



The Flying Wire

**Chapter 124
Experimental Aircraft Association**

**Volume 56 Number 2
February 1, 2017**

Board Meeting - 5:30 pm

Dinner - 6:15 pm (\$7 donation)

General Meeting - 7:00 pm

Table of Contents

February Program1
Events1
Bottled Up1
Baby's Pirep3
Presidents Piece6
Fly Mart7
News/Notes from the Editor7
Aviation Links8
Board Minutes8
General Minutes8
Contact Information9

www.EAA124.org

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--- Mail ---
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February 1, 2017 Program

Brian and Samantha Sullivan: Propellers

Brian and Samantha Sullivan will be visiting from Hayward to talk about propellers. Maybe even talk about your propeller (the one that was supposed to be overhauled 10 years ago!). This is a very interesting presentation, and very relevant. See you there!

Dinner Menu

Lasagne w/ meat sauce, garlic bread, super salad, cookies. Sorry, no wine. \$7.

Events Calendar

Please send info about upcoming events!

Please send us information if it comes your way!

Bob Gutteridge: bob_gutteridge@pacbell.net

Stuart Deal: eaal24newsletter@sonic.net

January 1 fly-out bob_gutteridge@pacbell.net

Ford Tri-Motor at Lampson Field

February 19-22 Th 2-5 Fr-Sun 9-5 [Advance Online pricing:](#)
[Adult \\$70, Child 17 and under \\$50](#), Walk-up \$75, 1-877-952-5395



The Yellow Bottle of Gran Marnier

(by Andy Werbak)

Back in the 1980s, when I worked for Applied Technology and its offshoot, Phase Two Industries, we had delivered the AN/ALR-67 Radar Warning System to the US Navy, and several other F/A-18 customers such as the Royal Canadian (RCAF) and Royal Australian Air Forces (RAAF). I didn't interact much with the US Navy after supporting some bench (laboratory) test and flight tests at Naval Weapons Center, China Lake and Naval Air Test Center, Patuxent River, but I did get involved with the Foreign Military Sales. By the way, these were primarily the F/A-18A and B models, at that time.



RCAF F/A-18 at Cold Lake, Alberta

The Canadian and Australians were a lot of fun. Very intense, very methodical. They wanted to know what they had and how to use it. Keep in mind, that when they flew the F/A-18s, they really worked them out. One of the first F/A-18s we saw at Cold Lake, Alberta, had been stressed so much that they had it apart in order to rebuild it.

One of the most interesting trips was to CFB Hugesheim - not too far from Baden Baden, West Germany. It is now the regional airport, but at that time, a squadron or two of CF/A-18's, part of NATO, were based there in shelters. Two of us were assigned to

update the RCAF aircraft at Hügelsheim. We stayed in a small Gasthaus in Hügelsheim – very simple, traditional. A totally new experience for us.



RCAF 416 Lynx

The shelters were pretty interesting for someone who had never seen one. There was space for 2 aircraft, one in front of the other, with heavy blast doors, and a thick sod covered roof. They were parked ready to go. Taxi in, taxi straight out. Only problem was, the door keys were kept by the German caretaker. Most of the shelters were opened up on time, but one shelter had to be skipped until the next day. Sort of strange arrangement – suppose the jets urgently needed to go somewhere?

We could only work on the ALR-67's at night. Our job was to update the threat information, known as a User Data File (UDF). We could program the UDF from a front panel connector – hook up the ground power unit, open up an avionics access panel, hook up to the box, turn on the Master Switch, turn on the EW switch, and program the unit. Check to make sure it updated OK, power down the aircraft, and close up all the stuff we had opened up. The process took awhile, and we would program about 4 aircraft each night, then go back to the Gasthaus to await the next evening. Pretty exciting.



One day we went exploring in the town and came across a little store that sold goods to the Canadians, exclusively. We went in, no problem, and discovered that they sold a 50% (40 proof) version of Gran Marnier. Exactly the sort of thing that Sam was looking for.

