

# The Flying Wire



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**Chapter 124  
Experimental Aircraft Association**

**Volume 58 Number 11  
November 6, 2019**

**Board Meeting - 5:30 pm**

**Dinner – 6:15 pm (\$10)**

**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)

EAA Chapter 124  
5550 Windsor Road  
Windsor, CA 95492

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

## November 6, 2019 Program

### We have an excellent presenter:

an Aviation topic and expert narrative.

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### Dinner Menu

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

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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](#)

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

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

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## Look At the Other Side

(by CJ Stephens)

While flying a Cessna 425 for a shopping center developer I had the occasion to frequently fly into the Sea Ranch airport on the California coast. This is a very minimum airport for an 8 passenger

airplane with piston engines. The airport is located about 35 miles west of Santa Rosa on the windy coast with poor approaches at both ends. The airplane had just come out of major overhaul at a facility near Portland and had about 10 hours of flight time since returning to service.

It was routine that we would fly into the Sea Ranch and drop off the owner and guests since they owned a house there. On one particular warm summer afternoon we were again over the airport making an overhead approach as we normally did when the owner's wife asked what was coming out of the right engine. A quick look through a passenger window from my position in the left seat easily noted a golden stream of fresh oil trailing out from the right cowl. As I checked the oil pressure I watched as the oil pressure went to zero. It was time to make a decision. Do I try to land single engine at this minimum airport or return the 33 miles to KSTS? With the bad approach and usual crosswinds and short runway it seemed prudent to head home.

With zero oil pressure it was time to feather the right engine and head south along the coast since climb performance was surprisingly low. The climb rate of about 120 fpm was about all I could get, and that is with the good engine at high green, (the maximum sustainable power). It was a warm day for being at the coast which only diminished aircraft performance. Starting the return flight from about 1200 ft I could see that the only clear path was down the coast and up the Russian River since the direct flight path would not clear the hill tips.

It was becoming evident that the reduced airspeed and increased power and high outside temp were all working against a successful trip. The oil was getting in the yellow and starting to be of. The normal 20 minute trip was now turning into a 35 minute trip.

Well the trip ended well with a landing at STS and very soon a call back to the repair shop.

The problem was because the unfeathering accumulator end plates had been over tightened and cracked clear across the end and let the oil out. The shop foreman tried to convince me that

they only remove, inspect them and reinstall the unit at maintenance. He didn't buy my argument that it had functioned for about 4,000 hours but failed very soon after visiting his shop. A new accumulator was installed.

The very next week, with the same passengers on board, and same trip we were on our way to the sea ranch. As I flew over the airport to enter the right downwind leg of the traffic pattern a fellow pilot and friend on the ground used his handheld and told me that I was streaming "something" from the left engine.

A quick look and I determined that I had the exact same situation as the week before. Imagine that within 20 minutes of flying I had just experienced total failure of the oil system.

It seemed repetitive but as before I feathered the engine and flew down the coast then up the Russian River. The Landing at KSTS was also an uneventful single engine landing.

So now I called again to the maintenance supervisor and listened to his explanation of how it was not his fault that both propeller unfeathering accumulators had failed within 20 minutes flying time of each other. He didn't listen when I explained how inexpensively he was getting off in that we did not end up on the hills West of Santa Rosa. He denied everything vehemently but I sent him a bill for the entire repair. He immediately sent a check for the full amount but no apology.

*Big point to learn from this was if you find a failure on one side of the airplane it is a wise idea to check to see if a similar malfunction exists other side of the of the plane.*

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## Ready or Not

(by Stuart Deal)

Since the Santa Monica Fire Department showed up at our door when our basement refrigerator started smoking, I felt you have to admire the Firefighter. Not only do they face down a destructive and powerful force of nature, but they put years of their lives into being ready to do it.

