



November 3, 2004

**Volume 43
Number 11**

SPECIAL ANNOUNCEMENTS:

November 3, 2004 PROGRAM: Dwayne Green will take us on a photo journey to several airfields in England and Europe.

CHAPTER 124 ELECTION OF OFFICERS

Chapter 124 will hold its annual Election of Officers at the November 3rd meeting. All positions will serve 2005/06 (except the Vice President's position since Bob Gutteridge is vacating the VP position to run for the Presidency). The newly elected VP will serve for 2005 only, and the office will be up for election in the next year.

The Chapter will take nominations at the meeting. If anyone is interested in running for a place as an Officer or Board Member, please contact Bill Massey at the November meeting.

(Please remember that active members in Chapter affairs are not only rewarded with participating in the success of the chapter and enjoying the camaraderie of fellow flying enthusiasts, but also receive points added to their score in the Bump System.)

The nominees include:

President: Bob Gutteridge

Vice President: Mike Fenn
Chris Ketelsen

Treasurer: John Whitehouse

Board: There are 3 positions open, and the nominees are:

Brian Cluer
Pat Fanning
David McIntyre
Paul Reinders
Rolf Unternaehrer



MESSAGE FROM THE VICE PRESIDENT

Bob Gutteridge, VP

Now that the weatherman has begun putting a 'lid' on our flying, we should begin investigating hangar-flying activities, like **project visits**. I will be looking a few volunteers to host **show and tell** sessions on their respective projects. If your home built could be available one of these coming weekend, please let me know and I'll coordinate with two or three other folks for a Saturday drive around.

Big news this month is our Chapter **election of officers** for the coming year. I do hope you can attend this meeting and add your say via voting for your candidate assemblage. We have a lot to accomplish over the next couple of years and it is important that we get a representative cross-section of the membership as leaders to steer the Club. See within for additional information from our Nominating Committee. Thank you.

See you at the meeting on 11/3.

Classic Tower Conversations:

"About three miles ahead, you've got traffic 12 o'clock, five miles."

"I am way too busy for anybody to cancel on me."

"It's too late for Louisville. We're going back to O'Hare."

"Put your compass on 'E' and get out of my airspace."

"Don't anybody maintain anything."

"If you want more room, captain, push your seat back."

"Hello flight 56, if you hear me rock your wings..." "OK TOWER, IF YOU HEAR ME ROCK THE TOWER!!"

The controller working a busy pattern told the 727 on downwind to make a three-sixty. The pilot of the 727 complained, "Do you know it costs us two thousand dollars to make a three-sixty in this airplane?" Without missing a beat the controller replied, "Roger, give me four thousand dollars worth!"

FUEL SYSTEMS

(Paul Reinders)

The original fuel system in the design had one tank behind the engine in front of the windscreen where the cork and wire fuel gauge was readily visible to the pilot. Simple. When the homebuilders took over the design they installed a larger engine and a 13-gallon wing tank in each wing. Good idea...extended range and the fuel moved a little farther from the hot engine in case of an accident. The builder of my aircraft decided to go one better by adding a 2-gallon header tank...20 minutes of additional fuel. Now the fuel was back in the pilot's lap and the system just a little more complicated.

With pitot-tube gas caps as pressurizing vents, simple On-Off valves at each wing root, and a vent line from the header tank to the right wing tank, however, it was fool proof. Even the fuel gauges were clear plastic tubes near the valves at the wing root and the fuel level was readily visible to the pilot. The one "weak spot" in the system was the lack of sump drains in each tank. The sump drain at the engine would allow the pilot to detect water in the previous tank of fuel, but the header tank and lines between that sump and the wing tanks were an effective deterrent to detecting any water in the current load of fuel.

The system worked well for 800 hours. Then the FBO pumped in 21 gallons of water because he had deactivated his fuel filter when it sensed water and shut off his pump. Being his first customer, I am the lucky recipient, and soon thereafter depart the field into (fortunately) a 25-knot direct headwind. In order to increase the groundspeed somewhat, I climb at a significantly higher IAS with a reduced rate of climb. I check the engine instruments while climbing through 2000 feet. Everything in the "green". I am about to look back outside when I catch the first indication of trouble. Checking the EGT again, I see the digital gauge climbing rapidly through 1200 degrees.

