



May 5, 2004

**Volume 43
Number 5**

SPECIAL ANNOUNCEMENTS:

May 5, 2004 PROGRAM: Brian Seeley will give a talk on the latest CAFE test of Van's aircraft, and his thoughts on the future of personal air transportation. (Thanks, John Whitehouse)

SPRING BREAKFAST ON MAY 15TH...

Dwayne Green has set Saturday May 15 for our first **pancake breakfast** of 2004. Coffee and bull sessions will begin around 7am, and pancakes, sausage, bacon, and/or scrambled eggs around 8am. Come and enjoy the camaraderie, and some great pancakes.

YOUNG EAGLES SCHEDULED FOR JUNE 12th...

Our first **Young Eagles** event is scheduled for Saturday, June 12. Sue Sarmir is the event chairperson and she would appreciate all the pilots and volunteers she can get. Please call her at (707) 539-8589 if you would like to fly our guests or work on the ground crew.

RENO AIR RACES...SEPTEMBER 16th – 19th

Bill Massey reported that the Reno Air Race trip is back at the Phoenix Hotel in downtown Reno. People interested in attending should contact Bill soon as the seats are going fast.



MESSAGE FROM THE FRONT DESK; MAY 2004

OR...MESSAGE FROM THE VICE-PRESIDENT

(Bob Gutteridge)

May has arrived and so has the 2004 fly-in/out season. The flying rags all have printed event calendars so I will not reprint all the listings, but here are a few of the more prominent events:

May 15: Our pancake breakfast, EAA Site HELP WANTED!
May 21-23: Gathering of Luscombes, Columbia
May 28-30: Watsonville Fly-In & Airshow
June 4-6: Bellanca-Champion Club West Coast Fly-In, Columbia
June 5-6: Merced West Coast Antique Fly-In
June 12: EAA Young Eagles day HELP WANTED!
Please sign up with Sue Sarmir if you can help.
June 18-20: Golden West Regional Fly-In, Marysville
July 7-11: 35th Annual Northwest EAA Fly-In, Arlington
July 27-Aug 2: EAA AirVenture, Oshkosh, Wisc.
Aug 21-22: Wings Over Wine Country Airshow, Santa Rosa
Sept 16-19: National Championship Air Race, Reno

Dave McIntyre has his Pulsar back out at the site. Dave reports that the new paint job looks much better than the original; didn't use water bourn this time.

Special thanks go to new member Ron Schultz who has volunteered to cook for our meetings. He also took the initiative to clean up the cooking equipment in the storage closet and to clean out all the old food in the refrigerator.

Programs:

May: John Whitehouse has asked Brian Seeley to discuss his investigation into the future of aviation. See within for additional info.

June: Larry Rengstorf has invited Everett Long, author of "Cobras Over the Tundra", to speak about his experiences piloting P-39's to the USSR. His book will be available at the meeting and he will likely be willing to sign it for you.

See you on May 5.

Those of you that read the story, "Return to Norman's Cay", in the Apr AOPA magazine, or for those interested in reading a real life adventure story about corruption and ruthless drug trafficking, the SR library has copies of The book, "Turning the Tide". One guy against the Medellin cartel details almost unbelievable political and financial greed in our society. Read it; it might prompt each of us to speak up against corruption, political and commercial, local and national. (Thanks, Bill Bruce)

THE WORLD IS ROUND...

(Thanks, Paul Reinders)

A little planning goes a long way...

"Seven Thousand feet ASL. Sure you want to land there?"

"Yeah. If we land at a lower field we'll never get the "stool" back up here again in time to clear those mountains. Density altitude is well over ten thousand even on the ground."

Three people, full tanks, and baggage brought the weight up to the maximum gross weight allowed for the PA-22-135. The summer temperatures were not going to improve takeoff performance. To say the least, performance would be "marginal". I had chosen the refueling stop based on several important criteria: immediate need for a bathroom, a good restaurant nearby, hunger pangs, length of runway, lack of obstacles in the takeoff path, and minimal required climb gradient for several miles off the end of the runway.

By the time we had wedged ourselves back into the plane 90 minutes later, the OAT was above 100 degrees and New Mexico was shimmering in the heat. The manifold pressure gauge read 22 inches at full power during the runup. Leaning the engine to obtain maximum RPM at full throttle gained an additional 200 RPM over the full rich setting.

As we turned onto the runway, already at full throttle, my front-seater commented, "You need a longer throttle. If you could push it in another foot we might get some real power outta this thing."

Acceleration was lethargic, but 3500 feet down the runway we broke ground. Leveling off immediately, we accelerated in ground effect, crossing the far end of the runway ten feet in the air at our best climb speed.

