



The Flying Wire

**Chapter 124
Experimental Aircraft Association**

**Volume 55 Number 4
May 4, 2016**

Board Meeting - 5:30 pm

Dinner – 6:15 pm (\$7 donation)

General Meeting – 7:00 pm

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--- Mail ---
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May 4, 2016 Program

Individual Owners discuss Light Sport Aircraft

Ray Shipway (Quicksilver LS2S), Doug Dugger (Zenith), Ron Cassero (Flight Design CT), David Heal (RV-12) and Kevin Quirk (RV-12, OneX) will have their aircraft on display Wednesday afternoon (5PM on for most) and will be talking about their particular aircraft/models.

We may also have a Tecnam P92 Eaglet visiting us from Watsonville. If you are interested in the possibility of a LSA in your future, now is the time to tune in and find out what you need to know.

Dinner Menu

Dinner is Sam's Famous Burrito Concoction (in other words, make your own!).

Snicker Doodles and Rainbow Sherbet for dessert.

Events Calendar

Please send info about upcoming events!

Please send us information if it comes your way!

Bob Gutteridge: bob_gutteridge@pacbell.net

Stuart Deal: aaa124newsletter@sonic.net

EAS2016 May 19 & 20 [Cafe Foundation](#)

Cloverdale Airport May 7

[West Coast Zenith Fly-In/Young Eagles](#)

SA Symposium May 6 & 7 [Sustainable Aviation](#)

Society for Aviation History Calendar - [Click Here](#)

Nevada County Airport's 2016 Open House on June 4th

Sonoma Valley Airport (Schelleville) closed for event

entire weekend of May 14th and 15th as parking

for [Sunset Magazine Event](#)

Letter to Mike

(Contributed by Mike Tovani)

August 1967

[Major Russell P. Knoebel Jr.](#)

Bien Hoa AFB

South Vietnam

Dear Mike,

The sky to the southeast looked grim as we taxied our 3 small A-37's into the arming area. Beneath the wings of each bird were five bombs and a 7.62 Gatling gun capable of spewing 6000 rounds a minute. It was a new and heavy load to be tried for the first time. Two 750 pound, two 500 pound, and one 250 pound general-purpose bombs almost dwarfed the tiny high powered A-37. We sacrificed any comfort margin of fuel to see how effective this type of ordinance would be on targets within 50 miles of the Base.

Our target today was a V.C. base camp 41 miles from home. The weather did not look too promising either. Bad weather could make the difference. The sergeant worked grimly to arm the gun under the wing and the gun tucked in the nose. Finally all three aircraft were armed and ready.



Model of Fully Armed A-37

The lead aircraft gave the signal and we started our second engine. Since the thirsty jet engines use so much fuel we taxi on only one and start the second just before take off. Number two aircraft could not get a successful start and had to abort the mission. So I became number two and the lead aircraft taxied to the number one position and called the tower "Bien Hoa (Ben WA) tower Dragon61 ready for take off" - "Roger dragon 61, hold your

position, we have 4 F-5's minimum fuel for landing."- "Roger dragon 61 holding." This was unexpected. And the next ten minutes used more precious fuel than we could spare. Finally after the F-5's landed we were cleared to take the runway and run-up.

Bien Hoa is the world's busiest airport sometimes reaching 76,000 landing and take-offs each month. With one runway only that is quite a workload considering the number 3 airport in Chicago has five runways and has 45,000 T/O and landings per month. So while we were getting into position we were not too surprised to see several aircraft land over our head in front of us - a practice never allowed in the United States, but here necessity dictates many procedures considered unsafe elsewhere.

At last, the clearance to roll. The lead nods his head as he releases brakes and we start rolling down the 10,000-foot strip. I jockey the power to maintain position as the A-37's lift off the runway. My right wing wants to drop due to the uneven load, but a little aileron pressure holds me "in" on lead's wing. Gear-up, tucked in the well, flaps up, airspeed 150 and lead noses up to grab altitude before reaching the field perimeter just ¼ mile from the runways end. Ground fire has damaged many aircraft just on take-off and landing here at Bien Hoa. We turn left to avoid the artillery firing to the north one mile. As we climb to 10 thousand the storm looks bigger. Might be a problem on the return.