Whipping the little a/c into a near vertical bank, at the same time slamming my hand against the already Full Rich mixture control I roll out on a track back to the runway from which I so recently departed. I swing the EGT selector switch through the remaining three positions and confirm that all EGTs are now above 1300 degrees and rapidly scrolling higher. CHT is normal. As the EGT passes 1400 degrees I begin reducing power and calculating the chances of making the runway ahead. Straight in, with the tailwind, I have a chance if the engine does not quit immediately. Normal 3-point touchdown speed is 60 MPH. With the tailwind my groundspeed will be around 85 and I will lose rudder effectiveness near 50 MPH. In a "quick" taildragger this is going to be interesting.

Still not aware of the underlying cause of the problem, I continue to reduce power to bring the temperatures down. Land first, then troubleshoot! I definitely have the field made. By now I am starting to edge over towards a downwind leg in the hopes of making a full pattern with a landing into the wind.

Downwind, power at idle, things are looking good. Turning a very close-in base leg, the engine gives up the ghost and I dump the nose still farther to maintain airspeed. Not wanting to be stranded on the runway I change my aiming point to the grass just short of the fuel truck parked on the ramp. With the headwind on final the groundspeed has dropped significantly and my aiming point is now very close to the fuel truck. (continued next page)

FUEL SYSTEMS

(CONTINUED)

Touchdown in the grass, roll onto the ramp, and stop within a few feet of the truck. If Bob Hoover could only see me now! I cut the switches, grab the sump cup and step outside. Gotta be a fuel problem the way the engine was finally losing power. I pull a fuel sample from the aircraft. Brown, rust-filled water! Another sample from the truck. Same!

The next few hours are spent pulling and replacing the carburetor, plugs, and fuel sump. Finally, I drain and flush the fuel system.

The high EGT readings were a result of the water gradually mixing with the fuel in the header tank and leaning the mixture at the engine. Had it not been for the header tank, the water would have arrived undiluted and the engine would have died immediately.

Score one for the header tank! Score minus one for the lack of sump drains in the main tanks! The forced landing was successful only because of the immediate course reversal. Thirty seconds later would have been too late. **Too many accidents are the result of airborne trouble-shooting while the aircraft continues away from acceptable landing sites.**

Next issue will deal with that header tank again. Forced landing score goes up.

Stay tuned.

EAA 124 OFFICERS, BOARD OF DIRECTORS,

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, 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

Rolf Unternaehrer (03/04) (707) 522-0860
Ron Parrot (04/05) (707) 433-5730
Dwayne Green (04/05) (707) 544-4535
Jim Elliot (04/05) (707) 539-3924
Marshall Palmer (03/04) (707) 887-9657
Mike Fenn (03/04) (707) 578-5463

Newsletter Editor

Donna Turrentine (707) 823-6132

Webmaster

Christine Kerner ck@eaa124.org

Librarian

*****Volunteer Needed**

Young Eagles

Sue Sarmir (707) 539-8589

Flight Advisor

CJ Stephens (707) 523-4352



THE FLYING MARKET

New compass, 2 1/4", lighted, still in box. For vertical panels. (Mine's tilted forward, so I couldn't use it.) I paid \$200. Yours for \$100. Jim DuVander (707) 838-2174

For sale: METAL MCCAULEY PROP, TM7653. \$400 (from \$700), guaranteed, still a full 76". Jim DuVander (707) 838-2174

Partner in CAFÉ Cessna Sparrow Hawk. Just annualized. In exc. shape and flies fabulously. Recently installed new radios, and is equipped to fly IFR. Nice paint and upholstery, wheel pants, special prop and nose bowl, and special carb. \$6000. Bill Bourns (707) 823-7903 or 696-1390.

YEAR 2000 RV-6A N5821V 180 hp O360 Lyc. w/constant speed prop. 536 hrs TTA & E. New KLX135 gps/comm. King trans w/encoder. Icom #403 -- built in panel wing leveler auto pilot. Full panel -- all the trick farings -- show quality. \$70,000 contact Roger Lovato 545 Salt Mine Road, Camp Verde Az. 86322 (928) 567-0660

Looking for RV-8A partner. I am planning to build an RV-8A starting in the next couple of months. I am looking to share this process with a partner. If you are interested in building and owning a partnership in this plane, please call David Lynch 707-538-231 or email david_lynch@agilent.co

Short term hangar sublet wanted. If you have hangar space for a high wing plane, October/November/December, 2004, please call Pat Fanning (707) 823-7455.

