

The Flying Wire



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**Chapter 124
Experimental Aircraft Association**

**Volume 58 Number 9
September 4, 2019**

Board Meeting - 5:30 pm

Dinner – 6:15 pm (\$7)

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

September 4, 2019 Program

Del Wolverton:

Del Wolverton completed 5 Tours of Vietnam on the USS Enterprise and has been an Instructor of Mathematics, Physics, and Electronics at Advanced Electronics School, Treasure Island, CA and Professor, Laboratory Manager at Naval Postgraduate School.

Del will be talking about his patented Counterpoise Bi-Radial Engine –an advanced concept for improved efficiency . He will discuss where the idea came from, the difficulties of the Patent Office and has several pictures and videos.

Dinner Menu

Hamburgers and hot dogs, beans and super salad, fiddle faddle.
\$7 donation please

Events Calendar

Please send info about upcoming events!

Please send us information if it comes your way!

Clear Lake Splash-In and Fly-In:

www.ClearLakeSplashIn.com

Friday, Sept 6 – Saturday, Sept 7, 2019

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

Bob Gutteridge: bob_gutteridge@pacbell.net

Stuart Deal: aaa124newsletter@sonic.net

20th Annual Boonville Airport Days

(from Mike Tovani and friends)



Paul Trexel, President of EAA Chapter 1027 sent out an invite to all for the 20th Annual Boonville Airport Days celebration starting Friday, August 9th, hosting fly-in air campers from noon on, then a great beer and pizza party Friday night in Cindy and Cap'n Kirk's hangar. It's always a fun party. Saturday is the main event with food and beverages, airplane rides, and a lot of hangar flying and aircraft display.



So on Saturday David Heal, Larry Rengstorf and myself jumped into David's RV12 and my Tri-Champ and headed up to Boonville. Meet several folks that were new to us and their aircraft.

Thomas Allen from Byron with his Kitfox that he built and Paul

Irvine from Antioch with his Tri-Champ that had been converted back to a taildragger with fat tires. Great "street" tacos, rice and beans. Good lunch good visit. Thank you Paul, Cindy and Cap'n Kirk for putting on a great fly in day.



