



**May 5, 2010
Volume 49
Number 05**

**Board Meeting:
May 5, 2010 6:30pm**

**General Meeting:
May 5, 2010 7:30pm**

WWW.EAA124.ORG

WWW.CAFEFUNDATION.ORG

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

SPECIAL ANNOUNCEMENTS

May 5, 2010 Program: The May program will be announced at the meeting.

Young Eagles – May 8th Open House in Cloverdale

Ray and Sher need pilots and helpers to participate at the Young Eagles event. Contact them at the next meeting or call: Sher's cell: 888-0587 / Ray's cell: 415-999-0949

May 15th Events

Aircraft Display Day at Petaluma Airport
Pancake Breakfast, Young Eagles & runway dedication at Corning Airport
International Learn To Fly Day – Share the Spirit- Take Someone Flying

GOOD NEWS ON GETTING OIL

Royal Petroleum has agreed to give our members a much reduced price. Additionally, you will be able to get oil any time you need it. All you need to do is go to the Royal Petroleum Office at 365 Todd Road. (Take the Todd Road exit off of 101, and go west approximately ½ mile.) You must be a member of EAA Chapter 124 for this special price.

**Need your first EAA Chapter 124 name tag?
Need a replacement name tag?
Need to update your information on your old name tag?
See Meg Hurt at a meeting or call her at 544-1026.**



VP's MESSAGE * MAY 2010

By Bob Gutteridge
(Thanks, Bob)

The series on officer duties will be deferred until next month (please, don't everyone cheer in unison) in favor of a short report on our April 17th Project Visit Flyout.

Project Visit Flyout

Our intrepid group assembled at our Club Site on the morning of April 17th. Unfortunately the turn out of passengers was quite light with only five brave soles making the final call. On the other side was a gaggle of pilots and planes, nine in total, looking for passengers. My night of lost sleep fearing a lack of seats was completely unfounded.

We had very nice weather, one more of my fears vanquished, so we were off very close to the original schedule with all participants arriving at Cloverdale by 9:45 where Doug and Lori Dugger provided hot coffee and donuts at their Quality Sport Plane facility. While enjoying the mid-morning treat we had the opportunity to see three Zenair aircraft under construction. A 601 light sport in for installation of the wing stiffening kit, a 701 light sport with the Jabiru 3300 recently hung, and Cedric Schieber's STOL CH 801 Sport Utility with a 6 cylinder Subaru engine. The 801 was pulled out of the hangar whereupon we were treated to the smooth and powerful sounds of an engine test run.

With many diverse aircraft to choose from, the passengers took the opportunity to experience a different aircraft for the run to Petaluma. Once the shuffling was complete we were off to Petaluma arriving in good time to enjoy lunch. The group split almost in half between the flight line BBQ serving hot dogs, chips and sodas, and a sit down lunch at the 29er Dinner.

The group of displayed aircraft consisted of many different models ranging from Stearman to ultra lights. Member Les Goldner was there with some of his group of ultra lights talking about their upcoming flying tour through the south west.

Several hangars were open to visitors with builders on hand to discuss the varied projects under construction. We saw two RV's, one with a couple of flights completed and its hangar mate with the engine hung and instrument panel wiring underway. Laden William's hangar was filled with projects; an old steam powered water taxi from San Francisco Bay sat to one side waiting its turn, all the parts for a Ford Model A pickup, and even an airplane project, imagine that! The airplane is a scaled up Pietenpol which will be powered with straight six out of a pickup in place of the usual Model A engine used in the original Pietenpol. Mike Tovani and I caught up with Carlos Garza at his hangar/workshop. Carlos is the gentleman who owns a very pretty, brightly painted Kit Fox you may have seen. It is basically yellow with forest scenes from nose to tail. Carlos explained that it was his daughter creation.

Throughout the leisurely afternoon of viewing airplanes our group began making their way back to STS. So far as I am aware, we didn't leave anyone behind. I think everyone, pilots and passengers, had a fun filled day.

I'd like to thank all the pilots for coming out in support of our Club activity. Mike Tovani also was our unofficial photographer; however Lori Dugger gets the credits for the group photo which she took using Mike's camera. Mike and Joe Wiegand get a special "thank you" from me for giving me a little stick time in the Champ.

Our pilots, from left to right in the group photo: John Whitehouse, Tim Peterson, Eric Peterson, David Heal (flying Dale Whitman's RV), Mike Tovani, Kevin Quirk, Doug Dugger, Larry Ford, Steve Smith. Many thanks guys!