Typical Cessna O-1 Bird Dog

Seven minute's later contact is made with the forward air controller, a pilot flying a small slow propeller driven L-19 or O-1 aircraft. He is the man who will mark the target and direct the strike. He asks us to hold since he is directing a flight of B-57's on a target. More delay. Fifteen minutes later we are cleared to the target area.

The FAC is flying a light gray aircraft. Easy to spot from above in contrast to the dark green jungle, hard to see from the ground against the blue gray sky. We find the FAC and watch as he describes the target and fires a smoke rocket into a bunker complex below. Lead rolls in calling "Dragon 61 in I have your smoke." The FAC replies - "We have a strong wind from 270 at about 35 knots. You're cleared in - drop 30 meters north of my smoke." A streak of blue gray, lead aircraft accelerates toward the plume of white smoke on the ground. Get the airspeed - get the pipper on the target, adjust for wind check the rapidly falling altimeter - altitude, airspeed, bombsight perfect release! A seven fifty falls away from the tiny bird. Back on the stick - 3 - 4 - 5 g's left wing hard to keep level. Too much weight difference between the left and right side - - get that nose up - whom! The concussions from the 750 pounds of TNT throw the aircraft about.

A large ball of fire followed by trees, dirt, foliage, and pieces of bunker climb slowly to an altitude of 1,000 feet. Timing my pass so the debris will be gone when I pass over but soon enough to keep the guns on the ground from getting set again. I roll in with the call "Two in hot - what's my adjustment." FAC reply - cleared in hit 50 meters west of leads bomb. And so it goes - closely following each other we adjust each pass according to the instructions of the FAC. Finally lead calls "Dragon 61 bingo". His fuel is down to the absolute minimum and he must return home.

All ordinance delivered, all armament switches off we climb for altitude toward home. The FAC - calls in Battle damage assessment. "5 bunkers destroyed 5 bunkers damaged, 30 meters of trench destroyed, 2 tunnel entrances destroyed - nice job." Leads reply is garbled, radio trouble it seems. I thank the FAC and lead calls a channel change. Radio switched to channel 2, lead calls the home base and asks for weather. Then comes the grim reply. "Heavy thunderstorm over field, visibility "0", suggests you hold for 15 minutes." Lead tries to answer but is un-readable. I pull on his wing and he points to me and points forward. OK that means I've just been given the lead.

My fuel is low but number two has even less, better check. I give the visual signal for fuel. He has 700# not enough to hold for 15 min. I signal and we shut down # one engine. So we'd better

land at our alternate field 50 miles away – just enough fuel to make it on one engine. I reach down and set in the radio station in my navigation ADF only to find the station is not operating or I can't pick it up on my ADF. My TACAN (another navigation aid) tells me I am 22 miles from Bien Hoa but between me and home is that big black thunderstorm.

I call again – "Hawk control – we are unable to hold any longer min fuel on number two and no radio transmitter, can we make a radar landing?" His reply isn't too encouraging – "Maybe it will ease off by the time you get on final" – "give it a try." "Roger – Dragon 61 channel 5." "Paris control this is Dragon 61 we are 22 miles east of Bien Hoa navigational aids inoperative minimum fuel – request a radar let down and hand off to GCA (ground control approach) for straight in landing runway 27. Be advised this will be a one shot try." "Roger Dragon 61 radar contact turn right heading 300, what are your angles? Dragon 61 angles 7 (7,000 feet)" – "Dragon 62 pitot heat on, defrost on." His nod tells me he is receiving. That storm looks dark – so I turn my navigation lights up to bright so #2 can see me better in the clouds and rain. In seconds we are in the center of heavy rain – visibility about 20 feet – I concentrate on flying as smoothly as possible using only available instruments in the cockpit.