The rate of climb settled at 100 feet per minute and the altimeter soon confirmed the performance.

"I'm not particularly near sighted. I'll be able to see fine if you want to climb a little higher."

No comment.

"We ever going to get any altitude?"

"You bet. The world is round and we're flying in a straight line."

"Thanks. Hadn't thought a that."

Twenty minutes later we were level at 8000 feet, our absolute maximum altitude.

"Almost getting nosebleeds up here."

Needing more altitude to cross the ridges ahead, we eased toward the downwind side of the valley through which we had been flying since our departure. There, with the assistance of the wind blowing across the valley and flowing up the hills, we soared slowly to 10,000 feet clearing the ridges ahead easily.

"Were we just lucky, or did you know what you were doing back there?"

THE WORLD IS ROUND...

(continued)

"Luck had nothing to do with it. We didn't try to pull it off too soon and get behind the power curve. We leveled off in ground effect until we reached Best Climb Speed. We used a runway without obstacles ahead, and we knew the direction of the wind. Since wind, like water, has to flow over the hills rather than through them, we knew where to find the updrafts. We simple flew the aircraft at its best performance level, which was adequate if not spectacular, and used our heads. A little planning goes a long way."

The remainder of that flight from New York to California and return was equally without incident forty years ago. (Years later I soared to 16,700 feet to clear the Sierras near Mt. Whitney in an a/c with a 20-foot wing and 125 hp engine, riding a wave at 1000 fpm for seven minutes in smooth air.)

When a "good" aircraft climbed at 500 fpm at sea level, mountain flying required knowledge and planning. Lack of either often resulted in unacceptable consequences.

A pilot's ability to negotiate the western mountains safely is enhanced considerably by a few hours in a sail plane. What the power available does not provide in performance can quite often be offset by the ability to soar with existing winds. Money spent gaining soaring experience is often a better investment than that spent on instrument training...the advantage being that the knowledge gained soaring is seldom lost due to being non-current as is often the case with instrument training, and requires considerably fewer hours to learn the basics. A few hours soaring are quite adequate, and a ton of fun to boot. And pilots would be well advised to take the time necessary to explore the edge of the performance envelope before lack of knowledge terminates a flying career prematurely, especially in the mountains.

Rules or Common Sense? (by Larry Rengstorf, Facilities Director)

In recent months it has come to our attention that we need to re-acquaint the old members about rules that pertain to the facility, and inform new members of these rules. Some of these are known as rules, but most are just common courtesy - which it appears that some people either forgot, or never knew, or don't care.

- 1.) There are to be NO engine run ups on the site - taxi RPM only to beyond the "No civilian Vehicles" sign on taxiway Alpha. Taxiing at a moderate speed, so not to be hazardous. Do not stop to call ATC Tower until after the afore-mentioned sign.
- 2.) Please - NO taxi tests on site - use taxiway Alpha or X-ray. Inform ATC of any high-speed tests.
- 3.) Please do not point tail at any other planes and then rev the engine to move - it blows dust and rocks on the other planes. The same goes for the hangars, please don't blow them either. Look around.
- 4.) Please park your vehicles ON your tie down spot when leaving for any extended times - NOT between the spots! That blocks your neighbors' spot. This also tells us you are gone on a trip, not just an open spot.
- 5.) Please have some consideration of others - be quiet in the early morning departures and projects. We like to sleep in sometimes too! Remember #1 rule - Go past the sign.

Rules or Common Sense? (continued)

6.) Vehicle parking on the end of the shade hangars is for a few hours or a day only - Not overnight - please see #4. (Shade hangar aircraft owners - excepted), or park beside meeting hangar outside the gate. Also - we are getting people parking out into the taxiway too far, which poses a taxi hazard.

7.) If the walk-thru gate is found open - Close it please. Do not block open for any reason, Airport security is compromised. Electric gate problems should be reported to the Facility Director, so it can be called in for repair. This is your site - please help with security at all times. If you see someone wandering or driving around the site that is unfamiliar, or looks lost - challenge them - ask to help them - if not a member and they want to "look around" - go with them and give a "tour". Do not leave them to wander around un-escorted. Do not give the gate combo out to non-members or people from the other side of the airport or your buddies.

Do not open the electric gate for any non-members, let them in the walk thru gate and escort. If they belong inside - they should have a card or clicker! Security should NOT be compromised!

8.) If the hangar doors are found open or the lights are found on and it appears no one is using them or around - turn off, to save on electric bill, close doors and - lock, to preserve security. We find the lights ON an average of once or more a month at night! Please help us! PS, check the bathrooms before locking doors.

