



FEBRUARY 4, 2004

**Volume 43
Number 2**

SPECIAL ANNOUNCEMENTS:

FEB. 4, 2004 PROGRAM: Dwayne Green will show slides of the Reseau du Sport de l'Air in France where he attended their fly-ins in 1983, 1991, and 2001. The RSA, established in the 1930's (which makes it older than EAA), has an emphasis on homebuilt aircraft.

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

Bill Massey is planning another OIL BUY for the February 4th meeting. This is the first of three "buys" for 2004. The next ones will be at the June and September meeting. Any member who wants to buy oil needs to bring money to the February meeting and contact Bill Massey. Bill will have the oil at the site Friday, February 6, 2004.

Prices include all taxes and fees:

Aeroshell	15W-50	\$46.51
Aeroshell	W100	\$24.96
Aeroshell	W80	\$24.96

CHAPTER JACKETS AVAILABLE

Meg Hurt (707) 544-1026 is taking orders for a Chapter jacket embroidered with the Chapter's emblem on the back. The jacket is dark grey with red emblem. The cost will be around \$100 which includes the jacket, embroidery work, two lines on the front of the jacket (name, airplane), and tax. Jackets may be ordered or picked up via Avenue Shoppes, MONOGRAMS PLUS, 2790 Santa Rosa Ave., Santa Rosa, CA .

Carol Damas, Owner. Phone (707) 575-4050.

NAME TAGS TO BE ORDERED

Chapter Name Tags will be ordered after the March membership drive is completed. Please let **Donna Turrentine** know if you would like to order one. (707) 823-6132 or at the meeting.

MESSAGE FROM THE VICE-PRESIDENT (Bob Gutteridge)

Jim Elliott, Paul Reinders and Bob Gutteridge attended the **Aviation Commission meeting** on Thursday, Jan. 15, 2004 in Manny's Restaurant. Also in attendance were three individuals representing the non-flying public living in and around STS. They presented an extensive list of questions, concerns and complaints to the Commission. I will have a few copies of this document at the general meeting. Along with ubiquitous noise from "low flying" aircraft comments, the common theme I heard was "what has changed in the recent past to now cause all this air traffic to be flying over my house, and how do we get it changed back to what it used to be?" Members of the board spent a great deal of time trying to explaining the imposed FAA restrictions on air traffic flow into and out of the airports. Jon Stout is putting together a database to collect the complaints and he is also planning to develop a map of the area showing the common air routes. Also in the planning stages is a pilot's handbook indicating noise sensitive areas, which will be made available to local pilots. I am sure this is not the last we will hear on the subject.

For the preceding two years, we have chosen to not hold an **official meeting in August** due to interference with Oshkosh. This year's Oshkosh does not coincide with our meeting and we will be having an August meeting.

Dwayne Green is the custodian of the **club calendar**. If you have an upcoming club event, like Young Eagles, or another item of general interest to our group, please pass this info on the Dwayne.

Donna Turrentine and Bill Bruce are investigating the best method of getting **photos into the newsletter**. If you have any helpful suggestion, please pass it on to one of them.

By the time you see this, the February board meeting, held on Jan. 21 as announced at the January general meeting, will be history. Preliminary results will be available at the February general meeting where all the **officers will be in attendance for the social hour**.

Have you gotten your **club coat** yet? Contact Monograms Plus (575-4050) for your club coat with our emblem on the back and your name embroidered on the front.

Donna Turrentine is putting together a list of those who need **name badges**; if you need a badge, contact her. Also, for all of us who have a badge, why not wear it at the next meeting, that will make it a lot easier for newer folks to get to know you by name.

A group of 124 folks traveled to Schellville for a **project visit** on Jan. 10, 2004. See article elsewhere.

See you on Feb. 4.

The pictures will be displayed elsewhere on this site.

Dale's First Long Trip

(Thanks, Dale Wittman)

Dale Wittman has successfully completed his maiden cross-country voyage in his home-built RV-6 aircraft. Dale, his wife and their two canine companions departed Santa Rosa for Grove, Oklahoma, to visit relatives on a would-be one and a half day trip. Their flight plan was to fly from Santa Rosa to Albuquerque, NM, for a one-night layover, then on to Grove, OK, their final destination.

