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*Board Meeting:*  
*March 4, 2009 6:30pm*

*General Meeting:*  
*March 4, 2009 7:30pm*

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

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

## **SPECIAL ANNOUNCEMENTS:**

**March 4, 2009 PROGRAM:** Faride Khalaf, a retired United Airline mechanic, will discuss the systems of a Boeing 747.

**Dues are now being accepted by Treasurer, John Whitehouse, for the year 2009.** Please pay your annual dues (\$30) by/at the March, 2009 meeting to be included in the Chapter roster. The Bump System is based on your name being in the roster so make sure it gets there.



## THE PREZ SEZ...

MARCH, 2009

Jim DuVander, President

*"Badges? We don't need no steeking badges!"*

Well, apparently we do. TSA has mandated it to Jon Stout and staff. At the Feb. 19th airport commission meeting, Jon said, "We'll be starting to issue badges to airport business owners and personnel first, then to pilots, tower personnel and anyone else that has access to the secured field enclosure." I asked Jon about EAA members. He said that all of us who have gate keys will need one. Your guest(s) however, if accompanied by you, will not need one. You may accompany up to four guests, as long as they remain with you. The good news is that you don't have to wear the badge, just have it on your person. If you are challenged to show your badge and you cannot produce one, you will be escorted off the field.

The issue of opening our hangar doors to non badge holders at the meeting is a special circumstance and Jon has not yet had an answer from TSA as to what will be permitted.

In thinking about this, if we have enough members present with badges, so that there is one badge for each 5 people, then perhaps we will be in compliance. Or the other possibility is that we post signs outside the hangar doors saying that only badge holders beyond a certain distance from the doors, unless accompanied by a badge holder. We are waiting for TSA to get back to Jon.

Oh yes, keep \$15 handy for paying for your new badge.

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This is all about fun. You can grab ahold of an airplane here, and literally take your life in both hands. One for the throttle and one for the stick, and you can control your own destiny, free of most rules and regulations. It may not be better than sex, but it's definitely better than the second time. Adrenaline is a narcotic; it may be a naturally induced narcotic, but it is a narcotic. And one you get it moving' around in there, it's a rush like none other, and when this puppy gets movin...

*---Alan Preston, air race pilot*

It will free man from the remaining chains, the chains of gravity which still tie him to this planet. It will open to him the gates of heaven.

*---Wernher von Braun, on the importance of space travel, 10 February 1958*



## Our Freedom to Build and Fly (Thanks, Remo Galeazzi)

When George Bogardus climbed into his homebuilt “Little Gee Bee” in Oregon and began his flying trek to Washington, he started an aeronautical snowball that has yet to stop rolling. Not everyone realizes that prior to this momentous flight (actually he made two) it was impossible to get a homebuilt licensed in the U.S., save for one enlightened state, the state of Oregon. They didn’t go along with the dictates of the C.A.A., and for some years the homebuilt movement thrived in that state, especially in the area of Beaverton. The problem was that you were perfectly legal flying in Oregon, but the minute you crossed the state line you could be in bad trouble. Bogardus fixed that problem for all of us when he proved that a homebuilt, constructed properly, could be as safe as any store-bought. The C.A.A. quickly adopted a home-built category under certain rules, which have been refined throughout the years into the licensing category that we enjoy today. And it all started with that courageous flight in the late forties.

We all owe a great deal to George Bogardus, but it took another giant push to keep that snowball rolling. In 1953, Paul Poberezny and a group of enthusiasts met in Paul’s Milwaukee basement and started an organization that in but a few years would revolutionize the aircraft industry, not only in the U.S., but throughout the developed nations. It filled that special need, that special yearning that many thousands had in their hearts, that burning desire to create, to do something out of the ordinary; to make it possible to finally build that dream airplane that here-to-fore we could only imagine in our mind’s eye.

When Paul started the EAA, he actually started a new industry in the U.S. and elsewhere. It’s true that there were aviation supply houses back in the ten and twenties, but never to the extent that they exist now. It might be fair to say that even the founder of EAA didn’t really have an inkling of what was to come – but who could have? If it wasn’t for what the homebuilt movement generated, the small aircraft industry in the U.S. would be a shambles, what with the regulations and the tort laws being what they are. It behooves us to be ever more vigilant to see to it that those envious of us, perhaps even ignorant of our endeavors, are kept at bay, that those who view us “rich airplane owners” are kept at arm’s length while they ride around in their Mercedes and lobby to further regulate our hard won rights.