Actual photo of Maj. Knoebel in Vietnam 1967

My wingman grimly hangs on to me as the turbulence buffets us about. "Dragon 61, turn left two degrees to 298 degrees." –

"Roger left 298" – I reply to the ground controllers instructions – Hope he doesn't lose contact on his radar, I think – if we miss this time or if number two gets shaken out of formation he will have to bail out. "dragon 61 start descending to 1500' "Roger dragon 61 descending to 1,500' – dragons speed boards down now." We both drop our speed brakes and increase our descent. At 1500 feet I slowly ease the nose up to level flight and call number two "start up engine" we both touch the "air start" switch and move the throttle on the dead engine to start it up. This is done without looking at the switches for we must memorize the position of each switch blind folded for just such [a] reason. Neither of us can afford the diversion that hunting for a switch would take.

I turn up the cockpit lights. It is dark in the storm. GCA controller is steadily advising me. "Further left to 273, you need not acknowledge further transmissions start your descent now, your gear should be down and locked". At this point I signal #2 to lower gear and flaps and together we get set for landing. Each throttle change, each configuration – (gear, speed brakes, flaps) change must be done at exactly the same time or #2 will drop back 10 and lose me in the dark clouds and rain, or he will catch up and hit me. So he has his hands full being the worlds best formation pilot.

GCA continues, "You are on glide path, slightly high on glide slope, increase your rate of descent, correcting nicely, back on glide slope resume normal rate of descent, you are ½ mile from runway at GCA minimums." Normally at this time we would level off and try again or fly to another air field if we could not see the runway at this time but our fuel means we "make or break" it on this pass – GCA continues "Lined up nicely, passing over the threshold" – now see it. Just below, the most beautiful strip of concrete in the world – I signal idle power and we slowly round out for a perfect formation landing. Easy on the brakes, flaps up – stop on the runway a moment and get the right taxi way - there it is – rain pouring down. Wet crew chief grinning from ear to ear. I stop the aircraft, slip out of my chute and raise the canopy long enough to get out and join the crew chief in a summer shower. Lloyd jumped out of #2 aircraft and held out his hand. "I shut down with no gas. – Thanks" I grinned – rain is nice to stand in not fly in – Another day another dollar, today I earned it. End of war story.

No life isn't too dull here.

Regards
Uncle Russ

Solar Impulse Arrival in San Francisco

(CAFE Field Trip – by John Palmerlee)

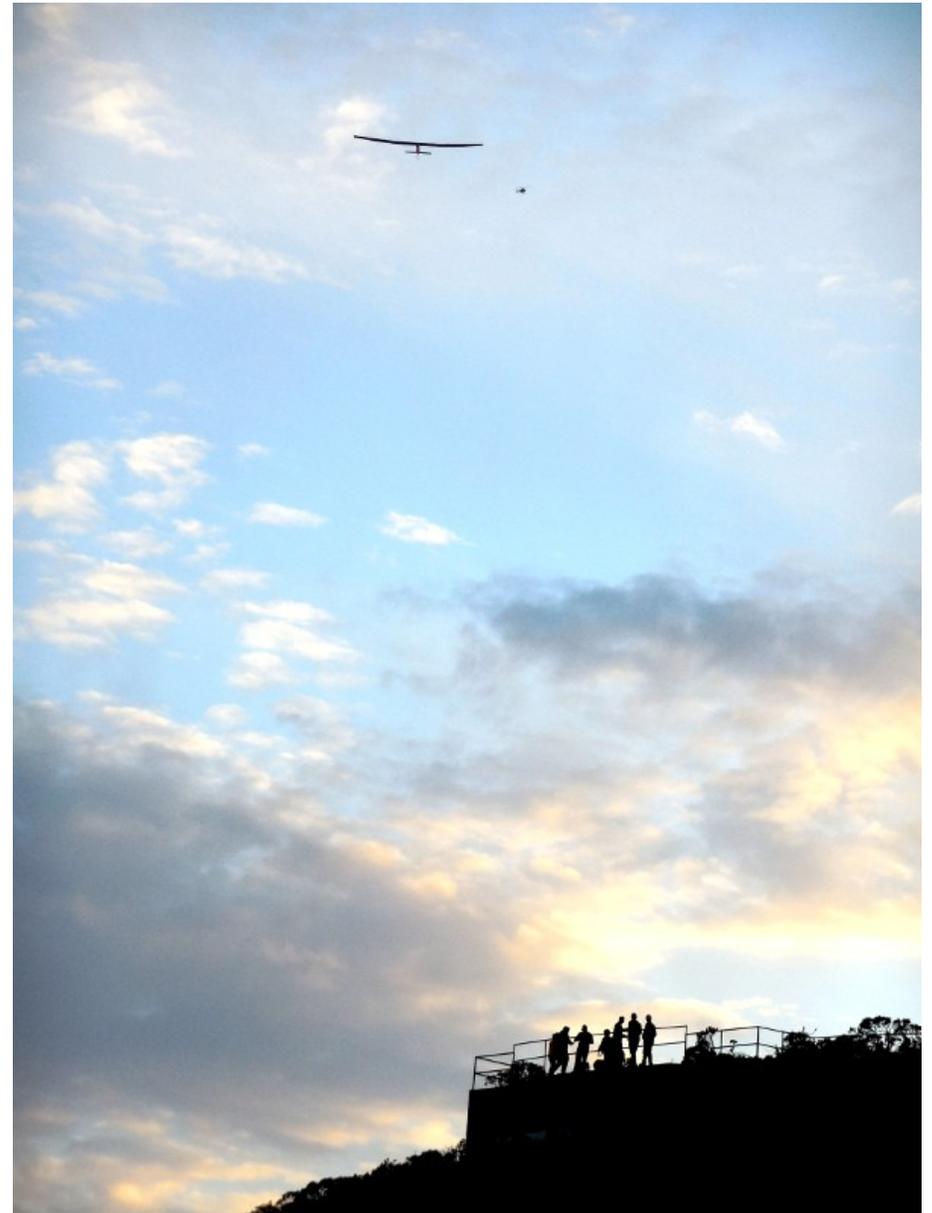
CAFE received an invitation to the Solar Impulse 2 landing at Moffett field, and we decided to make it a field trip to support the effort and watch the landing slated for midnight on Saturday. The airplane was about to complete a three day non-stop flight from Hawaii on solar power alone.