After careful planning and anticipation, their early September morning departure from Santa Rosa to their first planned fuel stop in Henderson, NV, was delayed until 11:00 a.m. due to fog and overcast skies. Thunderstorms, thirst, and thermal conditions forced them to stay an unplanned night in Henderson (blame it on the weather). The following morning they resumed their next leg of flight to Albuquerque. After 3½-hours they arrived in Albuquerque for their first planned layover. Dale tells us that one of the perks of building and flying your own airplane is the incredible service and attention you're given during layovers (free loaner cars, friendly service, tours around town in old Model T's and hanging out in pilot lounges). Due to bad weather, they decided to stay another day in Albuquerque. Once they were clear for take-off, they continued their journey east. A short distance later they flew into a solid wall of poor visibility and low clouds and decided to fly below the clouds and follow the freeway but had to keep descending lower and lower and were finally forced to land in Tucumcari, NM, which Dale claims was his best landing of the entire trip. They waited for 4-5 hours until the weather improved and headed out again. This time they made it to a small farming town in northwestern Oklahoma, Watonga, and were forced down again by bad weather. They received another free loaner car and decided to spend the night. The next day weather was still overcast and they hung around the airport and waited for a clear take-off. Meanwhile, the airport manager arranged a private historical tour of Watonga in his old Model T. Apparently the town is a traffic metropolis with one stoplight. At approximately 3:30 p.m. they were clear for take-off and headed up and away for the final leg of their trip. They finally made it to Grove, OK, around 5:00 p.m. on Tuesday.

They had a great time visiting family and giving airplane rides. Due to bad weather, their departure back to Santa Rosa was delayed a couple of days. It was a much longer journey than they had expected and the whole trip turned into a traveling odyssey but there were good lessons in flexibility and patience and the impact Mother Nature has on our lives. Dale came back to us with his new motto: *"Time to spare, go by air"*.

IDAHO AVIATION ASSOCIATION (Thanks, Bill Bruce)

The Idaho Aviation Association, since its 1989 inception, has had a significant impact on aviation in Idaho. Following is a list of some of the more important events the IAA participates in, and impacts that have been made by the association.

- Conducts aviation career briefings for high school students.
- Sponsor Wilderness Within Reach fly-in for the handicapped.
- Sponsor aviation explorer posts in Coeur d'Alene & Boise.
- Promoted and staffed the Selway-Bitterroot wilderness airport campground host program at Moose Creek airfield.
- Sponsor monthly fly-ins and social events by chapters and the State Board.
- Served on the Selway-Bitterroot wilderness education committee.
- Ensured that Cascade Reservoir airport reopening was an alternative in the Cascade Reservoir Plan; served on citizen committee.
- Insured that the pressure was kept up until the Forest Service re-opened Wilson Bar.
- Adopted state airports: Magee, Big Creek, Pine; perform volunteer maintenance on other USFS and state airports.
- Co-authored GUIDE TO WILDERNESS FLYING backcountry etiquette educational brochure.
- Campaigned opposing USFS closure of the on Bar airstrip which resulted in the reopening of this valuable strip in Spring, 1995.
- Campaigned to reopen several Hell's Canyon airstrips resulting in the retention of all but one of these popular strips.
- Continued input and effort to keep negotiations progressing on reopening the Cascade Reservoir airstrip.
- Comprehensive monthly newsletter, 'THE FLYLINE.'
- Intensive input and involvement with the Boise County Council, which prevented installation of a garbage transfer site at the Garden Valley airstrip campground.
- Generated dramatic input on Cabin Creek, significantly affecting the outcome of this issue. This resulted in the reopening of this valuable airstrip on May 11, 1999.