For Sale: Skybolt project well along. Fuselage on gear with Scott 3200 tailwheel, basic controls in. All stringer supports welded in. Full canopy kit, S/S firewall, factory engine mount, struts, and nose bowl. Wings assembled with factory hardware to be installed. Has bows and aileron ribs and newer Firebolt type gear. Remo Galeazzi has looked project over carefully so ask him...or just come to Schellville and look at it. \$7000 takes all. Bill Ewertz 707.938.1465

NOVEMBER 2004 CALENDAR OF EVENTS

Nov 6-7th Airshow at Desert Resorts Regional Airport, Thermal, CA 909-696-2023

Nov 13th Truckee Tahoe EAA 1073 (TRK) Pancake Breakfast. 2nd Saturday of each month come rain, snow or shine we've got hot coffee, juice, pancakes, eggs and sausage with all the fixen's. Drop in and enjoy the good food and great company!

Nov 13/14th Nellis AFB Airshow Las Vegas, NV
www.nellisairshow.com

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.



OCTOBER General Membership Meeting:

President Joe Wiegand called the meeting to order on October 6, 2004 at 7:37PM.

Number in Attendance: 63.

Minutes: Minutes from the prior General Membership Meeting were M/S/A.

Treasure's Report:

John Whitehouse reported on activity this year to date, and on finances and parking fee collections to date. The collection of dues from October through December will constitute payment of year 2005's dues for all new and existing members. The report was M/S/A.

Committee Reports:

Nominating: Bill Massey is looking for candidates for President, Vice President, Treasurer, and three Board seats. Interested individuals should contact Bill. Elections for these positions will be conducted at our November Meeting.

Facilities: Larry Rengstorf reported that there is a barrel for oil filters but that generally **it is the responsibility of members to dispose of their own filters.**

CAFÉ: Brian Seeley reported that he is working with NASA Langley on the Centennial Challenge. This is a project to develop an aircraft that shows utility in transportation through safety, reliability and low noise levels. The resulting aircraft must fit with community usage. Café is also looking into an engine test stand for evaluating engines and propellers.

Events:

Young Eagles recognition forms were handed out. Sue Quirk reported that we had a nice turnout with 25 Young Eagles showing up for rides.

Dwayne Green reported on a successful pancake breakfast with 26 to 30 participants.

Bill Massey reported that after the pancake breakfast 48 people in 16 aircraft arrived at Rancho Tahema for the lunch.

Marshal Palmer announced that our monthly vintage aircraft display was being held tonight. People wanting to use the display for property tax relief should check with the county for the rules.

Builders Reports:

Dave Lynch reported that he has sent his first check to Vans for an RV-8A kit.

Bob Gutteridge reported that he completed inspection of one of Doug Dugger's Zenair wings.

Evening Program: Jim Elliott and Bob Gutteridge talked about their flying adventures in Australia.

Respectfully Submitted,
Joe Lacchia, Secretary



OCTOBER Board Meeting:

Vice President Bob Gutteridge, in President Joe Wiegand's absence, called the Board Meeting to order on October 4, 2004 at 6:30PM.

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

Minutes:

Minutes from the prior Board Meeting were Moved /Seconded/Approved (M/S/A).

Treasure's Report:

John Whitehouse reported on activity this year to date, and on finances and parking fee collections to date. The report was M/S/A.

Committee Reports:

The Lease Renewal Committee reported on progress to date with the development of our new lease. Mary Hamilton promised to give Jim Elliott a name of a contact, within one week that could speak for her in her absences. **Motion: We resolve a vote of confidence as a board in concurrence with the direction the Lease Renewal Committee has taken as presented tonight. (M/S/A)**

New Business:

Mike Fenn volunteered to provide a USA VFR wall map that can be used by the Chapter for flight planning.

A discussion was held on the subject of acquiring a Digital Light Projector that could be used during presentations at Chapter Meetings. **Motion: The Chapter shall investigate the procurement of and purchase a Digital Light Projector at a cost not to exceed \$2000.00. (M/S/A)**

Meeting adjourned at 8:13PM.

Respectfully Submitted,
Joe Lacchia, Secretary