



February 7, 2007
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Number 02

Board Meeting:
February 7, 2007 6:30pm

General Meeting:
February 7, 2007 7:30pm

WWW.EAA124.ORG

WWW.CAFEFOUNDATION.ORG

SPECIAL ANNOUNCEMENTS:

February 7, 2007 PROGRAM: Tim Pforch, the STS Tower Manager, will give the Chapter a presentation on: radar use in the Class D airspace, a new clearance delivery printer, and SVFR clearance procedures.

FEBRUARY 24th IS CHAPTER 124 FLYOUT DAY

On February 24th at 9:30am we will tentatively be meeting at the EAA Chapter site, traveling to Howard Booster's shop in Rincon Valley, then John Whitehouse's facility, and finally ending up at Bob Gutteridge's shop to review his latest undertaking. (See Bob Gutteridge's article on page 6.)

OIL BUY...OIL BUY...OIL BUY

Bill Massey plans to have an oil buy this month. Please contact him at the February 7th meeting if you'd like to be part of this buy. Those who can't attend the meeting can call him at (877) 499-0671. All prices are per case, and are inclusive of all taxes and fees:

80W	\$39.80
100W	\$39.80
15W-50	\$61.45

The AeroElectric Connection Weekend Seminar with Bob Nuckolls

Aircraft electric, avionics and homebuilding seminar on April 21/22 at EAA Chapter 1268 facilities. Please sign-up at: <http://www.aeroelectric.com/seminars/Sonoma.html> or contact Darrel Jones at wd6bor@vom.com or 707-996-4494 for info. He will need twenty confirmed registered by March 1 to buy airline tickets and confirm the class. You can also go to <http://www.aeroelectric.com/seminars/seminars.html> to review the course materials.

DUES ARE NOW PAYABLE FOR 2007

John Whitehouse, Chapter Treasurer, is now accepting dues for the calendar year 2007. Our annual dues are \$25 and must be paid before/at the March, 2007, meeting for the member's name to be included in the 2007 Roster.



MESSAGE FROM THE FRONT DESK...

FEBRUARY, 2007

Joe Lacchia, President

Only on rare occasions, thankfully, there is sadness to report in our Chapter, and this is one of those occasions. On January 20th Glenn Brizee passed away. Glenn was a long standing member in our Chapter, an RV-6A builder and flier, a major participant in our Young Eagles program, and an acquaintance and dear friend to many of us. He will be deeply missed.

The dark days of winter are upon us. It's cold, frequently rainy and usually not good flying weather. That wasn't the case, however, on January 1st, when 11 airplanes along with 26 "souls", as Bob Gutteridge, our day organizer put it, headed to Willows for brunch at Nancy's. It was clear as a bell and the visibility was forever. Not a bad way to start the New Year!

Speaking of fun things to do on a weekend or holiday, Bob is busy planning a project tour for February 24th at 9:30am. We will tentatively be meeting at the EAA Chapter site, traveling to Howard Booster's shop in Rincon Valley, then John Whitehouse's facility, and finally ending up at Bob Gutteridge's shop to review his latest undertaking. There should be additional details about this tour else where in "The Flying Wire". The only other thing I can find on the flying calendar is Golden West during the weekend of June 8th through 10th. Help me fill in the blanks.

We're looking for a Donation

My records show that in October of 2004 (that's right, 2004) we started activities to install a projection system in our meeting room. To date we are continuing that activity and are looking for a computer to drive the system. The unit can be an older reject, it only has to run Power Point software and be capable of reading a disk. We only need the CPU, keyboard and mouse. Even if it is an old junker, please consider donating it to the Chapter. Maybe we can finally get that projection system up and running!

Happy Flying
Joe Lacchia

The old dear

EXCERPTED FROM: PLANE TALK <http://www.xs4all.nl/~blago/planewriting/index.html>

Before I went to the Mess I made the excuse I wanted to get something out of my aeroplane, and climbed into the cockpit. I did this, however, to be able to say good-bye to the old dear; and I really felt dreadfully sorry to part with her. I get very attached to aeroplanes, and I am one of those people who think that they aren't so inanimate as we are told they are.

Charles Rumney Samson, *A Flight from Cairo to Cape Town and back* (1931)



GLENN BRIZEE
(Thanks, Jim DuVander)

How does one say good bye to a best friend?



At the chapter meetings, if you've ever noticed, Glenn and I always sit together and we usually eat at the same table. Glenn and I have known each other for about 27 years. We sang together first and then discovered that we both liked aviation. Steve Barnes and I invited him to join Chapter 124. That was a few years ago. He's been here ever since. He's a friendly guy and fits right in. Many of you have become his friends also. He talked to me about you. He likes being in the chapter and being with a fraternity of people who love airplanes.

