



The Flying Wire

**Chapter 124
Experimental Aircraft Association**

**Volume 56 Number 8
August 2, 2017**

Board Meeting - 5:30 pm

Dinner - 6:15 pm (\$10 donation)

General Meeting - 7:00 pm

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www.EAA124.org

www.CafeFoundation.org

www.EAA.org

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August 2, 2017 Program

AirVenture Experience: Oshkosh High Points

Program - Member Highlights from Oshkosh 2017

Dinner Menu

Dinner - BBQ Tri-tip, Corn on the Cob, Super salad and Garlic Bread. Ice Cream Sundaes. \$10

Events Calendar

Please send info about upcoming events!

Please send us information if it comes your way!

Clear Lake Splash and Fly In:

[Thursday thru Sunday Sept 14-17](#)

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

Boonville Airport Day: Saturday August 12, 2017

Bob Gutteridge: bob_gutteridge@pacbell.net

Stuart Deal: aaa124newsletter@sonic.net

Flying Electrons

(By Stuart Deal)

The time had arrived to check out the flight simulator at the Pacific Coast Air Museum. After checking that the next "Hot Dog Thursday" was going to be August 3, it was clear that lunch would be first. Since the hours are from 10 AM to 4 PM, it was time to get rolling if I was going to get the simulator ride in before the usual airport traffic and my dogs would be looking for dinner.

On arriving at One Air Museum Way, I was relieved to learn that the simulator is separate from the Air Museum part, and the ticket to do your simulated flight is \$5 for 15 minutes. This buys you help from the attendant and a chance to wear a pair of virtual reality goggles. If at all possible, do not wear your glasses.

The cockpit is laid out comfortably and somewhat like an actual airplane. However, you have to feel the throttles and gear controls. The gear up/down is the least intuitive control, so the best way to actually control it is to find it early on. Here is where pilots who are thinking of practice and non-pilots who want to "see what this baby can do" may have different approaches.

I started out in a Cessna flying out of Petaluma two-niner. The "Hill" is in the same place, so if you go up to pattern altitude and turn right to downwind, everything seems pretty normal. I am used to seeing the PG&E substation on Frates Road, but I could not make it out. I could see Frates Road and the bright yellow glide path boxes.

In reality, I had to hunt to find the instruments in the display. This is one of the things that you have tons of time on the ground to make sense of, but if you spend that time in the simulator you won't spend much time flying. It turns out that the recommended approach is to pick an airplane that is completely unfamiliar and see what it is like.

It is true that a simulator has some elements that could be taken for "practice" but it is the things that you would mostly not do in your own plane that make it worth doing. If you have your own camera system with wing tip, and belly cams you could get some of the experience of clicking the "point of view" switch on the stick of the simulator.

Doing a couple of touch and goes in the Cessna at a familiar airport took me back to my past experience, but it did not make me feel like it would improve how I would do if I went up in my airplane. I think it made me more cautious because of my past experience and was just similar enough that the urge not to "break" the airplane became strong.

It is clear to me now that flying a familiar airplane in a familiar way is pretty much a waste of time on the simulator. Switching to the Corsair or the F-18 or even the 747 is the way to go.

Next time I do it, it seems obvious that I should click the view switch to the wing tip view and do a loop or a roll in the F-18, go straight up and straight down and pull out at the last minute and switch to the belly view as I brush the trees. That would require me to turn off my "caution switch" and accept the visual experience as "not real". If you have read or watched the "Divergent" book/movies, the escape from the imaginary dangers comes from realizing "this is not real".

As a mostly "non-gamer" the fantasy experience created by the flight simulator is not that familiar, but as a pilot, it can pull you back to the way you have trained to experience flying. The new experience for me is seeing how strong the urge is to think and act the way I have done in the past and how that may not apply to a

new situation. Bending to take advantage of the new situation that is "virtual reality" simulated flight is an eye or possibly brain opening experience.

Once upon a time, I told my very experienced single engined pilot father-in-law that it sounds like fun to have so much flying experience. I felt that his lack of humor on the topic indicated a stiff or locked-in way of viewing the world, unable to see the world from another point of view. Flying the flight simulator made me realize that I too have a strong tendency to only see things through the window of past experience, a property that I tend to think is very limiting when I notice it.

What is possible from "seeing things differently" may be different for each person, but the experience of making the choice to depart from the past seems constructive unless the past is just perfect and would be the exact thing you would want to re-live given the possibility of opening to your imagination in a fresh direction.

