

# The Flying Wire



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**Chapter 124**  
**Experimental Aircraft Association**

**Volume 57 Number 7**  
**July 11, 2018**

**Board Meeting - 5:30 pm**

**Dinner – 6:15 pm** (\$7 donation)

**General Meeting – 7:00 pm**

[www.EAA124.org](http://www.EAA124.org)

[www.CafeFoundation.org](http://www.CafeFoundation.org)

[www.EAA.org](http://www.EAA.org)

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--- Mail ---  
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Santa Rosa, CA 95406

## July 11, 2018 Program

### Henry 1, the Sonoma County Sheriff Helicopter Unit:

A presentation on how the Sheriff's helicopter unit serves the community, helicopter included.

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### Dinner Menu

July Dinner - Hamburgers, Baked Beans, Super Salad, Cookies and Ice Cream. All the basic food groups... And all for only \$7

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### Events Calendar

#### Please send info about upcoming events!

Please send us information if it comes your way!

**Nut Tree Fly-In:** [Fourth Saturday Each Month](#)

**EAA 124 Young Eagles:** Saturday August 25th

**PCAM Air Show:** Sept 22/23

Bob Gutteridge: [bob\\_gutteridge@pacbell.net](mailto:bob_gutteridge@pacbell.net)

Stuart Deal: [aaa124newsletter@sonic.net](mailto:aaa124newsletter@sonic.net)

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### Mitchell on a Stick

(by Stuart Deal from "Visit to Goodfellow")

It all started in France. There was a war going on that the British call "The Great War" as it came closer to the end in French it is "La Grande Bataille de France" (The Great Battle of France). Americans call it the "The Hundred Days Offensive". Not to say the war started in France but that is where a particular young American pilot, from San Angelo, Texas, 1st Lt John J. Goodfellow, Jr. piloted an observer plane called a [Salmson 2A-2](#).



Which, as you can see, was a fairly advanced (for the time) French reconnaissance plane purchased by the American Expeditionary Forces for the [1st to the 24th Aero Squadrons](#).

Near the end of the war during the "Battle of Saint-Mihiel" as part of the American effort, under the leadership of General John J. Pershing, to dislodge the Germans from the salient near St. Mihiel they had occupied since March 1918, observers flew some frontline missions and some deep reconnaissance missions behind the German lines near Metz.

Flying at low altitude because of bad weather, outnumbered and outgunned on one of these deep missions, 1st Lt. John J. Goodfellow and observer 1st Lt Elliot M. Durant, Jr. were shot down. They were recovered after the territory where they crashed was regained and, as was the custom at the time, interred at St. Mihiel American Military Cemetery near Nancy, France.

While Goodfellow was lost, the battle was won by good planning, good training, good leadership and air superiority. The Americans were fresh and aggressive with leaders like George Patton, who

was wounded during the battle, leading from the front and the Germans were war weary and low on manpower. From the high level view, the war had been fought to a stalemate with huge losses on the European sides. In 1918 the American Expeditionary Force arrived in strength and deployed quickly because they used French and British equipment instead of bringing everything from home. This would explain the French Salmson Lt. Goodfellow flew.

The Germans had tried to get the jump on the British and French in the spring of 1918, before the arrival of the AEF, but once they lost that race and found out that the Americans had come to fight, the German position became untenable in the fall of 1918 and the collapse of the German war effort as well as the German society ensued.

In Winston Churchill's later writings about World War Two, he strongly stated that it was the "preventable war". In a case of one mistake leading to the next (one war to the next), in spite of Churchill's condemnation of the disaster of "Appeasement", prevention, as we all know, did not stop what came next. The Air Force has a history note that picks it up from here:

Goodfellow's history traces to the period prior to Pearl Harbor when President Franklin Delano Roosevelt, responding to the train of aggression across Europe, Africa, and Asia, began a program of preparedness that included the construction of facilities dedicated to basic and advanced air training. As several such bases were envisioned for Texas, civic leaders from San Angelo immediately commended their community to the War Department. A generous offer of utility hookups, a railroad spur, and a 50-year lease on 640 acres at one dollar per year plus perhaps some powerful political connection helped decide the issue.

Construction of the new San Angelo Air Corps Basic Flying School began at once. Officially established on 17 August 1940, the base was ready for occupancy by 21 January 1941 and the first classes of students soon arrived. On 11 June 1941, in dedication to a young hero and in tribute to the community that shaped him, the base was officially renamed Goodfellow Field.

