



**October 5, 2005
Volume 44
Number 10**

*Board Meeting:
October 3, 2005 6:00pm*

*General Meeting:
October 5, 2005 7:30pm*

WWW.EAA124.ORG

WWW.CAFEFOUNDATION.ORG

SPECIAL ANNOUNCEMENTS:

October 5th, 2005 PROGRAM: Mark Strobin from the National Weather Service. He will be talking about starting an Aviation Users Group outreach program with the NWS.
(Thanks, John Whitehouse)

ATTENTION BOARD MEMBERS:

**October's Board Meeting will be held on
Monday, October 3rd at 6:00 pm.**

ELECTIONS TO BE HELD AT NOVEMBER MEETING

Elections will be held at the November meeting. This fall we will be filling several seats. These are **Vice President, Secretary** and **four Board** positions. Your nominating committee will be looking for a few good members to step up to the plate and help run the show.



MESSAGE FROM THE FRONT DESK...

OCTOBER, 2005

Bob Gutteridge, President

Elections will be held at the November meeting. This fall we will be filling several seats. These are **Vice President**, **Secretary** and **four Board** positions. Your nominating committee will be looking for a few good members to step up to the plate and help run the show.

David Lynch has scheduled the last **Young Eagles** event of 2005 for **Saturday, Oct. 1**. Mark your calendar and join the group of volunteers having a blast working with the young folks. Look for a signup sheet at the next meeting.

Copperstate Fly-in is almost here, Oct. 6-9; see their web site for details. http://www.copperstate.org/flying_in/ Dwayne Green tells me he would like to go but needs two or three folks to help share expenses. Call him at 544-4535 if you are interested in a ride.

Michael Heintz is hosting an open house to introduce his new company, **Quality Sport Planes**, on Saturday, Oct. 15 at the Cloverdale Airport. Let's make this the next Club fly-out day and see how many EAA124 airplanes we can get on the field. <http://www.qualitysportplanes.com/qsp-006.htm>

A **work party** was organized on Saturday, Sept. 24, to begin preparing our taxiways for slurry sealing. Joining me was: Ray Peterson, Dave McIntyre, Dave Heal, Jim Elliott, Charles Nelson, Paul Reinders and Dwayne Green. Special thanks goes to Tom Casebier for providing his pressure washer and running it all day cleaning out the cracks which have now been sealed. Thanks everyone.

Our member, **Bryan Lee**, has formed his own company, "**Redwood Empire Tool & Equipment**". If you are looking for a source for quality hand tools, give him a call, 707-849-6472. A few business cards have been posted on the tack board.

I put our **hangar phone** on the "Don't Call List". Maybe it will quit ringing during the meeting! Keep your fingers crossed.

The **Board meeting** will be on **Monday, Oct. 3rd**; next general meeting at the regular time and place, Oct. 5th. See you then.

=====

Bob Frates

(Thanks, Paul Reinders)

Bob Frates, a longtime member of Chapter 124, passed away on 22 September. Bob retired after a long and successful career in the United States Coast Guard where he had served in the maintenance and flight sections of many units on both coasts of the U.S. including Alaska, and had served aboard the ships, helicopters, and fixed-wing aircraft of that service.

He is remembered by Chapter 124 for his assistance in maintenance, trouble shooting, and overhaul of many of the aircraft flown by the members during the last twenty-five years. He had no parallel when it came to troubleshooting a problem with an engine, and Bob was particularly helpful to those of us who looked upon electrical systems as mysterious boxes of black magic. He shall be greatly missed by those of us who were privileged to know him well.



A baseball story by margy

(Thanks, Margy Boyle)



It was a fine summer day (wind variable at 5 knots, visibility 10 miles, 1,600 feet overcast, temperature 15°C (59°F), dewpoint 12°C (54°F), altimeter 29.92, automated station with precipitation discriminator).

The Flyrights and the Wingnuts were to begin their championship world series soon (1600 zulu ETD).