Bruno Mombrinie and I (CAFE Board) and our EAS 2016 Coordinator Yolanka Wulff, left for the Marin Headlands at about 15:30 Saturday. Our plan was to get to the west end of the headlands road so we could see Solar Impulse when it first arrived sometime after 17:00.

There was moderate traffic at the headlands, making us think everyone had turned out to see the arrival. What else would anyone be thinking of today, anyway? Not. In the three hours we were there, only a handful of people knew about the event, so we shared the story with many.

Finding a parking spot was a stroke of luck, right on one of the last headland ridges with a great view of the Golden Gate and the entire Bay Area. Visibility must have been near 100 miles. We were high enough to be well above the bridge towers, and couldn't decide whether Solar Impulse would be above or below us when it passed. Turns out it was well above us at about 4,000 feet.

We first saw it over the ridge to the west - a long bent stick below the high clouds. Bertrand Piccard had flown for over 55 hours from Hawaii, but had another 7 to go before he would land. That's a long time to wait for winds to calm at your destination. A black dot nearby was a helicopter flown by the other Solar Impulse pilot André Borschberg, darting about the big plane as if it were a sparrow with a condor. Through the camera lens, I could watch the four propellers spinning - big, slow, efficient, two bladed props.



Solar Impulse over Bodega Head lookout

The purpose of this phase of the flight was to say a long "Hello" to the Bay Area, get some video footage of the plane over landmarks, and to wait for landing once the wind settled down. To us, it was all a treat. Bruno brought a long strip of black fabric and white duct tape, which we turned into a sign on the chance that Bertrand looked our way. The sign said "BIENVENUE BERTRAND" which means "Welcome Bertrand" in French (picture below). Solar Impulse passed over us many times, but we never learned if he actually saw the sign. There was a lot to look at from 4,000 feet, and he was dealing with constant direction from the MCC (Monaco Mission Control Center) and commands from local ATC; so it wasn't just sightseeing for him. Keep in mind he'd had less than 3 hours worth of 20 minute naps over the last 3 days. One must somehow stay alert on a flight almost twice the duration of Lindbergh's Atlantic crossing.



Bienvenue Bertrand!

