



OCTOBER, 2003

**Volume 42
Number 9**

SPECIAL ANNOUNCEMENTS

OCT. 1st PROGRAM: Joe Wiegand has asked Guy Minor, FAA, to discuss aircraft certification.

NOMINATIONS OF OFFICERS begins: Vice Pres, Secretary, Four(4) Board members. Elected officers will serve a term of 2 years, starting January, 2004. See nominating committee members Bill Massey, David Heal and Mike Fenn if interested in serving. Nominations from the floor will be encouraged. ***YOUR CHAPTER NEEDS YOU!!!***

OCT. 4th: PANCAKE BREAKFAST and THE NEXT YOUNG EAGLES.

OCT. 9 – OCT. 12: Copperstate Fly-in, AZ Phoenix Regional Grande Valley Airport (A39)
www.copperstate.org or (520) 400-8887.

NOMINATION OF CHAPTER 124 OFFICERS AND BOARD

The Chapter will be having its first round of the annual nomination of officers at the October 1st meeting. The positions of Vice President, Secretary and four Board members will be open. Everyone in the Chapter should consider volunteering for a spot. We need your participation to help make our Chapter a vibrant, thriving organization with new ideas and active members.

PANCAKE BREAKFAST / YOUNG EAGLES DAY

On October 4th the Chapter will be having their second pancake breakfast. The breakfast will be held at the Santa Rosa site and will feature great pancakes, ham and or sausage, and the camaraderie of your flying friends. We'll start around 7am and continue until the Young Eagle's program begins.

RATIFICATION OF REVISED BY-LAWS TO BE RESCHEDULED

Voting previously announced for the purpose of ratifying proposed changes to the by-laws will be removed from the November 5th general meeting agenda. This is being done to enable the Board to take care of a procedural loose-end and to evaluate some proposed additional changes. New time for ratification will be announced in the November newsletter. (Jim Elliot, Secretary, Joe Lacchia, By-Law's Committee Chairman.)

GENERAL MEETING MINUTES
(September, 2003)

The general meeting was called to order
September 3, 2003 at 7:30 PM by Pres. Joe Weigand.

Visitors – Ken Ellison (just joined), Kevin
Meiswinkel, Ron & Daniel Scoggins, Paul Loudon,
Ray & Sher Shipway.

Minutes – Acceptance of July minutes (Did not meet
in August). M/S to approve. Approved.

Treasurer's Report and Parking Fees status (John
Whitehouse reporting). M/S to approve. Approved.

Facility Report – Important Reminder; No personal
trash in EAA site dumpster. PLEASE

Planning & Nomination – Membership alerted to
upcoming November election of officers & board plus
ratification of changes to by-laws. Written
notification to be served in October newsletter.

Evening Program – Bill Bruce presented many tips
and resources for pre-flight planning and flight
management or South America, Mexico, US and
Canada.

Respectfully Submitted,
Jim Elliott, Secretary,
EAA 124

NEW MEMBERS in September.

Kenneth & Maia Ellison	Has a Cessna150...will be on site soon.
Ray & Sher Shipway	Flies a Starduster II.
Dan Dorr	Building a Falco.
John Felton	Flies an antique Alon A2 behind a Continental 90 hp engine.
Tom Bower	Looking for a project.

WELCOME TO ALL OF THEM

CUSTOM MACHINING

A member of Chapter 639 reported in their
newsletter that he found an internet site that would
be useful to those who need custom parts for their
projects: www.emachineshop.com. This site
allows you to download free software, draw the
needed part, and then click to order.
Go...Look...See.

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

HUMMELBIRD:

Previously flown, extremely close to completion, \$6000.
Have two other projects active, must simplify. \$6300
with Sporty's handheld radio.
Brent Smith (707) 565-7508

KOLB FIRESTAR II:

EXPERIMENTAL N23NN. Call Neil (415) 664-2296,
firestart@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.**

MESSAGE FROM THE VICE-PRESIDENT (Bob Gutteridge)

The vote on the **BY-LAWS** revision scheduled for the November meeting has been postponed. Due to some pertinent input just received, the committee is being recalled for one more rewrite before submission to the general membership. The by-laws committee plus the board met on Sept. 16 to review the latest draft. Jim Elliott's new material was also discussed. Please see minutes from that meeting within. Apologies for the last minutes change. Please stay tuned.

