

The Flying Wire



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**Chapter 124
Experimental Aircraft Association**

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

Board Meeting - 5:30 pm

Dinner – 6:15 pm (\$10 donation)

General Meeting – 7:00 pm

www.EAA124.org

www.CafeFoundation.org

www.EAA.org

EAA Chapter 124
5550 Windsor Road
Windsor, CA 95492

--- Mail ---
PO Box 6192
Santa Rosa, CA 95406

November 7, 2018 Program

Art Hayssen:

Art of North Coast Air has a great course on Mountain Flying with a cool [web site](#). Art is a great resource for pilot training here a Sonoma County Airport.

Dinner Menu

Traditional Thanksgiving Dinner – BBQ Turkey, sliced, and all the fixings- garlic mashed potatoes, gravy, green beans, cranberry salad, pumpkin pie. \$10

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](#)

Bob Gutteridge: bob_gutteridge@pacbell.net

Stuart Deal: aaa124newsletter@sonic.net

Fall Color in Sonoma County

(by Bob Gutteridge)

The Legends of Flight Collection, based at Vacaville's Nut Tree Airport, hoists a pancake breakfast and vintage airplane display day every fourth Saturday of the month through the summer. Saturday, Oct 27, was the last breakfast for 2018.

The weather was forecast to be exceptional and it had been

quite some time since I'd been up for a fly so my decision to ignore the to do list and to take full advantage of the day was easy. I had also noticed that the vineyards were beginning to turn fall colors so photographing the rainbow of color was the focus when flying to and returning.



After making the left cross wind departure from KSTS I climbed toward 3500 feet on course to KVCB and was soon greeted by many acres of color. The color and pattern of the vineyards planted along the ridge south of Lake Berryessa was a real visual treat.

Upon arrival at the fly-in, finding a parking place was a challenge; I've never seen Nut Tree so packed! As soon as we

parked, Mike Tovani and I were met by Pres Andy and Sam Werback. A few minutes later we met up with Dave Heal on our way to the registration desk. Dave had arrived a bit earlier and had already taken photos of the many displayed aircraft. Perhaps he will write a short article and posts some of his photos for all to see.



The assembled masses began to dissipate soon after the grill was shut down, we followed minutes later with each of us finding our own way home. For me it was north to Monticello Dam and on across Berryessa toward Pope Valley for additional photo opportunities.

It is interesting see how the vintners tuck the vines into the

surrounding landscape. In the large areas the colors vary depending on the varietal planted.

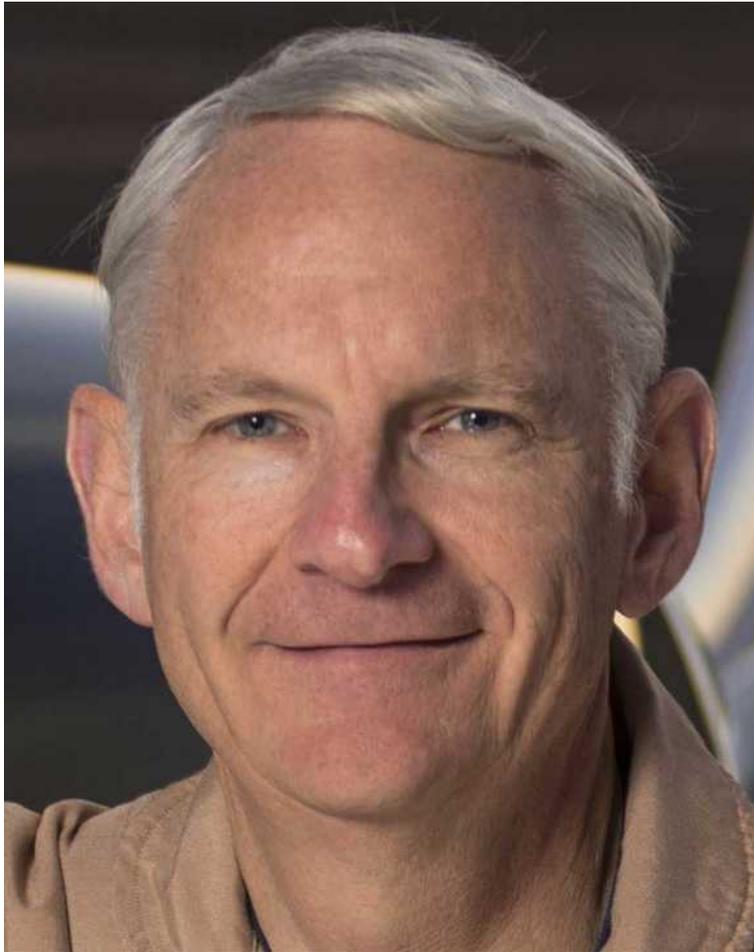
The fall colors are great from ground level, and the big picture from above presents a whole new perspective.

