



The Flying Wire

**Chapter 124
Experimental Aircraft Association**

**Volume 56 Number 4
April 5, 2017**

Board Meeting - 5:30 pm

Dinner - 6:15 pm (\$7 donation)

General Meeting - 7:00 pm

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www.EAA124.org

www.CafeFoundation.org

www.EAA.org

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5550 Windsor Road
Windsor, CA 95492

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

March 1, 2017 Program

Steve Smith: Guatemala

[Steve Smith will be presenting his usual top-quality flying travelogue covering his recent flight to Guatemala.](#)

Dinner Menu

Dinner is the world's best hamburgers, salad, carrot cake, \$7 at the door

Events Calendar

Please send info about upcoming events!

Please send us information if it comes your way!

Calaveras Air Fair: [April 22 EAA 484](#)

Bob Gutteridge: bob_gutteridge@pacbell.net

Stuart Deal: aaa124newsletter@sonic.net

Fly Out!

(by Bob Gutteridge)

Below is a listing of fly-out venues which may be of interest to Chapter 124 members. If you have interest in flying to one, do a little preliminary organizing and let's discuss making it happen. Also, please send additional items to me via email for inclusion in future listings. Thanks for the help.

Bob Gutteridge: bob_gutteridge@pacbell.net

Fly-Out Ideas

\$100+ hamburger:

- Napa
- Ukiah
- Vacaville
- Half moon Bay
- Willows, Nancy's & Black Bear Dinner
- Livermore
- Red Bluff
- Redding
- Shelter Cove
- Harris Ranch [fly-in restaurant]; 308
- Auburn
- Hay Fork, ½ mi walk, suspension bridge
- Columbia, ½ mi walk to town
- Chico -- there is a new small restaurant (Foodies?) a block or two walk from the apron.
- Lampson Field -- new restaurant on-airport
- Stockton -- restaurant in airport terminal
- Concord -- restaurant in hotel on-airport
- Lodi -- restaurant on-airport

One Day: Fly-in Events

- Grass Valley, Napa County Airport AirFest, July 7 & 8, KGOO
- West Coast Pietenpol Gathering, June 3, 2017;
 - Frazier Lake Airport
- Castle Air Museum; www.castleairmuseum.org; KMER
- Chico Air Museum; www.chicoairmuseum.org; KCNO
- Hiller Museum
- Calaveras Co fly-in breakfast & lunch on 4/22/17
- AOPA regional fly-in at Camarillo 4/28-29/17
- Nut Tree fly-in breakfast every 4th SAT
- Sutter Co fly-in lunch -- 1st SAT of the month
- Yuba Co fly-in lunch -- 4th SAT of the month
- Sonoma Skypark \$5 lunch -- every SAT
- Auburn, [fly-in restaurant]; KAUN
- Columbia, [historic gold rush town]; O22
- "Your Weekly Social Flight Event Planner", try Google
- www.flywllunch.com,
- Aerospace Museum of CA, McClellan
- Cloverdale Open Hangar, May 13, 2017
- Golden West Fly-in

Over Night, [1 maybe 2 nights]:

- Evergreen Aviation & Space Museum; evergreenmuseum.org; KMMV, courtesy cars available
- Pearson Air Museum, Vancouver, WA; KVUO
- Shakespeare Festival; Ashland, OR; S03; car req'd
- The National Atomic Testing Museum; Las Vegas nationalatomicmuseum.org/visit.aspx
- Grand Canyon Caverns, gccaverns.com; L37;
 - overnight accommodations within the Caves.
- Caveman Ranch, Moab, UT 84532, (702) 493-0213, www.cavemanranch.com, might be closed
- Western Antique Aeroplane & Automobile Museum,
 - Hood River, OR on 9/9-10/17
- Fall Rivers Mill, O89, 170NM

More Than One Night:

- Oshkosh, July 28 - Aug 3, 2014
- Sun & Fun, Florida
- Golden West Fly-in
- Pima Air & Space Museum, Tucson AZ, car req'd
- Titan Missile Museum, Tucson AZ, car req'd,



Train Trip Diners

Reno Train Trip

(from Larry Rengstorf)

On 25/26 Feb, a few EAA'ers went to Sacramento and boarded the train to Reno for an over night trip. Our intent was to see all the snow on the mountain, and WOW did we see lots of snow. A nice ride.