While the Kincade Fire threatened Windsor it was impossible to sit on the sidelines and not be curious if Barrel Brothers Brewing would be there on Monday. Only the firefighters had the real information. But clearly, that is as it should be. We are so lucky to have a group of decision makers that evacuated the heck out of Sonoma County to be sure that fire trucks could get where they needed to be. A few reassuring cell phone snaps from a beer connoisseur firefighter did help.

Was it inconvenient? That would be putting it mildly, but while there was pain and loss, nobody died. Did it show what is possible if people work together? In big way. Did it show that we still live in a society where cooperation is so built-in it is like breathing? Really, I do think so. Yes, the memory of October 8, 2017 was the elephant in the room. It conditioned every aspect of our response to the Kincade Fire.

Just to be real, there was luck involved. Good weather prediction and the fire starting in a somewhat remote area so there was time to react. It makes a huge difference in the outcome that past experience could be brought to bear and made most of us willing to do whatever it took, even if doing our part was to find another place to live for a few days.

Good communication leads to better coordination and a better outcome when fighting a raging hot spot of even a grass fire. The ability to get fire crews to neighborhoods that needed defending and the sheer number of teams that answered the call for help was built on the struggles of past emergencies.

Were there lessons learned? Is there more than a self-congratulatory pat on the back? One thing that stood out to me, since I have a good friend that works for PG&E, damned of you do and damned of you don't is not helpful. If you get rid of the huge gas storage containers because they are an eye-sore then you have higher pressure lines to store gas and you get San Bruno. Basically, change is hard and expensive. The concept of merely placing blame and making others responsible for our plight, just because we can, avoids personal responsibility and therefore a sense of control.

Do people really think that there is a simple solution? If you think like an engineer, you see trade-offs and cost comparisons wherever you look. Economies of scale and roof-top solar are on opposite ends of the personal responsibility and personal expense spectrum. It is so easy to turn on a switch that, when the power is off, you still try to turn on the lights when you walk into a dark room (at least I do). We have it so easy, we expect easy solutions, but is that realistic?

If you look at telephone service in emerging economies, you see that cell phones leapfrog POTS (Plain Old Telephone Service) with all the copper wire strung everywhere. Technologies that skip over the old way of doing things in the more established economies like the U.S. are being battled by large companies and institutions that have huge sunk costs to defend. What if every home had solar instead of shade trees? Too ugly, too functional, probably only in a desert.

My Dad made the point to me that people move and change only long after the warnings of the few have given way to widespread pain and loss. The example of [coal smoke in London](#) was a model of large numbers of deaths leading to change. As a group we are somewhat like the Titanic, assuming that we are unsinkable and running full steam into the dark and the fog. Tearing a hole in the side of the ship is hardly a solution.

Clearly, there is a way to unify our country or our state to move forward, but having a clear goal to which the vast majority can agree has been elusive. The Kincade Fire showed that you can

get about a quarter million people on the same page and that people care about each other and the future. But I also notice the strong emotional tug of the status quo. Getting back to normal is an intense draw for most folks. Even if normal could be better, it pulls hard.

So while the Kincade Fire did not kill anyone, it clarified a pattern that we would be foolish to ignore. I am slightly concerned that all the talk about who to blame is a dangerous wind like the one that stoked the fire. If building codes enable flammable homes they can burn. If we depend on power from far away, we need transmission lines. In the short term, protecting and inspecting the power grid should probably be done by a public force. A Power Force. If we create a new public agency to assure the safety of our power grid, employing well trained folks with a mission, we may get past all this trouble with less hot air.

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## **Girls in Aviation Day and Young Eagles Rally**

(from Josh and Julia Hochberg)

On Saturday, October 5th, a Girls in Aviation Day celebration and Young Eagles Rally was held at the EAA Chapter 124 hangar at Charles M. Schulz – Sonoma County Airport in Santa Rosa, CA. More than 150 people attended this FREE event and enjoyed the Speaker Lineup, Young Eagles Rally, Aircraft Tours, and Exhibitors.

