.

As reported last month, **Sonoma County Airport's Open House** is scheduled for **June 17 and 18**. Steve Fredericks has volunteered to be event Chairman for EAA 124 activities. As Steve begins organizing the two day event, he will be asking for volunteers to man our booth. In conjunction with the Open House, June 17 is our first Young Eagle fly-out. Stay tuned for more information from Young Eagles Chairman David Lynch.

The **Board meeting** will be held on **Wednesday, May 3rd at 6:30 pm** preceding the general meeting.



IF YOU LIVE LONG ENOUGH, GOOD STUFF IS BOUND TO HAPPEN...
(Thanks, Remo Galeazzi)

Today, Oct. 25, 2005, something happened that I didn't, even in my wildest dreams, ever think would come to pass.

Before I tell you about it, though, I've got to try and put it into context. You see, I'm getting to be pretty long in the tooth, and my concept of what an airplane should look and sound like, is, I've come to realize, a lot different from what my younger friends see in their mind's eye. When I was born, W.W.I had ended but five years before, so by the time I was six or seven and old enough to know what an airplane was, my first recollections are of W.W.I craft. The planes and their pilots were lauded in the press and aviation publications just as W.W.II planes and their aces were glorified in the post W.W.II years. In my youth, Jennies and Spads, Nieuports and Fokkers, Gothas and Handley-Pages and SE-5's, and all of those exotic names were just as familiar to me then, as Cubs and Aeroncas and RV-4s and -6s, etc., are to me today.

If I was lucky enough to find a dime in my jeans, I couldn't wait to get to the nearest magazine stall and buy myself a copy of "*G-8 and this Flying Aces*", or any of the other similar publications of the day. They were called "pulp" magazines then, because of the "pulpy" quality of the paper of which they were made. They sold for 5-10-and 15 cents. If there were any two-bit ones, I don't recall, as they would have been beyond my means, anyway.

So...I grew up imagining myself in the cockpit of a Spad or SE-5, and once in a while, if the aeroplane Gods saw fit to smile upon me, I'd get to see an honest-to-God aeroplane fly over. With few exceptions, they were always biplanes. Slow, bestrutted, festooned with wires, and to me, so lovely, that I'd come close to swooning whenever I was lucky enough to see one. These images have remained imbedded in my grey matter through all of these years, so that even today, with such a plethora of neat airplanes, a biplane, to me, is still a thing of beauty. That's why I built a biplane even though I fully realize that they are, in this day and age, an anachronism; but then, I rationalize, so is the Mona Lisa. I figure that if Da Vinci was alive today, he'd probably paint a biplane.

All this is leading up to something. It stands to reason that even though W.W.I aeroplanes were and still are my passion, the chances of getting to fly in one are not only remote, but non-existent. Well, my fellow aviators, allow me to let you in on a little secret, albeit something that others have no doubt learned at a earlier age, but something that took me a little longer to comprehend. That secret is that it pays to know people. Not just anyone—everybody knows someone! You've got to know people that are kind, thoughtful, generous, and **who own biplanes...preferably people who own W.W.I biplanes**. You've got to really hunt hard as there aren't too many of those guys around. Well, I've lived long enough to find one. His name is Frank Schelling, and he has, over a period of many years, restored the most beautiful JN4-H "Jenny" that you'll no doubt ever see. It is authentic down to the frayed finishing tapes—there is no nit-picking on this one as it was Grand Champion Antique at Oshkosh in 2004. And, my friends, this event to which I alluded in my opening remarks is a momentous one for me, as miracles of miracles, I finally got to fly in a W.W.I aeroplane!!! Frank graciously invited me to partake in this once-in-a-lifetime treat, and I, of course, jumped at the chance.



IF YOU LIVE LONG ENOUGH, GOOD STUFF IS BOUND TO HAPPEN...
(continued)

Eric Preston, an experienced pilot and author (he has just published his latest book which any aviation enthusiast should positively own) did the piloting chores, while Ron Price and Paul Siebert, along with Frank, did the trundling of the craft out to the grass runway. Frank showed me how to get into the front cockpit, and all I can say friends, you've got to be young! This 81-year-old body darned near didn't make it; but if the truth were known, I'd have cut off an arm and a leg in order to get in!

The flight itself was more of a thrill than I imagined it would be. As I looked out amongst that maze of wires and struts, and felt the wind against my face, I thought of those young men that, so many years ago, earned their wings in these aeroplanes. They must have had the right stuff, indeed. It's no plaything! Even though it flies at the sedate speed of 70 mph, it's a real handful. Just ask Eric!