The next four years witnessed the graduation of more than 10,000

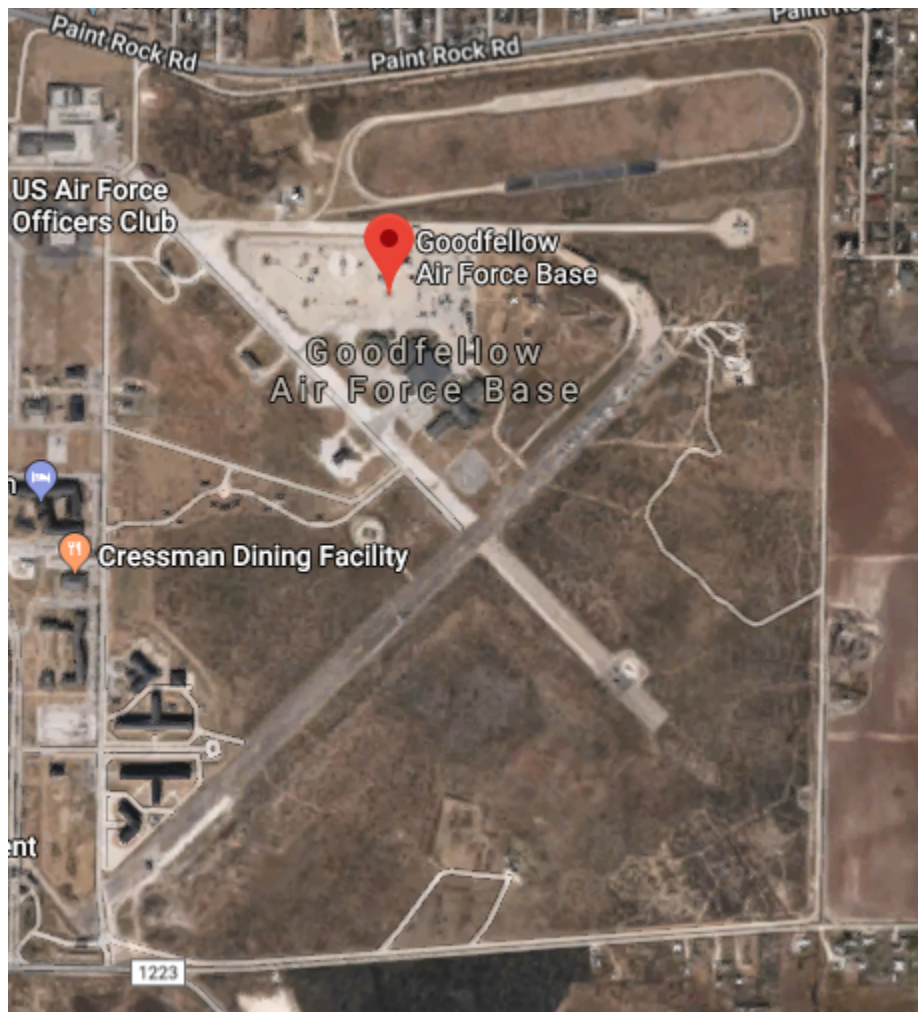
trained pilots and the decoration of scores of these for outstanding heroism in action against Germany, Italy, and Japan. Still, the Axis collapse did not dissolve the Goodfellow mission. That was the lesson learned from that earlier day, from the peace that would not last. Goodfellow continued to train pilots into the post war, first on the AT-6 "Texan" and then, beginning in 1954, on the twin-engine B-25 "Mitchell." On 3 September 1958, with nearly 20,000 aviators to its credit, Goodfellow graduated its last class of pilots. (end of quote)

If you go to Goodfellow AFB in San Angelo, Texas for some reason that you may not want to discuss publicly, you find an old runway with X's that you never see from the streets the folks there actually use. Steeped in history, but with a very modern mission, the most striking thing about Goodfellow AFB is how small it is.



A T-6G Texan on static display at Goodfellow





While the base has continued and broadened its training mission, you have to go to the airport: [KSJT: San Angelo Regional Airport/Mathis Field](#) to do any flying.

At one of the entrance gates there is a display I like to call "Mitchell on a Stick":



Now that I have seen a Mitchell Bomber on a pedestal, I look forward to the day when I see a B-52 "On a Stick".

I did get a kick out of the way San Angelo got its name. This from the [Wikipedia Page](#):

The settler Bartholomew J. DeWitt founded the village of Santa Angela outside the fort at the junction of the North and South Concho Rivers. He named the village after his wife, Carolina Angela. The name was eventually changed to San Angela. The name would change again to San Angelo in 1883 on the insistence of the United States Postal Service, as San Angela was grammatically incorrect in Spanish. The town became a trade center for farmers and settlers in the area, as well as a fairly lawless cowtown filled with brothels, saloons, and gambling houses.



An RQ-1K Predator Drone on static display at Goodfellow AFB

References:

<http://www.militarybases.us/air-force/goodfellow-afb/>

<http://www.goodfellow.af.mil/About-Us/Fact-Sheets/Display/Article/372978/goodfellow-air-force-base-history/>

Winston Churchill "World War Two"

Wikipedia

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## President's Post

Thanks to Andy Werback, EAA Ch 124 Pres.