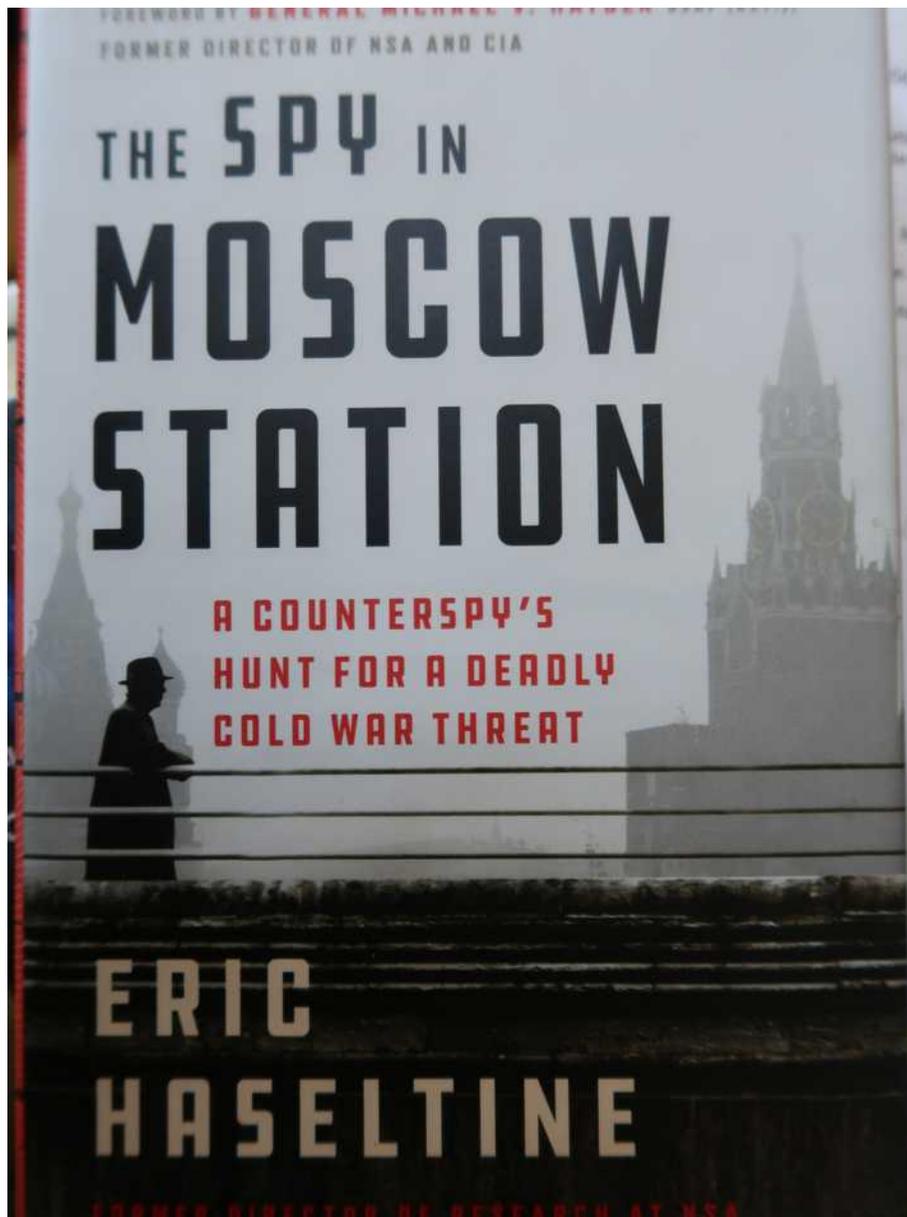
The Spy in Moscow Station

(from Andy Werback)

Eric Hazeltine, PhD

Thomas Dunne Books, 2019

Yes, it's Book Review Time, once again.



This month's book is *The Spy in Moscow Station*, a true story about a mysterious infiltration by Russian Intelligence into the US Moscow Mission. There are many twists and turns, especially between the various US intelligence agencies that claim to know everything they need to know, and you don't need to know. It really leaves one

wondering – what's going on... who do you trust... will it be too late...

I'm acquainted with Dr. Hazeltine from our high school days at China Lake (he was in my brother's class) – and he is one of the few people I know who has a Wikipedia page. He worked at Hughes Aircraft (rising to Director of Engineering), then was head of R&D at Walt Disney Imagineering. After that, he really got involved in technology and long term development (see his book, *Long Fuse, Big Bang*) as Director of Research at the National Security Agency. After a few more years as Associate Director for Science and Technology, Office of the Director of National Intelligence, he went into private practice, specializing in cyber security and privacy.



Newspaper photo of Dr. Haseltine's presentation at China Lake (14 June 2019)

Writing a book about intelligence matters from unclassified sources must have been a challenge. But he was able to interview a few key people, and from that, put together a probable plot. The end result is pretty incredible and very scary, so it's well worth your

time to read about The Spy in Moscow Station.

Early American Aviation History

(forwarded by Larry Rengstorf)

How many of you know that in 1910, mighty Martin Marietta got its start in an abandoned California church? That's where Glenn L. Martin with his amazing mother Minta Martin and their mechanic Roy Beal constructed a fragile biplane that Glenn taught himself to fly.

It has often been told how Douglas Aircraft started operations in 1920 in a barbershop's backroom on L.A.'s Pico Boulevard. Interestingly, the barber-shop is still operating.

The Lockheed Company built the first of their famous Vegas' in 1927 inside a building currently used by Victory Cleaners at 1040 Sycamore in Hollywood.

In 1922, Claude Ryan, a 24 year old military reserve pilot, was getting his hair cut in San Diego, when the barber mentioned that the 'town's aviator' was in jail for smuggling Chinese illegal's up from Mexico.