Classified – For Sale

Recently completed N720JP, an RV-7A.

Video of N720JP can be seen at <http://www.youtube.com/watch?v=wsQ53HTuljg>

A full ad is on the VAF - Classifieds, Barnstormers and Trade-A-Plane websites with links to the video and still photos. N720JP is hangared in the Synergy Air hangar at Eugene, OR. For more information call Wally Anderson (541) 913-0610.

Jim Platz - jplatz@cbbmail.com

EAA #762541

Crooked River Ranch, OR

(541) 548-9901



Synergy and Passion at EAS

John Palmerle, Editor

The CAFE Team hosted what was in my opinion a very successful event at the Doubletree Hotel in Rohnert Park, April 23 and 24, 2010. Nearly thirty contributors from around the world spoke at the Electric Aircraft Symposium, and their message was clear: Change is coming... let's get on board together.

Electric airplanes and motorcycles, model airplanes, algae biofuel synthesis, wetlands initiatives, hybrid air carriers, battery breakthroughs, VTOL PAVs, tethered wind generators, flight systems analysis, nano-structures... and a mystery Green Flight Challenge aircraft promising to tap into new design paradigms. This was just a taste of the concepts spinning around at the EAS 2010.

This meeting of minds was diverse yet connected, calculated yet passionate. Every presentation filled a preset time-slot, so each presenter's WPM (words per minute) metered their content. It was a dizzying earful! As the Friday presentations came to a close, I was struck by common threads woven into the many presentations, and presenters began congealing along these threads during breaks. This is when information flowed freely across competitive lines and voices were raised in passionate debate.

I was fortunate to witness some of these dialogues... like after dinner Friday night, when Mark Moore's and JoeBen Bevirt's teams hashed out VTOL propeller blade design, weighing tilt vs flap as methods for minimizing vertical to horizontal transition vibrations.

Eva Hakansson of KillaCycle began her presentation by noting a substantial difference between motorcycle and aviation industries, but she finished the evening by sharing her realization that the battery requirements for the two were governed by the very same principles. By the end of EAS 2010, she was a firm believer in the value of synergy in the cooperative venture of electric powered transportation.

Many spoke of finding new solutions to long standing aviation problems, like when Zach Hoisington discussed Boeing's look into electric power for airliners, discovering how the turbine-electric hybrid option generated unforeseen advantages to short and mid range flight profiles. John McGinnis with Synergy spoke about taking a new look at aerodynamic theory in his work toward designing his mysterious entry in the Green Flight Challenge. He attacked battery capacity limitations from a fundamentally new aerodynamic and systems perspective to gain needed weight and energy efficiency.

After realizing how battery energy density limits were holding back every type of electric venture, Larry Page, Co-Founder of Google, suggested a large target prize aimed at pushing the battery industry toward breakthrough technology. He suggested that Google might want to participate as a sponsor in such a competition. This was an awesome moment full of potential.

During breaks, I spoke with people I'd never met before... about motors, propellers, carbon fiber tubes, ultralight politics and even discussing ways to turn your life toward work you feel passionate about. I held a four pound, twelve kilowatt electric motor in my hand built by the Joby Energy team and marveled over and over at its lightweight innovative design. I talked with Jack Norris, legendary propeller engineer about the unusual strength and failure properties of a small carbon fiber "pull-truded" tube he brought to the

conference. I learned about the amazing rebirth of model aviation resulting from the influx of lightweight electric motors and lithium polymer batteries.

I came away from this event dreaming and hoping for the future, and surprisingly, with a renewed connection to aviation's place in my own life... and from the evidence, I was not alone. The potential generated by sharing this level of passion and information among industry leaders seems profound enough to impact the global future of aviation. I salute the CAFE Team for the bulls-eye vision and rock-solid determination required to make the Electric Aircraft Symposium 2010 such a resounding success.

EAA Chapter 124 General Membership Minutes of Meeting for April 7, 2010

Jim DuVander called meeting to order at 7:40PM.

Kevin Quirk was thanked for the great job of cooking the dinner before the meeting.

Guests were signed in with three guests present; Clay C. Teevan, David C. Smith and Kevin Guy. Guests were all welcomed to the meeting.

Vice-President Bob Gutteridge again asked for pilots and people who wanted to be passengers for the April 17 project flyout. Currently short of necessary seats for those wanting to go along but without planes. Bob passed around sign up sheets for those interested.

Treasurers Report: John passed around the hanger rent list and asked for those in arrears to pay up.