At 20:00 we had to leave for check-in at the NASA Ames barracks. The campus is large, with many buildings in disrepair and a background of flight history everywhere: the blimp hangar skeleton under major repair, a NASA U-2 sitting on a ramp behind other unused aircraft.



Hangar One Stripped

The ramp security checked our names off a list and turned us loose with a group of a few hundred people consisting of Solar Impulse team members and the invited guests from public and government sectors.

Tesla was present as a sponsor, and provided Model S vehicles for the two pilots, Bertrand and André, for their week stay in SF. On Sunday (4-24) Bruce Nyden, the local Electric Auto Association president and Model S owner (yeah, the "other" EAA), said he came across a French speaking group in a new blue Model S P90D with factory plates near a local Bodega Bay chowder house. By his description, it appears that the driver was Bertrand Piccard - he was sitting with the driver's door open while fussing with the navigation system (yes, he's done his share of navigating :-). Bruce spoke with a woman getting out of the back seat and noted another woman in back met the description of Michelle, Bertrand's wife. Nice coincidence - interesting how electric vehicles attract

electric vehicles.

The Solar impulse landing at Moffett was quite serene, except for a jet helicopter running up during the entire approach. I wished it wasn't there. Despite that, I got a video of the landing with my camera - looked like a UFO on approach with a full span array of landing lights (236 feet of them). There were 20 team members on the runway to grab the bird once it slowed from the landing, who then moved it under 'people power' off the runway to the waiting crowd. The main and tail wheels pivot completely so it can be towed sideways if needed, particularly for rolling into its inflatable hangar.



Moving the Solar Impulse

After taking several minutes to regain his land legs, Bertrand spoke to the group. He said what a privilege it is to participate in this adventure, and how he hopes it will help everyone become explorers - to free themselves from the old ways of thinking and fear of the future. He hopes one day everyone can have an experience like this that changes the way they live. The following is an excerpt from his speech:

"...we would like other people to understand, that everybody can do the same, everybody can (thrive in) a world with clean

technologies that protect the environment, that brings social peace, wealth to all the population. That if we want to fight poverty we have to give access to renewable energies."

Piccard invited everyone to "Go for it!" as explorers... to experience life as life is made for.

CAFE will be posting videos and images from the event on the web, and will announce when they are available. Solar Impulse has an extensive Facebook presence you may want to check out: [Impulse on Facebook](#)

The following is a brief list of Solar Impulse 2 specifications:

- Crew: 1
- Wingspan: 71.9 m (236 ft) - Length: 22.4 m (73.5 ft) - Height: 6.37 m (20.9 ft)
- Solar Panels: 66 kW
- Loaded weight: 2,300 kg (5,100 lb)
- Powerplants: 4 × 13 kW motors (17 hp each)
- Propellers: 4 m (13.1 ft)
- Batteries: 4 x 41 kWh lithium-ion batteries (633 kg total)
- Cruise Speed: about 30 knots (depends on flight phase)



Bertrand leaving the Solar Impulse at Moffett

Fly Mart

For Sale: (10-15) Stainless Steel firewall material. 26 gauge 4ft X 7ft. \$90 for all or \$50 for half. Jim Duvander 707-953-0129 jim@duvander.com

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

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

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

For Sale: (7-15) Two Bendix magnetos for 4-cylinder Lycoming (O or IO 320); converted Falco to dual electronic ignition. 1 left, 1 right rotation; both with impulse couplings. Harness, impulse coupling adapters, long mounting studs included. Time in service: 344 hours. Also available: 4 new Tempest massive electrode spark plugs, 4 well-used Champion fine-wire spark plugs, 1 brand-new TSO'd magneto noise filter. \$250 each, \$450 for both. Peter Lert, peter.s.lert@gmail.com, 707-508-7500.