I personally knew a man, now no longer with us (see *SPORT AVIATION*, Vol. 42, No.8 1993) who had built a neat little Parasol powered by an Anzani engine back in the middle thirties. Since he lived in Healdsburg, where naturally there weren’t any aircraft supplies available, it was an almost overwhelming struggle to find the material needed. But he did succeed, and built a very nice, well constructed airplane. The downside was that he could not get the aircraft registered, which meant that he really couldn’t legally fly it anywhere. The rules that prevailed then seem so outdated...even for the thirties...that they border on being stupid. But that’s the way it was. If uninformed legislators are allowed to water down what we have today, and start whittling away at the freedoms to create the wondrous things that our hobby has fostered, we could regress to the way things were.

I don’t want to sound as though I’m preaching (actually, I realize that I’m preaching to the choir!), but I’ve lived through these eras, and what we’ve achieved since 1953 is such a far cry from what we had then, that I would shudder at the thought of things changing in any way detrimental to our way of life. Our Experimental Aircraft experience has been an inspiration throughout the world and has changed the thinking of air-minded people in all lands.

This whole revolution in aviation began as a little seed in the mind of George Bogardus, grew into a flourishing tree under the guidance of Paul Poberezny, and now has grown into a giant forest whose shade we all enjoy.



## **Pilots speak out against Large Aircraft Security Program**

(by Chris Dancy of AOPA ONLINE)

If the Transportation Security Administration (TSA) had any illusions about how strongly the aviation community feels about their [proposed Large Aircraft Security Program](#), those illusions were dispelled nearly half an hour before a Jan. 6 public hearing—the first of five—ever began. The hearing room, with seating for more than 100, was filled to standing-room-only capacity.

From the outset, the TSA panel members stated that they were there to listen. Except to answer three very specific questions, they did not respond to participants' comments.

AOPA Northeast Regional Representative Craig Dotlo told the TSA that AOPA has some significant concerns with the proposed rule: It outsources what should be an inherently governmental function—security oversight; it applies commercial standards to general aviation; and, its weight threshold captures very small aircraft, especially when compared to the aircraft used in the Sept. 11, 2001, terrorist attacks.

“AOPA is concerned with the weight threshold that is used for the basis of the regulations and provisions in the rule that outsource security oversight to a third-party auditor,” Dotlo told the panel. “AOPA does not support the NPRM as currently drafted and requests that TSA reconsider the proposed rules, focusing particularly on whether there are less costly and less intrusive ways of enhancing general aviation security.”

The association is also concerned that the program could be applied to all aircraft and all airports in the future. National Business Aviation Association (NBAA) President Ed Bolen emphasized those points as well, and recommended that the TSA establish an aviation rulemaking committee. We believe that by working together, we can harden business aviation against attack without destroying it in the process,” Bolen said. “We deserve a dialog about how best to do this.”

Speaker after speaker reiterated AOPA's main points and NBAA's call for an aviation rulemaking committee. Other speaker comments included one person who said the TSA seems to be reversing its earlier posture that there is no one-size-fits-all security solution for general aviation. Another said that the TSA had not yet proven, at least publicly, that a credible terrorist threat exists from corporate aviation. And a third worried that such a large expansion of the fleet under the TSA's oversight would dilute security resources.

“Whether it's through an aviation rulemaking committee or some other mechanism, AOPA remains committed to working with the TSA to enhance general aviation security in the way that is least burdensome to our members,” said Craig Spence, AOPA vice president of aviation security. “AOPA will attend all of the remaining public meetings and will file more extensive written comments. We urge members to consider doing the same. You can check the “AOPA MEMBER ACTION CENTER” for more information on filing formal comments.”



## **ditching aircraft**(Thanks, David Heal and Pilotfriend.com)

(These are only short excerpts from the article David sent to me. To read the entire article, see <http://pilotfriend.com/safe/safety/ditching.htm> )



The majority of aeroplanes are not designed for ditching!

