



March 7, 2007
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Board Meeting:
March 7, 2007 6:30pm

General Meeting:
March 7, 2007 7:30pm

WWW.EAA124.ORG

WWW.CAFEFOUNDATION.ORG

SPECIAL ANNOUNCEMENTS:

March 7, 2007 PROGRAM: Capt. Barry, of KZST, has agreed to be at our meeting
He may have his photographer along as well.

Airport Open House
Thursday, March 15, 1 – 5 p.m.

Come on out to the Charles M. Schulz – Sonoma County Airport on Thursday, March 15 between 1 and 5 pm and take an up-close look at Horizon Air's Bombardier Q400, the 76-seat aircraft that will begin service to Los Angeles and Seattle on March 20.

March Chapter 124 Flyout on March 17th...

Chapter 124's flyout will be to Sonoma Skypark's EAA Chapter 1268 for their hamburger lunch. Meet at the Site around 10:00am and either fly or motor to the cookout.

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...

MARCH, 2007

Joe Lacchia, President

Our Young Eagles Program is one of our major activities as a Chapter during the year. It usually occurs twice in the year and is supported by many of our members. Dave Lynch has been our leader for this activity since April of 2005 and, due to other commitments, can no longer commit to this leadership role. We are looking for a replacement! This is a very rewarding and important role in our organization.

Ali Massey is presently going through the annual activity of updating our directory. This is an important document that enables communications among our membership. Please take a moment to review your listing in the directory. I know there are members that have changed phone numbers, addresses, and added e-mail addresses. E-mail addresses are particularly important these days because it allows nearly instant communications within the Chapter. Those who are on Donna's e-mail list know what I'm talking about.

What a great tour we had on February 24th. Bob Gutteridge arranged three stops at garages around the County and all three were a real educational experience. I counted at least 24 participants. Bob and Dwayne Green are talking about a March tour to Sonoma Skypark's EAA Chapter for their hamburger cook-out. Tentatively we will be departing our facility (fly or motor) around 10:00am on March 17th. We'll hear more about this at our March meeting and in Donna's e-mails.

Thanks go to George Nervo for his generous donation of a computer to drive our projection system. The ball is back in our court to get it hooked up and working!

Happy Flying,
Joe Lacchia

You can access past and current issues of the FAA's **Aviation News** magazine at:

http://www.faa.gov/news/aviation_news/

(Thanks, David Heal)



SONOMA COUNTY AIRPORT OPEN HOUSE

June 16th and 17th, 2007

Young Eagles Day June 16, 2007

EAA 124 will be again participating in the Sonoma County Charles M Schulz Open House on June 16, 2007. We will be having our Young Eagles event on that Saturday. I am very excited about being part of this open house event again. We were the hit of the party last year and I want to do it again. It should be really great, and we should get a lot of kids to our Young Eagles Event. The airport management will be strongly promoting the Open House and the Young Eagles “Flying for Kids”. We are even supposed to be in the Sonoma Magazine the month before.

To help make this successful for the kids however ***the Chapter is going to need your help.*** We need both pilots and ground crew to support all our kids from the local area. If you would like to volunteer let me know at the next meeting, or call me at 707-578-2087 or email me at lynchdavidb@yahoo.com and let me know.

Also I am going to be very busy with a new job and the CAFE Foundation. I need someone to help me manage the upcoming Young Eagles events. I have created all the promotional material, an event planning guide, all documentation, and contacts for this event. So it is really quite easy. But I need someone to help carry the load. If you would like to help promote flying to our youth, then give me a call or talk to me at the next meeting. I could really use your help.

Thanks, David Lynch

(See flyer in separate picture.)



Rules or Common Sense? (Thanks, Larry Rengstorf, Facilities Director)

In recent months it has come to our attention that we need to re-acquaint the old members about rules that pertain to the facility, and inform new members of these rules. Some of these are known as rules, but most are just common courtesy - which it appears that some people either forgot, or never knew, or don't care...