The Flyrights were the favored team with many years of professional veteran experience (VFR, IFR, commercial, helicopter, CFI, FAA approved checkride examiner guy).

The Wingnuts were the underdogs with just a year of experience (student pilot VFR SEL).

The Wingnuts were in good shape though as they had been conditioning relentlessly for quite a while now. If the Wingnuts had a good day, they might be able to pull this one off!

The batting practice went well for the Wingnuts (FAA applications, 3rd class medical, CFI's recommendation, ground school test results, airworthiness, registration, a/c manual weight & balance, engine and airframe logbooks, pilot logbook, certificates, CA driver's license, computers, plotters).

In the pre-game warm up there was a bit of a mix up though with the batboy. ("that's my seat" said the manager of the Flyrights "you can't sit there").

The game was about to begin and the crowd was cheering for both sides.

The Flyrights were the visiting team and batted first. No score.

The Wingnuts got up to bat and made hit after hit (currency/maintenance requirements, fuel system, V speeds, night flying, regulations, carburetor/cabin heat via manifold, fuel induction, aerodynamics, bottle to the throttle, spins, equipment malfunctions, flight physiology).

The score was Flyrights 0 Wingnuts 2

The Flyrights did well in the 2nd inning but the Wingnuts had great defensive plays (obtain weather via Duats, AOPA, abbreviated, standard, outlook, TFRs Notams Pireps, winds aloft, radar, surface observations, terminal forecasts, obscurations, t-storms..... enroute??????? .ahhhh.... FSSs @ 122.0 or VORs or RCOs or . personal minimums, look out outside and compare the light blue paper with the hole in it and see if it matches the sky).

Wingnuts went up to bat with solid hits but no score....(flight planner...TC alt. dir. velocity. temp TAS isogonic lines(!) mag variation and heading=compass heading....ete ate eta ata fuel w/ VOR freq ident bearing to/fr w/ squawking transponder)

Now the 3rd inning proved to be a bit interesting with the Flyrights heavy duty slugger up to bat (Sectional chart was out...airspace, restricted area, d class, TODs TOCs alt.)

THE FLYING WIRE

After hitting two foul balls, the veteran slugger stroked one over the fence...Flyrights 1 Wingnuts 2 (the fuel stop has no fuel!...the airport symbol only has a beacon and no nodules on the side to say its got fuel!!!!)

The Wingnuts were not discouraged though and were still confident (the oral was passed with flying colors.. now the flying part of the exam)

A heckler started yelling but neither team had rabbit ears (hey what about Bernoulli's principle, magnetos, gyros venturi or induced vs parasitical drag? ask me ask me ask me)

Both teams were about to play the bottom of the third when there was a rain delay and the manager intervened (the Cessna 152 had absolutely no power. The jump start did not work but the wonderful examiner prop started the plane).

The game continued....there were no more scores until the 7th....

The Wingnuts were up to bat and they again had hit after hit scoring only once (preflight, radio phraseology, soft field takeoff, navigation, heading, vy speed, diversion, vor navigation, slow flight, 45 degree turns, ground reference, emergency operations, soft field landings, slip, pattern).

Flyrights 1 Wingnuts 3

Seventh inning stretch (singing take me out to the ballgame and off we go into the wild blue younder simultaneously)

The Flyrights got two hits, a walk and scored on an error (power off stall, power on stall, skid and short field landing)

GAME tied!!!! Flyrights 3 Wingnuts 3

It was the bottom of the ninth, score tied, bases loaded two out and Amelia Wingnut was up to bat...Amelia was not known for her longballs but she had been working out her aileron arm when **BANG**..the ball traveled 500 feet agl as the density altitude was not an issue. The jet plane was hit by the ball but the little putt putt Cessna 152 landed beyond the wingtip vortices and.....

THE WINGNUTS CLINCHED THE TITLE.....