The **FALCO CLUB** was in Santa Rosa this weekend for their annual meeting. Dan Dorr and Larry Rengstorf arranged to have the visitor's aircraft parked on the site. With luck, you had a chance to stop by for a look at those beautiful, sleek aircraft. Dan has promised a short write up with a photo or two for the newsletter this month or next for sure. Thank you Dan.

Our next **YOUNG EAGLE** fly off is scheduled for October 4th. If you have a little free time, please come on out to the Site Saturday morning and lend a hand. There is a lot to do and many hands will make the task go quickly. If you have not previously signed up with Sue Sarmir, please call to let her know what you can do. In addition, Dwayne is organizing a breakfast to precede the event. So come early and have coffee and pancakes with the all the volunteers.

COPPERSTATE FLY-IN is fast approaching; dates are Oct. 9th-12th. I will be leaving on Oct. 7th as soon as WX permits and stopping somewhere for the evening. Return trip is planed for Monday the 13th. A couple of others have indicated that they will be flying down. For those who have not attended Copperstate, it is a great show. Camping will be allowed on the grass and/or with your airplane (I'll be camping with the Champ. Check their web site, www.coperstate.org, for additional details. Hope to see you in Arizona!

Have you picked up your **OIL**? As promised, Bill Massey delivered the lasted shipment of oil and stacked it in the meeting room for each owner to retrieve. Thank you Bill!

Just in case you have the feeling that something has changed, it isn't your imagination! Dwayne Green and I **REARRANGED THE MEETING ROOM**. I started the process to gain better access to the white board. Dwayne suggested moving the display cases to the rear of the room, rather than just to one side as I had started to do, to provide more space near the front. This added much needed space around the front table. We hope you like the new arrangement. Thanks for the help Dwayne.

Wednesday the 1st is our **NEXT CHAPTER MEETING**. Our nominations committee, David Heal(Chair), Bill Massey and Mike Fenn, will be looking for a group of nominees to fill officer and board spots for the 2004/5 term. Positions being filled at the November election are VP, Secretary and four(4) Board seats. When they call, please give thoughtful consideration to running for an office. Sitting on the Board is the best way to make your voice heard.

AIRPLANES VS WOMEN (OR MEN, AS IT WERE!!!)

Airplanes come with manual to explain their operation...

Airplanes don't care about how many airplanes you've flown before...

Airplane and pilot both arrive at the same time...

Airplanes don't comment on your piloting skills...

Airplanes don't mind if you look at other airplanes...

**A FEW MORE THOUGHTS CONCERNING
THE WRIGHT BROTHERS
IN THE CENTENNIAL YEAR OF FLIGHT
(Remo Galeazzi)**

Many accounts that I have read over the years portray the Wrights as eccentric country bumpkins, who simply by virtue of their perseverance and tenacity succeeded where others had failed.

Nothing could be further from the truth.

While it is true that neither of the men were engineers with only high school education, they certainly never forgot their algebra and geometry. Their approach to the problems they faced were methodical and in the best engineering traditions. And besides, what if they had gotten degrees---they couldn't have studied aeronautical engineering for those courses were yet to be invented!

When the Wrights began the construction of their first gliders they relied heavily on the information given to them by Lilienthal and Chanute. In 1900 they had already determined that a glider could be controlled by warping the wings, which, in modified form, is the method used on all aircraft to this day. By 1901 the brothers realized that the coefficients of lift and drag (determining a wing's ability to fly), which had been taken from the tables that Lilienthal and Chanute had produced, were totally in error.

Again, their genius becomes apparent...not only did they have the acumen to conclude that their calculations were wrong, they figured out a way to find out what was correct. They built a wind tunnel. (One must think of their achievements in context; not by what we know now, but by what the best brains in the world knew then.) Of course, we know that the Wrights didn't invent the wind tunnel as there is evidence that the principal was used as far back as the 16th century---for other reasons. (As a matter of fact, Leonardo DaVinci observed and diagrammed the pattern of the flow of water around bridge pylons. So, by 1900, there was certainly some knowledge of the fluid flow of water and air around objects.) But none had ever used a stream of air to measure the drag and lift of airfoils, and this is, to my mind, one of the most important innovations that the Wrights had come up with. And the perception that a propeller could be conceived, and I quote, as "an airplane wing traveling in a spiral course", is so brilliant that one can only conclude that those brothers were truly inspired.

