

The Flying Wire



**Chapter 124
Experimental Aircraft Association**

**Volume 57 Number 4
April 4, 2018**

Board Meeting - 5:30 pm

Dinner – 6:15 pm (\$7 donation)

General Meeting – 7:00 pm

www.EAA124.org

www.CafeFoundation.org

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April 4, 2018 Program

Baby Great Lakes by Stephen Mann:

"The development of the Baby "Great" Lakes design is a story of a bygone era in Americana. Those involved were not giants of science or industry, they did not win wars or cure illnesses, they were just folks interested in small airplanes - and they had a whale of a time doing it. The Baby Lakes story is bedrock EAA-type fun, and this presentation will try to deliver some of that!"

Dinner Menu

Lasagna, super salad, gastronomical garlic bread, and... you're gonna love this... Carrot Cake (the Real Thing). All for only \$7

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](#)

Flea Market Saturday May 26 9 AM to 3 PM

Boonville Fly-In: [April 8](#)

Bob Gutteridge: bob_gutteridge@pacbell.net

Stuart Deal: aaa124newsletter@sonic.net

Flying Off the Winter Rust

Spring here yet? Not.

(by John Palmerlee)

I hadn't flown since the "first flight" with our chapter in January, and the previous few weekends I'd been nurturing a growing sense of guilt about that airplane just sitting there. Wasn't

sure if it or I would have the most rust when I finally got the gumption to fly.

Sometimes irrelevant things get me going. Like this morning – I decided to go swimming for exercise, and the truck (electric) was all charged up. Hmmm – I could make it to the airport after swimming, and I've been wanting to check on the plane to see if it's decayed into the ground yet (my mind does that to me).

Anyway, I just let it go and figured I'd see how I felt after the swim. That was just fine, and when I drove off from Finley Swim Center, I turned west – it seemed that I wanted to see the plane. Besides, nothing was really needed at home – my wife and I were having an unusually lazy weekend.



Driving north, I saw that attractive curvy yellow arrow above the Steele Lane interchange, and found myself crossing Steele and parking the truck at In-N-Out. Oh, yeah! I got to use the "low emission" spot, so that must mean I was doing the right thing. I eat well MOST of the time – this was just celebrating or something like that. Twenty minutes and I was no longer hungry, and the thought came into my head, "Now I've eaten, so I could even take a flight somewhere."

That was an interesting thought that grew on the drive to EAA

central. The gate worked perfectly – I timed the wait after crossing at 9 seconds (congrats, Larry!). Then I saw the plane, and it wasn't in a heap after all - in fact it looked just like it did in January. Innnnteresting.

"All right, I'll just look it over." I parked the truck under the wing – that's just habit from when I go flying (hehe). I looked it over a bit and said to myself, "Gee – the battery is still charged, and the windscreen is actually clean, and the bird poop on the tail brushes off really easily, and the tires are all inflated..." Pretty soon, I found myself doing a thorough preflight, but I didn't admit that for a while.



...Until those pesky tie-down chains were clearly in the way, and the gust locks made it really hard to check the controls. So off they came. OK, then I admitted it was a preflight, and I checked the fuel, expecting some water from the rains (my upper vent had been exposed). Almost none – surprised me, so then I pulled the plane out on the level asphalt. You're right – that's a bad thing to do if you're not going flying. So what!

The tiny bit of water I got said even more clearly that this was a day to fly. I needed some fuel anyway, and Healdsburg was just a short hop north. Yeah, sounded good to me!

Man that engine started up real nice. All six cylinders, even (yeah - even evenly!) I could hardly keep from appreciating those fine-tuned petrochemical explosions as I climbed northbound into clear smooth air. For those who don't know me, it's not often I'll praise internal combustion, given the electric transportation thing.

Felt pretty good after fueling at Healdsburg. Great day: where-was-everyone type sky all to myself, fresh air, full fuel. Then I heard that call from the North and took off. Puffy clouds at 5,000 sliding by, I aimed for the spot I thought Gravelly Valley Airport was hiding, and in 25 minutes... yes it was!