- 1.) There are to be NO engine run ups on the site - taxi RPM only to beyond the "No Civilian Vehicles" sign on taxiway Alpha. Please taxi at a moderate speed so you won't be hazardous. Do not stop to call ATC Tower until after the same sign.
- 2.) Please - NO taxi tests on site - use taxiway Alpha or X-ray. Inform ATC of any high speed tests.
- 3.) Please do not point tail at any other planes and then rev the engine to move - it blows dust and rocks on the other planes. The same goes for the hangars, please don't blow rocks at them either. Look around.
- 4.) Please park your vehicles ON your tie down spot when leaving for any extended times - NOT between the spots! That blocks your neighbors spot. This also tells us you are gone on a trip, not just an open spot.
- 5.) Please have some consideration of others - be quiet in the early morning departures and projects. We like to sleep in sometimes too! Remember #1 rule - Go past the sign.
- 6.) Vehicle parking on the end of the shade hangars is for a few hours or a day only - Not overnight. (Shade hangar aircraft owners are exempt), or park beside the meeting hangar outside the gate. Also, we are seeing people parking out into the taxiway too far, which poses a taxi hazard.
- 7.) If the walk-thru gate is found open - Close it please. **Do not block open for any reason**, airport security is compromised. Electric gate problems should be reported to the Facility Director, so it can be called in for repair. This is your site - **please help with security at all times**. If you see someone wandering or driving around the site who is unfamiliar, or looks lost - challenge them - ask to help them. If they are not a member and want to "look around", go with them and give them a "tour". Do not leave them to wander around unescorted. Do not give the gate combo out to non-members or people from the other side of the airport or your buddies. Do not open the electric gate for any non-members, let them in the walk thru gate and escort. If they belong inside - they should have a card or clicker! Security should NOT be compromised!
- 8.) If the hangar doors are found open or the lights are found on and it appears no one is using them or around - turn off, to save on electric bill, close doors and - lock to preserve security. We find the lights ON an average of once or more a month at night! Please help us! PS, check the bathrooms before locking doors.
- 9.) The refuse bin is for site generated garbage ONLY - not for member's personal home garbage or grass clippings, NOR are used oil, oil filters, paint cans, or other hazardous materials to be thrown in the bin. We will get a huge fine if caught - we as a club cannot afford that. Please watch what you throw in the refuse bin.
As a footnote - used oil filters are accepted at most auto parts stores if taken in a relatively clean container.
- 10.) Oh - almost forgot - some smokers were seen recently throwing lit cigarettes on the ground then getting into their vehicle and left the site. Maybe you "Don't Care" but we like our site and the way it is now - NOT burnt black with No planes or maybe No house or Hangar either. Actually, there is a Sonoma County ordinance that prohibits smoking on county property, and this is county property.

11.) When all else fails, use some Common Sense! And ALWAYS do what you would want done to you in the same situation. This site is ALL club members' site, so everyone needs to help keep it clean, tidy, and presentable, and a joy to have and use and enjoy.



USE OF FUEL BOOST PUMPS WITH THE TEXTRON LYCOMING ENGINE...(Thanks, David Heal)

As an engine manufacturer, we are frequently asked about the proper use of the fuel boost pump with our powerplants. Although we can't pretend to be an expert on the fuel boost pump itself, we have some positive recommendations concerning its use with our engines. Where a boost pump is provided by the airframe manufacturer, and the airframe Pilot's Operating Handbook has a limited treatment of the use of the fuel boost pump, perhaps this discussion can provide the necessary fuel boost pump information for the pilot in order to operate his or her engine as safely as possible.

It is necessary to supply the engine with a steady, uninterrupted flow of fuel for all operating conditions. Entrapped air, temperature changes, pressure drops, agitation in the fuel lines and other factors affect the release of air and vapor from the fuel system. Under some circumstances where an engine mounted fuel pump is provided it may not be able to pump a continuous fuel supply free of excessive vapor.

An effective continuous fuel supply is provided by use of the fuel boost pump. As a general recommendation, the fuel boost pump should be used with Lycoming engines in all conditions where there is any possibility of excessive vapor formation, or when a temporary cessation of fuel flow would introduce undesirable hazards.

The conditions under which Textron Lycoming recommends operation of the fuel boost pump are as follows:

1. Every takeoff.
2. Climb after takeoff unless Pilot's Operating Handbook says it is not necessary.
3. When switching fuel selectors from one separate fuel tank to another, the fuel boost pump should be "On" in the new tank until the operator is assured there will be no interruption of the fuel flow.
4. Every landing approach.
5. Any time the fuel pressure is fluctuating and the engine is affected by the fluctuation.
6. Hot weather, hot engine ground operation where fuel vapor problems cause erratic engine operation
7. Some General Aviation aircraft require the use of the fuel boost pump during high-altitude flight. This will be spelled out in the Pilot's Operating Handbook.
8. If the engine mounted fuel pump fails.

If the fuel boost pump is used during ground operation, don't fail to check the condition of the engine mounted fuel pump before takeoff by turning the boost pump off briefly, and then back "on" for takeoff. If the engine mounted pump has failed, it would be safer to know that on the ground rather than in the air when the fuel boost pump is turned "off."

When in doubt, do the safest thing and use the fuel boost pump with Lycoming engines. Don't be "stingy" with the boost pump. In most cases they last the overhaul life of the engine, and are then exchanged or overhauled themselves.

AS A REMINDER, the airframe Pilot's Operating Handbook is the authority if boost pump information is spelled out in it.

More information is available at Lycoming's web site: www.lycoming.textron.com See Product Support, Publications, Key Reprints, Operation, etc.



THE FLYING MARKET

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.

