



**April 6, 2005
Volume 44
Number 4**

*Board Meeting:
April 4, 2005 6:30pm*

*General Meeting:
April 6, 2005 7:30pm*

WWW.EAA124.ORG

WWW.CAFEFOUNDATION.ORG

SPECIAL ANNOUNCEMENTS:

April 6th, 2005 PROGRAM: Pat Fanning will present a DVD program about how to take still and video pictures with a remotely mounted camera while flying a single seat airplane.

BOARD MEETING ON APRIL 4TH, 2005

The monthly Board Meeting will take place at 6:30pm on April 4th at the site rather than the usual time before the General meeting.

YOUNG EAGLES SCHEDULED FOR JUNE 11, 2005

The nation wide Young Eagles is coming up on June 11th. Make sure to mark your calendar. The EAA is really pushing to get a lot of kids up into the air this year. They are already over 1.1 million since the EAA started the Young Eagles program. If you have been part of this program in the past you know how much fun it is to see the happy smiles on the kids after they get out of the airplane.

If you would like to volunteer as either a pilot with a plane, or as part of the ground crew, you can sign up at the next meeting. Or call David Lynch 707-538-2531 or send an email to david_lynch@agilent.com

PETALUMA AREA PILOTS ASSOCIATION TO HOLD ANNUAL OPEN HOUSE

The Petaluma Area Pilots Association will hold the third annual open house and static display at the Petaluma airport Sunday April 24th from 10AM to 4PM. Any and all aircraft are welcome.

Questions? -- email phil_p_2001@netzero.com or call 707-778-4404

SEMINAR ON FABRIC PIPER AIRCRAFT

May 20-22 "SPECIAL EVENT" EAA 1073 will host Clyde Smith aka "The Cub Doctor" for his 5th **TRK Seminar on Fabric Piper Aircraft**. Anyone wishing to know more about their fabric airplane, not just Piper's, should plan on attending this 3 day seminar learning from the expert. Get the finer points of inspection, fabric, repair, assembly, painting and rigging and much more. Lots of handouts. Examples of long and short wing Piper aircraft will be available for hands on discussion. All fabric Piper aircraft will be discussed in detail. Hosted by Truckee Tahoe EAA 1073 in our hangar/classrooms. **Contact:** Lou Reinkens rockwood@inreach.com or (530) 525-5273 for more information.



MESSAGE FROM THE FRONT DESK...

April, 2005

Bob Gutteridge, President

The March 19th Site Spring Cleaning/Work Party and Breakfast has come and gone. A lot of inside cleaning, straightening and tossing out got done. We filled the dumpster and my utility trailer with old junk from the maintenance hangar, the floor got swept, the store room was organized, three donated book shelves were repaired and moved into the freshly vacuumed meeting room, the sun shades were blown out, the chuck holes in the driveway were filled and Snoopy was pulled down from his pump house perch for some much needed repair. Between all this activities we enjoyed all the bacon, eggs, pancakes and coffee we could consume. A big thank you goes to: Robert Johnson, Ray Burgi, Dwayne Green, Larry Rengstorf, Donna Turrentine, Steve Barnes, Sherry Kozisrk, Joe Lacchia, Dave McIntyre, Chris & Sheze Ketelsen and Ellen Jori.

David Heal, Tim Petersen, Kevin Quirk and I have picked April 2, 2005 for the next Club adventure. Our destination will be Ukiah (UKI). Ron Schultz originally suggested Ukiah as a lunch stop leading Dave Heal and I to give it a try. We flew up there a couple of weeks ago only to find Tim and Kevin's airplane parked on the field. Dave and I had a great sandwich at Moore's Flour Mill. This is a deli shop just across the highway west of the Ukiah airport, literally a 400-yard easy stroll from aircraft parking to the order counter. I have suggested April 2nd as Moore's is having their official re-opening from 10:00 to 4:00 that day and free samples will be available. Let's meet at the Site at 11:00am, fill the airplanes with folks and be ready for take off at 12:00 noon.

Steve Barnes steroid pack RV is at the Site for final assembly! Look for it at the next meeting and for **photos within**. Don't be fooled by the paint job, it's the same color and scheme as his older one; there is definitely a new airplane under the paint. Looks great Steve!

The Board meeting will be held at the Site on Monday, April 4th. I'll see you at the regular meeting on the 6th.



Steve Barnes' Steroid Pack RV



3/4/47 SONOMA CO. AIRPORT TO RED BLUFF...

3/4/47 RED BLUFF TO MARYSVILLE...