9.) The garbage bin is for site generated garbage ONLY - not for member's personal home garbage or grass clippings, NOR are used oil, oil filters, paint cans, or other hazardous materials to be thrown in the bin. We will get a huge fine if caught - we as a club cannot afford that. Please watch what you throw in there.

As a footnote - used oil filters are accepted at most auto parts stores, if taken in a relatively clean container.

10.) Oh - almost forgot - some smokers were seen recently throwing lit cigarettes on the ground then getting into their vehicle and left the site. Maybe you "Don't Care" but we like our site and the way it is now - NOT burnt black with No planes or maybe No house or Hangar either. Actually, there is a Sonoma County ordinance that prohibits smoking on county property, and this is county property.

11.) When all else fails, use some Common Sense! And ALWAYS do what you would want done to you in the same situation. This site belongs to ALL club members, so everyone needs to help keep it clean, tidy, presentable, and a joy to have and use and enjoy.

Thank you for helping, Facilities Director.



THE FLYING WIRE



MAY, 2004 CALENDAR OF EVENTS

May 8th Truckee Tahoe EAA 1073 Pancake Breakfast
Fly-In Truckee, CA (TRK) 7:30 to 10:30 AM

May 8th Redlands Airport Open House & Fly-IN,
Redlands, CA www.redlandsairport.org

May 15/16th Lyon County Fly-In, US 50 Silver
Springs, NV (just east of Carson City)
www.lyoncountyyflyin.com

May 15/16th Chino Airshow 2004
Planes of Fame Air Museum, Chino, CA 1-909-597-
3722 <http://www.planesoffame.org>

May 21-23rd Gathering of Luscombes, Columbia, CA
(559) 888-2745

May 28 through 30th 40th Annual Watsonville Fly-In
& Air Show, <http://www.watsonvilleflyin.org/>

May 29/30th Moffett Field Airshow
www.airshownetwork.com

May 29/30th Worlds Smallest Airshow Llano, CA
(Ultralights)

May 29th through 31st R.A.C.E (Canard a/c Event)
Wendover, NV - Racing on Sunday the 30th
www.geocities.com/canardcovers/RACE.html

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.

(thanks, Jeanne Williams)

THE FLYING MARKET

Homebuilt SEA HAWKER AMPHIBIAN for sale. Flown 40
hours. Factory rebuilt 150 HP. Very Attractive – Always
hangared \$25,000 Chris Ketelsen (707) 526-5869
trowbridge4@juno.com

KOLB FIRESTAR II:
EXPERIMENTAL N23NN. Call Neil (415) 664-2296,
firestard@aol.com. Built by an A&P. It flies fine but my
partner moved so it's time to sell. Asking \$12,500,
have \$16,000 invested.

KITFOX LIGHT:
Asking \$12,500, have \$20,000 invested.
Jim DuVander (707) 838-2174

PIPER CLIPPER:
New recover, new major, dual pedals.
(707) 275-2291

CONTINENTAL A65 ENGINE with Bendix mags, wiring
harness, carburetor, oil cooler and engine mount. The
exterior condition looks in good shape but no
guarantees. It was donated to our chapter without logs.
One of our A&P's says the engine feels like it has good
compression and the oil cooler is not dented.....so
make your best offer. Contact Tim LoDolce, Truckee EAA
1073 President (530) 386-3100

For sale: METAL MCCAULEY PROP, TM7653. \$700,
guaranteed, still a full 76".
Jim DuVander (707) 838-2174

FOR SALE: WHEEL PANTS They are early piper 140
main gear type that have been installed on another
aircraft so holes may be in a different place. Good
condition. I checked Aircraft Spruce catalog and found
the same ones. They are 38 inches long. Make
offer.....Dwayne Green (707) 544-4535

If you have anything to sell or trade,
please email Donna Turrentine at
dturren@sonic.net or call her at
(707) 823-6132.



April Board Meeting:

In the absence of Joe Wiegand and Bob Gutteridge, Joe Lacchia called the Board Meeting to order on April 5, 2004 at 6:35 PM. It was held at the Chapter 124 Clubhouse, Santa Rosa, CA.

Joe Wiegand, Pres.	A	Bill Bruce, Board	P
Bob Gutteridge, VP	A	Ron Parrott, Board	P
Joe Lacchia, Sec.	P	Dwayne Green, Board	P
John Whitehouse, Treas.	P	Marshall Palmer, Board	P
Larry Rengstorf, Facilities	P	Mike Fenn, Board	P
Jim Elliott, Board	P	Donna Turrentine, News Ltr.	P

Treasure's Report: John Whitehouse reported on March activity and on the finances and parking fee collections to date. The report was submitted, M/S/A.