THE WINGNUTS CLINCHED THE TITLE.....

THE WINGNUTS CLINCHED THE TITLE.....

Amelia then thanked everyone for their support and stated she hates the word **interpolate**.....and loves **ashless dispersant**.....

Margy got her pilot's license on
July 22, 2005. See her at the
meeting and give her a big
“CONGRATULATIONS”!!!





THE FLYING WIRE



THE FLYING MARKET

For Sale: Cessna 180 B, one owner since 1971. 3500 TT-250 SFNE, beautiful paint, new interior, mechanically excellent condition, full IFR, auto pilot and everything else. Hangared SNS. For the right pilot, but no dealers please. Neil Reid 415-664-2296 firestarD@aol.com

For Sale: Zugvogel GLIDER...complete package with trailer, parachute, radios, etc., is \$10K.

Peter Lert pslert@sonic.net

AVID Magnum, 160 hp O-320 E2D, 68 hours since complete Chrome Overhaul, lightweight starter and alternator, spring gear, digital engine instrumentation (including tach, manifold pressure, Oil temp and pressure, 4 EGTs, 2 CHTs, elapsed time this flight, total time), digital flight instrument (including airspeed, altitude, vertical velocity, OAT, and altitude encoder), electric T & B, transponder, 760 comm, intercom, strobes and position lights, cockpit lighting, dual brakes, 4 hours fuel capacity plus transfer capability for additional fuel (from sealed Jerry cans or boat tanks) in flight, 800# useful load. 707-545-6473 OR PAAUAL@GCI.NET for pictures.

Wanted for trade: Hours in my full IFR Cessna 182 to trade for smaller and more efficient plane for trips to BOI. I need to save gas. Do you need a heavy hauler? Call Brian Cluer at: 479-9161 or 824-0701.

FOR SALE: 1/2 ownership share of a Van's RV-6, flying since 1998, 160 HP, CS Hartzell prop. Aircraft is hangared at the Gun Club, STS. The other owner is builder Kevin Quirk. Some tail dragger experience required. Contact: Alan Noll 707.824.0581
124 High School Rd, Sebastopol...95472

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.

SEPTEMBER, 2005 CALENDAR OF EVENTS

Oct 1 & 2, Nut Tree Airport (VCB), 50th Anniversary Fly-In. WarBirds, Custom Built displays, Fly over C5, KC10, C-130. Free Fuel to Warbirds/100gal., experimental/Nostalgia/10gal., Free Admission! Saturday Night Dinner (Duncan Miller's). Free transport to motels. Call Ed Martinson (707) 446-7078 for details on free fuel. Go to www.eaa1230.com for details.

Oct 8 Truckee Tahoe EAA 1073 Pancake Breakfast Fly-In & Young Eagle Flights (TRK), Truckee, CA 7-10 am. Come join us for some good food and great camaraderie. \$5 donation. Don't forget to register your antique aircraft (35 or older).

Oct 8 Mariposa-Yosemite Airport, California 068, Fly-in 7AM-11AM pancake breakfast, \$5, 11AM-2PM Tri-tip roast beef lunch, \$7, hot dogs and/or chili, \$3.00. Pilots displaying aircraft get \$2 discount on meals. Contact: Larry Todd n737gl@juno.commailto : n737gl@juno.com

Oct 8-9 San Francisco Fleet Week Airshow, San Francisco, CA (Blue Angels)

Oct 8-9 Kern County Airshow & Aerospace Expo, Inyokern airport, Ridgecrest, CA

Oct 8-9 Rio Concho Airshow, San Angelo, CA

Oct 9 EAA Chapter 52 Pancake Breakfast & Vintage Display, Yolo County Airport, Woodland/Davis, CA

Oct 15 EAA 1112 Fly-In Breakfast, 8-10am. OFOF Dan Cook Briefing Hut, NW corner of Oroville Airport (OVE). Check the web page at http://eaa-oroville.8k.c*m/breakfast.html for map and details.