Since we were working for the Canadians, on a government contract, we figured we should have commissary privileges, right? Well, not so much – after some negotiations, we managed to pay the bill and escape with a bottle of Yellow Label Gran Marnier. I'm pretty sure they started enforcing the rules after that, but there is nowhere else in Europe, that we've found, that sells the Yellow Label version of Gran Marnier.

One evening, we went to work on an F/A-18 – get the door open, turn on the lights, start a log entry, etc. We turned on the airplane's Master switch (F/A-18s are pretty noisy just with the cooling fans), and got started. When we were done, we noticed that the ALR-67 box was pretty warm – somewhat unusual for just a short time. We looked around and discovered that the aircraft's avionics cooling ducts were disconnected for servicing, and very inoperative. Nobody had bothered to mention this. Well, the ALR-67 box was hot – pretty darn hot. But, I had done a few months of temperature/altitude chamber testing, and I can say that that on the 70,000' test cycles, there is NO air, and the box does get really hot, so it survived OK.

After finishing up our tasks, we had a couple of days to travel and look around. We spent one night in Basel with Sam's relatives, then a quick trip over to Fussen to see mad King Ludwig's castle Neuschwanstein. Very nice. We made it all the way back to Heidelberg for the night (that's another story – great town), and finally on to Frankfurt the next morning.

The bottle of Yellow Label Gran Marnier? Well, it's still kicking around, but after 35 years, it's time to for one last sample, then thanks for the good times!



A Fly Baby Pilot Report

(by Ron Wanttaja)

(Ed. A recent issue of Sport Aviation featured a Flybaby Biplane this article is from Ron Wanttaja's extensive site for that plane. Here is his article, from the beginning:)

I'm rather fond of this article...it was the first sale I made to KITPLANES magazine. It ran in the February 1989 issue. Some of the information in here is obsolete; for instance, N500F is no longer operated by the flying club.

FLY BABY: NOUVELLE CLASSIQUE

The sun glints off fabric-covered wings as you turn final. Wind slips through the wires and past your borrowed leather helmet. Blue sky curves overhead. The exhaust crackles when the pilot closes the throttle. The stick eases back. Fat tires kiss the grass, and the tail settles gently to the turf. Up with the goggles and off with the helmet as the engine shudders to a stop.

Then you climb out, thank the owner, and start looking for your rented Cessna.

Why don't we all own open-cockpit classics? Cost, you say. They're the domain of those folks with the desire to protect old planes and the six or seven-figure income to afford it. You'd have to sell the house just to afford the down payment on the insurance.

But there's a "nouvelle classique" out there; an open cockpit, wire-braced classic few have discovered. One that costs less than the doggiest 150.

The plane? The Bowers Fly Baby. Designed by Peter M. Bowers, a Boeing engineer, the Fly Baby won the first EAA design contest back in 1962. The 'Baby is everyman's homebuilt... cheap and easy to build, fly, and maintain. Over four hundred have been built, and they turn up quite often in Trade-a-Plane or on airport bulletin boards.

Mention "single seat homebuilts," and most people think of really tiny aircraft. But that's untrue in the case of the Fly Baby. The wingspan and length are only a couple of feet less than a 150, but even a 65 hp Fly Baby has better wing and power loadings. Many are upgraded to 85 or even 100 horsepower. The deep fuselage encloses all but the pilot's head. The prop hub is at eye level, and the wing is broad and long.

The basic structure is spruce, with 1/8" marine mahogany plywood on the fuselage and fabric-covered wings and tail feathers. Both the low wing and horizontal stabilizer are wire braced.

The Fly Baby is the "transformer" of general aviation. The

wings fold, the plane can be converted from monoplane to biplane in an hour, the cockpit can be enclosed, and floats can be installed. On land or lake, a Fly Baby can do it all.

It's always a problem to pick a representative example of a type of homebuilt. We'll fly N500F, Peter Bowers' original, now operated as a club airplane by Seattle's EAA Chapter 26.

