



January 2, 2008
Volume 47
Number 1

Board Meeting:
January 2, 2008 6:30pm

General Meeting:
January 2, 2008 7:30pm

WWW.EAA124.ORG

WWW.CAFEFOUNDATION.ORG

SPECIAL ANNOUNCEMENTS:

January 2, 2008 PROGRAM: Guy Minor will discuss Experimental Aircraft certification and airworthiness.

ELECTION OF CHAPTER 124 2008 OFFICERS/BOARD MEMBERS

The following were elected to serve for the next two years:

Vice President	Joe Wiegand
Secretary	Steve Fredericks
Board	Mike Tovani
	Brian Cluer
	Steve Barnes

First Flight Day of the New Year: January 1, 2008

Everyone: Come and fly with your friends on the first day of the New Year. Even if you don't have an airplane, please come and we'll find a seat for you. (If you fly today, you'll be flying regularly for the rest of the year!!!) Meet at the Chapter hangar at 9:00 am. Even if we can't fly (weather, you know), we'll all go out to breakfast.

Dues are now being accepted by Treasurer, John Whitehouse, for the year 2008. Please pay your annual dues (\$25) by/at the March, 2008 meeting to be included in the Chapter roster. If you don't pay by the end of the March meeting, you'll have to pay the new dues of \$30...So pay now! Also, please contact Jim DuVander to update any missing/incorrect information for said roster.

HAPPY NEW YEAR



MESSAGE FROM THE FRONT DESK...

January, 2008

Joe Lacchia, President

PLEASE READ

First of all, I wish you all a happy, prosperous and safe flying New Year.

Now into the business: when I assumed the position of your President, one year ago, I had some fears and reservations about being the last in a long line of EAA 124 Presidents because we were facing a renegotiation of our lease with Sonoma County and there was a concern that we would be priced off of the Airport. I am happy to report that this is not going to happen.

The good news is that, thanks to some hard work from our Negotiating Committee, we will be on the Airport for a long time to come.

Now the bad news; prices are going up. I would like to preface the details of this by saying that it has been many years since our last rent increase and that prices at EAA 124 will continue to be considerable lower then they are anywhere else in our area:

Dues are being raised from \$25.00 per year to \$30.00 per year effective the close of business at our March General Membership meeting (so pay your dues by the March meeting to get in the Roster and save 5 bucks).

Closed Hangar rentals are being raised to \$90.00 per year effective February 1st.

Open Shade Hangar rentals are being raised to \$60.00 per year effective February 1st.

Outside tie downs are being raised to \$25.00 per year effective February 1st.

I would also like to point out that this added income will give us a balanced budget with little room for error. We may have to make some minor mid-course corrections as time goes by. Additionally, we will be receiving a rent increase from the County yearly that is based on the cost of living in our area. This increase will be passed on to the renting membership when received by the Chapter.

Things coming up:

January 1, 2008: First Flight Day: meet at 9:00 am. (Even if you don't have an airplane, please come and we'll find a ride for you.)

Not much is happening in the flying community.

Happy Flying,
Joe Lacchia



MOUNTAIN FLYING & STORED ENERGY

(Thanks, Paul Reinders)

In the seminars attended and the innumerable articles on mountain flying that I have read over the last 40 years, I have yet to see anyone address the basic premise involved in flying the mountains safely when confronted with the difficulties of marginal performance and high density altitudes...**STORED ENERGY**. The pilot should be aware that the margin of safety in mountain flying is strictly dependent on “stored energy”, which can be translated (technicalities aside) to either altitude above the terrain or speed above the stall. Taking the worst case scenario, the pilot flying up the “V” shaped canyon in a marginally performing aircraft must decide what minimum altitude he/she will accept before reversing course in the event the a/c will not out climb the terrain, or the minimum airspeed he/she will accept before reversing course...these items being the stored energy necessary to safely complete a course reversal. And the pilot should always remember, while airborne, anything that increases the stress level will result in a lower airspeed, which means as terrain clearance is reduced while mountain flying, the subconscious reaction will result in a steeper, slower climb.

As an example, in an a/c that stalls at 50 knots, best angle of climb (V_x) 65 knots, and best rate of climb (V_y) 75 knots, to out climb the impending mountains, the pilot should climb at V_x , and in this case he might select 60 knots as absolute minimum acceptable speed. At any point at which he notices the IAS at 60 knots or less, he should lower the nose to increase the IAS back to a minimum of 65 knots. If the terrain is uncomfortably close, and it is not feasible to lower the nose and continue climbing, then the pilot should reverse course and “get the hell out of Dodge”, because he has no safety margin in terms of stored energy...either altitude or airspeed.