Claude found out that if he replaced the pilot 'sitting in the pokey,' that he would be able to lease the town's airfield for \$50 a month - BUT he also needed to agree to fly North and East - BUT not South!

Northrop's original location was an obscure So California hotel. It was available because the police had raided the hotel and found that its steady residents were money-minded gals entertaining transitory male hotel

guests.

Glenn Martin built his first airplane in a vacant church, before he moved to a vacant apricot cannery in Santa Ana. He was a showman and he traveled the county fair and air meet circuit as an exhibitionist aviator From his exhibition proceeds, Glenn was able

to pay his factory workers and purchase the necessary wood, linen and wire. His mother, Minta and two men ran the factory while Glenn risked his neck and gadded about the country. One of his workers was 22-year old Donald Douglas [who WAS the entire engineering department]. A Santa Monica youngster named Larry Bell [later founded Bell Aircraft which today is Bell Helicopter Textron] ran the shop.

Another part of Glenn Martin's business was a flying school with several planes based at Griffith Park, and a seaplane operation on the edge of Watts where his instructors taught a rich young man named Bill Boeing to fly. Later, Boeing bought one of Glenn Martin's seaplanes and had it shipped back to his home in Seattle. At this same time, Bill Boeing hired away Glenn's personal mechanic. Later, after Boeing's seaplane crashed in Puget Sound, he placed an order to Martin for replacement parts.

Still chafing from having his best mechanic 'swiped,' [a trick he later often used himself] Martin decided to take his sweet time and allowed Bill Boeing to 'stew' for a while. Bill Boeing wasn't known to be a patient man, so he began fabricating his own aircraft parts, an activity that morphed into constructing entire airplanes and eventually the Boeing Company we know today.

A former small shipyard nicknamed 'Red Barn' became Boeing Aircraft's first home. Soon, a couple of airplanes were being built inside, each of them having a remarkable resemblance to Glenn Martin's airplanes .. that, interestingly, had its own remarkable resemblance to Glenn Curtiss' airplanes.

A few years later, when the Great depression intervened and Boeing couldn't sell enough airplanes to pay his bills, he diversified into custom built speed boats and furniture for his wealthy friends.

After WWI, a bunch of sharpies from Wall Street gained control of the Wright Brothers Co in Dayton and the Martin Company in L.A. and 'stuck them' together as the Wright-Martin Company.

Wright-Martin began building an obsolete biplane design with a foreign Hispano-Suiza engine. Angered because he had been out maneuvered with a bad idea, Martin walked out .. taking Larry Bell

and other key employees with him.

From the deep wallet of a wealthy baseball mogul, Martin was able to establish a new factory. Then his good luck continued, when the future aviation legend Donald Douglas, was persuaded by Glenn to join his team.

The Martin MB-1 quickly emerged from the team's efforts and became the Martin Bomber.

Although too late to enter WWI, the Martin Bomber showed its superiority when Billy Mitchell used it to sink several captured German battleships and cruisers to prove it's worth. He was later court martialed for his effort.

In Cleveland, a young fellow called 'Dutch' Kindelberger joined Martin as an engineer. Later, as the leader of North American Aviation, Dutch became justifiably well-known.

Flashing back to 1920, Donald Douglas had saved \$60,000, returned to L.A. and rented a barbershop's rear room and loft space in a carpenter's shop nearby. There he constructed a classic passenger airplane called the Douglas Cloudster.

A couple of years later, Claude Ryan bought the Cloudster and used it to make daily flights between San Diego and Los Angeles. This gave Ryan the distinction of being the first owner/operator of Douglas transports. Claude Ryan later custom built Charles Lindbergh's 'ride' to fame in the flying fuel tank christened: The Spirit of St. Louis.

In 1922, Donald Douglas won a contract from the Navy to build several torpedo carrying aircraft. While driving through Santa Monica's wilderness, Douglas noticed an abandoned, barn-like movie studio. He stopped his roadster and prowled around. That abandoned studio became Douglas Aircraft's first real factory.