Five-Hundred Foxtrot has over 1600 hours, which is a lot of time for a homebuilt airplane. By definition, the prototype is "stock." But Bowers always tried out improvements on his own airplane first, so left-over ironmongery sticks out here and there. 500F packs an 85-horse Continental with a steel prop.

Our preflight inspection starts in the cockpit. Just basic VFR instrumentation on the panel, with throttle and carb heat mounted on the left side. When preflighting any folding-wing airplane, it behooves the pilot to ensure his wings are rigidly attached. Inside the cockpit, this consists of checking the four wing-spar pins, the aileron pushrods at the base of the stick, and the humungous turnbuckle connecting the left and right sets of landing wires.

A small door behind and above the seat opens into a long storage compartment. Some builders have enlarged this turtledeck compartment to carry a tent and other camping gear. N500F has the standard turtledeck, which can be quickly replaced with one incorporating a closed canopy.

The exterior check is standard for a fabric-covered airplane, with a few additions. Check the glider hook on the tailwheel. N500F doesn't have an electrical system and must be hand-propped. The glider hook removes most of the danger... tie a rope to the hook, start the engine, climb in, and pull the release handle to taxi. It's lighter and cheaper than a battery, wiring, fuses, starter, regulator, generator, etc., and doesn't require a transponder under the FAA's new Mode C rules. The hook dates from a period where Bowers received a glider-tow waiver for N500F. Basic tests were performed, but then the FAA inspector discovered a policy change no longer allowed experimental-category towplane waivers.

The engine compartment is the same as a J-3 Cub. In fact, it is a Cub. Same engine, same mount, same cowling. The fuel tank mounted in front of the windshield also came from a Cub.

Check the landing gear region next. On each wing, flight loads are transferred via four wires to the wheel hub, and thence to the axle. The axle is solidly held in place by the gear legs and a double-vee of wire bracing between them. Atop the wing, the landing wires tie together at the turnbuckle in the cockpit.

Care must be taken with any folding-wing airplane, lest Saint Peter administer your next BFR. But the Fly Baby's system is simple and strong. The wings are braced by a total of sixteen wires, but they are connected to form four bundles. Slack off the cockpit

landing wire turnbuckle, remove a single high-strength steel pin from each wheel hub to disconnect the flying wires, and pull the spar pins and the aileron disconnects. Slide out the wing panels, rotate the trailing edge up 90 degrees, and fold the wings alongside the fuselage.

Fly Babies ride quite well on trailers, but they have their limits. Two of Bowers' friends once cut a corner too tight and ejected 500F at a fair rate of speed. Bowers, an inveterate shutterbug, only complained that they hadn't taken a picture of the result.

Back to the preflight. The wheels also came from a Cub; big, fat, low pressure tires. Since the axle is rigid, the tires are the only shock absorbers. Baby those big rubber bagels; they sell for around \$125 each.

Note an unused wire tang on the lower longeron. It's used for the flying wires when the biplane wings are installed. The biplane setup consists of four panels (each about 75% the size of the monoplane wings) and a top wing center section. The center section is set forward to allow cockpit access. Eleven degrees of sweepback keeps the center of lift on the C.G. With the help of a friend, you can convert from monoplane to biplane in about an hour. The monoplane version is the Fly Baby 1-A; the biplane's official name is Fly Baby 1-B. Legally, changeover from monoplane to biplane requires only a log entry.

Other unused fittings under N500F's fuselage date from an ill-fated period when twin Edo 990 floats were installed. The floats came from an Aeronca C-2, with less than half the horsepower and a lower thrust line than the Fly Baby. The floats were originally installed too far aft. The first time Bowers gunned the power for takeoff, the nose of the floats dug in and the plane flipped into Lake Washington. Bowers quickly surfaced, yelling, "Get a camera! Get a camera!"

The Fly Baby was hoisted out, dried, and the floats were reinstalled further forward. It flew successfully for a while, until it sank again after a downwind landing by another pilot. The wheels went back on.

