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All area codes 805

### Upcoming Event

**Feb. 18:** Chapter Meeting at 7:00 PM sharp at Zion Lutheran church that is at the corner of Foothill and Santa Rosa. Program will be Ernie Billings talking about his RV-7 project.

### President's Report

*Ernie Billing – President*  
[eaa170@yahoo.com](mailto:eaa170@yahoo.com)

Happy February. I hope everyone is staying dry, although the rain is truly welcomed.

We had a great January meeting. I don't think it could have gone any better. We enjoyed a great turnout, good food, and excellent planning by Kurt Colvin and company.

It was nice to have the FAA recognize Liz Dinan with the Wright Brothers Master Pilot Award. I can only hope to make it to 50 years of flying.

The program presenter was awesome – Peter Garrison gave a great performance, backed by his creation – Melmoth II. It boggles my mind to think that he built that airplane (and its predecessor) from scratch, in what I consider to be the “dark ages” of home building, and then flying it to the places he did, i.e., England, Japan and South America. He is a true adventurer.

We are back to our usual meetings. For example, this February, your humble president will off his partially populated instrument panel for his RV-7 and show some slides of the fabrication of said panel.

Hope to see everyone next week.

The January meeting, traditionally a dinner meeting was held on Saturday, Jan. 23 at the San Luis Avionics hanger.

Preceding the scheduled program meeting was the presentation to Liz Dinan. As promised, John Howard from the San Jose Flight Standards District Office drove to SBP to personally award Liz the Wright Bros. Master Pilot Award. Liz received an engraved plaque and recognition lapel pins for her and her husband.

In addition to describing the qualifications for receiving the award (50 years of safe flying, without any violations or incidents) John put Liz on the spot in order for her to relate some of her recallable flights. She mentioned as a beginning pilot offering a ride to her future husband to an airport in the Salton Sea area, and how she successfully managed a low fuel, early darkness situation during that trip that obviously must have impressed her passenger.



## *Program*

Kurt Colvin introduced the program speaker, Peter Garrison. Mr. Garrison is a journalist and amateur aircraft designer/builder. He was born in Los Angeles, has a college degree from Harvard, and has served time in the Navy. Garrison is a free-lance writer, and since 1968 has contributed monthly articles for *Flying* magazine. He also often contributes articles to the *Smithsonian Air & Space* magazine.

Mr. Garrison has 4,000 hours of flight time, and holds single/multiengine commercial pilot license with instrument ratings for Learjet, helicopter, seaplane, glider, gyroplane and hot-air balloon.

From 1968-1973, while living in Tarzana, California he designed and built from scratch in his garage an all metal, two seat, single engine low wing monoplane. The plane was named Melmoth after the novel, "Melmoth the Wanderer."

Peter Garrison and Kurt Colvin

Charter members and guests enjoying dinner





The speaker with the use of a very good power point presentation talked about the early history of his design and the nitty-gritty of building his first airplane. He was very detailed in explaining how he got started and about some of the impediments involved when building an airplane within the small confines of a garage. He earned our sympathy, especially from those who are, or have building projects. Interestingly, while Mr. Garrison earned a degree in English, his design and engineering talents are self-taught and clearly very good.

He told us about the trips he made in the first Melmoth I. One was a non-stop 15-hour flight to Europe, and another non-stop from the U.S. to Japan (read that as: Alaska to Sapporo, Japan), and also a trip to several countries in South America.



In 1982, while Garrison was waiting to takeoff at Orange County the original Melmoth was destroyed when a landing airplane lost control and ran over it. Before it was destroyed Melmoth I flew about 2100 hours.

Unaware of what would be Melmoth's fate, Garrison in 1981, encouraged by the potential increase in family size, had started the design and building of a four-seat enlargement of Melmoth. The larger airplane, now called Melmoth II first flew in 2002. It is constructed of glass and carbon-fiber reinforced composite instead of aluminum, and has the two

additional seats facing rearward in order to reduce cabin size. The airplane has retractable gear and a 210 hp turbocharged engine, and is based at Whitman airport in Los Angeles.