With the \$120,000 contract in his hand, Donald Douglas could afford to hire one or two more engineers. My brother, Gordon Scott, had been schooled in the little known science of aviation at England's Fairey Aviation, so he hired Gordon.

My first association with the early aviation pioneers occurred when

I paid my brother a visit at his new work place. Gordon was outside on a ladder washing windows. He was the youngest engineer. Windows were dirty. And Douglas Aircraft Company had no money to pay janitors.

Gordon introduced me to a towhead guy called Jack Northrop, and another chap named Jerry Vultee. Jack Northrop had moved over from Lockheed Aircraft. And all of them worked together on the Douglas Aircraft's world cruiser designs. While working in his home after work and on weekends, Jack designed a wonderfully advanced streamlined airplane. When Allan Loughead [Lockheed] found a wealthy investor willing to finance Northrop's new airplane, he linked up with Allan and together, they leased a Hollywood workshop where they constructed the Lockheed Vega. It turned out to be sensational with its clean lines and high performance. Soon Amelia Earhart and others flew the Vega and broke many of aviation's world records.

I had the distinct pleasure of spending time with Ed Heinemann who later designed the AD, A3D and A4D. He told me how my Dad would fly out to Palmdale with an experimental aircraft they were both working on. They would take it for a few hops and come up with some fixes. After having airframe changes fabricated in a nearby machine shop, they would hop it again to see if they had gotten the desired results. If it worked out, Mr. Heinemann would incorporate the changes on the aircraft's assembly line. No money swapped hands!

In May 1927, Lindbergh flew to Paris and triggered a bedlam where everyone was trying to fly everywhere. Before the first Lockheed Vega was built, William Randolph Hearst had already paid for it and had it entered in an air race from the California Coast to Honolulu.

In June 1927, my brother, Gordon, left Douglas Aircraft to become Jack Northrop's assistant at Lockheed. While there, he managed to get himself hired as the navigator on Hearst's Vega. The race was a disaster and ten lives were lost. The Vega and my brother vanished. A black cloud hung heavily over the little shop. However, Hubert Wilkins, later to become Sir Hubert Wilkins, took Vega #2 and made a successful polar flight from Alaska to Norway. A string

of successful flights after that placed Lockheed in aviation's forefront.

I went to work for Lockheed as it 26th employee, shortly after the disaster, and I worked on the Vega. It was made almost entirely of wood and I quickly become a half-assed carpenter.

At this time, General Motors had acquired North American consisting of Fokker Aircraft, Pitcairn Aviation [later Eastern Airlines] and Sperry Gyroscope and hired Dutch Kindelberger away from Douglas to run it. Dutch moved the entire operation to L.A. where Dutch and his engineers came up with the P-51 Mustang.

Interestingly, just a handful of young men played roles affecting the lives of all Americans as it initiated the So California metamorphosis, from a semi-desert with orange groves and celluloid, into a dynamic complex, supporting millions.

Although this technological explosion had startling humble beginnings, taking root as acorns in - a barber shop's back room - a vacant church - and an abandoned cannery - but came to fruit on as mighty oaks.

Donald Douglas was in Santa Monica Rotary when I joined in 1966.

Ron Scott

Source: Denham S. Scott, North American Aviation Retirees' Bulletin.