Since it's been fifteen years or so, we can assume the plane is dry enough for our test flight. Knot a loop in a tiedown rope and secure it in the glider hook. With a shot of prime and a quick pull of the prop, the C-85 breaks into an easy rumble. Don your helmet and goggles as the engine warms up. They aren't just for looks; the wind will beat your hair to death without the helmet. When ready to go, step onto the wing root, lift your leg over the coaming, and slide down into the seat.

One reason the Fly Baby won the EAA contest was its comfortable cockpit. Bowers is over six feet tall and designed the plane for his own frame. The cockpit is about 24 inches wide, and a

little tighter where the coaming curves in. Once in place, you can't move much. But where would you go? I'm large (well over the 95% percentile) but there's always enough room to work the controls. But when wearing a sweater and coat for winter flying, I fit the cockpit like a cork.

Fasten the seat belt and shoulder harness, pull the glider hook release, and you're ready to taxi. Like many taildraggers, forward visibility is poor and requires minor S-turns. The squishy tires give a good ride, but have a weird resonance: At a certain speed, the plane jiggles up and down like a dribbling basketball. A change in back pressure or speed stops the jiggle.

Run up, check the controls, and the 'Baby is ready to fly. No radio, so check the pattern carefully. Taxi into position and apply full power.

The Fly Baby is has a sensitive rudder, which results in mild swerves the first few flights. Most taildraggers demand attention during takeoff and landing and the Fly Baby is no exception. You have to fly this plane all the way back to the hangar (old taildragger pilots say it's a good idea to sneak back later to try and catch 'em at something). But the acceleration is good, and flying speed is quickly reached.

After an easy five hundred foot run, the Fly Baby lifts off and turns into a pussycat. Pitch control is light and responsive, ailerons are heavier but effective. Climb rate is about eight hundred FPM, with a good climb gradient. Move the stick slightly to the side, and the wing drops gracefully.

The slipstream caresses a cheek to introduce you to that old friend, "Adverse Yaw." The ailerons are the non-Frise type. A 2:1 aileron ratio reduces the problem somewhat, but your feet will never go to sleep in a Fly Baby. Bowers includes flying hints with the plans, but the flight manual for the Fly Baby is sold in any aviation bookstore: Wolfgang Langewiesche's Stick and Rudder. Read it and believe, and you'll speak the Fly Baby's language.

The first time in an open cockpit is incredible. Perfect visibility! No semi-clouded, bug-flecked plexiglass. Movement in the corner of your eye means another aircraft, not a moving shadow on reflective glass. The only blind spot is the wing directly below.

The military-style square windshield cuts the slipstream quite well, leaving only minor drafts around your torso. The cockpit is quite warm and snug; a leather jacket, gloves, and sweater are sufficient for flights down to 35 degrees Fahrenheit. In much of the country, an open cockpit airplane doesn't have to sit idle all winter. Remember, the turtleneck can be replaced with one mounting a sliding canopy during cold snaps.

Time for some stalls. With open cockpit and birdcage of bracing wires, the Fly Baby slows up NOW when power is reduced. The

sighing of the wind through the wires dies as speed drops. A shudder, and the stall breaks at about 45 indicated. The nose drops quite a bit; no gentle Champ stall here, and all that drag means slower acceleration. The rudder remains effective, easily picking up dropped wings.

It's hard to concentrate on quantitative assessments of the Fly Baby's flying qualities. The plane just begs to be thrown about. Not with the eager twitchiness of an aerobatic biplane, but a solid feel that lets you know exactly where you stand. The slipstream roars in a dive, whispers in slow flight, and pats the side of your head if you're lax on the rudder. The plane is stressed for light aerobatics: a lazy loop, or a wide barrel roll on a clear summer's day. If you must fly straight and level, the airspeed will register about a 90 mph cruise.

Back to the field. Keep that solidly-fixed landing gear in mind. A small drop that you wouldn't feel with Cessna spring-steel gear legs will rattle your fillings in a Fly Baby. Fly the pattern around 55 to 65. With power cut to about 1500 on turning base, the plane glides like a clean power-off 150. Pull the power off all the way on short final, and the Fly Baby drops like a dirty 150. Slips result in an awesomely steep descent with a small airspeed rise.