Girls in Aviation Day was designated October 5, 2019 worldwide by the Women in Aviation International, a nonprofit dedicated to providing networking, mentoring and scholarship opportunities for women and men who are striving for challenging and fulfilling careers in the aviation and aerospace industries. Women in Aviation provided Saturday's event with pink event backpacks, magazines, embroidered badges, sponsored access to online aviation programs, and t-shirts for the attendees. Saturday's event at the Sonoma County Airport is just one of many

worldwide - at the 2018 Girls in Aviation Day events, there were 101 events worldwide reaching 15,200 attendees. In 2020, Girls in Aviation Day will be celebrated internationally on September 26th.

One of the highlights of Saturday's event was the Experimental Aviation Association's Young Eagles Rally, a nationwide program to introduce and inspire kids to the world of aviation with free flights for youths ages 8-17. After attending a short ground school, a total of 56 kids took airplane rides around Sonoma County with ten volunteer pilots and their aircraft. Back on the ground, the kids received their first logbook that records the details of their flight and a certificate. The local EAA Chapter 124 hosts Young Eagles Rallies four times a year at the Charles M. Schulz - Sonoma County Airport and the Cloverdale Airport. For information about future Young Eagles Rallies, go to [www.eaachapter124.org](http://www.eaachapter124.org).

The event also included a great (all female!) Speaker Lineup including: Lt. Elyse Martin from the US Air Force ROTC, Katie Moore a flight instructor from North Coast Air speaking about learning to fly, Sara Jane Clouse a 98 year old veteran telling stories about when she was one of the first female air traffic controllers for the US Marines during WWII, Pattie Ridgeway and Julie VanGemert discussed being Federal Aviation Administration (FAA) Air Traffic Controllers at the Sonoma County Airport, and Pam Wolf talked about being the 13th female helicopter in the US Army and test flying an Apache helicopter.

In addition, local pilot Nancy Heath conducted four mini ground schools for the Young Eagles fliers. Exhibitors at the event included YMCA- Sonoma County, US Air Force ROTC, North Coast Air, Mission Aviation Fellowship, The Ninety-Nines (organization of women pilots), Paper Airplane Building, an interactive Wind Tunnel, and the Sonoma Academy Team 6814 FIRST Robotics Robot. And, there were four aircraft available for cockpit tours: a C-1 Trader from the Pacific Coast Air Museum, a Pilatus PC-12, a Super Decathlon, and a Beechcraft A36 Bonanza.

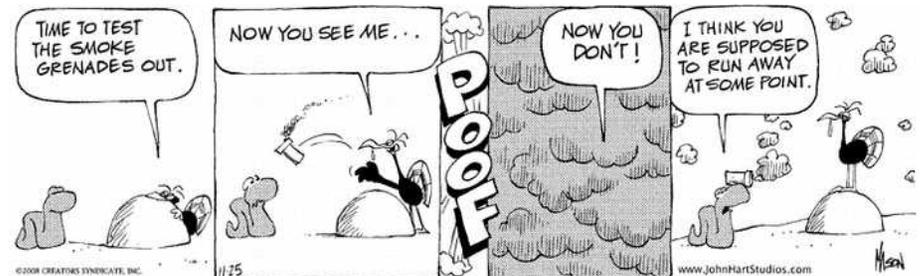
Many thanks go to the 25 ground volunteers and 10 volunteer pilots that helped make this event a great success!

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## Fly Mart

Please send changes to [ea124newsletter@sonic.net](mailto:ea124newsletter@sonic.net)  
**Looking for a partner for our plane. (8-19)**

1981 Beechcraft Sierra C24R 1981,  
TT 2619, SMOH 1163 Lycoming IO-360, 200 HP  
Hangared at KSTS 'Gun Club'  
Tail Beacon will be installed soon to be ADS-B out compliant  
\$27,500 for 1/2 ownership  
For more information please contact:  
Amber Gray  
707-553-7755  
[tangoniner@icloud.com](mailto:tangoniner@icloud.com)



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## News / Notes From the Editor

In my point of view, the Long EZ project is the basis for a Composites Workshop. I hope we can pull one together even though most composites are molded these days.