He's gone now. He left quite suddenly, on the morning of January 20th, for a destination not visible to us. A heart attack, so it's called. Here one minute and gone the next. He was 73. He was at his health club in Healdsburg, sitting in a hot tub after his workout. Another guy, who was in the hot tub with him, said that it just looked like he went to sleep. Nice way to go if it's your time.

Glenn Built an RV6...completed it about two years ago. He had over 200 hrs on it. He liked to fly. It's bright yellow with a blue stripe or two on it. It's a pretty airplane, but it's not a flawless airplane. Nevertheless, it's a good, sound machine, put together by someone who wanted to fly. Its purpose was to make a guy happy that liked to get up and go somewhere. This airplane made him happy. He liked going places. He liked giving rides. Young Eagles day was one of his favorites.

His aviation interest began while in the Navy reserve during the Korean War. His job was to start up and warm up the Corsairs that were still being used early in the war. He told me of the thrill of starting up that big R2800 P&W radial while sitting in the cockpit. (I'd like to do that just once.)

Sometime in the 70s, he lived in Petaluma and learned to fly in a Cherokee 140 at the old Petaluma airport. Later, he got some time in a Champ. With this tail dragger experience, he found a J4 for sale in Paradise, CA. The price was for a song. He went to pick it up by himself. The airplane was barely airworthy, but, eager to have his own airplane, Glenn paid for it, got in and flew it back to Petaluma.



Glenn Brizee (continued)

He laughs telling the story. The altimeter and airspeed were both nonfunctional. So it was a seat of the pants flight. It became his new baby. He says that his wife (and mother of his three daughters) could not stand the competition with the airplane and it was the beginning of the end of their marriage. Later, wanting to take more passengers up at a time, he bought a Piper Clipper. He loved this plane. He talked often about how much fun it was, and if he had a chance, he would own one again. He would take three people up at a time in it. Remember, this is a 4 place that just had 108 HP, and that was when the engine was new. But he learned how to coax enough climb out of it to give rides regularly. One of those rides was to his future wife, Jeanette. They were married in 1978.

Although Jeanette isn't an eager passenger, she has been very supportive of his habit and recognized that this hobby fed his soul. Now that's a good wife.

He subsequently owned a 172 and a Cherokee 235. Then came the RV-6. It took him a few years to complete it, because he made two moves and built a house in the interim.

On Friday, Jan. 19th, Glenn invited me to come along on a flight to Willows for breakfast at Nancy's Cafe in the RV-6. We had a great time, chatted as we usually did and went back to Healdsburg for gas. It was a beautiful day and glorious to get back up the air. He told me what a great time 25 of you guys had on Jan. 1st, flying in mass to Willows.

I don't think his airplane picture is on the wall, but I'd like to see it up there, in order to remind us of one of our members; one who fully participated in the vitality of our chapter.

We have lost a good friend and the Chapter has lost a great member. I don't know about you, but I miss him already. I feel like the lucky one. I got to have one last flight with him.

Goodbye my good buddy.
Jim DuVander



“GROUP 2 APPROVAL”

(Thanks, Remo Galeazzi)

The following information was gleaned from Volume #9 of Joseph Juptner’s monumental work, “U.S. CIVIL AIRCRAFT”. This set of books, which in my opinion (humble as it may be), is indispensable to anyone who loves airplanes. Prior to 1927 aircraft did not have to abide by any government criteria in order to be built and sold. In that year, A.T.C. #1 (Air Type Certificate) was issued to the Buhl-Verville “Airster”, the first “certified” aircraft to be built in the U.S.A. Volume #1 ends with A.T.C. 100 issued to the Travel-Air 6000. The subsequent volumes carefully depict and chronicle each A.T.C. number that was ever issued, up to A.T.C. #817 in volume #9, to the Fokker “Friendship” F-27. The rest of Volume #9 is dedicated to “Limited Type Certificates”, “Restricted Category” types, and about half of the volume is a comprehensive listing of aircraft that were given a “Group 2 Approval”.

Not much is known about the Group 2 Approval by the average tire-kicker. The sometimes mysterious “Group 2 Approval” was awarded as a “Memo Number” or a “Letter of Approval”, and was initially offered as a cheaper way to go for the small operation, or individuals, who could not see fit to spend the large amounts of money necessary for acquisition of a full ATC. This “lesser” type of approval (Group 2) was usually awarded to an airplane that would be built either in one of two examples only, a limited quantity for test or evaluation, or for some pre-determined number of airplanes: This approval was also awarded for certain modifications such as a different engine, different seating, increased fuel capacity, etc. Actually, it was possible for a Group 2 airplane to be as good or even better built than an ATC’d aircraft because of the numerous mandatory inspections required for each stage of manufacture on each individual effort. Experience has shown that an airplane awarded a “Group 2 Approval” was necessarily of sound design and airworthy.