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

For Sale: (5-15) 1947 8E Luscombe, 85 hp Cont. Engine and airframe TT 1907, 836 SMOH. Annual 2/2015. 800 x 6 tires. Apollo SL60 GPS Receiver and VHF Comm Transceiver. Worn paint. New battery. Ellen Jori (707) 823-7150 ellinsearby@aol.com

For Sale: (11-14) Aero Tug E-200 with New Batteries - \$800 – contact Bill at (707) 938-1465

For Sale (11-14) Engine Stand for Lycoming and Continental engines - \$250 – contact Bill at (707) 938-1465

For Sale: (8-13) RV8 – 1/3 Share. Superior IO 360/9.5 pistons, Hartzell Blended Airfoil C/S Prop, IFR Equipped all Glass Panel, Auto Pilot, Smoke System, Approx. 300 hours total time, Contact: Carl von Doymi, cvondoymi@gmail.com, (415) 845-6448

For Sale: (3-13) AirTech Fuel Cap Tool. This high tech tool helps pilots open many types of aircraft fuel caps, doors and latches. Contact Ryan Beck, ryan.beck1@yahoo.com for information.



(Reprinted with permission of John L Hart FLP)

News/Notes From the Editor...

EAA Partners with FAA, Dynon for STC Breakthrough to Upgrade Safety, Reduce Costs for Aircraft Owners



EAA, in partnership with Dynon Avionics and the FAA, has been awarded a Supplemental Type Certificate (STC) to install Dynon's EFIS-D10A in certain standard category aircraft. This breakthrough STC enables the inexpensive, but very capable, avionics that have served the experimental and light-sport worlds for decades to finally have a pathway into the type-certificated market. The Dynon system is a direct replacement for a vacuum-driven attitude indicator, and the STC currently applies to the Cessna 150, 152, and 172 series and the Piper PA-28 and PA-38 series. More aircraft are expected to be added soon.

EAA worked extensively with the FAA and Dynon to show compliance with regulations and develop a new certification pathway for safety-enhancing equipment. The long track record of the D10A product line and its conformity to a variety of industry standards helped it become the first device accepted by the FAA in this pioneering effort. In addition to Dynon's proven reliability, the unit delivers a wealth of information to the pilot and even has an integrated angle of attack feature (with the installation of an

optional probe). EAA installed the D10A in its 1976 Cessna 172M and submitted to a series of flight tests with an FAA test pilot, which went flawlessly.

EAA intends to begin selling the STC as soon as possible, hopefully later this spring, at a nominal price point in line with its existing autofuel STC. In addition to the D10A, more products are actively being explored as EAA is willing to work with other manufacturers to bring down costs and reduce barriers to recreational flying. Stay tuned for more details!

Interesting Aviation Links

(thanks John Whitehouse, Larry Rengstorf, David Heal)

Poor Man's Hellcat - [Click Here](#)

First Flight RV-8R - [Click Here](#)

Wings Over the Rockies - [Click Here](#)

Vegas Baby! - [Click Here](#)

Building the RV-4 - [Click Here](#)

EAA Chapter 124 Board Meeting Minutes April 6, 2016

Called to order by V.P. Andy Werback at 5:30 PM.

Board members and officers present: Andy Werback, John Whitehouse, Dave Heal, Marlon Young, Ron Cassero, Steve Waite, Ben Barker, Larry Rengstorf, Ray and Sher Shipway (5:39).

Visitors present: Brien Seeley, Ann Seeley (5:37), Wayne and Liz Cook (5:39).

Andy reported that President Jim Boyer is home caring for Arlene. Steve Smith is home sick and unable to present his Mexico trip show.

Brien Seeley related his history with CAFE from its founding in 1981 until last October. He stated that the CAFE Foundation declined to engage in a new Green Flight Challenge for quiet aircraft, prompting him to leave and start the Sustainable Aviation Foundation. SAF is organizing a symposium in San Francisco in May, as announced to the members meeting.

John Whitehouse stated that CAFE continues to be a major tenant of Chapter 124, paying the hangar property tax and a rent equivalent to fifteen tiedown spaces.

Ray Shipway is organizing a Light Sport Evening as the meeting program in May.

Sher and Ray said they will conduct the first Young Eagles

event at Cloverdale during the Open House on Saturday, May 7 from 0830-1230. Pilot volunteers are needed and they should allow 2 weeks for EAA to process their "Youth Protection Program" certificates. The online course can be completed in less than one half hour, according to Larry and Ray.