Reversing course, unfortunately, is the point at which the accident normally occurs. Very few pilots fly head-on into the terrain without attempting a course reversal. The problem is the instinctive and subconscious attempt to maintain or gain altitude in the turn, resulting in increased stall speed, and invariably a spin due to the subconscious input of excess rudder to tighten the turn. The pilot generally uses his last 200 feet of altitude practicing an unsuccessful spin recovery.

I quite often read that in reversing course in the above scenario, the pilot must be aware that the stall speed will increase when the pilot pulls 2 “g”s in his 70° banked turn. Instead of accepting this untruth at face value, I will recommend a much safer procedure as follows: in the marginally performing a/c assumed in this scenario, the pilot climbs along the right side of the canyon keeping the creek at the bottom of the canyon in sight down to her left. As the terrain gradually out climbs the aircraft, the pilot has difficulty maintaining V_x , subconsciously increasing back pressure on the yoke, and ultimately is 5 knots below V_x and barely above the trees off her right wingtip. At this point she makes the decision to reverse course. She picks out a rock in the stream bed below and behind her left wing, rolls into a 60-70° wing-over to the left telling herself, “I’ll just take a close look at that rock down there.” By the time that she has turned slightly more than 90°, the nose is well down, the airspeed has increased to 80 knots, and she decides that she will just go on back down the valley at her present altitude rather than take a closer look at the rock below. She levels off, proceeds back down the canyon...never having increased the stall speed in spite of the steep bank because she did not attempt to maintain altitude. She entered the turn below 60 knots and completed it nose down **VERY SAFELY** at 85 knots. No spin recoveries necessary on this trip. Because she did not attempt to maintain altitude, the stall speed did not increase in spite of the 70° bank.



MOUNTAIN FLYING & STORED ENERGY (continued)

The secrets to a safe flight in this case: (1) don't climb up the creek bed in the very bottom of the canyon (store a little energy in the form of altitude by climbing along the sloping wall), (2) mentally store a little energy in the form of airspeed above the actual stall speed at which you will turn back, (3) don't attempt an unnecessary level or climbing turn when a diving turn will reduce the stall speed as the "g"s are reduced in the "wingover", and (4) practice the flight tomorrow by climbing along a steep hillside and reversing course in a diving turn out over a broad valley. You may be surprised to learn that most light a/c will reverse course in less than 100 yards. A narrow canyon will normally allow a 180° turn in less than half its width.

An additional factor to be considered in the mountains: wind, like water, does not flow through hard objects (mountains)...**a tailwind will increase** the rate of climb because the air flows up and over the mountain lifting the a/c with it. Conversely, **a headwind will decrease** the rate of climb as the air (like water) curls over the top of the ridge and flows down the canyon.

With my short-wing, over-gross, under-powered Wag-A-Bond, I invariably departed Brigham Young (BMC) mid-afternoon with the temperature near 100° and an admonition from the FBO not to attempt climbing up the canyon directly en route eastbound from the Great Salt Lake. "Lost a few pilots that away!" I always did exactly that, however, because by mid-afternoon the rising, heated air flowing up that canyon gave me a nice tailwind with the additional lift the laboring Wag-A-Bond required, and the canyon was of sufficient width to allow me to reverse course if necessary. I am sure the FBO just shook his head at the apparent stupidity of the transient pilots with whom he did business, but factoring in all of the applicable information will allow pilots to safely attempt flights that otherwise might not terminate successfully...a basic tenet in small a/c flight safety being: I do not ever HAVE TO BE THERE today!

p. s. Hopefully, this article will encourage every pilot to practice the basics before confronting the problem the first time. Next month I will submit another article on a recent flight I made quite safely through the mountains in the face of less than encouraging forecasts.

We are all pirates at heart. There is not one of us who hasn't had a little larceny in his soul. And which one of us wouldn't soar if God had thought there was merit in the idea? So, when we see one of those great widespread pirates soaring across the grain of sea winds we thrill, and we long, and, if we were honest, we curse that we must be men every day. Why not one day a bird! There's an idea, now, one day out of seven a pirate in the sky. What puny power a man can attain by comparison. Compare a 747 with a bird and blush!

---Roger Caras, *"Birds and Flight"*, 1971.

Instead of our drab slogging forth and back to the fishing boats, there's a reason to life! We can lift ourselves out of ignorance, we can find ourselves as creatures of excellence and intelligence and skill. We can be free! *We can learn to fly!*

---Richard Bach, *"Jonathan Livingston Seagull"*



No criminal penalties for accidental TFR violations

By AOPA ePublishing staff

If you inadvertently run into a temporary flight restriction (TFR), you could still be escorted from the area by a military aircraft and face FAA certificate action, but you won't face criminal penalties.