President's Post

Thanks to Andy Werback, EAA Ch 124 Pres.

Are we having fun, yet! Of course! With some good flying weather, anything is possible. Thanks to David Heal for the head's up on the pancake breakfast hosted by Legends of Flight at Nut Tree. We haven't been to a flyout in quite awhile, and this was pretty nice. David, Marlon Young, Mike Tovani and Bob Gutteridge also came over to enjoy breakfast and meet some friends. Weather was good, and the pattern was full. As we were abeam the airport on downwind, a low wing airplane showed up on our 8 o'clock, about 100' away. Time to break off and try again.... ADSB showed about 10 targets at the time.

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Dave Sterling

Thank you Larry and CJ for an illustrated tour of the Reno Air Races and a recap of the event. Sounds like there was some actual racing and excitement in Sport Class, while the Unlimited Class wasn't quite as diversified or exciting as it usually is. But Dreadnought did well in Gold, Speedball Alice took first place in the Silver, and Lady Jo also did well. Blondie (on display at the pancake breakfast) was 2nd in Silver. In the Sport Class, Andy Findlay took 1st in the Gold class in a Lancair Legacy (well, somewhat souped up...), several Glasairs also did well in the Gold class.



Dave Sterling's Lancair Super Legacy

We had dinner a couple nights ago with Colleen Keller and Dave Sterling – both have been or are racing Legacy's in the Sport Class – Dave had an interesting story about his first qualifying run – where the engine sort of went wild, threw the prop, and wound up with a quick dead-stick landing. The prop hub was trashed, but the blades were mostly OK. Not sure what caused the malfunction, but maybe some ADI fluid messed up the mags.

We keep getting various communications from EAA National – hopefully you also see them or are visiting the EAA web site for the latest info. One thing I've seen is that the newest attempt to provide a web-hosting tool to the Chapters is still in need of some work, so we'll continue to let them sort that out. But things like the IMC Club – If you're interested in working on instrument flying proficiency, this would be a good way to share information and work through scenarios. And there's a lot more...if you'd like to see something or propose something, feel free! Always looking for some "Critical Mass" to get something useful started.