One of the better known Group 2 Approval airplanes, only nine of which were built, is the Rose Parrakeet. In later years, several homebuilt Parrakeets have been built, and the design was so sound, that they were built just as the original. Later yet, a few were made in slightly modified form, as the originals featured 40 hp Continentals, and these employed the 100 hp Continental. The spars were increased slightly, two sets of roll wires were used instead of one, and the lift strut was increased in dimension (no flying or landing wires were used on the Parrakeet). I added a starter and small alternator (and battery) to the one that I built. The Group 2 Approval was issued for the Parrakeet 8/28/35.

Another of these Group 2 airplanes that isn’t so well known was the Watkins Skylark Model SL. Its approval was issued 2/21/30. The original Skylark was powered by a 55 hp Velie M-5 engine, but subsequent examples were powered with the 65 hp Le Blond 5D engine. Only a small number were built, possibly about 7, and most were shipped overseas. The Skylark was a neat looking, all wood low-winger with two open cockpits in tandem and grossed at 1477 lbs. (The photo that accompanies the article shows that the engine is cowled, but it is believed that the rest were left with (if you’ll pardon the expression) “exposed” engines.)

Want to know more about the Skylark? All you have to do is walk up to Henry Beadle at the next meeting, and ask him about the one he owned in the thirties. While you are talking to him, just glance at the window side of the meeting room, and you’ll see a picture of his very own Watkins Skylark! Henry, being a more macho type in those days, had an 85 hp Le Blond up front in his.



“GROUP 2 APPROVAL” (continued)

There were so many interesting and eye-catching designs built during those golden years of aviation, when I was still growing up, that even today I get all funny when I see one fly over. Now, all I have is hindsight, but still I’m happy that I have those sights and sounds to remember. RG



ROSE PARRAKEET



WATKINS SKYLARK

Project Visit, February 24, 2007

I have a bit of a treat set up for us on **Saturday, February 24th**. We will begin with a visit to Howard Booster’s home-shop at 10:00am. Several years ago Howard developed an interesting metal forming and has in the interim amassed a collection of equipment and the expertise to operate it. He has made J-3 Cub cowls, motorcycle fenders and many other compound curve parts for those in need. He will put on a short demo at his shop so that we may see the kind’s parts shrinking & stretching, via **English Wheel** and other equipment, can produce.

We will make a stop at my place for a review of my Jabiru project. I’ll try to have some of the mess straightened out by then so you can actually see the airplane and parts.

Our last stop will be at Hap Miller’s home-shop in Kenwood for a look at his **Helicycle**. You may have seen Hap’s nearly complete machine on display at last year’s Wings Over Wine Country. Hap is also assisting other local builders and has two kits at his place in earlier stages of assembly. For those not familiar, the Helicycle is a **single place helicopter** which can be flown with a reciprocating engine or a small turbine.

Schedule (tentative):

Saturday, February 24, 2007

9:20am meet at the Site & set car pools, etc,

9:35am depart for Howard’s metal forming shop,

11:15am depart for Bob’s Jabiru project,

12:15am depart for Hap’s Helicycle project,

Early afternoon, find lunch!



THE FLYING MARKET

For Sale: 1949 Bellanca 14-13-3 Cruisair Franklin 335
180 Hp. 460 hrs. CS Prop. Electric/hydraulic gear. Aux
fuel tank. Needs right wing fabric covering.
Cost \$14,995 Call Chris Ketelsen 707.526.5869
trowbridge4@juno.com

180 HP Engine: Runs like a clock. Burns no oil.
Has inverted system. George Mackin 928-649-8111
(For local info, call Remo Galeazzi 707.762.8261)

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.

Sonoma Skypark EAA 1268

Sonoma Skypark EAA 1268 meets at 7pm on the 2nd Tuesday night of each month at Sonoma Skypark,
hangar N-3. Dinner is served (\$5) and business meeting/program follows. Provides “Historical Aircraft
Display” Days. Contact Darrel Jones 707-996-4494 for info.

The January 1, 2007 EAA 124 Fly-out to Nancy's Cafe in Willows.
(Bob Gutteridge)

Weather co-operated very nicely and the flight was off the ground about 11:15. We had a little wind...if 20
to 25kts on the nose is “a little”...and “a few” bumps over the ridges...but that meant that visibility was
great. Snow could be seen on the Sierra peaks as well as Lassen and even Shasta further north.

Nancy's was full, but thanks to Dwayne Green, who had called ahead to make reservations for our group,
we had tables without undue waiting.