## Interesting Aviation Links

(Thanks to Larry Rengstorf and David Heal)

NASA X-57 [Click Here](#)

Spads With a Load [Click Here](#)

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## EAA Chapter 124 Board Meeting Minutes

October 2, 2019

Meeting called to order by President Marlon Young at 5:30 PM

Present - Marlon Young, Andy Werback, John Whitehouse, Larry Rengstorf, Mike Fenn, Bob Gutteridge, David Franco, Josh Hochberg

Absent - Ben Barker, Dan Steinhoff, Brien Seeley

Old Business

Minutes - September - Motion to Approve by Larry, second by Bob, passed

Airshow Recap - KZST (Sue Bonzell) wants to sponsor Friday Performer's dinner next year...Thank you EAA members for volunteering. EAA booth went well, just a lot of wind on Saturday. Could have used better communications from the airport to Tenants regarding the airshow closures (message came out Friday to just a few people). Awesome support at the Performer and Volunteer dinners.

Motor Home - Successful advertising on Craigslist... might sell soon

Long EZ - Need a lead person.

CAFE hangar door - Our problem since we just have a ground lease.

New Business

Easement Request for PropJet - Expect a market rate adjustment, plus negotiate on boundary adjustment for PropJet's additional needs. Looking at changing from 15 tiedown spots to 12, make sure we have access (easement) and adequate parking. Marlon and Larry to followup with Lori.

Nominating Committee - Have 3 expiring (Mike Fenn, David Franco, Brien Seeley) PLUS we need a Secretary; Mike Fenn and David Franco agree to continue. Need to check with Brien. Nominating Committee - suggest Josh Hochberg, David Heal, Jim Boyer.

Secretary - Added visitor emails to Mail Chimp. Will continue to do so.

Treasurer - No significant changes, but the Tie Down overdue list is almost Clear!

Facilities - All good, 3 new tiedowns recently.

Membership - Some sort of renewal process to make it easy - on-line or a letter... How about a lunch with Magy (OptiRev) and discuss (Josh, John W, Andy). Andy will followup.

Young Eagles - this Weekend... Oct 5. Be there.

Meeting adjourned at 6:03 PM

Respectfully Submitted,

Andy Werback

Secretary

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## EAA Chapter 124 General Meeting Minutes

October 2, 2019

Meeting called to order by President Marlon Young at 7:10 PM after an excellent traditional German dinner.

Marlon thanked the cooks - Sam thanks her crew -Arlene, Dominic, Mike, Andy, Tim, Brent, Dan and Howard. Great job, guys!

Visitors and returning members - Bob Rumold (EAA Chapter 76), Rick Duste (formerly EAA Chapter 302), Joe Rueter, Quinlan Sauter, Sonas Sauter. Welcome!!

September Minutes - Motion to approve, passed. Timely and Magnificent!

Airshow - Went well, in spite of the wind. Thank you EAA Volunteers! Members manned the booth and helped at the Friday and Saturday night dinners.

Treasurer's Report – Doing well, last month was positive and the tiedowns are almost completely current!

Facilities – All current...

Long EZ – Looking for a leader to get the rest of it built... maybe some help from the Roseland School? Sutter airport finished their RV-12 and it flew... maybe find another EZ with good wings...

Young Eagles – Next event is this weekend, Oct 5 and it's the Girls In Aviation theme. Should be a great event with lots of attendees. Need more volunteers, ground and pilots. Will have a couple of good women speakers, the 99's, PCAM's C-1, and more! Contact Josh or Angelina at SRJC.

Newsletter – Thank you Stuart. Hey guys, how about some articles??? AND – Program and Dinner inputs due by the 20th of the month. The earlier the better.

Programs – No report for next month, but tonight is Larry Rengstorf (CJ out sick) on the Reno Air Races.

Builder's Reports – Art Hayssen doing a Mountain Flying event this weekend.