The IAA was organized in 1989 to influence important Idaho aviation issues. It has been active and successful, and has also become an excellent educational and social resource for Idaho pilots. Much more can be accomplished with the support of more of Idaho's concerned aviation-minded people like you. Use the form to apply for membership. You will then be part of the action that is making a positive impact on aviation. You'll also enjoy fun flying and socializing with other IAA members. *The Idaho Aviation Association...Bob Patrick, President*

IAA Application

Name _____
Address _____

"N" Number _____
Model _____
Phone (Hm) _____
(Wk) _____

FAX _____
E-Mail _____

[Chapter Affiliation>At-Large]

Please send this form with \$25 to:

Idaho Aviation Association
P.O. Box 1987
Boise, Idaho 83701-1987

NOTE: You can get a year subscription to GAN for an additional \$25 through IAA at same time!

BOARD MEETING – JANUARY 21, 2004

The Board Meeting was called to order January 21, 2004 at 6:32 PM by Pres. Joe Wiegand. It was held at the Chapter 124 Clubhouse, Santa Rosa, CA.

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

Treasure's Report: John Whitehouse reported on January activity to date. Reports have been done to show accounts by general categories. John reported on the finances and parking fee collections. The report was submitted for approval. M/S and approved.

Facilities Report: Repaired potholes in the road. Replacing the rollers on the hanger doors takes four people and a couple of hours. We will replace them as required when people are available to do the job. Dave McIntyre is looking into putting a sink top together for the sink by the bathroom. The fire extinguishers have been checked and recharged if required.

Newsletter: Both January and February board minutes will be included in the next newsletter. Bill Bruce suggested ways to incorporate pictures into the newsletter. Ron Parrott will look into putting our newsletter on the web site for viewing by members. If this is done we will only have to send out a monthly e-mail notifying the membership that the newsletter is on the web site.

Bill Bruce and Jim Elliott received recognition awards.

Committees:

The Facilities committee was set up with members Larry Rengstorf (Chair), Art Beer, Bill Bruce, Dale Wittman and Joe Wiegand.

The Budget committee was set up with members John Whitehouse (Chair), Larry Rengstorf, Bob Gutteridge and Mike Fenn.

The Audit committee was set up with members John Whitehouse (Chair), Joe Lacchia, Joe Wiegand and Mike Fenn.

The Planning and Strategic committee was set up with members Jim Elliott (Chair), Bill Massey and Dave Heal.

The above committees were M/S and approved.

Old Business:

The eviction process has started on the apparently abandoned plane at our facilities.

Bob Gutteridge has volunteered to update our officers' books with the latest Chapter documentation.

New Business:

Hanger keepers insurance is being defined by the EAA. We will decide if it is required for our Chapter when more information is available.

A motion was made that "There shall be 12 Board Meetings per year, four of which shall occur on the Monday before the general membership meetings in January, April, July and October, and the remaining to occur on the Wednesday of the general membership meeting." M/S approved.

Dwayne Green presented the Chapter calendar for the year and invited comments and any updates or additions that members could think of.

Adjourned 8:40 PM

Respectfully Submitted,

Joe Lacchia, Secretary

ANY PORT IN A STORM...

Thanks, Paul Reinders

An irritated security guard is much better than an entry in the obituary column...

I was leaving Waterloo (ALO), IA), enroute to Little Rock, AR, in mid-January flying a T-34. The Beechcraft had full instrumentation, but no navigation equipment, and limited VHF Comm. The weather was good and it was strictly a VFR flight that in all probability would be interrupted by a fast moving front in southern Missouri. I expected to overnight somewhere in Missouri while the front passed through before continuing to LIT.

I had not chosen an interim destination, but planned on proceeding as far as possible before the weather forced me down. Since the front was moving in rapidly from the southwest, I would be able to continue early the following day if I landed immediately ahead of the front. Lots of fields available, no big push to get to LIT, no sweat. I had acceptable alternatives that would guarantee a safe flight.

The temperature at ALO was 25 degrees F with a 3500-foot ceiling, and warmer to the south. Over Missouri I noticed that the really big snowstorm a few days earlier had closed most small airports. There was a LOT of snow on the ground. Then, cruising below the overcast, I inadvertently breezed through a bit of cloud hanging in front of me. Annoyed by the ice on the windscreen, I slid the canopy open in an unsuccessful attempt to clear the ice. Navigating by Sectional Chart with no forward visibility and limited downward visibility due to the low wing was made even more difficult by the featureless white landscape below. I decided to land, remove the ice, and continue, being more careful to stay away from the clouds.