Those in attendance were (in no particular order):

Jerry Rench*, Steve Barnes* and his guest Margy* and her sister Nancy, Dwayne* & Dorine Green, Sue
Sarmir, Kevin Quirk*, Tim Peterson, *Tim's friend*, Dennis McGuire, Donna Turrentine, Henry Beadle, Glen
Brizee*, Doug Dugger* and his son Glen, Bill* & Ali Massey, Dale Wittman*, Bruce* & Cheryl Lawton,
Rolf Unternaehrer, David Heal, Geri & Bob* Gutteridge and our guest Teresa Armstrong. To save you the
trouble of counting, that is 26 folks and *11 airplanes. What a great turn out! I do hope everyone enjoyed
the flight and lunch.



January 3, 2007 Board Meeting:

President Joe Lacchia called the Board Meeting to order at 6:30 P.M.

Joe Lacchia, Pres	P	Charles Nelson, Board	A
Mike Tovani, VP	P	Dennis McGuire, Board	P
Steve Fredericks, Sec.	P	Brian Cluer, Board	A
John Whitehouse, Treas.	P	Ken Vaughn, Board	P
Larry Rengstorf, Facilities	P	Joe Wiegand, Board	P
Ray Shipway, Board	P	Donna Turrentine, Newsletter	P

New Officers: Larry Rengstorf moved to confirm new officers. The motion was moved, seconded and approved.

Minutes: Minutes from prior meeting were moved, seconded and approved with out corrections.

Treasurer's Report: John Whitehouse reported on activity for the month, submitted statements on finances and parking fee collections. Reported that the lease payment is now due and has been paid. John also reminded all that dues for next year are now being collected, moved, seconded and approved.

Facilities: Larry Rengstorf reports a couple of chuck holes in the driveway were fixed. The board fence between the Hamilton Hangar and the perimeter fence blew over by wind storm. He repaired enough sections so that the site is not completely visible from the road.

Audit Committee: Was formed per the By Laws, Dennis McGuire named Chair, named Donna Turrentine and Joe Wiegand committee members.

Joe Lacchia reports that he and immediate past President Bob Gutteridge delivered a Christmas gift to the Airport Manager's office.

Vice President: Did raffle to assign Board members to schedule upcoming programs. The results:

Joe Lacchia, Pres	Apr 07	Charles Nelson, Board	Feb 08
Mike Tovani, VP	Sept 07	Dennis McGuire, Board	July 07
Steve Fredericks, Sec.	June 07	Brian Cluer, Board	Jan 08
John Whitehouse, Treas.	Nov 07	Ken Vaughn, Board	Dec 07
Larry Rengstorf, Facilities	Oct 07	Joe Wiegand, Board	May 07
Ray Shipway, Board	March 07	Oshkosh attendees	Aug 07

Reported that the sound system needs help. Recommended that chapter purchases a surround sound system. Ken Vaughn moved to authorize a "not to exceed" expenditure of \$300.00. Larry Rengstorf seconded, unanimously approved.

Respectfully Submitted,
Steve Fredericks, Secretary



January 3, 2007 General Membership Meeting:

Outgoing President Bob Gutteridge called the Meeting to order at 7:35 P.M. Bob happily handed off the duties of President for the next two years to Joe Lacchia. 55 members were present.

Minutes: Minutes from previous General Membership meeting were approved.

Treasurer's Report: John Whitehouse reported on activity for the month, submitted statements on finances and parking fee collections. Reported that the lease payment is now due and has been paid. John also reminded all that dues for next year are \$25.00 and are now being collected. John reminds all that the payment of dues places members in the roster and that the roster is the defining document for the calculation of bounce points.

Young Eagles: David Lynch reports that the next event has been tentatively scheduled for August 8, 2007. This date is still not official. He is waiting for verification from the Airport Manager's office.

CAFÉ: Brien Seeley reports that 9 of the 16 slots have been filled for the \$250,000.00 PAVE challenge that will be held here at STS.

Chapter Flyouts: It was announced that the New Years Day fly out was quite a success. Nine planes and 26 people flew over to Willows for breakfast at Nancy's. February will bring a ground bound trip to visit ongoing projects by chapter members instead of trying to beat the weather.

Builders Reports: Rolf's RV-6 got it's airworthiness certificate. He reports that it took three tries before the FAA showed up. He is very pleased with the huge test area they allowed him.

David Lynch reported 3 hours of all forward work.

John Whitehouse solicited opinions on panel labeling.

A hearty thank you went out to Dale Wittman for his wonderful efforts at the barbeque. Dale thanks all who helped him especially, Donna Turrentine, Tim Wayman, Steve and Donna Waite.

Mike Tovani polled the membership on what was the best program given by a member, and the winner was Brien Seeley.

An excellent program followed given by Rafe Tomsett, official photographer of the Canadian Snowbirds. Rafe reminds all that the Snowbirds will be at Reno and Salinas this year.

Respectfully Submitted,
Steve Fredericks, Secretary