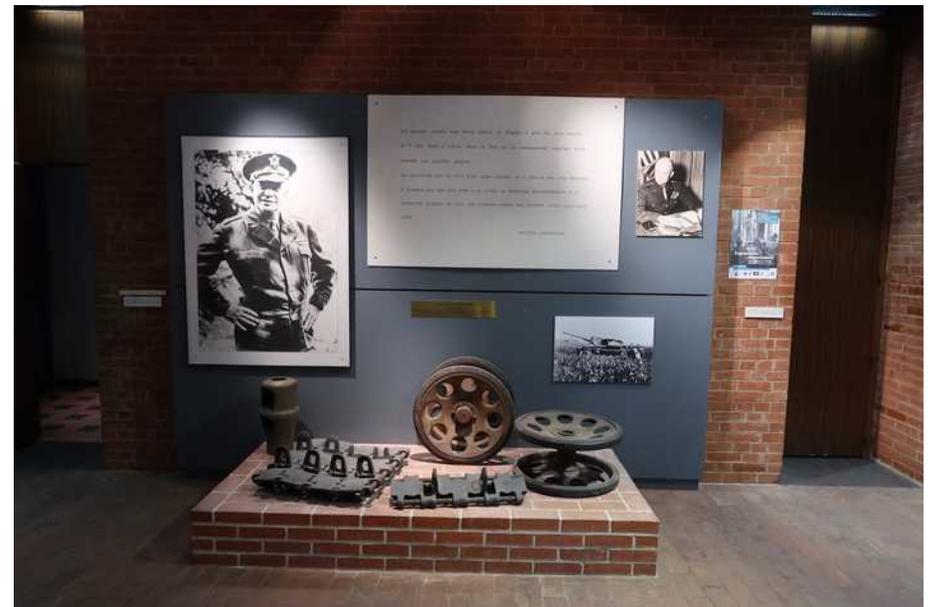


Colleen Keller

Other than that, we're still trying to get back to West Coast time after 2 weeks in Germany and France. Sam's family had a reunion near Basel, Switzerland. About 90 attended, and it was all coordinated by the new generation of young folks (all under age 30). While we were there just for the weekend, we spent another 10 days in Lucerne, Munich, Aachen, Reims, Epernay and Chartres. Most of the time we just get on the train (Deutsche Bahn, or DB), and that usually works. But just before we got there, one of the ICE (express trains) had a bad fire, destroyed some equipment (no injuries), but really messed up train schedules. So instead of the usual high-speed route from Frankfurt to Cologne, we used the old route on the Rhine – past all the old castles, Remagen, and other



Lucerne, Switzerland



Museum of Surrender – Reims

notable sights. Once in France, we were carted around by a private car and driver, who turned out to be a CFII, MEI named Eric. He had been a flight instructor in Houston until the Sept 11, 2001 events resulted in a lot less of a demand for instructors.

Coming back to SFO, it was nice to use the Global Entry system – just put in your passport and scan your fingerprints, you get a receipt and walk through passport control in just a few minutes. The other notable takeaway from the trip through France was that this is the 100th anniversary of the end of WWI – we passed many historic sites on the way from Aachen to Reims, but will have to save that for the next trip.

November is Elections!! See you there.

Is One Enough?

(by Stuart Deal)



DR-107 Spar and Stick with support tube structure

Reading along in one of my Sport Aviation magazines the subject of an article was excited about the Rhin DR-107 One Design that he built and flew along the pathway to glory that got him in Sport Aviation magazine. Maybe you read the article, but I actually can't spend the time to find it and tell you the issue. Anyway, his praises of the One Design reminded me of the things that I like about it.

First of all, like many aerobatic planes, it has a steel tube fuselage. Also, for fans of wood construction, the wings are wood. In addition, to reduce the size of the main wing spar, it is made of Douglas Fir (but can be Spruce). Douglas fir is about 25% stronger than Sitka Spruce, so it reduces the size of the spar, which is still pretty thick as you can see above. Douglas Fir can also be cheaper than Spruce.



DR-107 Wing structure

While the urge to use composites is strong, the fastest way to use composites is to use a mold since moldless composites like the Long EZ have as much shaping effort for one airplane as would be needed for a mold. Once you have a mold, you can make more of whatever your mold makes.

It could be argued that you need at least double the space for molded construction, since you need the mold and the thing you are molding once it comes out of the mold. Wood working is one of the first shop skills most shop skilled folks learn so the idea that you can make an airplane with that skill is pretty appealing.

There are ways to make parts that are similar to molding because they have the same repeatability of molding, but they carve instead of cast a shape. Of course, if you are making only one and you are not in a position to sell multiples of an airplane wing (for example) the capability of mass production made available by digitizing the plans may not be worth the extra effort, but since even a custom furniture shop might have the computer manufacturing gear, it may be the cleanest way to go.

It occurs to me that the discussion of what airplane to build often starts with the question "What kind of flying do you want to do?" but when you start getting into building, the question of "What kind of building do you want to do?" is likely to have an answer that is just as important to starting and finishing a project as what are the specs of the plane.

As you get into kit builds, a whole other dynamic kicks in. If you have a factory quick build where the builder really only uses the factory tools or processes you depend on the manufacturer to provide the expertise to finish the project. If the kit has everything cut to size as some aluminum kits do it could be that the size and number of tools is small and manageable.

Clearly, a rivet gun is smaller than a table saw, and easier to operate safely. So an additional element is the mental effort to make parts in a plans based build. Even if the plans include instructions there is learning effort with a wide spectrum between quick factory build and a plans only build.

It may be true that some people that have welding and woodworking skills might build a DR-107 to use their skills and just as likely that some people would build a DR-107 starting with no welding or woodworking skills as a way to come out the other side with those skills. Undoubtedly, there is another group that falls in love with the DR-107 and will do whatever it takes to build one. The final group might benefit from evaluating airplanes for sale and might just buy one from somebody.