Trivia Contest – Marlon had some trivia question regarding the Reno Air Races. First event was 1964 at Sky ranch airport in the desert. Not too far from Stead. First event had a transcontinental race from Florida to Reno – all racers were flying P-51D Mustangs – about 7 hours en route. Bob Love qualified at 395 mph in his P-51 (Bernie's Bo?). He was also the first Reservist to make Ace in Korea. Many more interesting tidbits... Best Unlimited race – 2017 Strega over Voodoo?

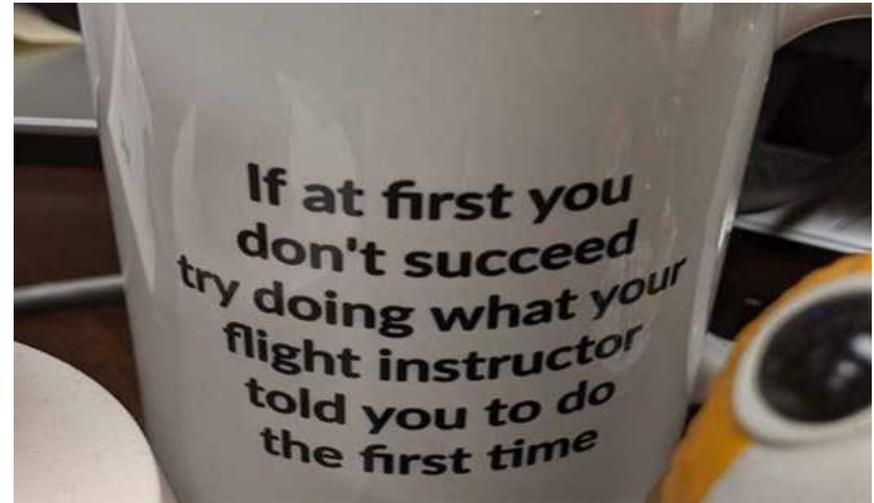
Presentation – Larry Rengstorf presented the highlights of the Reno Air Races – from the Unlimited pits (i.e. Real Airplanes). Several exciting moments, but not too much damage. Dan Vance in Speedball Alice took 4th place in the Unlimited Gold, with Larry, Cub and Dave picking up the trophy for him.

Meeting Adjourned at 9:00 PM.

Respectfully Submitted,

Andy Werback

Secretary



Sent by Larry Rengstorf



Douglas A-1 Skyraider

## Chapter 124 Contact Information

**President:** Marlon Young (19/20) (707) 479-9994  
**Vice President:** Ben Barker (19) (707) 838-0238  
**Secretary:** Andy Werback (pro tem) (707) 823-5616  
**Treasurer:** John Whitehouse (19/20) (707) 539-5549

**Board:** Mike Fenn (19/20) (707) 481-5791  
Bob Gutteridge (19/20) (707) 539-5188  
Brien Seeley (19) (707) 526-3925  
Dan Steinhoff (19/20) (707) 235-0275  
Josh Hochberg (19/20) (612) 384-7014  
**Membership:** Dave Franco (19) (707) 494-4259

**Facilities Chairman:** Larry Rengstorf (18/19) (707) 575-0331

**Facilities Committee:** Dwayne Green (707) 544-4539  
Mike Fenn (707) 481-5791  
Mike Tovani (707) 838-1891  
Terry Freitas (707) 953-5021

**Webmaster:** John Palmerlee  
[jbpalm@sonic.net](mailto:jbpalm@sonic.net) (707) 566-8560

**Newsletter Editor:** Stuart Deal (707) 328-4206  
[ea124newsletter@sonic.net](mailto:ea124newsletter@sonic.net)

## Technical Counselors:

Bob Gutteridge (707) 539-5188  
David Heal (707) 953-5021  
Jerry Rice (707) 431-0206  
Kevin Quirk (707) 539-8589  
Doug Dugger (530) 526-4997  
Rolf Unternaehrer (707) 763-7729

**Flight Advisers:** CJ Stephens cell: (707) 799-2878  
David Heal home: (707) 838-0261  
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 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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