Because of a change in wording in security notams, AOPA had feared that the FAA would seek criminal penalties against anyone who violated a TFR—even if the incursion was accidental—and called on the FAA to clarify its intentions.

FAA Acting Administrator Bobby Sturgell has set the record straight. In a [Nov. 26 letter](#) to AOPA President Phil Boyer, Sturgell wrote, "I want to reassure you that pilots who commit inadvertent violations of TFRs protecting security airspace are not subject to criminal charges and fines under 49 U.S.C. 46307. The FAA will refer to the Department of Justice for criminal prosecution only TFR violations of National Defense Airspace that involve Knowing or willful conduct."

Sturgell explained that enforcement actions for unintentional TFR incursions have not changed much since 2002 and that criminal penalties have always been a possibility for those who knowingly or willfully violate a TFR.

"Pilots who perform detailed preflights and check notams multiple times before they take off can still be caught by a last-minute pop-up TFR along their route," said Boyer. "We're pleased that the FAA won't seek criminal penalties against these pilots."

This was copied from the AOPA Online website:

<http://www.aopa.org/flightplanning/articles/2007/071204tfr.html>



(GREAT PICTURE: Thanks, Darrel Jones of EAA Chapter 1268, Sonoma Sky Park)



PILOT TALK I HAVEN'T SEEN BEFORE:

(Thanks, Darrel Jones of EAA Chapter 1268, Sonoma Sky Park)

AIRSPEED - Speed of an airplane. (Deduct 25% when listening to a retired fighter pilot.)

BANK - The folks who hold the lien on most pilots' cars.

CARBURETOR ICING - A phenomenon reported to the FAA by pilots immediately after they run out of gas.

CONE OF CONFUSION - An area about the size of New Jersey located, near the final approach beacon at an airport.

CRAB - A VFR Instructor's attitude on an IFR day.

DEAD RECKONING - You reckon correctly, or you are.

DESTINATION - Geographical location 30 minutes beyond the pilot's bladder saturation point.

ENGINE FAILURE - A condition that occurs when all fuel tanks mysteriously become filled with low-octane air.

FIREWALL - Section of the aircraft specifically designed to funnel heat and smoke into the cockpit.

FLIGHT FOLLOWING - Formation flying.

GLIDE DISTANCE - Half the distance from an airplane to the nearest emergency landing field.

HOBBS - An instrument which creates an emergency situation should it fail during dual instruction.

HYDROPLANE - An airplane designed to land long on a short and wet runway.

IFR - A method of flying by needle and horoscope.

LEAN MIXTURE - Nonalcoholic beer.

MINI MAG LITE - Device designed to support the AA battery industry.

NANOSECOND - Time delay between the Low Fuel Warning light and the onset of carburetor icing.

PARACHUTES - The two chutes in a Stearman.

PARASITIC DRAG - A pilot who bums a ride and complains about the service.

RANGE - Usually about 3 miles short of the destination.

RICH MIXTURE - What you order at another pilot's promotion party.

ROGER - Used when you're not sure what else to say.

SECTIONAL CHART - Any chart that ends 25 NM short of your destination.

SERVICE CEILING - Altitude at which cabin crew can serve drinks.

SPOILERS - FAA Inspectors.

STALL - Technique used to explain to the bank why your car payment is late.

STEEP BANKS - Banks that charge pilots more than 10% interest.

TURN & BANK INDICATOR - An instrument largely ignored by pilots.

USEFUL LOAD - Volumetric capacity of the aircraft, disregarding weight.

VOR - Radio navigation aid, named after the VORtex effect on pilots trying to home in on it.

WAC CHART - Directions to the Army female barracks.

YANKEE - Any pilot who has to ask New Orleans tower to "Say again".



THE FLYING MARKET

Sonoma Skypark EAA 1268

Sonoma Skypark EAA 1268 meets at 7pm on the 2nd Tuesday night of each month at the Chapter 1268 clubhouse in Hangar B-5. Dinner is served (\$5) and business meeting/program follows. Provides "Historical Aircraft Display" Days. Contact Darrel Jones 707-996-4494 for info.

Vintage and Classic aircraft fans...

Now posted at the newly revised "Unofficial Schellville Antique Aerodrome Homepage"...

<http://www.napanet.net/~arbeau/usaah/>

EAA CHAPTER 124 2008 OFFICERS AND BOARD MEMBERS:

President:

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

Vice President:

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Remo Galeazzi (707) 762-8261

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December 5, 2007 Board Meeting:

President Joe Lacchia called the Board Meeting to order at 6:30 P.M.