A half hour later I still had not found a cleared runway along my route. The ceiling was now down to 1000 feet. When I did find a place to land, I would call it a day. Another half hour, no open runways, ceiling down to 500 feet, ice building steadily on the wings and windscreen. I needed a BIG airport with snow removal equipment. The nearest was Whiteman AFB. My problem now was navigation. I was low, without forward visibility, and I needed to KNOW there was no tall obstacle in my path. From that point I stuck to the roads and switched sides when my chart showed a tower on my side of the road.

Down to 200 feet, I was using nearly full power, and full carburetor heat since the cold air inlet was now iced over and unusable. Decision time! I will NOT land on a road and take the chance of hitting a powerline or a vehicle due to the limited visibility. Better to write off the gear in a snow covered open field.

I called Whiteman tower 5 miles out. No answer. I transmitted in the blind, "Whiteman, Beech 033, in the blind, declaring an emergency for heavy icing. Five miles east, landing to the north if I make it that far". I spotted the perimeter fence and turned south. Forward visibility was poor, but I was able to see a little better as I curved around some very gradual turns. Turning along the perimeter fence on the south side of the field I spotted the approach lights. The aircraft shuddered on the edge of a stall as I overshot in the turn. Coming back to the lights I hit the transmitter again, "Whiteman, Zero Three Three, short final, landing north, in the blind."

ANY PORT IN A STORM...

(Continued)

I pushed the gear handle down and hoped the Beech would stay in the air long enough for it to lock down. I was down to 30-40 feet because of visibility and performance, and losing altitude even in the gentle banks that I was using to maneuver. I was over the runway before I saw it...clear and dry thanks to Strategic Air Command and the taxpayer.

Immediately after the gear locked the T-34 touched down still under full power. I spotted a taxiway, touched the brakes, and found myself sliding sideways. The runway was covered with clear ice, braking action nil, landing roll 4000 feet. I transmitted a position in the blind after clearing the runway, stopped near a B-47, and waited. The transmitter was working, but it took the security forces 10 minutes to find me in the fog. SAC was not pleased. Officially the weather report was Zero-Zero when I landed, the windscreen and leading edges had 1 and 1/2 inches of ice, and the receiver worked after the ice melted.

Although I thought I had numerous alternative airports enroute, the unusually heavy snow storm had closed all of the small fields because none of them owned a snow plow. At the point at which I realized that NO small field was plowed, I was too far along to turn back. The good decision at that point was to go for the military field. I have read a number of accident reports in which the pilots shied away from military fields that had the resources needed. Take advantage of them, Taxpayer, you have already paid for it. *An irritated security guard is much better than an entry in the obituary column.*

Schellville visit...January 10, 2004

(Bob Gutteridge)

A group of 124'ers gathered at the site by 10:00 AM on Saturday Jan. 10. The promised flyable weather was not to be found in the STS area forcing us to abandon the notion of flying to Schellville for our visit. At 11:00 we divided up into several carpools for the drive. That leaves me three strikeouts in a row for organizing fly-outs on sunny days.

Many thanks go to SAE president Eric Prestin and our own Remo Galeazzi for their efforts in treating us to show and tell of several rare and outstanding aircraft. At Schellville, we saw

- Frank Schelling's 1918 Curtis JN-4H "Jenny",
- A rare Curtis 19R, the last one flying, only one other exists and it is in a Dominican Republic museum.

At Sonoma Skypark we saw:

- A very clean Cub,
- Carlene Mendieta's and Walt Bowe's Alexander Eaglerock. This is a enormous bi-plane powered by a 90hp OX-5 engine,
- Carlene and Walt's a Ryan STA,
- Carlene's Rose Parakeet (Remo did the restoration on both the Ryan STA and the Parakeet),
- Walter's Pietenpole that is being dismantled for some touch up detailing before final assembly and covering.