Over the threshold, make sure the power is all the way back and start your flare. For the first ten hours or so, wheel landings will plunk those \$125 tires down as gently as possible. If you bring it in too hard, you'll feel the wheels bottom out as plane springs back into the air. Catch it with power, and ease it down again.

Even a good wheel landing may cause a little skip, but it's nothing to be concerned about. Ease forward on the stick to plant the tires. Never pull back; let the tailwheel settle on its own. Those big wings have a surprising amount of excess lift. If you try force the tail down, you'll be back aloft with little airspeed.

The elevator loses effectiveness early, plopping the tail back to the concrete. With the tail down, the Fly Baby quickly loses speed. Painting it on takes about eight hundred feet, but a skillful stall landing can be done in about half that.

Can a trigear pilot of today handle a taildragger Fly Baby? With a few hour's checkout in a Cub or Champ and a thorough cockpit check, there should be no problem. Only one of our club members had previous conventional gear experience. One took five hours of Champ dual, then flew N500F back to Seattle from Oshkosh with no problems. Ross Mahon, our club president, logged his first taildragger hour in the Fly Baby. He just taxi-tested it until he felt comfortable. In the carefree, liability-innocent days of yore, Bowers let anyone with a pilot's license fly N500F. The names of over 270 pilots are in its logbooks.

One thing to remember is that homebuilt aircraft are not Cessnas or Pipers. Homebuilts emphasize performance and sporty

handling, and aren't as forgiving as the factory iron. Fly Babies aren't toys, and remember... your first flight is solo.

A used Fly Baby is the best bargain in aviation, appearing on the market for little more than the cost of the engine. Expect to pay somewhere in the \$2,500 to \$6,000 range. A 1986 model with 80 airframe and engine hours sold recently for \$4,800, and that seems to be a typical price. Expect to pay more for a biplane Fly Baby. [Note that these are 1988 prices - RJW]

As with buying any used airplane, a pre-purchase inspection is vital. Any mechanic can check the engine, fabric, and structure. Wood decay is always a concern, especially if the plane has been stored and neglected. Don't expect to be allowed a test flight unless you can prove that you are both serious and qualified. You may have to work out a prepurchase agreement allowing you to return the undamaged airplane if unsatisfied. Check what options were built into the aircraft... some are built without folding wings, and few have the removable turtledeck. Some have closed cockpits and fairings for faster cruise. There are a few two-seaters, but most were built without the designer's blessing.

A Fly Baby is the perfect cure for those "I can't afford an airplane" blues. In the last five years, N500F's only maintenance glitches have been a new set of tires, a sunk carburetor float, and a new magneto coil. Got three friends? Kick in \$1250 each and buy a Fly Baby. Split insurance, hangar, and maintenance four ways, and you each pay about \$50 a month. Charge \$5 an hour (dry) for a maintenance kitty. The small Continentals will happily burn autogas at about five gallons per hour.

Don't want to trust someone else's workmanship? Or can't find one equipped exactly the way you want? Fine, the plans are still available as are the materials. A complete Fly Baby spruce package costs only \$554 from Aircraft Spruce and Specialty Company. Even if you buy a used model, a set of \$50 plans make a great maintenance manual.

There's nothing like the feel of slipping down to a soft grass field in a classic taildragger. Or cruising above the fall foliage, wrapped in leather and wool in a snug open cockpit. Don't you feel a little embarrassed wearing that leather flying jacket in a Spam Can?

Fun to fly, cheap to own, and with classic looks to boot. Who could refuse a Fly Baby?

President's Piece

(by Andy Werback)

Greetings! I hesitate to mention the weather once again, especially since it's sunny today, but last month I reported on 25" since Oct. This month, we've had 25". 50" total. Not bad. Not a lot of flying either...I need to work on that. But part of the reason for not flying much is that there's a lot of activity at PCAM - the Ford Tri-Motor event, getting volunteers, coordinating with Sonoma Jet (they make it so Easy!). By the way, PCAM has a new website up and running - check it out.