Fly Mart

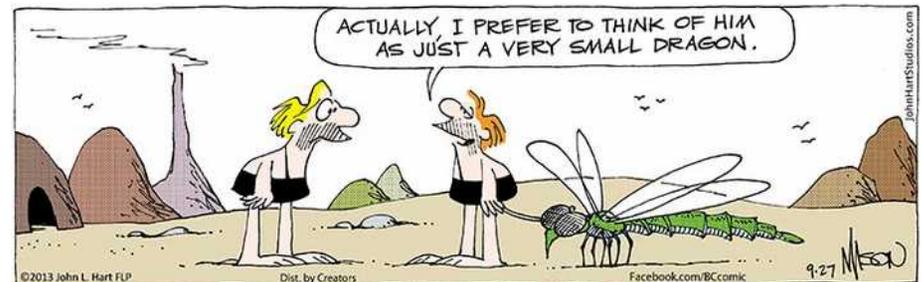
Please send changes to eea124newsletter@sonic.net

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

Cleaning out the Hangar: (4-19)

2 Flightcom Classic ANR Headsets very good condition, \$339 new; \$100 each or best offer
Call Jim Boyer at 707-571-8001, or see at 3504 Banyan St. Santa Rosa



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News / Notes From the Editor

(forwarded by Larry Rengstorf)

Preamble from Stuart (editorial license invoked):

While modern airplanes use internal networks to coordinate functions, very little can be done to them without physical access. It is really your smart phone and external connections to the internet that that give opportunities to hackers. That said, here is the article:

WASHINGTON (AP) — The Department of Homeland Security issued a security alert Tuesday for small planes, warning that modern flight systems are vulnerable to hacking if someone manages to gain physical access to the aircraft.

An alert from the DHS critical infrastructure computer emergency response team recommends that plane owners ensure they restrict unauthorized physical access to their aircraft until the industry develops safeguards to address the issue, which was discovered by a Boston-based cybersecurity company and reported to the federal government.

Most airports have security in place to restrict unauthorized access and there is no evidence that anyone has exploited the vulnerability. But a DHS official told The Associated Press that the agency independently confirmed the security flaw with outside partners and a national research laboratory, and decided it was necessary to issue the warning.

The cybersecurity firm, Rapid7, found that an attacker could potentially disrupt electronic messages transmitted across a small plane's network, for example by attaching a small device to its wiring, that would affect aircraft systems.

Engine readings, compass data, altitude and other readings "could all be manipulated to provide false measurements to the pilot," according to the DHS alert.

The warning reflects the fact that aircraft systems are increasingly reliant on networked communications systems, much like modern cars. The auto industry has already taken steps to address similar concerns after researchers exposed vulnerabilities.

The Rapid7 report focused only on small aircraft because their

systems are easier for researchers to acquire. Large aircraft frequently use more complex systems and must meet additional security requirements. The DHS alert does not apply to older small planes with mechanical control systems.

But Patrick Kiley, Rapid7's lead researcher on the issue, said an attacker could exploit the vulnerability with access to a plane or by bypassing airport security.

"Someone with five minutes and a set of lock picks can gain access (or) there's easily access through the engine compartment," Kiley said.

Jeffrey Troy, president of the Aviation Information Sharing and Analysis Center, an industry organization for cybersecurity information, said there is a need to improve the security in networked operating systems but emphasized that the hack depends on bypassing physical security controls mandated by law.

With access, "you have hundreds of possibilities to disrupt any system or part of an aircraft," Troy said.

The Federal Aviation Administration said in a statement that a scenario where someone has unrestricted physical access is unlikely, but the report is also "an important reminder to remain vigilant" about physical and cybersecurity aircraft procedures.

Aviation cybersecurity has been an issue of growing concern around the world.

In March, the U.S. Department of Transportation's inspector general found that the FAA had "not completed a comprehensive, strategy policy framework to identify and mitigate cybersecurity risks." The FAA agreed and said it would look to have a plan in place by the end of September.

The UN's body for aviation proposed its first strategy for securing civil aviation from hackers that's expected to go before the General Assembly in September, said Pete Cooper, an ex-Royal Air Force fast jet pilot and cyber operations officer who advises the aviation industry.

The vulnerability disclosure report is the product of nearly two years of work by Rapid7. After their researchers assessed the flaw, the company alerted DHS. Tuesday's DHS alert recommends manufacturers review how they implement these open electronics systems known as "the CAN bus" to limit a hacker's ability to

perform such an attack.