Previous to the Wrights there had been many attempts to conquer the air, and many still feel today that the Wrights weren't the first. Anyone, at least in my humble opinion, with even a rudimentary knowledge of aerodynamics, can simply look at the contraptions that make these claims, and know there is no way that they could have flown. The best that the most sophisticated of them could have achieved is perhaps a hop into the air ending in an uncontrolled crash. Even Langley's plane (which had a great engine) couldn't have flown---and didn't--until years later when Curtis made extensive modifications enabling it to aviate.

The flying unloaded forward mounted elevator that the Wrights used originally, made for an unstable airplane, but the concept was there, and it did the job at that time and place.

By 1905, with the improvements that they had incorporated into their flyer, they remained in the air for almost 40 minutes over a course of 24 1/5 miles.

Not bad for "COUNTRY BUMPKINS"!

Falcos Descend on the Wine Country

(Dan Dorr)

Every year a member of the Falco building/flying community hosts an event in the Western United States known as the West Coast Falco Fly-In. This year's event was held at Sonoma County Airport Sept. 11-14, and the aircraft were parked right here at EAA chapter 124. The Falco community is not a large one (about 65 completed aircraft world wide), so we have gotten to know each other over the years, but at each fly-in there are a few new faces. There were a total of 41 people who attended the event. Most were here for the entire weekend, but a few came just for a day. The temperatures were in the high 90s, so most of the flying was done in the mornings, with social events in the afternoons and evenings.

There were a total of 9 Falcos that arrived for the event (I was planning on mine being among them, but I am still waiting for it to be painted). Eight airplanes arrived on Thursday afternoon. Two came from Houston, one from Dallas, one from San Diego, one from Red Bluff, one from Bend, Oregon, one from Seattle, and one from Coeur d' Lane, Idaho. The ninth Falco arrived on Friday from Carson City, Nevada. Some people think that all Falcos are painted red, but this group is probably representative of the rest of the homebuilt fleet with two red ones and the rest white with various colors in the trim. It's always quite a sight to see this many Falcos parked in the same place, as it is a rare event.

There were several activities during the fly-in. We tested the tower's patience with many local flights on Friday morning, and then again on Saturday when we departed en mass for a fly-out breakfast to Half Moon Bay. It was a beautiful flight down the coast, and the fellow manning the Half Moon Bay Unicom remarked over the radio that he appreciated us stopping by for the morning. The return flight took us over the Golden Gate Bridge, around Alcatraz, and up the bay. Then once again the Falco swarm descended back into Santa Rosa. The flyers and builders opened up cowlings and discussed building techniques whenever the airplanes were on the ground, and those who have Falcos under construction went away with a new dose of enthusiasm for the project. The weekend would not be complete without the traditional Saturday night banquet, and this year's was held at the Vineyard Creek Hotel.

Since many of the Falcos have a long flight home, departures usually start fairly early on Sunday morning. By 9:30 all the aircraft were on their way. I'd like to say thank you to the chapter for allowing us space to park the aircraft and for the use of the hangar and facilities. We had a great time, and I'll be taxiing my Falco over to a chapter meeting just as soon as I get some paint on it.

BOARD MEETING MINUTES
(August 6, 2003)

Pres. Joe Wiegand called the regular board meeting to order August 6, 2003 at 6:45pm.
Held at Chapter 124 Clubhouse site, Santa Rosa, CA.

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

Minutes – July 2003 Minutes submitted for approval. M/S to approve. Approved.

Treasurer's Report – John Whitehouse reported July activity and updated all on parking fees. M/S to approve. Approved.

Facilities & Equipment: - Reminder! Site DUMPSTER for EAA site business use only. NOT FOR PERSONAL HOUSEHOLD USE. USED OIL FILTERS – Do not leave on site. USED OIL – Chapter needs to apply for an EPA # in order to have used oil removed from site. Larry R to follow up.