RV-7 FIRST FLIGHT

After a build time of 6 years, First Flight for Kit was committed on 3 Feb 2007. It is now an RV6 with a few RV7 touches. N9EY flies very well indeed. Some Stats: Lyc 0360 with Aymar-DeMuth (wood) prop; Empty Wt 1078 without paint (on CAFÉ Scales); CG at 70.03". Thanks of course to VANS and special thanks to Steve Barnes (repeat offender) for his mentoring; Mike Fenn for help with the riveting etc., and all the usual suspects at EAA124. Thanks also to Mike Seager, for a terrific check-out.

Ain't This Grand!
Rolf Unternaehrer (EAA124)
N9EY



EAA 124 Day Project Visits, 24Feb07

(See special file for this article.)



February 7, 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	A	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	A	Donna Turrentine, Newsletter	P

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, and reported that we need to form a Budget Committee. Ken Vaughn, Larry Rengstorf and Dennis McGuire volunteered. John stated that the budget for last year provided a good framework for how the money actually was spent. John also reminded all that dues for next year are now being collected. Report was moved, seconded and approved.

New business: Per the bylaws Joe Lacchia nominated the following to the Standing Committees:

Facilities: Larry Rengstorf (Chair), Art Beer, Dwayne Green, Joe Wiegand, Dale Wittman.

News Letter: Donna Turrentine

Webmaster: John Palmerlee

Roster: Ali Massey

Young Eagles: Dave Lynch

Lease: C. J. Stevens (Chair), Bob Gutteridge, Dave Heal, Larry Rengstorf, Mike Tovani

Calendar: Joe Lacchia

Membership: Steve Fredericks

Audit: Dennis McGuire, Donna Turrentine

Programs and Awards: Mike Tovani

The nominations were confirmed by the Board.

Facilities: The recent cold weather caused broken water pipes at 4 separate locations. Larry made the repairs himself, and warned that all that the grass is now wet, and that no one should be parking on it.

Audit: Dennis McGuire reports that the committee met with the Treasurer and reviewed the books for last year. Dennis stated that all is in order and that John is doing a great job. The audit was approved by the Board.

Lease: Bob Gutteridge reports that he and C.J. Stephens met with the Airport Staff. He handed off our recently completed ESA report. County staff will begin their review.

Respectfully Submitted,
Steve Fredericks, Secretary



February 7, 2007 General Meeting:

President Joe Lacchia called the General Meeting to order at 7:35 P.M. 60 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. John also reminded all that dues for next year are \$25.00 and are now being collected. John reminds all that the March meeting is the deadline for payment of dues in order to be placed in next year's roster. The roster is the defining document for the calculation of bounce points. The report was moved, seconded and approved.

Audit Committee: Dennis McGuire and Donna Turrentine met with our Treasurer, John Whitehouse and reviewed the books for last year. Dennis stated that all is in order and that John is doing a great job.

Facilities Committee: Larry Rengstorf has been in contact with the Airport Manager about entry cards. Larry needs everyone who has a gate key to contact him and confirm your numbers. This is due to the new airline coming and the TSA is involved.

Young Eagles: David Lynch reports that the next outing will be in May. It will be held in conjunction with the Airport's Open House. David needs someone to take over the coordinator's position. He says he has organized the job so it is a turn key operation. Please contact David if you are interested.

Bill Massey asked all to make sure your contact information in the last roster is correct. If you need to make any corrections, please let John Whitehouse know. Bill is also coordinating an oil buy, contact him at the next meeting with your order and money.

On Wednesday, March 15, the airport and Horizon Air are having an Open House to kick off the new airline service. Come on out and climb aboard Horizon's Q400.

Builder Reports: Rolf reports he is no longer a builder. After 6 years of work his RV-6 flew "just like an RV should." Rolf would especially like to thank Mike Fenn and Steve Barnes for their help along the way.

David Lynch reports that he is about ready to paint the interior of his RV-8. He is hoping to find a 45 degree drill motor to complete a couple of holes.

Joe Lacchia thanked Dale for cooking. Dale really appreciated the help he got from Donna Turrentine prepping the vegetables, Steve Waite for cooking and Tim Peterson for clean up.

Jim DuVander reported on the Memorial Service for Glenn Brizee. Steve Barnes, C.J. Stephens, Phil Catuso and Will Whiteside flew a "missing man" formation that was very moving. The service brought a lot of non aviation types on to the EAA site. He thinks that the Chapter built a lot of goodwill by hosting the event.

Program was Tim Pforsich, Tower Manager for the Santa Rosa Tower. He says that 546-4295 is a good number to program into your cell phones for communication emergencies. The controllers are dealing with new position and hold requirements. Expect requests from the Tower to expedite your take offs as landing aircraft arrive. Please understand that these requests are necessitated by the new rules. They are training a couple of new controllers, he thanks all pilots

for their patience and understanding. The traffic pattern altitude is going to change, which will probably show up in the next printing of the Airport Facility Directory.

Respectfully Submitted,
Steve Fredericks, Secretary