Joe Lacchia, Pres	P	Ray Shipway, Board	P
Mike Tovani, VP	P	Charles Nelson, Board	P
Steve Fredericks, Sec	P	Dennis McGuire, Board	A
John Whitehouse, Treas.	P	Brian Cluer, Board	P
Larry Rengstorf, Facilities	P	Ken Vaughn, Board	P
Donna Turrentine, Newsletter	P	Joe Wiegand, Board	P

Minutes: Minutes from prior meeting are approved.

Treasurer's Report: John Whitehouse provided the usual reports on activity for the month. Report was moved, seconded and approved.

Announcements: President Joe Lacchia received a letter from the Airport Manager's office about gate security during our monthly meeting. The past practice was to leave the gate open and unsupervised during the meeting to facilitate parking on the tarmac. This past procedure would put the Airport in violation of TSA rules. For all future events the gate will be left in its normal operation mode.

January 1, 2008 will be the Chapter's annual New Year's Day fly out. Hopefully the weather will cooperate. Meet at the chapter facility at 9:00 A.M.

Sometime after the first of the year the chapter will schedule a work party to take care of some odds and ends on the buildings.

A chapter calendar for 2008 will not happen due to a lack of photo submittals.

Lease: Mike Tovani reports that the lease is very close to being ready to accept by the County and the Chapter. The committee has calculated new rental rates for aircraft storage and dues that will cover the new lease rates. The rates proposed for the Board to adopt are as follows.

Hangar	\$90.00 per month per aircraft
Shade hangar	\$50.00 per month per aircraft
Tie down	\$20.00 per month per aircraft
Chapter dues	\$30.00 per year

Larry Rengstorf moved that the Board ratify these new rental rates with an effective date of February 1, 2008 and that the dues increase becomes effective for dues collected after the March meeting of 2008. Ray Shipway seconded, Charles Nelson called, and the resolution passed on a unanimous vote.

New business: A discussion proceeded about the creation of a new position of property manager. The new position would possibly be in charge of the chapter's aircraft storage rental business.

Larry Rengstorf entered a motion that the Chapter buy a holiday gift for the Airport Manager's office, the amount to not exceed \$50.00. The motion was approved. Ray Shipway will handle the details.

Respectfully Submitted,
Steve Fredericks, Secretary



December 5, 2007 General Meeting:

President Joe Lacchia called the Meeting to order at 7:40 P.M. 50 members were present.

Minutes: Minutes from last meeting were moved, seconded and approved.

Treasurer's Report: John Whitehouse provided the usual reports on activity for the month. John notes that he will be accepting Chapter dues for 2008. Dues will remain \$25.00 for the year if paid before the March meeting, after that \$30.00. Report was moved, seconded and approved.

Announcements: Larry Rengstorf read aloud a letter President Joe Lacchia received from the Airport Manager's office about gate security during our monthly meeting. Larry also updated the membership on the procedures to be followed when going through the gate. The past practice was to leave the gate open and unsupervised during the monthly meeting to facilitate parking on the tarmac. This past procedure would put the Airport in violation of TSA rules. For all future events the gate will be left in its normal operating mode.

January 1, 2008 will be the Chapter's annual New Year's Day fly out. Hopefully the weather will cooperate. Meet at the Chapter facility at 9:00 A.M. Legend has it that good luck will come to those who fly on the first day of the year.

Lease: Mike Tovani reports that the committee met last week with the County. While the lease has not yet been written most points of the lease have been agreed on. The committee recommended new rental rates and dues to the Board at this evenings meeting. The Board adopted the following rental rates plus built in rate increases per the County's formula.

Hangar	\$90.00 per month per aircraft
Shade hangar	\$50.00 per month per aircraft
Tie down	\$20.00 per month per aircraft

Donna Turrentine moved that the membership increase the annual dues to \$30.00 per year, for dues collected after the March meeting of 2008. Joe Wiegand seconded and the motion carried by a voice vote. President Joe thanked the committee for their hard work getting us to this point.

New business: Joe Lacchia presented awards to officers from National EAA thanking them for their efforts for the past year.

Thank you to Steve Waite and Kevin Quirk for cooking tonight. This will be the last meeting that Steve will be able to cook for, so Kevin is looking for some help. Contact Kevin if you would like to help keep the BBQ alive.

Buiders Reports: Doug Dugger reports that a Zenith 601 and 701 were signed off by the FAA up in Cloverdale today at Quality Sport Planes. The 701 will soon be available for demo flights.

John Whitehouse reports that he has 13 flying hours on his RV-4. Also Bob Gutteridge got his Jabiru signed off last Thursday.

David Lynch received word that his engine is on the way. Craig Swartz ordered the finishing kit for his RV-8.

Program: Brien Seeley described an ideal aircraft to win the PAV completion.

Respectfully Submitted,
Steve Fredericks, Secretary