The mountains had fresh coats of snow, really pretty with the puffy clouds in the foreground and gray nondescript stratus everywhere way up. Some bumps on the way in, but once on the ground, the air was still.

Somewhat artistic, but seriously irritating doughnuts covered the runway. Wasn't as rough as I thought they'd be on the fly-by, but I was grateful for the C170's springy gear – a C180 would have felt it a lot more. I parked off the side in rough ground and took a walk. Found myself going back in time to when my mom and I would walk around the ancient gravel meadows near Gold Lake looking for arrowheads. Yes, I did look – I'm a sucker for that stuff.

The sound of high velocity projectiles echoed off the mountains, but the shooting range wasn't too active, and I felt like I was way out in nature like some wild thing. The mountains to the north were impressive in fresh snow.

I was a little sad on the flight back. I'm aware that my time with the 170 is coming to a close – it's been 40 years now. Bought it just a year before my wife and I knew we were a "big deal." But sadness aside, I'm just as grateful now as back then to have the option to fly. There is nothing I've experienced that comes close to the step up above our flat lives and culture into something that suggests there's a whole lot more here than what we do and see day-to-day.

This article came into my head as I was building the path to this flight. All my life I've thought that things go better when planned out, and in many cases that will always be true. However, on this day, the choices I made were only for each single step and no more. There are times like these where that's the only way something gets done – and these times are happening more and more as I age.

Maybe there is a way to let little steps lead us into the unknown, and just maybe that's one way to keep the rust from developing as a pilot. Growing older, full of to-dos, people to see,

things to maintain... makes it harder for me to plan complex events now. So what if I just "check on the plane" every now and then, and let something other than planning take me for a ride!

President's Post

Thanks to Andy Werback, EAA Ch 124 Pres.

That was fun and interesting – researching and putting together the March presentation on “Consolidated and Convair”. The “Ruben Fleet and Story of Consolidated Aircraft”, by William Wagner (1976) was great reading about a real aviation pioneer. I didn’t have time or space to really get into what Fleet did, but for example, he was instrumental in changing the control “wheel” concept in to the control stick that we use today in sport and fighter aircraft; he also explored the use of a side-by-side seating configuration in a trainer, figuring that would make it easier to communicate, but nobody liked that and we have tandem trainers today. Fleet was an interesting guy, but when things didn’t go his way, he could get a little angry. For example, when, in his estimation, his wife had messed up a bridge hand (and the guests had left, fortunately), he broke the legs off the bridge table. Such was life.

Also want to say Thank You to Sam and everybody who helped with dinner and cleanup – Mike Shook, Arlene, Tim, and Dan. We had a couple of new volunteers – visitors Sandy Beer and Marie Vest jumped in and helped. Kudos!

Marlon reviewed the 2017 Chapter Presentations for the Best Chapter Presentation (we thought the list was a bit short, so we included the 3 presentations from our local pilot friends) – and the winner is – Steve Smith – for his excellent travelogue on flying in Central America. Congratulations, Steve!

And – I am so happy to report that we have a Membership Coordinator!! David Franco bought the Cessna 172 “Skywatch” and is getting it back in the air. He was impressed by the welcoming atmosphere (Thank you everybody that made that happen! Keep doing it!), so I’m sure we will keep him busy.

Dave Ford also joined the Chapter – our newest member. You’ve heard from him before (his son built a pretty nice Lancair

Legacy, N11LL), and his association with aviation and Sonoma County goes way back, so Welcome, Dave!

Just a quick note on Young Eagles – Dates are 21 April (coming up soon!), 12 May at Cloverdale, 25 August and 13 October. Please Mark Your Calendars and let Josh know if you plan on flying or doing ground support.

The Chapter Leader Boot Camp on March 10 went well – we had 35 Chapter Leaders (quite a few Presidents, Vice Presidents, Secretaries, and YE Coordinators, plus several people looking to move into those positions) from Northern California (Hanford, Stockton, San Rafael, Marysville, Calistoga, Oakdale, Concord, San Andreas, Auburn, Livermore, Grass Valley, Novato, Lincoln, Murrieta, Penn Valley), Reno, NV and Bend, Oregon. That’s a lot of driving and not much flying, as the weather did not cooperate. We did enjoy a nice dinner at Giorgio’s with people who showed up Friday evening. Thank you Marlon for coordinating that.