3/4/47 MARYSVILLE TO SONOMA CO. AIRPORT...

Remo Galeazzi

This day 58 years ago should be but a hazy memory tucked away in my little grey cells, an incident too far in the past to be of any import in this day and age. The truth really is that I can recall with exquisite clarity the sequence of events almost minute by minute. In my mind's eye, I am 23 years old again, the sky is bright and clear on this beautiful morning, and I'm headed for the Sonoma Co. Airport in my 1930 Chevy for the greatest flying adventure up to that time...my first solo cross-country.

I had carefully marked my chart as I had been taught, calculated my flight times, and dutifully noted my check points. In those days the charts were quite devoid of the many distractions we have today, so sighting check points and the salient characteristics of the topography was much easier. I preflighted the Aeronca 11AC Chief that I was using that day with perhaps a little more attention than if my instructor had been following me around, for I knew that he was watching me, and I wanted to impress him that all of his wise admonitions had not come to naught. When I was ready, he spun the prop for me, and I was on my way to becoming a pilot. I felt pretty good.

The take off was uneventful, and on climb out the air felt good. I set up a heading on a distant peak, corrected for drift, and settled down for what I felt would be a pleasant flight to Red Bluff. Soon I was over Clear Lake right over my check point, and headed for my next sighting, a little east of Lake Ladoga. When one flies solo, it always seems that time seems to pass more slowly, but nevertheless, I soon spotted the power lines that were headed in the right direction, then the highway that would take me to Red Bluff. I located the field, landed, and had someone at the F.B.O. sign my log book—it had taken one hour and forty five minutes.

The Chief, if memory serves me right, had a 15 gal tank under the cowling, and on this one, had the optional 8 gal tank in back of the cockpit. The rear tank could be emptied into the front tank when the airplane was in a level attitude, so the procedure could be done only while in flight. This tankage was ample for my entire cross-country, luckily, because I had very little change in my jeans in those days, and credit cards were yet to be invented. My flying in those days was by courtesy of the G.I. Bill.

I took off for Marysville confidently, as this, according to my perusal of the chart, would be an easy flight to navigate, and as it turned out, really was. As I flew leisurely along, I decided that this would be an opportune time to transfer gas from the rear tank to the front, which I proceeded to do, preparing me for my final leg home. I found Marysville easily, and after landing, bounced my way to the F.B.O. (it was a dirt runway then) to get my logbook signed. My flight time was an hour and ten minutes. I passed a little time with some fellows in the office, trying to act as though I knew what I was talking about. When I was ready to go, I asked for, and got a spin, bounced out to the active, gave it the gun, and was away on my last lap.

I set my course while I was climbing and noticed a new development ahead of me that had escaped my scrutiny while on the ground. A long line of cumulus had evolved whose bases obscured the mountains ahead. Well, *no big deal*, I remember thinking, the tops didn't seem too high, and I could choose to either fly south around the build-up, or even fly over them. If I flew around them I reasoned that I'd probably have to end up over the bay, and then have to fly north to Sonoma Co. I thought of the fuel situation and opted to fly over, straight on course. I kept climbing, and was soon over the first of the cloudbank at about 4000 ft. The tops looked flat, and I flew along, climbing as I went, and soon noticed that even though I was up to 6000 ft, the clouds were still the same distance below me! About now, I happened to glance at the fuel gauge, and to my horror, that fugitive from a Model A Ford **was bouncing on zero!!!**



3/4/47 SONOMA CO. AIRPORT TO RED BLUFF

3/4/47 RED BLUFF TO MARYSVILLE...

3/4/47 MARYSVILLE TO SONOMA CO. AIRPORT...*(continued)*

I knew immediately what I had done, and I couldn't believe that I would have committed such a monstrous stupidity. I had forgotten to turn off the transfer valve on my descent to Marysville, and while the plane sat on the ramp and on my climbout the fuel had flowed back into the reserve tank. There must have been but a capful left in the main tank as the movement of the dial was barely discernable, only a bounce now and then. My immediate thought was to get the plane turned around so that instead of climbing, I could start downhill and get some fuel back into the main tank. I did my 180, and to my horror all I could see was mountains of billowy clouds surrounding me, the tops were dangerously close. I was engulfed! Forgetting my course, I tried banking this way and that, trying to get my nose down just a little, or even level, to get that fuel back where it would do some good. I would find a valley, climb a little, then level off, switching the valve on and off as needed, and after a half hour of this almost futile exercise, I could barely see a quarter of a tank. A look at the altimeter told me that I was up to 9000 ft, the clouds were still above me, and I didn't have the slightest idea of where the hell I was. I can still recall how incongruous the whole thing seemed at the time—here I was, no doubt in grave danger, and at the same time almost in a state of euphoria, marveling at the indescribable beauty of these tremendous creamy white peaks and precipitous valleys, so bright in the sun that at times I had to divert my gaze to see clearly. They seemed so solid, I remember musing, that they seemed to have substance, that if one wished, one could walk about on them. This feeling, or course, didn't last long, and along with my panic, I tried to think of a course of action.