Thank you Bob Nicolas for a nice talk about how PropJet came to be and a little about Rolls-Royce turbine engines in the Silver Eagle P210N. There's a nice article about [Bob and PropJet Aviation](#) in AOPA if you are curious. Some years ago, Richard Collins used to write about his P210 and how useful it was for his flying needs.

I guess it's almost time for AirVenture 2018! Just received the NOTAM (June 18). As usual, we'll fly the Fisk VFR arrival and hope the high/low flight paths are in working order. Last year, with the marginal weather, the arrival was pretty marginal too. About half

of the time, we get to go behind fast traffic to 36, the rest of the time we're vectored off to 27 with flaps and gear down, and then have to taxi around the airport to get to homebuilt parking. Never a dull moment, and we're not a Glasair, either.

This year, we're planning on spending the usual week doing judging and talking to everyone that walks by in front of the Homebuilt Headquarters. I do the judging and Sam does the talking. Judging runs from 8AM to about 3 pm every day, unless the air show starts earlier. It's a long day, lots of airplanes scattered about. Hopefully we have seen them all by Thursday, and then can do a quick recheck Friday morning for any late arrivals.

What makes the trip especially interesting is our overnight stop on the way to Oshkosh. Last year it was Ft. Leavenworth. This year, we're planning on stopping at Rapid City, North Dakota, to spend a day visiting Devil's Tower and the South Dakota Air Museum at Ellsworth AFB. That way we can arrive around noon on Sunday for a judges briefing and to make sure we're all on the same page.

Notes from the Board #1 - We've been discussing some thoughts on a STEM project, maybe teaming up with Windsor High School and sharing some resources where we can. At this point, we haven't been able to get any traction for various reasons, and the project is in the closed file. We could, however, think about adding something like wing ribs to the Young Eagle events, relatively cheap, but of course requires a couple of volunteers and some equipment.

Notes from the Board #2 - Regarding the Disaster Airlift Relief Team (DART), we are still holding discussions on how to form a supporting DART organization for Sonoma County, and are looking for people would spend some time as part of the core team. Currently, we have a few local volunteers, but are waiting for a bit more interest from the local pilot community. Call if you're interested.

Have a great 4th of July!

Note - July EAA is JULY 11. It is NOT July 4.

## Fly Mart

### Looking for a Safety Pilot :

I am an experimental pilot new to the area and based at STS. I am interested in finding other pilots at STS who might be interested in swapping safety pilot functions to maintain IFR currency during the cloudless summer months. While the safety does not need to be IFR rated and current, if he/she is, I would be happy to play the safety in return.

Email: [Lew Nashner](mailto:Lew Nashner) ([lewnashner@att.net](mailto:lewnashner@att.net))

### Free – ½ cord of cut and dried pine wood:

Good for kindling. Free

Here at the Eaa 124 site, ready to load – come get it now.

FREE Call Larry – 575-0331

### For Sale RV-12 Project: (5-18)

All parts necessary to finish, including Avionics with ADS-B. Extras include: Factory fuel tank, Vernier Throttle, Landing gear upgrade, many small upgrades.

Avery tool kit, Large tool box. air compressor, drill press, 1" belt sander, scotch bright wheels on grinder. 2 each 3' x 3' work benches.

Joe Arluck, 925-455-9954, [jaarluck@comcast.net](mailto:jaarluck@comcast.net)

### For Sale: (10-17)

Garmin GDL 39 Portable ADS-B and GPS Receiver

Paid \$800 for sale at \$200

James Carraway 415-300-6150

### For Sale: (8-17)

Glasair 2 FT serial#1077 Wing closed, control surfaces all completed, future vision instrument panel, kit was inspected by Al Negrin about 12 months ago when I bought it and found to be in excellent condition with good build logs and excellent craftsmanship. Wing and fuselage separated for shipping. Asking \$10,000 for the kit.

Also have a lycoming IO-360-B1E 0 hrs since rebuild by Dick Demars Aero. chrome lined cylinders, slick mags, plate says 200hp because it has 9:1 or 10:1 compression (I have to check the build logs). Built a long time ago, but recently inspected with cylinder #2 removal and boroscope.

Asking \$15,000 obo

Call Owen Fredericks 530-591-7554 [owenfred@gmail.com](mailto:owenfred@gmail.com)



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## News / Notes From the Editor...

Please take a look at Lew Nashner's request for a safety pilot swap for working on IFR currency in the "Fly Mart"

**One more reminder: THE JULY MEETING IS ON JULY 11.**

## Interesting Aviation Links

Hellcat! -[Click Here](#)



## **EAA Chapter 124 Board Meeting Minutes**

**June 6, 2018**

Meeting called to order by President Andy Werback at 5:45 PM.