Facilities Report: Mowing is underway now that the rains have subsided. There was a discussion on wasp and yellow jacket control in the hanger areas.

Planning and Strategic Committee: The Planning and Strategic Committee reported on activities to date.

Newsletter: Donna Turrentine reported on her efforts to reduce newsletter publication and mailing costs. She will start e-mailing, instead of mailing, copies of our newsletter to other chapters that are on our mailing list.

Events:

The Pan Cake breakfast is scheduled for Saturday, May 15th.

Sue Sarmir is scheduling the Young Eagles event for June 12th with June 26th as a backup date.

Bill Bruce reported that there is a vacancy on the airport land use committee. Interested EAA members should attend the land use committee meeting on April 19th at 7:00 PM.

Marshall Palmer suggested that we display our antique aircraft during events that the club sponsors such as the Young Eagles. This could count towards a property tax reduction. He will look into requirements for this and report back next month.

Art and De De Goodrich requested that it be recorded in the minutes that they are asking for space in the shade hanger area for their aircraft.

Adjourned 8:15 PM

Respectfully Submitted,
Joe Lacchia, Secretary



March General Membership Meeting

President Joe Wiegand called the General Membership Meeting to order April 7, 2004 at 7:35 PM. It was held at the Chapter 124 Clubhouse, Santa Rosa, CA.

Number in Attendance: 68

Visitors: Jamere Sweet, Nick Dance, Wes Fowler, Tim Pforsich, Jim Hayburn and Sam Quady.

Minutes from the previous General Membership meeting were Moved / Seconded / Approved (M/S/A).

Treasure's Report: John Whitehouse reported on March activity and on the finances and parking fee collections to date. The report was submitted, M/S/A.

Donna Turrentine reported that the requested nametags should be ready for the next General Membership Meeting.

CAFÉ Report: The EAA national has noted in recent years that there are fewer plans built planes being constructed but that people are wanting quick easy to build kits. The EAA is looking to develop a 2 place, 4 gph, 100 hp, and 180 mph airplane to satisfy this requirement. Brain Seeley requested that anyone with information on a 3000 rpm engine that could fit these parameters should see him at the break.

Builders Reports: Dale Wittman reported that he is doing his first annual. During this annual he discovered the cause of his poor radio transmission and reception. When he purchased the radios the supplier made an error and sent him an automotive antenna. He has replaced this antenna with the correct aircraft antenna and radio performance has improved considerably.

Announcements:

The Pan Cake Breakfast is scheduled for Saturday May 15th.

Sue Sarmir announced that the Young Eagles is scheduled for Saturday June 12th.

Bill Massey announced the Reno Air Race trip is back at the Phoenix Hotel in down town Reno. People interested in attending should contact Bill. Seats are going fast.

Ali Massey will hand out this year's roster during the break.

Evening Program: Tim Pforsich from the STS FAA tower discussed the new radar system and answered questions from the floor. Tim...thanks for an excellent presentation.

The Audit Committee, comprised of John Whitehouse, Mike Fenn, Joe Lacchia and Joe Wiegand, reviewed the financial records for the year 2003 and found, to the best of their knowledge and ability, everything was in order.

Respectfully Submitted,
Joe Lacchia, Secretary



SITE NOTES

(T hanks, D wayne G reen)

****Paul Reinders says he will be heading north by the end of the month so we should not see him at the next meeting.**

****Brian Cluer has his 182 back on the tie down so I think he completed the new fuel tank installation. It was in the hangar for a while.**

****Dave McIntyre has the Pulsar back on its feet and the wings on; looks ready to go.**

****Larry Ford is doing the annual on the Glasair in the CAFE hangar, should be almost complete as I am writing this. We worked on the hydraulic pump and got it to put out the proper pressure so now the gear should come all the way up without a pushover.**

[illegible]

EAA 124 OFFICERS, BOARD OF DIRECTORS, (AND OTHER IMPORTANT PEOPLE)

President

Joe Wiegand (03/04) (415) 665-8871

Vice President

Bob Gutteridge (04/05) (707) 539-5188

Treasurer

John Whitehouse (03/04) (707) 539-5549

Secretary

Joe Lacchia (04/05) (707) 824-2891

Facilities Chairman

Larry Rengstorf (04/05) (707) 575-0331

Facilities Committee

Art Beer, Bill Bruce, Dale Wittman, and Joe Wiegand.

Technical Counselors

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Remo Galeazzi (Fabric) (707) 762-8261

Bob Gutteridge (Fabric) (707) 539-5188

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***Volunteer Needed

Young Eagles

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