The CAN bus functions like a small plane's central nervous system. Targeting it could allow an attacker to stealthily hijack a pilot's instrument readings or even take control of the plane, according to the Rapid7 report obtained by The AP.

"CAN bus is completely insecure," said Chris King, a cybersecurity expert who has worked on vulnerability analysis of large-scale systems. "It was never designed to be in an adversarial environment, (so there's) no validation" that what the system is being told to do is coming from a legitimate source.

Only a few years ago, most auto manufacturers used the open CAN bus system in their cars. But after researchers publicly demonstrated how they could be hacked, auto manufacturers added on layers of security, like putting critical functions on separate networks that are harder to access externally.

The disclosure highlights issues in the automotive and aviation industries about whether a software vulnerability should be treated like a safety defect — with its potential for costly manufacturer recalls and implied liability — and what responsibility manufacturers should have in ensuring their products are hardened against such attacks. The vulnerability also highlights the reality that it's becoming increasingly difficult to separate cybersecurity from security overall.

"A lot of aviation folks don't see the overlap between information security, cybersecurity, of an aircraft, and safety," said Beau Woods, a cyber safety innovation fellow with the Atlantic Council, a Washington think tank. "They see them as distinct things."

The CAN bus networking scheme was developed in the 1980s and is extremely popular for use in boats, drones, spacecraft, planes and cars — all areas where there's more noise interference and it's advantageous to have less wiring. It's actually increasingly used in airplanes today due to the ease and cost of implementation, Kiley said.

Given that airplanes have a longer manufacturing cycle, "what we're trying to do is get out ahead of this."

The report didn't name the vendors Rapid7 tested, but the company alerted them over a year ago, the report states.

Author:

Follow Tami Abdollah on Twitter at <https://twitter.com/latams>

Interesting Aviation Links

(Thanks to Larry Rengstorf and David Heal)

Oshkosh Pix (wow) [Click Here](#)

EAA Chapter 124 Board Meeting Minutes August 7, 2019

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

Present - Marlon Young, Andy Werback, John Whitehouse, Larry Rengstorf, Dan Steinhof, Ben Barker, Mike Fenn, David Franco

Absent - Josh Hochberg, Bob Gutteridge; Brien Seeley

Old Business

Minutes - June - Motion to Approve by Dan, second by Ben, passed

Marlon - Open House on track, Bill Conklin's Paella will be chicken and sausage. Note - Tour de Fox is the same day. ☺ Get the route and let people know. Local chapters have been notified, some responses; FFAST will be putting out the invite soon, too. CAFE will be in charge of the scales. David will be doing some cleanup in the hangar.

Mike - Motor home maybe gone next week...

New Business

Andy - DART - Next weekend, Aug 17 - training.

Andy - PCAM - Signup sheet for volunteers for Friday night Performer's Dinner and Saturday Volunteer dinner. Also need folks to display aircraft and man the booth. Marlon - any interest in sponsoring a table at the Performer's Dinner? Individuals are welcome to purchase tickets.

Marlon – Tonite is Oshkosh recap. Sept program is Del Wolverton – counterpoise bi-radial engine. David H might spend a couple minutes on the ICAO flight plan. Gloria Cote has retired.

John W – Treasury report is normal, down a bit for this time of year.

Larry – New tenant - C150. Hangar is full. Possibly a few more tiedown aircraft coming. Working on improving the weed situation.

Young Eagles – No report, next event is Aug 24.

Dave – No activity last month...but can happen anytime. Larry - Possible link up with Healdsburg High.

Director's comments – Ben – in contact with UAvionics – Sky Beacon - discount program.

LongEze is still on the agenda....

Meeting adjourned at 6:16 PM

Respectfully Submitted,

Andy Werback

Secretary

EAA Chapter 124 General Meeting Minutes

August 7, 2019

Meeting called to order by President Marlon Young at 7:15 PM.

Marlon thanked the cooks – Sam thanks her crew – Ron, Mike, Andy, Tim, Larry, Dan and Howard. Great job, guys!