I had kept climbing and dipping the nose as I could, but the fuel gauge was still bumping zero. I was now up to 10,500 ft and that poor little old Continental 65 just wouldn't go any higher. ***This was it.*** The clouds still towered above me, and the moment of truth was at hand. Even I knew that. My instructor had mentioned to me that he had heard that on several occasions pilots had saved themselves in similar situations by putting the airplane in a spin and holding it there till they emerged from the base of the clouds. This, in theory, would seem logical as the terminal velocity of a plane such as the Chief in a spin isn't anywhere fast enough to damage the craft. Of course, the crux of the matter would be to hope that the base of the clouds would be high enough above the ground to effect a recovery. I don't know where I was, I couldn't see the ground, the fuel was critical, and I couldn't see any other way out of this predicament that I had gotten myself into. I knew how to spin and stay in one, as in those days one had to do spins before solo—and I had done many subsequently. It took me a little time to actually decide to do it, but I finally steeled myself, pulled the carburetor heat, and began to pull the nose up, preparing to come back on the throttle. As the nose rose, I happened to glance downward, through the vee of the struts, and saw, or thought I saw, a heavenly apparition. I looked again, just to make sure that I wasn't seeing an artifact, and there far, far, below me, I witnessed my deliverance!!! I was looking at a hole in the clouds and just visible in this tiny hole I could recognize the curve of the Russian River around Fitch Mountain in Healdsburg, visible only as a tiny ribbon of water at this altitude.

I wasted little time getting down there as I could in my imagination see that little hole closing up on me before I could approach it. But I did make it, and it turned out that I had 1500 ft of ceiling. I headed for the airport elated, but ashamed of what I had just put myself through. To add insult to injury, I had flown but a few more minutes when suddenly I was in full sunlight! The clouds were gone. If I had flown another ten minutes at my previous altitude I could have looked down and spotted my home field.

I landed, and swaggered into the office to report my return. My instructor asked me how things had gone, and with as much nonchalance as I could muster, told him that things had gone fine...just fine. My flying time on that last leg was one hour and fifteen minutes. One hour and fifteen minutes of wasted adrenaline flow. It was a long time before I ever told of my experience.

A long, long time...



THE FLYING MARKET

For Sale: Skybolt project well along. Fuselage on gear with Scott 3200 tailwheel, basic controls in. All stringer supports welded in. Full canopy kit, S/S firewall, factory engine mount, struts, and nose bowl. Wings assembled with factory hardware to be installed. Has bows and aileron ribs and newer Firebolt type gear. Remo Galeazzi has looked project over carefully so ask him...or just come to Schellville and look at it. \$7000 takes all. Bill Ewertz 707.938.1465

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

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.

APRIL, 2005 CALENDAR OF EVENTS:

Apr 1 Riverside Skytroopers Ball Dinner Dance, Riverside, CA Contact Andy Conley (951) 788-9941

Apr 2 Riverside Airport's 13th Annual Airshow, Riverside, CA

Apr 2 Historical Aircraft Day, 8am-4pm, Mariposa/Yosemite Airport, Mariposa, CA

Apr 2-3 Petaluma Warbird Fly-In, 10am-3pm, Petaluma, CA

Apr 9 Truckee Tahoe EAA 1073 Pancake Breakfast & Fly-In, Truckee, CA (TRK) 7-10AM Best pancake breakfast and camaraderie around. \$5 donation

Apr 9 Annual BBQ & Airport Appreciation Day, Oceanside CA

Apr 10 EAA Chapter 52 Pancake Breakfast & Vintage Display, Yolo County Airport, Woodland/Davis, CA

Apr 12-18 EAA Sun 'n Fun, Lakeland, FL
<http://www.sun-n-fun.org/content/>

Apr 16 "EAA 1112 Fly-In Breakfast, 8-10am OFOF Dan Cook Briefing Hut, NW corner of Oroville Airport (OVE). Check the web page at http://www.eaa-roville.8k.c*m/breakfast.html for map and details"

Apr 17 Antique display, La Verne, CA Brackett, Field

Apr 23 Warbird Fly-In, Petaluma, CA

Apr 23 AIRFAIR 2005 - Calaveras County Airport/Maury Rasmussen Field

Apr 23-24 Aircraft Open Cockpit Day, March Field Museum, Riverside, CA

Apr 24 Pacific Coast Dream Machines Fly-In, Half Moon Bay, CA



MARCH 2005 Board Meeting:

President Bob Gutteridge called the Board Meeting to order on March 2nd at 6:30 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	P	Donna Turrentine, News Ltr.	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.

