



September 2, 2009
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Board Meeting:
September 2, 2009 6:30pm

General Meeting:
September 2, 2009 7:30pm

WWW.EAA124.ORG

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

SPECIAL ANNOUNCEMENTS:

September 2, 2009 PROGRAM: To be announced at the meeting.

OIL BUY...OIL BUY

September is coming, and with it the last oil buy of the year. You can buy oil by bringing money and requests to the September 2nd meeting. The prices (*believe it or not*) are the same as June:

Aeroshell 80W	\$54.80 per case
Aeroshell 100W	\$54.80 per case
Aeroshell 15-W50	\$72.72 per case

As always, the price includes all fees and taxes.

This will be the last oil buy of 2009. The next buy will be February 2010.

Pilots for Dog Transport- Humane Society of Sonoma County

The Humane Society of Sonoma County will be coordinating an "air lift" to move dogs and/or cats within a 300 mile radius of Santa Rosa in mid-September. Pilots would be expected to donate their time and fuel, but they could take a tax write-off for an "in kind" donation of their costs. Interested pilots can contact Carol Rathmann at the Humane Society of Sonoma County via email at crathmann@sonomahumane.org or by calling 707-542-0882 X 213.

CHAPTER 124BBQ / "FLYING SENDOFF" FOR PAUL REINDERS

The Chapter is planning a fall BBQ and "flying sendoff" of our longtime member and friend Paul Reinders. No plans have been made but a tentative date has been set for Saturday, October 10, 2009. The BBQ will be discussed at the meeting.



MESSAGE FROM THE FRONT DESK...

SEPTEMBER, 2009

Jim DuVander, President

Let's Keep Our Medicals

As I look out over our membership, I see a lot of gray or graying hair. Aging can be one of the biggest threats to our flying, or should I say the diseases of aging. What can we do about this? Staying physically fit is the best answer I know of. But this is a complex business, because so many factors influence health, such as what we eat, how much stress is in our life and how much exercise we get.

Over a year's time, I go to three health practitioners, which includes regular acupuncture, chiropractic and an MD. Two of my visits are preventative in nature but the one to my MD is to treat high blood pressure and cholesterol. A few years ago, each practitioner independently recommended that I get more aerobic exercise. There's nothing like that kind of consensus to get my attention. Did their recommendation work? Well, I have been acting like the person who is going on a diet tomorrow. It just was not happening. "I am just too busy to start an exercise program today," I would say to myself. So another day of postponing my regimen was under my belt...along with another oz. of fat. This changed for me recently.

On a month long trip to Portland this summer, I brought my bicycle. I found myself riding it, first to the hardware store to get the parts I needed for a remodeling project, then to other places in the city. Surprisingly, I found myself enjoying this activity. It felt much as I did as a kid riding my bike around town, the cool air in my face and the good feeling of my heart pumping and deep breathing. A euphoric feeling came over me.

When I got home, I started riding from my house in Healdsburg to my work in Windsor. I am proud of myself for at last following my doctor's orders. However, I saw no tangible evidence of a health change until I remembered to take my blood pressure the other day. It was almost NORMAL. I haven't seen these low numbers in many years.

I can hear some of you saying, "Well, good for you, la de da."

So what about you? Is there something that you too can do for your long term health? If you would really like to be flying your way into your senior years, then it is important to do something. Aerobic exercise is probably the one thing that gives the most bang for the buck. The key is to find something that you enjoy.

Jim DuVander



LOOKING BACK AT THE GREAT CIRCLE TRACK

P. J. Reinders - 1996

Written for a reunion of Pan American World Airways Crewmembers

Now I'm standing here looking back
at all those years on the great circle track,
and much has changed, as the good Lord knows,
but much remains as the old song goes,
when "we checked on the oil, checked on the weather,
pulled up the gear, and stood by to feather."

I remember well the fouled plugs,
the broken stacks, and blown jugs,
plodding along in the ice and weather,
three props turning and another in feather,
much of the time, as a general rule,
short on power and low on fuel.

I remember, too, when the jets were new.
Minimum then was a four man crew,
but flying above the clouds we'd seen,
cruising on top in a kerosene queen,
we felt at last we'd finally arrived,
and happy we were to have just survived
the furloughs, wars, and fickle fates
of too many flights and over-gross weights.

Some were lucky and others were great,
but never tempt the Lord and never tempt fate.
One's a commandment, the other a rule,
that we were taught in flying school.
But in spite of those, as I look back
at all those years on the great circle track,
I seem to recall a time or two
when the devil himself deserved his due.

And though I remember the soothing sounds
of those thirty-three-fifty turbo-compounds,
I also remember the middle of the night
when flames poured out of that old Curtis-Wright,
and it doesn't seem to have been that long
since last I heard their thundering song.
But now at last they're part of the past
and I'll walk away, older it's true,
with places to go and things to do.

Still I'll remember all the hours I've flown,
and best of all, the friends I've known,
and then I'll grin as I think back
over all those years on the great circle track.



FOR PAUL REINDERS

(Thanks, Remo Galeazzi)

I can write about it now, because the reality of it has finally sunk in, and I've had a little time to reflect on it. I'm talking about the crash that took the life of our long time member and friend, Paul Reinders.

Paul was the consummate pilot. He flew fighter jets, retired as an airline pilot, and would fly anything, anytime, as long as it had wings. That was why, when I read about that terrible crash, my mind simply wouldn't accept the fact that it had actually happened. I'm still grappling with it.