Newsletter/Promotions – VP in discussion with Walt and others to facilitate some improvements.

Recognitions – Paul White (EAA 124 sponsored student at EAA Academy) expected to be at September meeting.

Planning / Nominating – Motion made and approved to appoint Dave Heal, Bill Massey, Mike Fenn as nominating committee in preparation for year end elections. The positions of Secretary, Vice President, and four board members are up for re-election. Also, Board is still in need of a Membership chairperson to replace past chairperson Ann Harris. Anyone?

Board Meeting (August 6, 2003) continued...

Events - Pancake Breakfast II – Chapter (Dwayne Green Chair) planning next breakfast for October – no new info at this meeting. Falco Fly-In – Board agreed that the chapter will welcome and support Don Dorr in hosting of a Sept 13 & 14 Type aircraft fly-in. J R Elliott to apply for national EAA insurance coverage. Young Eagles II – B Bruce implored that a firm date be set. Too many soft dates for too many events are causing problems for members. (Note post this meeting date was set for Oct 4)

OLD BUSINESS – None discussed

NEW BUSINESS – None

OTHER – Round-robin group discussions took place on the following subjects:

Planning next year's calendar of events early and publishing in roster.

Continuation of the Young Eagles program, or some variant of it, post December 2003. Pros, cons & benefits of doing so. EAA national is also dealing with this subject and is likely to continue the program.

What keeps young people out of GA? Why is chapter 124's membership numbers so skewed to the older side?

Adjourned 7:30 PM

Respectfully Submitted,
Jim Elliott, Secretary,
EAA 124

Airspeed, altitude or brains: two are always needed to successfully complete the flight.

The three most common expressions in aviation are, "Why is it doing that?", "Where are we?", and "Sh--!".

Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding it.

BOARD MEETING MINUTES (September, 2003)

Pres. Joe Wiegand called the regular board meeting to order September 3, 2003 at 6:40 PM.
Held at Chapter 124 Clubhouse site, Santa Rosa, CA.

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

Minutes – August 2003 Minutes submitted for approval. M/S to approve. Approved.

Treasurer's Report – John Whitehouse reported August activity and updated all on parking fees. M/S to approve. Approved.

Facilities & Equipment: - No report.

Newsletter/Promotions – New newsletter editor Donna Turrentine introduced. Outgoing editor Walton Ferris thanked for his service. Discussion on format, accommodations for web & email need to let her run with the job for a trial period without Board micro management.

Planning / Nominating – Working up nominations for Sec, VP, and 4 board members. Board is still in need of a Membership chairperson to replace Ann Harris. Anyone?

Events – Falco Fly-in Sept 11 thru 14 @ our site. - Requesting info from Rengstorf & Dan Dorr for EAA National submittals. JR to follow up.

Young Eagles – October 4 & Pancake Breakfast – discussed having it on same day.

Fly-outs – Multiple fly-out events coming up... See newsletter for more detail.

OTHER – Ellen Jori gave a report on So Co Permits & Resource Department's "Air Transportation Element" of the 2020 Sonoma County General Plan.

OLD BUSINESS –

By-Laws - (Joe Lacchia reporting) – Review period complete. Discussed formal legal announcement and scheduling of ratification vote for November meeting. Discussed use of web site to help inform the membership of the by-law changes.

EAA Air Academy Student Support - Academy activity completed. Expected student at this meeting.

Meeting room TV monitor system service/improvements – Gutteridge to follow up with Ken Higgins.

NEW BUSINESS –

Begin promotion and planning for Sept 2004 Club Reno Air Race Trip.

J Elliott to acquire membership records from Ann Harris.

Adjourned 7:20 PM

Respectfully Submitted,

Jim Elliott, Secretary, EAA 124

FIRST CLASS MAIL

GENERAL MEETING: OCTOBER 1, 2003

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: *THE PROGRAM WILL BE GUY MINOR, FAA, TO DISCUSS AIRCRAFT CERTIFICATION. NOMINATION OF NEW OFFICERS BEGINS.*

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.

EAA CHAPTER 124 is not responsible for any modification or maintenance items appearing in the newsletter or in any other correspondence. It is the responsibility of the reader to get approval for such items from the appropriate A&P, FAA or other government official.