Mr. Garrison also spoke about some of the modifications he added to his airplane; one example was having fuel automatically transferred between tanks (4) each 7-10 minutes to maintain a favorable center of gravity.

We are grateful for the excellent program Mr. Garrison presented and also for him to have flown to SBP with Melmoth that allowed us a chance to view the airplane.



Appreciation is due to Kurt Colvin for his leadership and Ernie Billings and Dave Chivens for their assistance in the arrangements for this meeting. Much appreciation is also due to Don Dominguez for the use of the San Luis Avionics hanger for the dinner meeting and for providing hanger space for speaker Peter Garrison's airplane. The very enjoyable dinner was prepared and presented by Sandee and her crew from Something's Cooking Catering. Another thank you is extended to Chapter 170 members, members of 99ers and guests for the good turnout.

***Dave Dickey's – New Project***

Chapter 170 member Dave Dickey is beginning a new project and he is happy to share some information about his Hummel H-5 airplane. The information he gave me about the Hummel H-5 was excerpted from a Sept. 2009 KITPLANES article, by Leroy Cook entitled, "Whats's Humming at Hummel?"

Experimental builder, Morry Hummel built the airplane he called the Hummel Bird and it had its debut at Oshkosh about 30 years ago. Hummel went into kit production as Hummel Aviation and in addition to the Hummel Bird he developed a lengthened and lighter version that is the UltraCrusier. The Hummel firm, located in Bryan, Ohio was purchased in 2004 by Terry Hallet. Hallet in addition to the UltraCrusier now also offers plans and materials for the kit built Hummel H-5.

The Hummel Aviation airplanes are riveted aluminum low wing single seat tail draggers that are mostly powered with a derived VW engine. There are now about 120 Hummel Birds flying. The suggested engine, a VW derivative delivers 85 hp, and can use high test auto gas or 100LL, and turns a two blade fixed prop.

The Hummel H-5 has a swing-over bubble canopy. Although the airplane is tight and snug, some seat adjustments can be made to accommodate most pilots. The airplane has electric flaps that can extend to 37 degrees, and the gear span is 6.5 feet. Estimated building time is from 600-1500 hours.

Other features include:

Wing span	22.5 feet
Wing load	8.5 lbs. per sq. foot
Gravity feed header fuel tank	9 gallons
Maximum Gross weight	850 lbs.
Typical empty weight	475 lbs.
Typical useful load	375 lbs.
Full fuel payload	322 lbs.
Cabin width	25 inches

Estimated performance

Cruise speed	125 mph TAS
Fuel consumption at 3000 feet @ 75% maximum power	4 gal. per hr.
Maximum rate of climb	1200 fpm
Stall speed	42 mph IAS
Take off distance, ground roll	230 ft
Landing distance, ground roll	300 ft

***Other EAA News***

Extracted from Experimenter Newsletter

The FAA's long-awaited [revisions](#) to the five year-old Sport Pilot/Light-Sport Aircraft Rule were published Monday, February 1, in the *Federal Register*. With the changes sport pilots will be allowed to fly higher and safer in mountainous regions, find it easier to gain towered airport experience in a powered parachute or weight-shift-control aircraft, and S-LSAs can be used at Part 141 flight schools which will likely reduce training costs for all student pilots. Additionally, a key change to the aircraft maintenance rules will allow E-LSA owners whose aircraft were originally certified as an S-LSA to perform their own maintenance.

"The revisions to the rule will affect everyone differently. For most there will be very little change. But certain groups like E-LSA owners whose aircraft used to be certificated under S-LSA provisions should be excited since they will now be able to maintain *and* sign-off maintenance on their own aircraft."

EAA and NAFI jointly submitted comments to the FAA's 22 proposed changes and after reviewing more than 150 public comments the FAA withdrew eight proposals and agreed fully or in part with EAA/NAFI recommendations on 10 others.

*Remember the 5 P's*

Proper Planning Prevents Poor Performance