

**April 1, 2009  
Volume 48  
Number 4**

**Board Meeting:**  
**April 1, 2009 6:30pm**

**General Meeting:**  
**April 1, 2009 7:30pm**

[WWW.EAA124.ORG](http://WWW.EAA124.ORG)

[WWW.CAFFFOUNDATION.ORG](http://WWW.CAFFFOUNDATION.ORG)

*EAA Chapter 124, 5550 Windsor Road, Windsor, CA 95492*

## **SPECIAL ANNOUNCEMENTS:**

**April 1, 2009 PROGRAM:** Jim DuVander (with the help of John Swanstrom) will describe his airship adventure.

### **EAA Chapter 1432 PANCAKE BREAKFAST... APRIL 4, 2009**

Colonel Herb Ross EAA Chapter 1432 invites you to a Pancake Breakfast April 4th, 2009, 9am-11am Stockton Airport (KSCK) Stockton Flight Center. Special guest will be Film Maker Rico Sharqawi of Wilco Films. Mr. Sharqawi will be talking about his upcoming documentary "A Pilot's Story".

### **RV FUEL TANK SEALING SEMINAR April 8<sup>th</sup>, 2009**

(Please see article on page 2.)

### **EAA Chapter 90 POKER RUN... April 11, 2009**

EAA Chapter 90 will be having a Poker Run on April 11th. Details can be found at [www.eaa90.org](http://www.eaa90.org). Chapter 90 is located at the Oakdale Airport (o27). Call Kevin Benziger, Chapter President, (209) 581-1791 cell

### **DAY IN THE SKY with Young People with Disabilities April 18, 2009**

(Please see article on page 3.)

### **MADERA AIR SHOW... MAY 29-31, 2009**

BIG airshow, lotsa airplanes. <http://www.legendsovermadera.com/index.html>



## **THE PREZ SEZ...**

APRIL, 2009

Jim DuVander, President

When the president is giving the program, there is only one thing on his mind and that is the program!

John Swanstrom, who helped Kevin Quirk with the Power Point presentation of their RV12 is also helping me put together the airship program. (Thank you, John.) It is coming together well and I feel confident that most, if not all of you, will enjoy it. And I do have a surprise for you. Come and see what it is.

Jim DuVander, PRESIDENT

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## **RV FUEL TANK SEALING WORKSHOP AT STEVE BARNES SHOP...**

**Where?** 2080 Llano Rd, Unit 2D, Santa Rosa, Ca. 95407

**How?** Hwy 12 west, past Santa Rosa. Turn left at first traffic light (Llano Road) on 2-lane Hwy 12, proceed approximately 1/4 mile on Llano Rd. 2080 is on left. Go under the big oak tree and turn right after building on right. Fourth "roll up" door on right is 2D.

**When?** Wednesday 6:30pm... April 8<sup>th</sup>.

**What?** We will be sealing one fuel tank. A few small parts will already be completed, stiffeners, fuel ring, etc. We will be installing skin to ribs, and back baffle.

If you want to help, wear expendable clothes (complimentary gloves will be provided). We should be finished well before 9:30pm.

Call or email Steve if you plan to attend.

Steve Barnes  
(707) 972-3582  
[rvstormer@gmail.com](mailto:rvstormer@gmail.com)



## **DAY IN THE SKY with Young People with Disabilities**

(Thanks, Tom Hail EAA, Chapter 119 President, and Dean McCully)

Only a few more weeks to the April 18, the FIFTH ANNUAL Shared Adventures & EAA 119 'Day in the Sky, Watsonville' Young Eagle's special flying event for young people with disabilities.

- \* Saturday, April 18, 2009
- \* Watsonville Municipal Airport WVI, Watsonville, California
- \* Pilot brief: 8am in the EAA-119 hangar at Watsonville Municipal Airport (WVI)
- \* Pilots can join us any time, come and go as you please, if you can't make the 8am briefing, we'll brief you when you arrive.
- \* First wheels up 9am
- \* Last flights 4pm or until we've flown all the kids.
- \* 3+ dozen pilots needed!
- \* All EAA Young Eagle's rules and restrictions apply. This is an official 'Young Eagle's Rally' (on steroids because of the massive ground festival).
- \* EAA National membership required for pilots (local chapter membership NOT required).
- \* ~150 flights thru the day
- \* Flights are 20-30 minutes, depending on conditions
- \* About 500 passengers including 150+ young people with disabilities + 2 guest passengers each.
- \* All passengers subject to approval of Pilot In Command.
- \* Guest passengers are usually siblings and friends, but adult parents/guardians/caregivers are allowed to fly if the young person has a medical condition that might require in flight attention from a responsible adult.
- \* 1000+ people at the simultaneous festival involving dozens of nonprofits hosting (free) booths.
- \* FREE FOOD for everybody who joins us (plus an infinite numbers of smiles and giggles from the kids for all volunteers)
- \* All subject to weather, of course.

We need at least 3 dozen pilots this year. So if you can fly with us, please sign up online ASAP so we can send more info if plans change: **<http://www.dayinthesky.org/pilot.htm>**.