Both Mike Tovani and I took photos; look for a web link to where they can be viewed.

Stay tuned for word on our next project visit. I have made a few preliminary contacts with folks in the SR area and will try to get this arranged sometime in the spring

Schellville visit...January 10, 2004

Pictures displayed elsewhere on site.

GENERAL MEETING MINUTES

January 7, 2004

The General Membership Meeting was called to order January 7, 2004 at 7:50PM by VP Bob Gutteridge in President Joe Wiegand's absence. It was held at the Chapter 124 Clubhouse, Santa Rosa, CA.

Number in Attendance: 53.

Visitors: Pat Fanning, Martin Gibbs and John Reilly.

Minutes: Acceptance of the December minutes: M/S to approve. Approved.

Treasure's Report: Dues are \$25.00 per year and are due by the March meeting for individuals to be included in the 2004 roster. The roster is used to track membership seniority. John reported the chapter is doing well financially. The report was submitted for approval. M/S to approve. Approved.

Chapter service awards were given to Jerry Rice, Jim Smith, Reno Galeazzi, Dave Heal and Paul Reinders.

CAFÉ Report: Testing of the RV-9A is complete and a report has been submitted to Sport Aviation. This is a very nice airplane.

Calendar distribution will be made to those who ordered them during the break.

The board meeting will be held mid month in an effort to allow board members more time to socialize with the general membership at the regular meetings.

Bob Gutteridge reported that there is a Schellville open house to be held at the Schellville airport at noon on January 10, 2004.

General Meeting Minutes (cont)

Co-winners of the MONTHLY PRESENTERS FOR 2003 were Bill Bruce and Joe Lacchia.

Evening Program: Jim Elliott, Small plane IFR.

Respectfully Submitted,
Joe Lacchia, Secretary

THE FLYING MARKET

Homebuilt **SEA HAWKER AMPHIBIAN** for sale. Flown 40 hours. Factory rebuilt 150 HP. Very Attractive – Always hangered \$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

If you have something that you would like to buy, trade or sell, contact Donna at (707) 823-6132 or dturren@sonic.net

The Board Meeting was called to order January 7, 2004 at 6:41 PM by VP Bob Gutteridge in President Joe Wiegand's absence. It was held at the Chapter 124 Clubhouse, Santa Rosa, CA.

Joe Wiegand, Pres.	A	Jim Elliot, Board	P
Bob Gutteridge, VP	P	Bill Bruce, Board	P
Joe Lacchia, Sec.	P	Ron Parrott, Board	P
John Whitehouse, Treas.	P	Dwayne Green, Board	P
Larry Rengstorf, Fac Chair	P	Marshall Palmer, Board	P
Donna Turrentine, News Ltr.	A	Mike Fenn, Board	P
Dave McIntyre	A	Christine Kerner, Webmaster	A

Minutes for the December meeting were submitted for approval. M/S to approve. Approved.

Treasure's Report: John Whitehouse reported on December activity and updated all on parking fees. This year's results to date don't look as good as last year's. This is primarily due to paying for last year's and this year's insurance during this year's reporting period. Insurance has become a large part of the budget, increasing 25% this year over last. John will modify some of his reporting practices in an effort to make his reports easier to produce. The report was submitted for approval. M/S to approve. Approved.

New officers and Board members were introduced. Joe Lacchia is now Secretary, with Jim Elliott assuming a position on the Board of Directors.

It was decided that we will have a formal August Meeting. This meeting was informal the past two years due to its conflict with Oshkosh.

Names were drawn for the year's meeting programs. Dwayne Green will include this information on the club's Calendar.

Reno Bus Trip: Bill Massey reported on planning for the Reno Air Races bus trip. The plan includes a Friday departure, accommodations for Friday and Saturday night, a boat trip on Lake Tahoe Saturday, the air races Sunday and a return trip back to Santa Rosa after the races on Sunday afternoon. We will review the budget and evaluate the feasibility of a trip this year.

We have received the EAA Calendars and will distribute them during the regular meeting.

Facilities Report: We have sprayed for weeds.