Certainly, the innovations that allow flight or virtual reality or flight simulation do not come strictly from repeating the past or longing for it. Realizing what is possible now may be boosted by youth and having no previous experience to "lock-in", but it seems that deep experience can also enrich trying something new by brightening the light that shines on the lines that make the new distinct from the past.

While bending in the wind may be a way to avoid breaking, it takes things a step further if we see which way the wind is blowing and what weather pattern is moving the air. There is more to just about anything than we see right in front of us, but the urge to believe that we understand it is so strong that we may accept any "reasonable" explanation which is back to bending in the wind.

As humans, training takes time but it is our tendency to think we have more skill than we do. Having a somewhat more objective observer helps to curb this whether it is a computer like a simulator or an instructor sitting with us, or both. It stretches us to do more than we previously thought possible if we allow a little flexibility.

While change has a reputation for being "hard" it is probably much harder to keep things as they are. Yes, flying the PCAM Flight Simulator may, or may not, send you off on a journey of self discovery, but it may stretch things out before you that are more challenging and possibly more fun than you expect for five dollars!

CAFE on its Way to Oshkosh

(by John Palmerlee)

As many of you know, the Comparative Aircraft Flight Efficiency Foundation (CAFE) has experienced a few "interesting" years recently. Significant leadership and board membership changes and two relocations of our annual Electric Aircraft Symposium event have challenged our resolve and forced us to revitalize our purpose.

Our choice to partner with the Maker Faire in 2016 seemed a great match, and we were received with open arms and about a full acre of space to show the latest full scale electric aircraft to the Maker masses as well as a significant set of venture capitalists from Silicon Valley. Excitement and commitments from manufacturers suggested it was the right move, and our plans went forward to place six electric aircraft before the public eye - a perfect opportunity for CAFE given that education is part of our reason for being.

However, in the month before our event, we received cancellations from five manufacturers, who found that bringing their aircraft to the San Mateo fairgrounds would not be possible given other scheduled events or transportation issues. The CAFE team went anyway, but only had a couple static displays and a quarter scale model of the Airbus E-Fan 2.

The event was successful in that attendees were pleased and our partnership with Maker Faire was positive and promising. However, when planning for the next year started, we weren't certain returning to the same venue was right for a non-profit needing to grow our only fundraiser. Even so, it was our main working option, so plans continued for the spring.

Early in 2017, connections between our Executive Director Yolanka Wulff and an organization located in Oshkosh, Wisconsin spawned a radical, exciting idea: "What if we hosted the EAS at the University of Wisconsin, Oshkosh, on the weekend before Airventure?"

OK. This was different and had potential, but now CAFE had to shift gears just a couple months before our proposed spring event. We sent feelers out to potential speakers, long term supporters, and EAA Chapter 124 members - and the response was an excited "thumbs up."

Once we decided to take the plunge, the support continued to come in. Our director and two board members took a trip to the Uber Elevate Summit in Dallas, and found thirty interested potential speakers able to come to Oshkosh. We started negotiations with the University of Wisconsin Alumni and Welcome center staff, and found a group of people dedicated to helping us make our event

successful. Their event center was completed just two years before, and had all the audio visual circuits we needed already wired into the building. We ended up taking a suitcase full of backup supplies, but needed very little to make the event function perfectly. Each year in the past, we'd spent several thousand dollars for audio visual support.

A couple months before the event, we learned that Steve Williams, our technical and security advisor could not come to Oshkosh because of prior travel plans. This was a challenge because he had been our audio visual and computer brains at all ten prior EAS events, and without him, the burden fell on me. As we digested this, conversations with the university venue staff were reassuring - everything we needed would be there all ready for us, in addition to on-site technical help at our complete disposal. No other events were scheduled for the weekend.

Steve and I met to go over various options and backup plans for a facility neither of us had seen - we couldn't afford to be caught unprepared. I wrote up a schematic of the wiring and components we expected at the venue, including additions from our own equipment if needed.

One day before our flight to Wisconsin, we heard from our newest board member Jeff Hymer that he had been stung by a bee. He is highly allergic, and was taken to the hospital for recovery and tests. His reaction was severe enough that he had to stay in the hospital until the following Monday. Jeff recovered well, but he missed both the EAS and his planned stay for the full week at AirVenture.

Our team had grown very thin! We arrived Thursday evening July 20, and after waking to a hot and muggy Wisconsin day, we started to prepare for the event in a cool, dry facility. As many of you know from years of AirVenture attendance, air conditioning is indeed a godsend!

Assembling nametags, setting up equipment, final arrangements with catering, presentation run-throughs, last-minute plan changes with speakers, and more - all filled the time before we began just after noon on Saturday.