This event was really cool – It was hosted by EAA Chapter Manager John Egan and EAA Chapter Outreach Specialist David Leiting. They are excellent speakers with a wealth of practical knowledge on how to organize, invigorate, and operate a chapter, having been there and done that. David is a relatively recent college grad (University of North Dakota), where he and a few others got Chapter 1342 going by developing a couple of fly-in events and then really following up to make it a “must see” event. And John has been involved in chapters and building airplanes for quite awhile, but just recently (last year) took over the Manager’s job under Charlie Becker. They are both very focused and active in this role, so great to have them visit and bring their expertise.



Before the storm

The introductory message was a video from EAA CEO and Chairman of the Board Jack Pelton, welcoming the participants and thanking EAA 124 for supporting this event. Very nice of him to take the time – appropriately so as this sort of event really helps to bring everyone together. And this, I think, really helps to put Chapter 124 on the map. Even if we are 50 miles from anybody else... But having a nice facility that can be used for this type of event was essential and much appreciated.



Jack Egan addressing the group

One thing of interest (there were many) was that we can use Young Eagle credits to pay for Air Academy – anyone who flies more than 10 YE's in a year earns Chapter credit at \$5 per flight, which can be applied to the Air Academy program. At Chapter 62 we used to send 1 or 2 local high school students to the program each summer just before AirVenture.

Thank you Sam and Larry for your help – Larry conducted a tour of our facility and explained how it came to be. Sam organized early morning snacks and coffee, as well as lunch. Not as much work as a Chapter dinner, but still a lot of running around. The only glitch was when I tried to make a pot of coffee – it took much longer than it usually takes, so Sam made a Starbucks run. Basic problem is that the percolator heating element is shot in both big coffee pots and replacement elements are not available, so we've ordered some new ones.

I would also like to mention that in addition to Larry and myself (although I had to spend some time at a PCAM meeting) several of Chapter 124's members were present – Marlon Young and Stephen Mann, and since Dave Franco was in the area to hopefully work on his airplane, he wound up spending most of the day in the class getting primed for his role as Membership Coordinator. Good job, Guys!



The Group!

As a side note, in addition to meeting many of the other Chapter Representatives, I discovered that one of the guys from Stockton used to do parachute jumping at Calistoga, when we were jumping at Yolo. Nice to exchange a few stories...

We also had a good moment for the Bearhawk LSA plans and parts – they were raffled off and the winner was Walt Eastland, of Sonoma. He’s happy and we’re happy. Can’t beat that.

Note from the Board Meeting – July EAA meeting rescheduled to JULY 11. Be there!



Share for sale RV-8 (see Fly-Mart)

Fly Mart

Aircraft Partnership For Sale: (4-18)

Vans RV8 (Completed ~2010) Lycoming IO-360

Constant Speed Whirlwind Propeller (200RV)

Advanced Flight Systems AF-3500 EFIS

Garmin 496 GPS

Offered at \$25,000 from Loren Betts 707-321-2444

For Sale: (10-17)

Garmin GDL 39 Portable ADS-B and GPS Receiver

Paid \$800 for sale at \$300

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

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

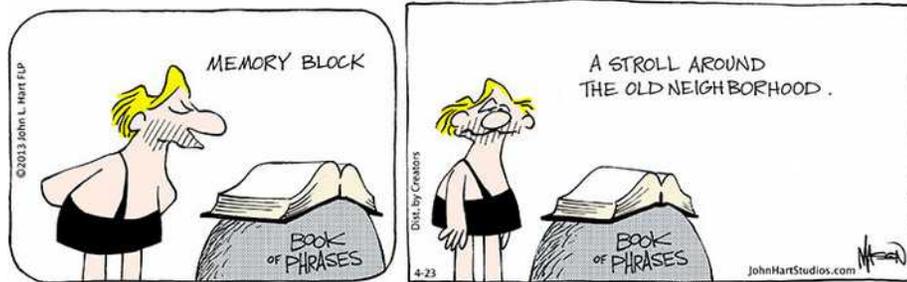
Call Jim DuVander 707-953-0129 jim@duvander.com

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



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News / Notes From the Editor...