Please spread the word to fellow pilots. We need all the high quality flying men/women we can get!

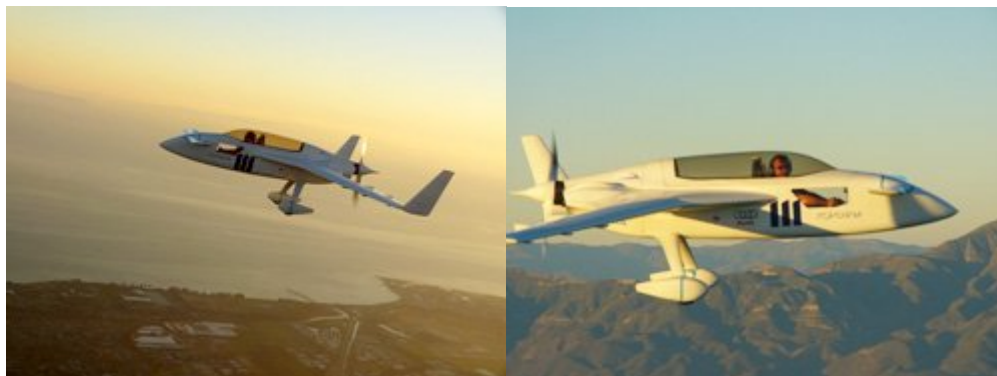
OR if you cannot fly with us, come on out and volunteer anyway. We are in big need of flight school instructors, escorts to planes, just pilots to sit around and tell stories to the captivated kids about how cool it is to fly! Volunteer signup is here: **<http://www.dayinthesky.org/volunteer.htm>**

Hope you can join us Saturday April 18 in WVI. Let me know if you have ANY questions....



## One hundred miles per gallon

By Dave Hirschman



Pilots usually think of airplane flight performance in terms of gallons an hour—not miles per gallon. AOPA member and aeronautical innovator Klaus Savier, owner of Light Speed Engineering based at Santa Paula Airport (SZP) in Southern California, has been setting speed and efficiency records for two decades in his experimental, Rutan-designed Vari-EZ—a plane that serves as a technology demonstrator for products that hint at possibilities for improving the efficiency of the GA fleet.

“Efficiency and speed go hand in hand,” said Savier, a German-born engineer, glider pilot, and composite materials expert. “They’re so closely related that it’s really a matter of emphasis. Do you go as fast as possible and disregard how much noise you make and fuel you burn? Or do you optimize the airframe, engine, and propeller for maximum efficiency? To me, achieving speed through efficiency has always been more elegant.”

Savier has altered his Vari-EZ and its Continental 0-200 engine by adding computerized fuel injection and ignition systems of his own design. He typically flies at 190 KTAS while getting a Prius-like 50 miles per gallon. If he slows to extend range, Savier’s mileage approaches 100 miles per gallon.

Although his Vari-EZ carries just 30 gallons of fuel, Savier has flown it nonstop to Oshkosh, Wis., (1,522 nm) and Panama City, Fla., (1,700 nm).

To improve the flight efficiency of the GA fleet, Savier says magnetos need to be replaced, once and for all, with electronic ignitions, and engines need the kinds of precise fuel injection that allows his Continental to run an almost incomprehensible 300 degrees lean of peak. In fact, Savier says his engine runs so lean, and so cool, that he has trouble keeping cylinder heads and oil temperatures warm enough at altitude—even though his engine has no oil cooler.

On a typical long-distance flight, Savier flies at an altitude of 17,500 feet, about 35-percent power, full throttle, 190 KTAS, burning 3.5 gallons of fuel per hour. He has flown his Vari-EZ about 4,500 hours during 20-plus years of ownership and collected mountains of data. Switching to electronic ignition and computerized fuel injection, he says, would improve the GA fleet’s flight efficiency 20 percent without any airframe modifications.

Savier tires of what he calls the aviation industry’s circular arguments about the merits of electronic ignition, computerized fuel injection, and lean-of-peak operations. Definitive answers, he says, have been provided by the automobile industry and verified in a variety of aircraft and engines over tens of thousands of hours.

“As long as you have magnetos, you simply can’t get the large spark from a big electrode gap or advanced timing you need for peak efficiency,” he said. “For all these guys that think magnetos are so great, I only have one question: Why don’t you put magnetos in your cars?”

(Some of us remember Klaus from our “CAFÉ 400 Race” days.—ED)



### THE FLYING MARKET

Hangar 254 available at STS gunclub (south end of airport). New concrete overlay to ensure the floor and your bird will be dry. Port-O-Port t-hangar has 30 amp service and a 40 foot opening. Asking \$325/mo. Contact Larry Ford (707) 829-1955 or Otis Holt (707) 953-3946.

### Vintage and Classic aircraftfans...

Now posted at the newly revised "Unofficial Schellville Antique Aerodrome Homepage"...  
<http://www.napanet.net/~arbeau/usaah/>

### Sonoma Skypark

#### EAA 1268

Sonoma Skypark EAA 1268 meets at 7pm on the 2<sup>nd</sup> 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.

## EAA CHAPTER 124 2009 OFFICERS AND BOARD MEMBERS:

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