I remember pushing the touch-screen projector button, and watching two high resolution projectors and two large screens descended from the ceiling. Impressive - in past years that alone took hours - building the screen, placing and wiring the projector... and now we had two of them!

The Alumni and Welcome Center staff were very kind and extremely helpful - a characteristic we found common among Oshkosh residents. We came with inadequate laptop computers, so the staff produced two new Windows 10 units with a full suite of software! On Saturday while I handled the audio and controlled the

presentations, one of their technical staff sat with me "wiring up" the speakers with lapel microphones. That was an unexpected gift which was offered freely.



EAS 2017 Facilities

EAS brought about sixty people together from around the world, including twenty speakers - fifteen of which were new to EAS, suggesting the electric aircraft industry is expanding. We experienced more drop-in participants than we had in past years, which really kept the group fresh and exciting. Question and answer sessions were long and animated, a reminder that open discourse is valuable. Our keynote speaker presented a unique perspective on the value of "disruptive" technologies and allowed no room for giving up on the path toward a heartfelt dream. To view the list of speakers, you may visit our website. Soon we expect to offer links to audio visual records of presentations we are allowed to present to the public - so, stay tuned.

After the EAS, we attended three days at AirVenture. CAFE presented two speakers at one of the public forums with two hundred in attendance. We also participated in meetings with GAMA, FAA, ASTM and AeroInnovate.

This was my first time at AirVenture - jaw muscles stretched (gawking constantly) and leg muscles ached. Three days of truly awesome experiences, people and visuals. As we talked with people

about CAFE and the EAS, we found how many would have attended if they had known it was happening. Although only about six electric aircraft were on the AirVenture grounds, contacts suggested many more in 2018.

All the positive feedback and our great experience running EAS at Oshkosh make us expect attendance to double next year. This, combined with an affordable venue at the University of Wisconsin, may make it possible to reduce EAS tuition even further in 2018. Hopefully, more of you can join us!

A Little Scary Flight

(From Terry and Lori Freitas forwarded by Larry Rengstorf)

I took Lori out for a quick flight yesterday. I had planned to fly over Mt St Helena (in the low saddle to the left), then over to Clear Lake, up around the lake and then over to Cloverdale and back to KSTS. Short and simple.

Shortly after take-off I noticed that the window on the co-pilot side seemed like it was fogging up. I check the defroster but that wasn't helping. A few minutes later we were at our 5,500 ft cruising altitude when it appeared that it was in fact oil running up the windscreen. It was very slow and I was concerned, but didn't want to scare Lori so I said oh, it's ok I can see we have plenty of oil pressure and the oil temp was low too so no worries. But, in fact what I was really doing was analyzing the situation and looking for the closest airport. I realized that Healdsburg was the closest, but Santa Rosa was the biggest.

By this time the oil was covering most of Lori's side and had begun to work its way onto my side also. By the time we got over Healdsburg I had to look out the very left edge of the windscreen to see clearly. I got cleared for a straight in for R14 and could hardly see when I crossed the numbers, but I nailed the landing. Woo Hoo!

I taxied over and got fuel, still trying to not make an issue out of it for Lori's sake, but I was pretty shaken up. Our first flight and almost an emergency landing! Holy crap!

While getting fuel I checked to make sure the dip stick didn't come loose, but it had not. When I climbed on the wing to wipe off the windscreen the oil had run all the way up on top of the plane and back about 4 feet. The source of the oil seems to be coming from behind the propeller.

I'll be having Sonoma Jet Center service it ASAP, but we certainly are not taking it to Hayfork anytime soon.



Fogged!



President's Piece

(By Andy Werback)

Well, time to get organized, I guess. Last month's meeting went very well, great hamburgers and a dedicated members, even though it was next to the July 4th weekend. We had a good overview of Sam's 1930 REO Flying Cloud, which originally belonged to her grand parents on her mother's side. Next step for the REO is to replace the head gasket - the 50 year old gasket is a bit unhappy, possibly some corrosion, as in all the rust we pulled out of the engine during the restoration.

We hope to have some good stories from Oshkosh! We ran into Dwayne Green (literally, he was working on an ice cream cone) in the middle of the week, met a bunch of Lancair folks that we've known for many years, and got back in one piece.

The highlight of the gathering for me was a beautiful Bücker Jungmann - created from scratch. They found a Spanish "Tiger" 4 cylinder inverted engine, got plans by documenting another aircraft, and insignia and colors from a Spanish museum. Quite a story. And, it seems like the other judges agreed, it received the plans-built Gold Lindy. Awesome.