Committee Reports:

Facilities Committee: Larry Rengstorf reported that potholes in our roadway would be filled in the next day or so. Larry also reported that the facilities gate may only be kept open during General Membership meeting night between approximately 6:00 pm and 10:00pm. For airport security reasons the gate must not be held open at other times. Larry has also repaired the yard light and sensor.

Audit Committee: The audit committee met with John Whitehouse on February 7th to examine and certify the financial books for the year 2004. The members of the committee, Joe Lacchia (chairman), Steve Waite and Joe Wiegand found all to be in order to the best of their ability. A motion was made to accept the committee's report as stated. Moved/Seconded/Approved (M/S/A).

Strategic and Planning Committee: The Strategic and Planning Committee has been formed with the following members: Bob Gutteridge (chairman), Jim Boyer, Dwayne Green, Larry Ford, Dave Heel, Ron Parrott, Duncan Reed and Larry Rengstorf. A motion was made to accept the committee membership as listed. M/S/A. **The committee will** conduct its next meeting on March 9th.

Old Business:

A discussion on what to do about Jack Berglund's Q2 was conducted. After discussion a motion was presented as follows: The Chapter shall proceed with legal action to resolve the Jack Berglund parking fee delinquency problem on his Q2 aircraft. M/S/A with one abstention. Jim Elliott will contact our attorney and ask him to proceed with action.

Mike Fenn reported that he continues to wait for information from EAA headquarters on our insurance coverage. He will make another query to headquarters to resolve this problem.

Dave McIntyre has completed the installation of a water heater in the wash sink area and completed a rebuild of the area.

We continue to look for people to assist with the Young Eagles Program.

Mike Fenn and Jim Elliott will look into hanging the projector system in the ceiling.

Announcements:

The next Board Meeting will be held on April 4th at 6:30 pm in our chapter meeting room. Meeting adjourned at 7:35 pm.

Respectfully Submitted,
Joe Lacchia, Secretary



MARCH 2005 General Membership Meeting:

President Bob Gutteridge called the meeting to order March 2nd at 7:50 PM.

Number in Attendance: 69.

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. John also stated that dues for the 2005 year are now due and that dues must be received by the end of tonight's (March) meeting for members to be included in the 2005 Roster. Any updates to membership data such as e-mail addresses, phone numbers, plane ownership, etc. should be submitted for Roster update.

Committee Reports:

Facilities: Larry Rengstorf reported that our work party is scheduled for March 19th at 9:00 am and that all members are invited.

Strategic and Planning: The committee reported on their discussions of how big the chapter should get and how we should relate to the community.

Builders Reports:

Doug Dugger reported on progress being made on his Zodiac 601XL.

Joe Lacchia reported on the first starting of the O-360 in his Starduster Too on March 5th and the help received from Dennis McGuire.

Brian Percy reported on receiving his RV4 empennage kit and that he is looking for help.

Art Beer received the "N" number for his project and reported that you can view all available numbers on the FAA web site

Jim DuVander reported on the positive resolution of his battle with the FAA concerning his medical.

Announcements:

Ali Massey reported that she is in the final stages of putting the 2005 Chapter Directory together and that any changes to member's status should be reported to her or John Whitehouse.

Young Eagles: We are continuing to look for help with the Young Eagles Program. This year's planning has started and a report will be made next month.

CAFÉ: Brian Seeley mentioned that there is a new magazine being published that is printing CAFÉ reports. Their web site is WWW.EXTECHMAG.COM

Bill Massey is looking for someone to replace him as AOPA Airport Representative for STS.

Donna Turrentine is taking names of individuals interested in getting EAA Chapter 124 nametags.

Thanks were given to Ron Shultz for another fine dinner this evening.

Evening Program: Brian Cluer presented a slide show on flying and floating the Yukon North Slope Region.

Respectfully Submitted,
Joe Lacchia, Secretary