Dwayne Green presented the club's Calendar for the year.

Bill Bruce reported that the STS Aviation Commission is having its meeting on January 15, 2004 at 8:00 AM. Bob Gutteridge reported on the Schellville open house this Saturday at noon. Bob will also include a description of the A/C bump rules and facilities rules in his monthly VP report.

Adjourned 7:40 PM

Respectfully Submitted,
Joe Lacchia, Secretary

2004 CALENDAR OF EVENTS:
(Dates will be filled in as I receive them...)

FEB. 4, 2004 PROGRAM: Dwayne Green will show slides of the Reseau du Sport de l'Air in France where he attended their fly-ins in 1983, 1991, and 2001. The RSA, established in the 1930's (which makes it older than EAA), has an emphasis on homebuilt aircraft.

May:

- Pancake breakfast
- Luscombe fly-in
- Watsonville Antique fly-in

June:

- JUNE 8: Little River BBQ 12-4 pm
- JUNE 28: Quincy Antique Wings & Wheels
- Merced Antique fly-in
- Golden West EAA fly-in
- Young Eagles Day

July:

- Arlington EAA fly-in
- Oshkosh

August:

- Evergreen
- Young Eagles (?)

September:

- Trinity Center BBQ
- Reno Air Races

October:

- Copperstate EAA fly-in

=====

" Schellville Antique Escadrille meets "

" every 2nd Saturday (except June) at the "

" Schellville Grill, 6pm. If staying for "

" dinner, Call Bill Ewertz (President) "

" (707) 938-1465 "

=====

EAA 124 OFFICERS, BOARD OF DIRECTORS

President

Joe Wiegand (1) (415) 665-8871

Vice President

Bob Gutteridge (2) (707) 539-5188

Treasurer

John Whitehouse (1) (707) 539-5549

Secretary

Joe Lacchia (2) (707) 824-2891

Facilities Chairman

Larry Rengstorf (707) 575-0331

Facilities Committee

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

Technical Counselors

Jim Smith (707) 763-0833

Remo Galeazzi (Fabric) (707) 762-8261

Bob Gutteridge (Fabric) (707) 539-5188

Jerry Rice (Wood, Metal, Fabric, A&P)
(707) 431-0206

Board Members

Ron Parrot (2) (707) 433-5730

Bill Bruce (1) (707) 823-5655

Dwayne Green (2) (707) 544-4535

Jim Elliot (2) (707) 539-3924

Marshall Palmer (1) (707) 887-9657

Mike Fenn (1) (707) 578-5463

Dave McIntyre (1) (707) 874-2672

Newsletter Editor

Donna Turrentine (707) 823-6132

Webmaster

Christine Kerner ck@eaal24.org

Librarian

*****Volunteer Needed**

Young Eagles

Sue Sarmir (707) 539-8589

FIRST CLASS MAIL

GENERAL MEETING: FEBRUARY 4, 2004

7:30 pm

Meeting is held on the first Wednesday of each month. Directions: The site is located on the west side of Sonoma County Airport. Take the Shiloh Road exit from Highway 101 in northern Santa Rosa. Turn left at the stop light (west) and continue to a "T" intersection. Turn left again and follow the road to the EAA sign on the left. FOOD (\$5) AND SOCIALIZING (free) from 6:30 to 7:30pm. EVERYONE IS WELCOME!

PROGRAM: Dwayne Green will show slides of the Reseau du Sport de l'Air in France where he attended their fly-ins in 1983, 1991, and 2001. The RSA, established in the 1930's (which makes it older than EAA), has an emphasis on homebuilt aircraft.

**See us on the Web:
WWW.EAA124.ORG**

Members are invited to submit articles of interest. (You will be notified whether or not article will appear in current issue.)

Please email them to: dturren@sonic.net

**Mail to: Donna Turrentine
5845 Fredricks Road
Sebastopol, CA 95472**

Deadline for the newsletter is the 20th of each month. Articles submitted after that date will be included in the newsletter at the discretion of the editor. All articles are copyrighted. To reproduce any article, please contact the editor.

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