When I first met Paul, probably in 1986, I was immediately able to discern that his knowledge of flying was vast and complete, and, as a matter of fact, compared to my elementary knowledge of the stick and rudder, was far beyond my ken. That is why I often asked him questions, and that was why I listened, for I knew that I wasn't getting just empty talk, but an experienced pilot's opinion.

When one builds his own airplane over a period of years, one tends to be rather protective of it. When Paul asked to fly my Charger, I had no qualms at all, and I'm proud to say that he was one of only a few who had ever soloed my pride and joy.

Paul offered to do a video of my Charger in the spring of 1987. I was not only flattered but overjoyed of having a permanent record of my aircraft in flight, a video that I have since had put on a disc, and delight in watching from time to time, enabling me to enjoy once again the "old days". Paul's airplane at the time was a Thorp T-18, which had a rather high stall speed compared to my Charger. The camera had been installed in a fixed position in Paul's cockpit, which required the airplanes to be side by side at all times, even in take-off and landings. The difference in flying speed required me to keep the Charger on the ground until Paul was able to achieve life-off speed. I needn't have worried. Paul flew that T-18 as though it was glued to the Charger.

We took off from the Sonoma County Airport on 19, climbed in unison on a track that took us over Tomales Bay, to Pt. Reyes, then back up the coast, and back inland when we got to the Russian River, returning to the airport. His ability to stick to my Charger, that cruised at 120-125, and to follow me in the turns, was uncanny. My Charger has been owned by several parties since then, still flying, but whenever I want to savor those wonderful yesterdays, I simply play my Charger disc that Paul so graciously did for me. It will be different, however, because the joy of watching my Charger will be tempered by the knowledge that the man that made it possible is no longer with us.

Our hearts go out for Paul's wife and sons, for, as they will miss him, so shall we of Chapter 124. I fervently hope, Paul, that we'll be able to make, some time in the future, in another cosmos, another flight as we once did, you in your T-18, and me in my Charger.--RG



HEADED WEST TO THAT HIGHER GROUND
(Paul Reinders, 2003)

Short on wing, as a general rule,
Short on power and low on fuel,
Saw this country far and near,
But a few more feet now I need to clear.
I'm asking, Lord, with the faith I've found,
Just lift me o'er that higher ground.

Just ahead, (and well above),
Land I've grown to know and love.
But I'm not anxious for my just reward,
And one more time, I'm asking, Lord.
'Cause I've no wish to hear that trumpet sound,
Just lift me 'bove that higher ground.

One more time, please help me now,
One more time in this leaden scow,
I hope to slip just over the brow,
O'er that mesa, rocky and red.
Lord, just let me clear by a tiny thread,
And I'll change my ways in the years ahead.

Gonna change my ways
In the remaining days,
Won't push my luck in this leaden truck.
But with eagles' wings the last time 'round,
I'll cross over to that higher ground,
Headed west* and heaven bound.

*Term given to those who have made their last flight.



FAA maintains standard instrument currency requirements (and changed the definition of CROSS COUNTRY)

By AOPA ePublishing staff
(Thanks, Bob Gutteridge)

Instrument-rated pilots won't need to perform more tasks to maintain their currency. In [its final rule of an overhaul of FAR Part 61, 91, and 141](#), the FAA decided to maintain the existing instrument currency requirements. The FAA also extended the duration of student pilot certificates and **changed the definition of cross-country**.

Another change to the regulations that should be of interest to pilots is the change in the definition of "cross country" listed in the aeronautical experience regulations. The FAA changed the definition in these regulations from "at least 50 nautical miles" to "more than 50 nautical miles." While this change may seem minor, one mile can make a big difference, according to Hackman.

"For many pilots, the cross country flight to an airport is not a choice between an airport that is 50 nm or 51 nm away," Bell said. "The choice is between an airport that is 50, 75, or 100 miles from the departure airport. These extra miles directly translate into additional costs for the pilot and provide no additional training benefit, as the skills required to fly 50 miles are the same needed to fly 75 miles."

CROSSING INTERNATIONAL BORDERS...

(Thanks, Bob Gutteridge)

Going to this web page <http://vimeo.com/4368969> will provide you with a video discussing a new program designed to take some of the sweat and frustration out of crossing an international border. But you still need a computer and a modem or internet connection. If you are headed to Canada or Mexico you might like to take a look at this support program.

I'll run my hand gently over the wing of a small airplane and say to him, "This plane can teach you more things and give you more gifts than I ever could. It won't get you a better job, a faster car, or a bigger house. But if you treat it with respect and keep your eyes open, it may remind you of some things you used to know – that life is in the moment, joy matters more than money, the world is a beautiful place, and that dreams really, truly are possible." And then, because airplanes speak in a

language beyond words, I'll take him up in the evening summer sky and let the airplane show him what I mean.

---Lane Wallace, *"Eyes of a Child," Flying magazine, February 2000.*



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.

VOLUNTEER WELDING SERVICES:

This year Brian Piercy been doing a lot of general (non-aircraft) welding with both MIG (wire feed) and ARC (stick) processes. As his skills in welding are advancing, he wants to volunteer his services to any and all club members who have any general welding needs. He is NOT a certified welder, and is limited to mild steel projects at the moment. Members with fabrication, repair or general welding questions are invited to call Brian Piercy (707) 477-7740.

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 2nd 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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