This plane is a JN4-H, built in 1917, 929 of which were made for the Navy, and is painted in authentic Navy colors. The "H" means that instead of being powered by the ubiquitous OX-5 engine, it sports the Hispano-Suiza V-8 Model A built by the Wright-Martin Aircraft Corp. It is water cooled, 719 cubic inches, and weights 445 lbs. It has a compression ratio of 4.72 to one, dual magnetos, and generates 150 HP at 1450 rpm...

As I write this, I'm still elated to think that in my December years, at long last, I've had the good fortune to actually fly in an airplane that was so much a part of my dreams so long ago. Thanks, many thanks, to Eric Preston for flying me, Ron Price and Paul Siebert for trundling me, and most of all, to Frank Schelling, for having the gumption to see a project like this through to its completion.



Remo Galeazzi (front) and Eric Preston



Frank Schelling's 1917 JN4-H "Jenny"
2004 Oshkosh Grand Champion - Antique



THE FLYING MARKET

Warp Drive 62" two blade ground adjustable propeller, all mounting hardware, 10" spinner with bulkhead, pitch setting tool, \$200.

David McIntyre 707.874.2672

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

New set of RV4 wings for sale. Call or email Dave Pinsky at davepskier@yahoo.com Phone 575 7900.

WANTED: FLYING RV6A 180Hp/CS Prop
Low Time/NDH Finder's fee for the right aircraft!
email specs & pics to: info@nblaser.com or contact:
Pete Sand @ (707) 333-1899
Chris Wallner @ (707) 364-1195

MAY, 2006 CALENDAR OF EVENTS

May 6th: Michael Heintz is hosting another Zenith Fly-In at Cloverdale airport. Designer Chris Heintz will be in attendance and available to answer questions.

May 14th: Chapter 124 Flyout Day will be a fly out to Angwin's 'Airport Day'.

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.



April 5, 2006 Board Meeting:

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

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

Minutes: Minutes from the prior Board Meeting were approved with the following correction: the reporting date should read March 1st.

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 the weeds have been sprayed but the job may have to be redone because of the intense rains this year. He is watching for potholes in the driveway. He is also in the process of getting a lock for the filing cabinets. Larry will be asking Art Beer about hanging additional lighting in the main hangar. He reported that cleanup at the Hamilton hangar is progressing.

Motion (by Rolf Unternaehrer): To ratify Larry Rengstorf for a two-year term as Facilities Chairman as delineated in the By-Laws. Passed 10 to 0.

Motion (by Larry Rengstorf): To ratify C. J. Stevens and Mike Tovani as Lease Committee Co-Chairs. Passed 10 to 0.

Lease: C. J. Stevens reported on the general status of activities to date. There is a Lease Committee meeting on April 20th to discuss accomplishments to date. Bob Gutteridge is working on the next "show and tell" for the County Supervisors, which should occur in May.

Rosters: The roster is at the printer and should be ready for the next meeting.

Young Eagles: We will be having our event on June 17th during the Saturday of Airport Days. We need a half page write up about the event for the airport newsletter. Steve Fredricks volunteered to act as the EAA Chairman for our Airport Days activities.

Meeting adjourned 7:23PM.

Respectfully Submitted,
Joe Lacchia, Secretary



April 5th, 2006 General Membership Meeting

President Bob Gutteridge called the meeting to order at 7:40 PM. 73 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. John also reported that the rosters should be available for distribution at the next meeting.

Committee Reports

CAFÉ: Brian Sealy reported on the March Washington DC PAV meeting with NASA, and on PAV progress to date.

Web Editor: John Palmerlee reported on updates to the web page. A discussion was held concerning the roster being included on the web page with further discussion required. John also took a show of hands of members who regularly view the web page with a response of about half the members present saying 'yes'.

Announcements:

Thanks were given to **Dale Wittman and Steve Waite** for cooking another great dinner tonight. Steve will be on his own next month as Dale will be out of town.

The Airport Days Open House is scheduled for June 17th and 18th with our Young Eagles event on the 17th. Steve Fredricks has volunteered to be our Airport Days Chairman. We are looking for volunteers to help.

Donna Turrentine is taking the names of individuals who require a new or updated nametag. See Donna during the break.

It was reported that EAA Chapter 124 jackets are available at Monograms Plus, 2790 Santa Rose Ave.

Builders Reports:

Bob Archibald's Zodiac project is in the paint stage, and he is also working on the engine and cowl area. He invites all to stop by and take a look.

Doug Dugger reported that Mike Heintz has scheduled a fly in on May 6th at his facility in Cloverdale.

Evening Program:

Sonoma County Airport Manager, John Stout, discussed issues concerning the airport...an excellent presentation, very informative and with a full room in attendance.

Respectfully Submitted,
Joe Lacchia, Secretary