I am beginning to notice that as we get into Spring, some of the places you would expect to turn green are not. This metaphor for the many lives affected by the October fires is very real for many folks.

Two things we can be sure about. If the county dries out it can become a tinderbox again on a windy night. However, it is unlikely that the same things will burn again, so double jeopardy is not a threat for about fifty years. As a group, we tend to be optimistic and forgetful about our chances when fires rage, but I have heard of some folks that have sprinkler systems on the outside of their houses. That, a swimming pool and a generator could help.

As long as beauty is flammable we are likely to search out vulnerable places to live but if we find a way to avoid history repeating itself without imposing on the right to live dangerously, it would be a great development.

Interesting Aviation Links (thanks to David H. and Larry R.)

Low Flying Tower - [Click Here](#)

Aviator - [Click Here](#)

C-124 GlobeMaster - [Click](#)

EAA Chapter 124 Board Meeting Minutes

March 7, 2018

Meeting called to order by President Andy Werback at 5:30 PM. A quorum was present: Andy Werback, Marlon Young, John Whitehouse, Stephen Mann, Larry Rengstorf, Steve Barnes, Terry Freitas, Dan Steinhoff and Josh Hochberg.

The minutes of the February 7, 2018 Board meeting were approved as submitted.

Old Business:

1. Josh Hochberg presented a report on the EAA chapter survey. The general goal is to determine member satisfaction and participation, with an additional look at how to attract new members. Andy suggested talking with members of growing chapters who are attending boot camp training this weekend – they might have some relevant comments. Josh believes the best method for the survey is an in-depth approach by telephoning individuals, but should that be too onerous a questionnaire could be mailed to randomly selected individuals.

2. Andy said setup for the EAA Leadership Boot Camp will begin at 7:00 AM Saturday, March 10th. The session is from 8:00 AM to 5:00 PM, with a \$10 cost for a sandwich lunch, collected in the morning. About thirty-five members from various chapters are expected.

3. The donated Bearhawk LSA kit will be raffled off at the Saturday lunch and any proceeds will be offered to John Swanstrom, who lost the tail section of his kit in the Sonoma County fires last year. This proposal was made, seconded, and passed by the chapter board. [NOTE – John has graciously declined this offer, so proceeds will go to Chapter]

4. The ramp-up to identify and organize volunteers for the next PCAM air show is underway. We will be performing much the same duties as last year, but we may add other activities as time progresses. No committees or volunteers identified yet.

5. Josh Hochberg reported that over twenty chapter pilots flew more than 100 children and forty parents during the Young Eagles events in 2017. He then asked for volunteers for the four events scheduled in 2018.

6. Andy again asked if there was any interest in the disaster response (DART) project in the North Bay section monitored by Meg Hurt. While type-certified aircraft were the only ones covered

in the DART presentation, there was nothing to exclude experimental aircraft, so the full complement of chapter aircraft could participate. No resolution was made.

7. The possible involvement of the chapter in a STEM activity was raised, with discussion about volunteers and budget. A suggestion was made that members might donate unused scientific equipment for such a program. In response, Larry recalled that security is a consideration, as several years ago the chapter bought tools that were quickly stolen. Building security was increased and he considers the likelihood of a recurrence to be minimal. No action was taken.

8. The updates to the BUMP system continue to develop. Andy will forward the spreadsheet to Marlon.

New Business:

1. President's Report: Andy reported the planned decommissioning of the STS VOR beacon in 2021. Because of development of new technology, it is likely the impact will be minimal. A chapter meeting is scheduled for the 4th of July; the board decided to put the monthly meeting off one week, to July 11, 2018.

2. Vice-President's Report: Marlon said voting for the "Best Chapter Presentation Award" (whatever it might be...) would take place during the general meeting, and that he would announce next month's presentation.