As far as keeping the tool count down, it is hard to beat a quick build aluminum kit, but anything that has a shape is going to require tables or other structures to keep things in position while assembling it. I found a [time lapse RV-14A wing spar assembly](#) on YouTube that clarifies that even if you have all the rivet holes drilled at the factory, it is going to take a while to put it together. While some aluminum spars and other structures may require jigs to hold them in place during construction, almost all composite or built up wood spars require a shaped structure such as a mold or fixture to establish the correct lines.

While the aluminum kits with all the pieces cut and the holes drilled seem to have won the popularity contest, there really is no reason that other modes of construction can't give the same leg up on the construction effort as shown by Lancair and others. Obviously, there are many ways a kit manufacturer can keep you on the right side of the 51% rule some of which involve a third party steel fuselage completely welded and powder coated for those without the desire to melt metal (talk about missing out).

Of the hundreds of slow ways to end up with an airplane, the slowest being design then build, without a doubt the most important path to find is the one that feels friendliest. Whether it is builder groups, factory quickbuild help, sympathy from the designer making building easier, comfort with the materials, fun with the process, kid safe building techniques, low odor adhesives, quiet construction, low tool count, high tool count, constant need for helpers, you name it! You live with your choices so livability is an issue.

While it has been said many times, the reason to build an airplane is because you want to build an airplane. Absolutely, flying is the goal, and that drives the project, but the joy of accomplishment is the life's blood of a "hobby" project like building and if there is a social side that allows you to share the feeling then it has potential to make a project that much easier.

Fly Mart

Please send changes to ea124newsletter@sonic.net

VHF Transceiver Wanted: (10-18)

Wanted – Aircraft VHF handheld radio, must be working, but can have bad battery. Replacement for one lost in the fire. Please contact Bob Matreci rjm5678@msn.com 707 291 5472

CAFE Hangar Spot: (9-18)

CAFE hangar space available at STS. Space for one or two light singles depending on fit. \$200 monthly each. EAA Chapter 124 Members, flyable aircraft only, please. Contact Mike Fenn (707) 481-5791

EAA Hangar Spot: (9-18)

Eaa Ch 124 has one Hangar spot available for a RV size airplane, \$110 per month, plus \$200 deposit. Must be Local & National Member. Call Larry 707-575-0331 or Andy 707-823-5616.

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

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



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News / Notes From the Editor

Looking for articles! You can dictate it to your phone and email it. I will use Google's artificial intelligence to convert it to writing. Thanks to Bob Gutteridge for coming through.

Interesting Aviation Links

(thanks to John Palmerlee)

Cross Wind - [Click Here](#)

EAA Chapter 124 Board Meeting Minutes

October 3, 2018

Called to order by President Andy Werback. In attendance: Dan Steinhoff, Larry Rengstorf, Terry Freitas, Brien Seeley, Steve Barnes and Marlon Young.

The next Young Eagles event is confirmed for October 13, 2018, with set up starting at 8:00AM. All flight slots have already been filled so it would be good to have additional pilots and volunteers so that more Young Eagles can be accommodated. Flying at the last event was delayed by fog, so several Young Eagles are expected to return for a flight, and additional interest was raised at the PCAM airshow.

Josh will set dates for next year's Young Eagles events fairly soon. It was suggested and agreed that EAA Chapter 124 business cards should be printed with the Young Eagles dates on the back. This would be an easy way to notify individuals draw attention to the program.

The nominating committee reports that there is a need for someone to step up and fill the position of secretary for the Chapter for the next year.

Marlon will email Larry his (Marlon's) current version of the bump system for confirmation by Larry that the document correctly describes the current system. This will be distributed for further discussion by the Board and the Committee on Hangar and Tiedown Agreements that was formed by the Board last month.

There was extensive discussion regarding the review of the Hangar and Tie-Down Agreements. The county's lease with the Chapter will be provided to the Committee for review, along with the current Hangar and Tie-Down Agreements. It was agreed that no Committee member or other Board member should contact the airport about lease issues and all matters should be discussed internally. Individuals are discouraged from contacting the airport, as it raises confusion and starts rumors. Only Board members, and then only with express Board approval, should contact the airport on behalf of the Chapter.

Marlon reported that Terry Freitas has confirmed that Art

Hayssen will speak at the November meeting about his mountain fly-out and seminar. It was also suggested that Art may want to touch on the new San Francisco air space, and his work with the FAAST Team.