However, having said that, the statistical chances of surviving a ditching are high. It is estimated from UK and USA data that 88% of controlled ditchings result in few injuries to pilots or passengers.

You are more likely to die after ditching by drowning, usually hastened by hypothermia and exhaustion. By wearing a life jacket in the aeroplane your survival prospects are greatly improved. However in cold water, 15 degrees Celsius or less, your life expectancy in the water is only about one hour.

If one has to ditch what are the issues?

In general terms it is always preferable to impact the water as slowly as possible, under full control; don't stall the aeroplane in. Keep the wings parallel with the surface of the water on impact, i.e. wings level in calm conditions. One wing tip striking the water first will cause a violent uncontrollable slewing action.

In ideal conditions you should always ditch into wind because it provides the lowest speed over the water and therefore causes the lowest impact damage. This process is effective provided the surface of the water is flat or if the water is smooth with a very long swell inside which the aeroplane will come to rest.

If the swell is more severe, including breaking waves, it is more advisable to ditch along the swell, accepting the cross wind and higher speed over the water, because this is preferable to ditching into the face of a wave and nosing in. Ditching into the face of a wave is very likely to cause extreme damage to the aeroplane and violent deceleration with severe implications for passengers and crew. The final approach will result in considerable drift which you must control to achieve the required tracking over the water. You must be careful to maintain sufficient airspeed to ensure that any action you take in controlling the path of the aeroplane does not lead to a stall. You must retain complete control of the aeroplane.

In extremely windy conditions, greater than 20 knots for light aeroplanes with low stalling speeds or 30 knots or more for heavy aeroplanes with high stalling speeds, it may be worth ditching into wind to gain the large reduction in speed over the water. Aim to touchdown on the receding face of the swell. You may need to compromise between the beneficial effects of wind and the problems of swell. Advice on judging wind speed is provided at the end of this article.

## **Checklist**

Before long over-water flights review your plans for ditching and subsequent survival, and establish what rescue services are available and how you can optimize their usefulness.



## **ditching aircraft (continued)**

The following suggested overall check list is provided for your consideration, it is not designed for your aeroplane or your operation, you must make your own check list considering the issues raised above and the information provided in this check list.

- Plan to ditch using power if you have a choice;
- Look for likely rescue sources, ships, shorelines;
- Make Mayday calls, set transponder to 7700;
- Study the wind and sea surface; make a plan of action for the direction of the ditching maneuver;
- Burn off or jettison fuel if possible, ensure aeroplane is as light as practicable;
- Jettison any freight and other unnecessary heavy objects;
- Brief all crew and passengers, covering their actions and responsibilities before and after the ditching event including the use of a life jacket;
- Ensure all survival equipment is readily accessible, including your personal locator beacon;
- Ensure there are no loose objects anywhere in the cockpit or cabin;
- Conduct pre-landing checks, leave undercarriage up unless it is advised to do otherwise;
- Select an intermediate amount of flap to optimise lift but not providing high drag, unless advised otherwise;
- Wedge open some doors or hatches;
- Make a final decision on the direction of ditching;
- Set up the final approach not below 500 feet above the surface;
- If you can accurately judge the height of the aeroplane above the water, round out at the usual round-out height and hold off until impact, ensure rate of descent is less than 200 feet a minute and wings parallel with the sea surface, level for a calm surface;
- After the aeroplane stops, vacate, taking all necessary gear;
- Don't inflate life jacket inside the aeroplane.

## **Survival aspects of ditching**

If you have any influence on where you are going to ditch consider making ease of rescue an issue. Thus if possible ditch near a benign shoreline if you can't land on solid earth. Ditching near a treacherous shoreline on the other hand should be avoided. Seek out shipping if any are within range and try to ensure that they see you. Ditch in the front hemisphere of the ship though not directly inline with its track!

Strap in tightly, protect head and legs to the best of your ability. Use pillows, blanket rolls or soft baggage as devices to restrain excessive and violent movement of your extremities. If you intend to use a life raft it will be advisable to consider your footwear. Soft shoes and ones with rubber or other soft soles and heels should be satisfactory but high heel shoes and ones with hard and angular soles and heels should be discarded. If you are likely to have to swim discard your shoes.

The overall issues related to survival in order of importance are:

- Protection
- Location
- Water
- Food.



#### 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.

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