I guess this is now officially the President's Piece. Better than some other things I can think of...

Thank you John Whitehouse for a very interesting presentation last month on the Horton brothers, their designs, and the HO-229. It seems like there is a resurgence in aeronautical exploration lately - making aircraft safer with better aileron design, more efficient with the Prandtl Wing design, not to mention materials, electric power, energy management, and advanced propellers. Some of this of course ties into the EAA's Loss of Control program and the Founder's Innovation Prize. Is there a new kit or plans design that we can build? We need something to get younger people involved in EAA, maybe this is heading in that direction.

If you read Air and Space Magazine, there is a good article on John Glenn - man of many talents. The article mainly covers his two space flights, the second at age 77 to do long term aging studies. The especially interesting part for me was that a lot of the observations and anecdotes were provided by Stephen Robinson, PhD - who spoke here in 2015 about his Return to Flight mission on Discovery.

We had a very productive Young Eagles planning meeting on Tuesday at SJC. Thank you Josh and Alan for hosting this and everybody who attended. We hope to have more participation this year, and that means more Volunteers. Yes, that's what we really need. Pilots and ground volunteers. Really! This is something you can help with, and it means a lot. Josh will give us an update at the meeting.

Fly Mart

For Sale: (12-16)

Tripacer wings- need recovering. \$2500
Lycoming O-320, 1230 SMOH Last annual: 2014
Strattus II \$500
Engine mount for Piper Pacer. \$150
Call Jim DuVander 707-953-0129 jim@duvander.com

For Sale: (11-16) 1974 Starduster too O-360 180 hp - Hartsell
Constant Speed Prop - Icom 250 - Intercom - Transponder -
642 TT In Annual - Same owner for the last 16 yrs
Contact Ray or Sher 707-584-9683 or 415-999-0949

For Sale: (10-16) 2009 Van's RV-9A TTSN 590 hours. Engine is a
Titan O-320 with dual Light Speed Engineering Plasma II+
ignitions systems, and Sterba prop. Instruments include--
Dynon D 100 EFIS, Dynon D120 EMS, Dynon 2 axis auto pilot
with AP74 panel, Garmin 196 GPS, Garmin GTR 225 comm
radio, Narco AT50A transponder, Byonics APRS tracking
system. Asking price is \$70K.
Bob Ferguson 707-539-5665

For Sale: (8-15) disassembled continental A65 - needs crank and
camshaft. New engine gauges, ammeter, airspeed indicator,
new aluminum prop extension and new brake actuator.
Paid \$400 - Byron Barnes 707-980-4818
barnesbyron75@gmail.com

For Sale: (7-15) Seat Parachute - needs a fresh repack but
otherwise in very good condition. Will sell it cheap to a member
if interested \$350. Steve Pizzo, 707-829-7038

For Sale: (7-15) RV-6A Tricycle, Less than 80 TT, 180 HP -
\$79,900. See Flickr link below. Ogden Utah. Call Angelo at 801-
391-3873 <https://www.flickr.com/photos/angelosrv6a>

For Sale: (7-15) Two Bendix magnetos for 4-cylinder Lycoming (O
or IO 320); converted Falco to dual electronic ignition. 1 left, 1
right rotation; both with impulse couplings. Harness, impulse
coupling adapters, long mounting studs included. Time in
service: 344 hours. Also available: 4 new Tempest massive
electrode spark plugs, 4 well-used Champion fine-wire spark
plugs, 1 brand-new TSO'd magneto noise filter. \$250 each,

\$450 for both. Peter Lert, peter.s.lert@gmail.com,
707-508-7500.

For Sale: (7-15) Garmin D2 pilot watch with GPS, worldwide
airport database. Bought for Atlantic ferry flight that was
canceled; worn 1 day to prove it works great, so basically new.
Original box and all accessories included. New \$450, will sell for
\$375. Peter Lert, peter.s.lert@gmail.com, 707-508-7500.