Visitors and returning members – Welcome Chris Wilson, Bob Mullen, Michael and Jim Joyce, Mike McDonald and Karl Grimm.

June Minutes – Motion to approve, passed.

PCAM – Airshow includes the Snowbirds. Sign up for info emails – WingsOverWineCountry.org. We Will HAVE an EAA booth and available static display space – let Andy or Marlon know. Plus we need volunteers to help with the Friday and Saturday dinner events. Sign up with Andy.

DART – Disaster Airlift Response Team – The orientation/training session is on August 17, with a mini-exercise for October 26. The Aug 17 event will be at EAA, and the October

event on the ramp at SJC.

Newsletter – Thank you Stuart. Hey guys, how about some articles???

David Heal says that the FAA is updating their international flight plan to conform to ICAO standards. This gives access to more standardized information like equipment list. New form will be available Aug 27 – see faa.gov

Treasurer –John reports that the last month was in the red, normal for this time of the year.

Facilities – Larry reports that the hangars are full, and we have outside tiedown space available.

Open House – August 24, in conjunction with YE date. Coming up soon!! Emails have gone out inviting all local EAA and PAPA members, plus will have FFAST notice. Note that Traffic may be somewhat of a problem due to the Tour de Fox event on that day. Maybe that's why they are paving N. Laughlin???

VP Report – This month is Oshkosh reports, next month is Del Wolverton – with a special presentation on a counterpoise bi-radial engine design.

Builder's Reports – Mike Tovani reported the Tri-Champ's nose wheel steering was misbehaving, turned out to be a broken cross bar. Got it welded and back home, but looking for a replacement part. Ben Barker says there are still rebates available for the SkyBeacon at uAvionics:

<https://uavionix.com/products/skybeacon/>

Flyouts – Will be too late for this newsletter, but we have on Aug 10 – Boonville, Schellville with the Swift West Coast fly-in, and a Memorial at PCAM for Don Waltenspiel, 5pm.

Presentation – Thank you Wayne Cook, Dwayne Green, Joe Wiegand and Andy Werback for their recaps of Oshkosh and various trips getting there and back.

Meeting Adjourned at 9:15 PM.

Respectfully Submitted,

Andy Werback

Secretary

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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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**EAA
VINTAGE DAY
1900-1970S**

AIRPLANES

**EAA 1476
FUNDRAISER
EVENT**

**SEPTEMBER
22**

7443 MURIETA DR,
RANCHO MURIETA,
CA 95683

KRIU

**5 BUCK LUNCH
TAX WRITE OFF FOR
DISPLAYING PARTICIPANTS**

10 AM TO 3 PM

WAIVED LANDING FEES

**CONTACT YASEEN BOOKER
FOR ANY QUESTIONS AND TO REGISTER
VEHICLES 916-365-3827
YASEENBOOKER067@GMAIL.COM**

CARS

MOTORCYCLES

Clear Lake Splash & Fly In

Thursday, Sept 5 – Sunday, Sept 8, 2019

Natural High School (NHS) field

810 N Main St, Lakeport, California

Ramp opens at Noon on Thursday

➤ By Seaplane:

Natural High School (NHS) field
(39°02'46.7"N 122°54'47.7"W)

➤ By Land-Based craft:

Lampson Field* (102)

* Shuttle service to and from Lampson
Field available event Saturday 9 am to 4
pm



Events

Friday: ➤ 6pm Hangar Dinner – Lampson Field – Lincoln's Hangar #7

Saturday: ➤ BBQ, Wine tasting & movie night @ Skylark 6:30
➤ Clear Lake Modelers display & simulator
➤ Seaplanes on display all day for the public

Sponsors

City of Lakeport	Erich Aviation Insurance Services	Skylark Shores Resort
County of Lake	Lake County Chamber of Commerce	L.C. Amateur Radio Society

Event Details • Registration • Sponsorships • Advertising Opportunities

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