John Whitehouse was not in attendance and there was no updated treasury report.

Larry said there were no significant updates or issues to report regarding the Facilities.

Meeting adjourned at 6:15 PM.

The Secretary, having been absent all week on business, gratefully acknowledges Marlon Young's excellent record of the meeting. Any transcription errors are the Secretary's.

Respectfully Submitted,

Ben Barker, Secretary

EAA Chapter 124 General Meeting Minutes

October 3, 2018

Meeting was called to order by Pres. Andy Werback.

The cooks were thanked: Arlene Boyer and Sam Werback were instrumental in putting on a nice October-themed meal of sausage, potato salad, cabbage and three bean salad, along with an ample supply of brownies.

Visitors Cecil Cuning was welcomed. Cecil indicated he is currently not flying, but had come to a meeting several years ago and was returning.

The September minutes were approved with some corrections.

John Whitehouse was absent so there was no treasury report.

Larry said there were no significant updates or issues to report regarding the Facilities.

The next Young Eagles event is on October 13, with set up starting at 8:00 AM. All flight slots filled quickly online. Additional pilots and volunteers are welcome so that more Young Eagles can be accommodated.

Marlon announced that Art Hayssen is scheduled to give our presentation at the November meeting. He will be focusing on his mountain flying seminars and fly-outs. The members were asked and they agreed that it would be helpful if he might comment on the new Class Bravo Airspace around San Francisco, and also give a short explanation of his FAST teamwork.

Brien Seeley reported the Sustainable Aviation Foundation is working on the ASTM Committee drafting electrical aircraft certification standards. Brien said one of the big issues involves containment of battery fires. New battery technologies are being developed that are impervious to fire, which may eliminate some of the issue. Battery technology continues to evolve at a fast pace. SAF is working on its May Symposium to be held in San Francisco. The Sustainable Aviation website has links to YouTube videos of their past symposium lectures.

The CAFE Foundation held their 2018 conference in Oshkosh in conjunction with AirVenture. John Palmerlee reported that the Vertical Flight Society recorded videos of that meeting, and those are available on the CAFE Foundation website.

John Swanstrom, who is building another RV with Scott Stewart, reported they have received their brand new Rotax 912is engine last Monday. It is the first new engine delivered by Vans, and there were some parts missing, which is being remedied. John also reported that construction on his house is finally proceeding.

Andy announced that the Chapter needs someone to step up as secretary for the next year. Jim Boyer reported that elections will be held at the November meeting and there are candidates for all offices except Secretary.

Andy reported and showed some pictures on the recent PCAM Airshow, in which EAA Chapter 124 was a sponsor and participant. Several members displayed their aircraft and also flew in the airshow, with CJ flying his Glassair, Andy his Lancair and Steve his Barnes Stormer. Marlon also participated in a general aviation fly-by circuit in his Cessna 195.

After an intermission, Larry Rengstorf and CJ Stevens reported on the Reno Air Races. CJ confirmed the ongoing decline in the event, especially in the unlimited category, as there were no

purpose-built racers participating. The Gold Unlimited race was won at slightly over 400 mph, by a Sea Fury owned by Dennis Sanders. Miss America did return after a several years hiatus. The noted absence of the purpose-built racers, such as Rare Bear, Voodoo and Strega probably accounts for some of the decline in attendance. A photograph of the grandstands at the start of the Gold Unlimited race on Sunday was quite shocking in the number of empty seats.

Some very competitive and innovative aircraft are competing in the Sport class, with speeds exceeding 400 mph. The top racers appear to be pushing their engines to over 700 horsepower, creating exciting races. Larry brought many pictures from his involvement with the Unlimited racers from the Santa Rosa Area, including Lady Joe, Speedball Alice and Blondie/Sparky from Vacaville (Brent Segetti). He also showed the Silver Unlimited trophy won by Dan Vance and Speedball Alice.

The meeting ended with some interesting photographs and presentation by CJ on flying the MiG-15, testing drone parachute technology.

Meeting adjourned at 8:49 PM.

The Secretary gratefully acknowledges Marlon Young's excellent record of the meeting and presentations. Any transcription errors are the Secretary's responsibility.

Respectfully Submitted,
Ben Barker, Secretary

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

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 sometimes \$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: 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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