3. Treasurer's Report: John said last month's balance was "in the black", so the chapter is doing well. This evening is the last date to pay dues for 2018 in order to get into the membership roster. Dues are "due" and delinquent after March.

5. Facilities Report: Larry mounted the Berlin Airlift memento at the front of the clubroom. It is a signed copy of the actual crew, and he attached an explanation on the back. New mowers will be working on the property shortly. Two new Facilities volunteers, Mike Fenn and Terry Freitas, have replaced Dale Wittman and Jim Long.

Meeting adjourned at 6:15 PM.

These minutes were recorded by Stephen Mann, on behalf of a grateful but absent Secretary.

Respectfully submitted,
Ben Barker
Secretary

EAA Chapter 124 General Meeting Minutes

March 7, 2018

Meeting called to order by President Andy Werback at 7:15 PM.

Andy thanked the hard-working volunteers who shopped, prepped, cooked, served, and cleaned for the "Pre-Saint Paddy's Day" feast of traditional corned beef and cabbage (with all the trimmings), an accolade soundly supported by applause from the gathered members!

Andy also thanked Stuart Deal for his continued outstanding work on the newsletter. Stuart noted he received a few submittals for this month and thanked the members for their support. He reminded all that the cut-off for the newsletter is the 20th of each month, and that continued input is required to keep the newsletter going. Andy also thanked John Palmerlee for his support as Webmaster.

A motion to approve the February 7, 2018 minutes was seconded and passed.

Josh Hochberg thanked the membership for their support of the Young Eagles program during 2017. Over twenty chapter pilots flew more than 100 children and forty parents during the year. He then passed out sign-up sheets for the four scheduled events in 2018; April 21st, May 12th, August 25th, and October 13th, with "rain dates" the following day, except for the Cloverdale event on May 12th.

John Whitehouse briefed the group on the state of the chapter treasury (good), and reminded everyone of the 2018 dues deadline. The chapter dues, and its attendant inclusion in the membership directory, are due by the end of this (March) meeting.

Larry Rengstorf mounted the Berlin Airlift memento at the front of the clubroom. It is a signed copy of the actual crew, and he attached an outline and explanation on the back. New mowers will be working on the property shortly. Two new Facilities volunteers, Mike Fenn and Terry Freitas, have replaced Dale Wittman and Jim Long.

Marlon Young announced the April presentation would be on the Baby "Great" Lakes design. He then organized a member vote for the "Best Chapter Presentation Award". Several presenters are not chapter members, so they were included as part of the chapter "community". The presentations were:

Johnny De Gennaro – working with Sean Tucker...
Steve Smith, on Central America Tour
Phil Guttuso, on the A-26 Restoration
Larry & CJ, on the Reno Air Races
Brien Seeley, on Electronic Aircraft
Nick Welch, on Cal Fire

Steve Smith won with seventeen votes – Congratulations!

John Palmerlee reported on the current CAFÉ projects. He noted the development of electric aircraft was receiving significant support abroad. Norway has declared all domestic flights will be on electric aircraft by 2040!

Steve Barnes reported difficulties with his engine rebuild – oil where it shouldn't have been. The problem is fixed now, and the engine is ready for installation.

John Moody is doing a panel upgrade and was looking for input.

Kevin Quirk described some issues with his Sonex Onex build.

Wayne Cook reported a Kitfox fuel line failure, luckily on the ground.

As a final note, we have a volunteer for Membership Coordinator – David Franco will be helping on that essential task. Thank you David! And, Welcome new member David Ford!

Following the customary transition break, the meeting continued with Andy Werback's presentation: Consolidated and Convair – A Historical Perspective. Andy spoke of the building of aircraft by Convair and Consolidated, the corporate reorganizations, and the aircraft designs created by men and women of these pioneering companies, which included Andy's dad, Andy Werback, Sr.

Meeting adjourned at 9:15 PM.

These minutes were recorded by Stephen Mann, for which the Secretary is exceedingly grateful.

Respectfully submitted,

Ben Barker

Secretary



Good Times Sent by Ron Cassero



Edgley EA7 Optica

Chapter 124 Contact Information

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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 (\$10) 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: aaa124newsletter@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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