The EAA Chapter Promotional Brochure is progressing with Andy reporting he has contributed lunch and Stuart Deal is contributing creative thought.

Larry said he got the driveway and parking areas scraped for the last time until more rain. He has mowed and a week later needs to do so again. The weeds were sprayed around the tie downs.

The On-Site Rental Status committee of Sher, John and Larry reported that one aircraft is months in arrears and three others are late by much lesser amounts. Delinquencies are shown on the treasurer's monthly list posted at the members meeting.

Wayne Cook and Steve Waite volunteered to head the Wings Over Wine Country Planning Committee for the Chapter. Ray Shipway noted the Clearlake Splash-In will be held on September 16-18, the weekend prior to the WOWC Airshow.

Andy reminded all to think about nominations for EAA National Awards.

Adjourned at 6:13 PM.

Respectfully submitted,

Ben Barker, Secretary

EAA Chapter 124 General Meeting Minutes April 6, 2016

Called to order by V.P. Andy Werback at 7:20PM.

The well-fed multitude thanked the cooks and their helpers for the fine dinner.

Two first time visitors to EAA Chapter 124 were welcomed.

A motion (Rengstorf/Weigel) to approve the minutes from the March 2, 2016 meeting as published in the newsletter carried without dissent.

John Whitehouse reported that the Chapter is solvent.

Larry Rengstorf began his facilities report by noting the passing of Merle Haggard that morning on his 79th birthday. Larry informed the members of the mowing and weed spraying in the last month.

Sher and Ray announced the May 7 Young Eagles event in Cloverdale and reminded pilot volunteers of the EAA certification process.

Brien Seeley announced the Sustainable Aviation meeting in San Francisco and distributed a program. He said Wayne Cook is helping organize the event.

Jo Dempsey, CAFÉ Foundation President, and John Palmerlee reported that the 10th Electric Aircraft Symposium will be held at the Marriott hotel near SFO on May 19 & 20, with aircraft on display at MakerFaire. EAA124 members are invited to a pre-opening VIP tour, to include Airbus' ducted fan prototype aircraft.

Several fly outs were announced by Bob Gutteridge, Dave Heal and Doug Duggar: Booneville April 10; Tehama April 16; Zeniths @ Cloverdale May 7; RV-12s @ Livermore May 14.

Ken Dyche invited participation in the annual Hayward Air Rally. He described it as an efficiency contest, the goal being to match forecast time and fuel consumption over a 500 mile course. The event will be held 6/23-26 and end at Reno.

Andy summarized news from EAA National: Oshkosh work dates in May/Jun/Jul; Becker - Major Achievement Award; House shelved User Fees, waiting for Senate; class 3 medical reform will be in reauthorization bill, hangar usage policy clarified - includes building & storing; no FAA charges for Oshkosh; Youth Protection Policy - 2 deep requirement, no SSN. Andy also reported he watched an AOPA video on how to mount an antenna. It took 2 hours to download the 25 min video.

Builder's reports included Kevin Quirk's progress on a Sonex Onex with an owner-assembled Aerovee engine, and Ray Shipway's resurrection of a wrecked Quicksilver Sprint float plane.

Andy Werback filled in for the ailing Steve Smith by showing the 17-year history of building the Steen Skybolt he brought for display. Andy had fascinating pictures of the project that was begun by a veteran builder in New Hampshire and required 3,000 hours more to complete. Andy responded to a question from the audience by giving a second talk, this time on his restoration of a 1930 R.E.O. automobile.

Adjourned at 9:03 PM.

Respectfully submitted,

Ben Barker, Secretary

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Librarian: Walt Ferris (415) 482-8331

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Chapter meetings are held on the first Wednesday of each month at 7:00 pm. FOOD (\$7) AND SOCIALIZING (free) from 6:15 to 7:00 pm. EVERYONE IS WELCOME!

Directions: The site is located on the west side of Sonoma County Airport. Take the Shiloh Road exit from Highway 101 in northern Santa Rosa. Turn left at the stop light (west) and continue to a "T" intersection. Turn left again and follow the road to the EAA sign on the left.

Members are invited to submit articles of interest. You will be notified whether or not an article will appear in the current issue.

Please email articles to: 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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