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News/Notes From the Editor...

A Beautiful Ford TriMotor Visits:

The Pacific Coast Air Museum is hosting the EAA Ford Tri-Motor at Santa Rosa's (KSTS) Sonoma Jet Center, February 2 thru February 5, 2017.

We are looking for volunteer ground crews to assist with passenger and aircraft operations. Positions needed for each shift include Shift Leader, Passenger Escorts, Starter, Crowd Control and Cleanup. We will have two shifts per day, approximately 8AM to 1:30, and 1:00 to 5 PM.

The first day, Feb. 2, is afternoon shift only.

Please contact PCAM in person or at 707-575-7900 to indicate your availability (days, shift, contact info). KSTS AOA Badge Holders are most needed.

Andy Werbak

[February 2-5 Ford TriMotor visits STS!](#)

We just concluded our Tri-Motor tour stop at Lampson Field, and although it was cold and rainy, we did OK under the circumstances. Below is a link to the training video for your volunteers in case they don't have it yet. I would say that it is a must know item. We also distributed the Volunteer's Guide from the online Chapter Tri-Motor manual. If any of you have any questions on the operation, just let me know, I'd be happy to brief. Good luck, I think you'll do well.

Paul Trexel

[Click Here to see the training](#)

Interesting Aviation Links

(thanks to Larry Rengstorf)

Colorado Droning - [Click Here](#)

What a beautiful place - I will always remember my growing up there. This video makes me home sick again. recognize many places. I would love living there - but can't handle the snow & cold now.

Places in the video: - Mountain stream (Frisco) - Bangs Canyon (Grand Junction) - American Basin - Million Dollar Highway - Blue Lakes Trail (Ridgway) - North Clear ...

LR

EAA Chapter 124 Board Meeting Minutes December 7, 2016

The Board Meeting minutes have been delayed. Please accept the apologies of the staff.

EAA Chapter 124 General Meeting Minutes December 7, 2016

The General Meeting minutes have been delayed. Please accept the apologies of the staff.

EAA Chapter 124 Board Meeting Minutes January 4, 2017

February 2-5 Ford Trimotor flights hosted by PCAM at Sonoma Jet Center, asking for EAA Volunteers.

Michael Downs RV-4 project Steve helping with solve problems.

Election: Brien Seeley is filling the board slot left by Marlon Young moving to Vice President.

Officer's Manuals received by Dan Steinhoff and Josh Hochberg. Ray and Sher's officer manuals available.

Discussion of bringing ideas next month of what committees or other responsibilities each board member will take.

Marlon Young suggested a raffle among board members for 2017 programs.

Treasurer John Whitehouse reports we are "in the black" for 2016. Some hangar rents are in arrears.

Larry Rengstorf reports rain is causing erosion of the driveway. Leveling needed, not gravel.

Josh Hochberg - Young Eagles planning on 3 events in 2017. Will schedule a Young Eagles committee meeting. Looking into whether the extra day should be at Cloverdale.

EAA Chapter 124 General Meeting Minutes January 4, 2017

Called to order by Andy Werbak

Applause to thank the cooks.

Visitors introduced themselves: John Vizlay, Dominic Cerniglio from EAA Chapter 11 in Santa Monica California.

Welcome to new officers -- Marlin Young VP, Steve Barnes, Brien Seeley, Josh Hochberg, Dan Steinhoff and thanks to Jim, Ron, Ray and Sher

Thank you to Stuart for the newsletter, John for the website.

Minutes were not posted so deferred acceptance to next month.

President Andy Werbak --

Recalled memories of Henry Beadle long time member, 104 years young. Discussion of Memorial and visit to Remo Galeazzi's. Remo in good spirits.

The Marquart Charger by Remo on YouTube

<https://youtu.be/BU9KLV0vluQ> by Glenn Gordon mentioned.

John Palmerlee gave the Cafe Report.

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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: eaal24newsletter@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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