Following up on that story, we were staying with several friends, as usual, in a rented house. Bob Jeffry recalled seeing a stunt by a Jungmann pilot at his very first airshow - the pilot put the airplane into a spin and did several turns... and more turns... until it looked like he would certainly crash. But at the very last moment, he recovered and crashed to a stop. Then he got out of the airplane (what was left, anyway), walked over to the crowd, took off his hat and started a collection. Not sure if he was collecting donations for a couple of drinks or to rebuild his airplane. Would love to have Bob visit the Chapter sometime.

Another highlight was the pair of Bearhawk Patrol aircraft by a couple from Oregon. They each did their own construction and finishing, and flew them out here. Quite a story, see the article in the AirVenture Friday edition. They received a Special Recognition Award. Very cool.

And there were many other things to see... We passed Buzz Aldrin on the way out of the Waterfront Hilton after the LOBO (Lancair Owners and Builders) dinner. Didn't know who he was at the time, but he was escorted by a 2-star Air Force General. Then there was the Air Force B-1 bomber putting in an appearance and a couple of fly-bys. I was busy judging so I missed the overhead passes, but it sounded pretty good. And it looks great!



Bücker Jungmann - Really nice



B-1

Fly Mart

For Sale: (6-17)

40x40 Hangar for Sale \$42,500

Contact 707 291-8958

Email: rcassero@sonomajetcenter.com

For Sale: (12-16)

Tripacer wings- need recovering. \$2500

Lycoming O-320, 1230 SMOH Last annual: 2014

Strattus II \$500

Engine mount for Piper Pacer. \$150

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

For Sale: (11-16) 1974 Starduster too O-360 180 hp - Hartsell

Constant Speed Prop - Icom 250 - Intercom - Transponder -

642 TT In Annual - Same owner for the last 16 yrs

Contact Ray or Sher 707-584-9683 or 415-999-0949

For Sale: (10-16) 2009 Van's RV-9A TTSN 590 hours. Engine is a

Titan O-320 with dual Light Speed Engineering Plasma II+ ignitions systems, and Sterba prop. Instruments include-- Dynon D 100 EFIS, Dynon D120 EMS, Dynon 2 axis auto pilot with AP74 panel, Garmin 196 GPS, Garmin GTR 225 comm radio, Narco AT50A transponder, Byonics APRS tracking system. Asking price is \$70K.

Bob Ferguson 707-539-5665

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.



(Reprinted with permission of John L Hart FLP)



Car covered with fire retardant in Windsor
Source Press Democrat (COURTESY PHOTO)

News/Notes From the Editor

In looking at fire season news, I came across a couple of articles about a local fire retardant spill in Windsor on Decanter Circle.

[Here is the Press Democrat article](#)

[Here is the CBS News Article](#)

Interesting Aviation Links

(thanks to Larry and David)

Flying Legends - [Click Here](#)

Fireworks - [Click Here](#)

EAA Chapter 124 Board Meeting Minutes July, 5 2017

Board Meeting Canceled

EAA Chapter 124 General Meeting Minutes July 5, 2017

President Andy Werback opened the meeting at 7:00 and welcomed visitors. Tara Good-Martinelli was visiting with Marlon Young, and Budd Eliff flew in with his bright red Waco UPF-7 to set the stage for a 1930's event with the REO Flying Cloud.

Pres. Werback thanked the cooks - Sam and Arlene put it together, Ben Barker operated the BBQ. Excellent hamburgers, watermelon and cookies. Tim Peterson handled KP duties. Thanks!

Kudos to Stuart for the July newsletter! And thank you John Palmerlee for updating the website. No report from Josh on upcoming YE events. Thanks to Jim and Arlene Boyer for hosting 3 years of Friday Night at the Movies.

Larry Rengstorf made a motion to approve the minutes; Voice vote to approve both board and general meeting minutes for June.

John Whitehouse noted that we are stable financially, but still have a few pink entries on the back hangar rents.

Larry noted the new gate is installed and operating, but very slow to close. Please be patient while we try to work that out.

John Palmerlee reported on the upcoming CAFÉ event a Oshkosh

Builder Reports - Marlon Young is doing an engine change on his Cessna 195, should be done in a couple of weeks. Kevin Quirk has a ½ share of his RV-12 for sale. Andy showed some pictures from the Vividia VA-400 USB scope - easy to get good pictures with this setup.

After the break, Andy presented the rebuilding project of Sam's 1930 REO Flying Cloud sedan, including some background and history of Ransom Eli Olds. It was a bit like an airplane restoration, except not needing to do weight and balance.

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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: eaal24newsletter@sonic.net
or mail to: Stuart Deal
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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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