Oct 15-16 Travis Air Expo, Travis AFB, Vacaville, CA (Thunderbirds)

Oct 15 - Michael Heintz is hosting an open house to introduce his new company, **Quality Sport Planes**, at the Cloverdale Airport. Let's make this the next Club fly-out day and see how many EAA124 airplanes we can get on the field. http://www.qualitysportplanes.com/qsp-_006.htm



September 7th, 2005 Board Meeting:

President Bob Gutteridge called the Board Meeting to order at 6:34 PM.

Bob Gutteridge, Pres.	P	Rolf Unternaehrer, Board	P
Mike Fenn, VP	P	Ron Parrott, Board	A
Joe Lacchia, Sec.	P	Dwayne Green, Board	P
John Whitehouse, Treas.	P	Pat Fanning, Board	P
Larry Rengstorf, Facilities	P	Dave McIntyre, Board	P
Jim Elliott, Board	A	Donna Turrentine, Editor	P

Minutes: Minutes from the prior Board Meeting were approved.

Treasurer's Report: John Whitehouse reported on activity this year to date, and on finances and parking fee collections. The report was approved.

Old Business:

The Jack Berglund Small Claims Court trial is presently scheduled for October 17th. Bob Gutteridge will represent our Chapter with documentation support from John Whitehouse.

Bob Gutteridge handed out officer business cards.

The Strategic Planning Committee continues to analyze data collected from their survey.

A discussion was held concerning the \$6000.00 taxiway slurry coat, which was passed by e-mail during the past month. The subject will be brought before the General Membership this evening for a vote.

Bob Gutteridge will keep the membership informed about the slurry coating so they can plan aircraft activities.

Dwayne Green and Donna Turrentine reported on their work in developing the bump system list for aircraft parked at our facility.

New Business:

A motion was made to fund the pumping of our septic tank. M/S/A (unanimously).

Announcements:

The Young Eagles Event is scheduled for October 1st.

This year's Nominating Committee has been established with Bill Massey, Dave Heal and John Fritsch as members.

Next month's Board Meeting will be held on Monday October 3rd at 6:00 pm.

Meeting adjourned at 7:17 pm.

Respectfully Submitted,
Joe Lacchia, Secretary



September 7th, 2005 General Membership Meeting

President Bob Gutteridge called the meeting to order at 7:43 PM.

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. The report was approved.

Committee Reports:

It was reported that the WOW booth was a success with a good turnout of visitors. Thanks were given to Larry Rengstorf for help in getting worker tickets at a significant savings. There were no takers of our offer of free parking to other EAA chapters during the event.

Young Eagles: There is a Young Eagles event scheduled for October 1st. We are looking for help in the area of ground crew and pilots.

Nominating: The committee has been established with Bill Massey, Dave Heal and John Fritsch as members.

New Business:

A discussion was held concerning the resurfacing of our taxiways with a slurry coat. A motion was made by Bill Massey and seconded by Joe Wiegand that the Chapter spend \$6143.40 on slurry coating our taxiways. Voting results: 41 for - 4 against.

Announcements:

There will be an oil buy this month. See Bill Massey during the break if you are interested.

The Copper State Fly-in will be October 6th, 7th and 8th.

The Reno Air Races will be September 14th through the 18th.

Mike Heintz reported on his move into the main hangar at Cloverdale and the opening of his West Coast Distributorship for Zenith Air.

CAFÉ reported on the NASA PAV Challenge and a possible race to L.A. from our site.

Builders Reports:

Joe Lacchia reported on his Starduster Too's move to the airport.

Art Beer reported on building a set of wheel pants for his project.

Bill Massey and Doug Dugger reported on progress with their Zenith 601's.

Evening Program: Bob Morrel talked about his WWII experiences with the P-38 lightening in the Pacific Theater.

Respectfully Submitted,
Joe Lacchia, Secretary