Present were Andy, John Whitehouse, Larry Rengstorf, Brien Seeley, Josh Hochberg, Stephen Mann, Dan Steinhoff, Mike Tovani and David Franco.

Andy reviewed the status of several items of old business:

- Bump System – Committee work continues; Marlon will report when he returns.
- EAA Chapter Survey – As stated last month, this will wait until Young Eagles requires less of Josh's time.
- PCAM Airshow – Sept 22/23; EAA124 will put on the dinner for show volunteers; a sheet will be passed around at tonight's general meeting to sign up dinner workers.
- DART – Discussions continue.
- The discussion of 501(c)(7) to (c)(3) conversion cost-benefits was deferred until Marlon and Ben return.

In new business, there was discussion of conducting an Open House, Hangar Sale or Fly-In as additions to the next Young Eagles event on August 25. Several people noted that a fly-in would be incompatible with a Young Eagles event, but the others might work.

Andy reminded the Board that a Nominating Committee will need to begin work soon to prepare for November elections.

John Whitehouse noted in his Treasurer's report that our rent to the County is going up by 2% this year.

Larry announced that derelict aircraft have been moved to the taxiway. He recommended giving unused spots back to the airport. The site was mowed and weed spraying is scheduled. Larry will be gone to Washington, D.C. June 12-19.

Josh reported the Young Eagles program at Cloverdale was successful, although there were a few stomach problems due to turbulence. He said the flight patterns should be modified next time there is questionable air. Ginger root and/or gum were suggested as preventatives.

In his membership chair report, David Franco suggested the

chapter consider using PODS-like storage or build-boxes for new member projects.

Meeting adjourned at 6:23 PM.

The Secretary gratefully acknowledges the diligence and cheerful help of Stephen Mann, whose excellent notes made these minutes possible.

Respectfully submitted,

Ben Barker

Secretary

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## **EAA Chapter 124 General Meeting Minutes**

**June 6, 2018**

Meeting called to order by President Andy Werback at 7:12 PM.

Andy thanked the volunteers who shopped for, prepped, cooked, served and cleaned after dinner.

Visitors and new members were welcomed. Andy offered special thanks to Stuart Deal for his continued work on the newsletter and to John Palmerlee for his work on the website.

The minutes of the Board and General Members meetings for May 2018 were approved as submitted.

John Whitehouse submitted the Treasurer's report, noting that expenditures were high but within reason.

Larry Rengstorf reported the site was mowed and weed spraying is scheduled.

Josh Hochberg had to leave before the Young Eagles report, but his Board report was paraphrased by Andy. The next Young Eagles event is scheduled for August 25 at STS.

Andy noted that nominations for Chapter offices next year will be coming up soon.

John Palmerlee gave the report on the CAFE Foundation. He noted news reports of the crash of a Siemens hybrid diesel-electric Fusion aircraft in Hungary two days before the meeting. The event is

causing some concern about the development of electric aircraft, pending the results of Siemens' investigation. John reported on the development of inexpensive lightweight pressed wood fibers, approaching the strength of carbon fibers, with obvious aircraft application. He also listed several of the planned CAFE speakers at Oshkosh.

Brien Seeley stated that the Sustainable Aviation Foundation has reports available on the measurement of tire noise, a possible issue for electric aircraft. He stated that at runway sideline distances, measured sound levels were less than 50 decibels, perhaps as low as 45. With tire inflated up to 70 psig, noise was even further reduced. In a side note, he observed that higher tire pressures can also improve the maximum range of battery-electric cars as well, although handling and brake issues need to be addressed. Following the May SAF symposium, Brien reports sixty-seven different startup companies in the VSTOL business area.

Andy presented a developmental organizational chart to begin a local DART.

Bob Nicolas gave an interesting and informative presentation on the Rolls Royce Model 250-B17 Turboprop engine, including its development, use, and local history.

The Secretary thanks Stephen Mann for again stepping up to fill in for him by recording the excellent notes that are the basis of these minutes.

Respectfully submitted,  
Ben Barker, Secretary



Vultee BT-13A Valiant static display at Goodfellow



Douglas C-47A on static display at Goodfellow



## Chapter 124 Contact Information

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cell: (707) 953-5021

**Young Eagles:** Josh Hochberg (415) 999-0949  
**Librarian:** Walt Ferris (415) 482-8331

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

Chapter meetings are held on the first Wednesday of each month at 7:00 pm. FOOD (\$7) AND SOCIALIZING (free) from 6:15 to 7:00 pm. EVERYONE IS WELCOME!

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.

Members are invited to submit articles of interest. You will be notified whether or not an article will appear in the current issue.

Please email articles to: eaa124newsletter@sonic.net

or mail to:     Stuart Deal  
                  430 Secretariat Ct  
                  Santa Rosa, CA 95401

Deadline for newsletter submissions 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.

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