John Palmerlee is the new newsletter editor. John will work with Donna on his first newsletter. John also takes care of chapter web site. Members thanked Donna for her years of service as newsletter editor.

Young Eagles: Ray Shipway reminded everyone of the next event at Cloverdale Open House. Pilots and helpers please contact Ray and Sher. Please be there no later than 8AM, prefer before 8AM.

Project reviews:

Thatcher CX-4 almost done; only worked on it 1 year to date.

RV-9 with three builders working on it together. Kevin is mentoring them.

CAFÉ: Brian Seeley talked about the 4th Annual Electric Airplane Symposium to be held at the Rohnert Park Doubletree Hotel April 23 and 24th (1 ½ day event). Discussed some of the outstanding speakers and programs to be held during the symposium, including two from the Green Flight Challenge. See Brian or Larry Ford for more details, also CAFÉ web site.

Program was Florence Wheeler who was a WASP pilot in WWII. She was previously an instructor of young women wanting to join the program and then decided to join it herself. Florence was a member of the last class of WASP pilots trained.

Meeting adjourned.

Jim Boyer, Secretary



**EAA Chapter 124 Board
Minutes of Meeting for April 7, 2010**

Bob Gutteridge, Vice-President Presiding.

Board Members Present:

Bob Gutteridge, Mike Shook, Dennis McGuire, Rolf Unternaehrer, John Whitehouse, Wayne Cook, Jim Boyer and Facilities Chairman Larry Rengstorf. Jim DuVander, Pres left board meeting early to go pick up speaker Florence Wheeler WASP pilot was absent.

Board Meeting: Minutes for March 3, 2010 approved.

Treasurers Report: John Whitehouse went over income and expenditures for February and passed around his report.

Facilities Report: Larry Rengstorf mowed site twice; mower needs part. Filled holes in driveway twice, asked members to try to avoid patched holes to prevent having them open up right away.

Vice President: Bob Gutteridge discussed the April 17 project flyout plans. Bought Harbor Freight air hose reel for hanger. Bob will be out for May meeting.

Young Eagles: Ray Shipway affirmed next event will be at the Cloverdale Open House on May 8, 2010. Ray and Sher need pilots and helpers to participate at the Young Eagles event. Also missing a folding plastic table, anyone know where it is?

Dennis McGuire: Potty floor finally dry but still needs a second coat. Bathroom stool is cracked. Jim DuVander will take it back and exchange it for a good one.

Finance Committee to evaluate chapter finances formed. Chairman is John Whitehouse with committee members Wane Cook, Larry Rengstorf, and Bob Gutteridge.

Audit Committee: Two members of the audit committee, Joe Lacchia & Dennis McGuire, met with Treasurer, John Whitehouse, on April 4th to review and audit Chapter 124's finances for the year 2009. We examined all statements, money inflow and out go, receipts and the balance sheet for 2009 and found all to be in order.

Respectfully Submitted by Joe Lacchia, Audit Committee Chairman

Rosters: Mike Tovani went over questions about roster cost and color possibilities. Mike is working with Kinkos to do the printing. Cost will be approximately \$270 for 125 rosters. Motion made by Bob Gutteridge and seconded Rolf Unternaehrer to approve up to \$300 to allow Mike to get rosters printed.

File of Membership Applications: No one knows if this still (or ever really) existed. Secretary has responsibility to maintain this file; so I will attempt to gather up any existing applications and start a file of membership applications.

Board Meeting Adjourned.

Streamlining General Meeting: Discussed how meetings are done at Petaluma, several of board will go to their meeting to get ideas. Their leader wears a mike, board meets at a table during the dinner. Always have something on screen for members to be looking at.

Pres. Jim DuVander meet with PRMD representatives about building hangers. New hangers must have sprinklers which requires use of an auxiliary pump to get the necessary high pressure for the sprinklers.

Swap Meet: Need a new leader as Charles Nelson had to resign due to business needs. Larry Rengstorf made motion to postpone until fall, seconded by Wayne Cook, motion passed.

Motion to adjourn by Bob Gutteridge, seconded by Jim Boyer, meeting adjourned.

No bird ever flew nonstop from New York to Tokyo, or raced 15 miles high at triple the speed of sound. But birds do something else. They do not conquer the air; they romance it.

– Peter Garrison

2010 CHAPTER 124 OFFICERS & BOARD MEMBERS

President:

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Vice President:

Bob Gutteridge (10/11) (707) 539-5188

Secretary:

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John Whitehouse (09/10) (707) 539-5549

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