It was arranged by past president Bill Massey and wife Ali. We had 14 members in all. We stayed at Harrah's and all met at the restaurant there and were joined with Brian & Amanda Lee formerly from Santa Rosa.

Others on the trip were - Bob & Geri Gutteridge, Terry & Lori Freitas, Steve Smith & Kathryn Lindstrom, Larry Rengstorf & Sandy Beer, Ron & Sue Gullickson, Doug Dugger, & Jim Duvander. All had a fun time. Nice trip and if you have not done one - you should try it.



President's Piece

(by Andy Werback)

Well, it has been busy. Now that the rain has (maybe?) stopped for awhile, it's time to get out and fill some potholes. We've had a bunch. In other news, it's a good thing that it did rain quite a bit - I removed the MT prop from the Lancair and sent it in for scheduled servicing. There was a crack I hadn't noticed in the spinner backing plate. I was hoping that it would be ready in a couple of weeks. Nice try, after 2 weeks MT said they had shipped the replacement part. But nobody could find it. Finally, after 4 weeks, they really did ship it. Total down time - 6 weeks. Lesson? Don't break your prop, and/or make sure all the obvious parts are on hand before you down the airplane. Interesting that MT doesn't seem to stock much in the way of spare parts, just standard overhaul kits.

A Big Thank You to John DeGennero for visiting the Chapter and presenting his new career with Sean D. Tucker. After growing up in Santa Rosa, working for Sonoma Jet Center, learning to fly at North Coast Aviation (and successfully dead-sticking a C-152 onto River Road), John started professionally flying with Skywest. That didn't go too far, and John was able to connect with Sean D. Tucker and join his Oracle aerobatic airshow team, flying a Piper Seneca III with the Blue Angels and Pitts in formation. Sounds like a pretty demanding and exciting way to make a living and get in some flying, too!

We would like to get John out for some more Young Eagle flights, but he's got a pretty busy summer already lined up.

Also, a big thank you to Josh and Rob Clark for getting the word out - this was one of our best attended meetings in a long time. A homegrown star pilot presenting and a good dinner... what more could you want?

We had the annual vote for Best Chapter Presentation at the March meeting. Thank you Meg for counting the ballots. First place goes to Steve Smith for his excellent travelogue on flying in Baja California. Second place (and a very close 2nd) to John Whitehouse for his well-researched Horton HO-229 presentation. Thank you all for your programs - and we hope to have more presentations from the Chapter Members.

We have our next Young Eagle event coming up on April 1st. (Yes, really. Hopefully nobody is fooled). We should have a good turnout, so we REALLLY NEEDED ground volunteers to help make things go safely and smoothly. Please contact Alan Hernandez and/or get your name on the signup sheet. The next one is May 13 in Cloverdale. Thank you Josh, Alan and John Palmerlee for posting these events on the Chapter website and Facebook/EAA124.

Fly Mart

For Sale: (4-17)

Piper Cherokee 140/160/180 Illustrated Parts Catalog, hard copy (from microfiche) \$50 Airwolf oil filter cutter tool, \$25, great condition.

Call Andy Werback 707-823-5616

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)

News/Notes From...

Thanks to Larry Rengstorf:

Those of you that did this or were any part of it - will understand this - Others probably - will Not! - But it's here for you to enjoy the fun and closeness. LR

DEADBUG! - A Tribute to Military Aviators

(In victory, you deserve champagne. In defeat, you need it)

As we get older and we experience the loss of old friends, we begin to realize that maybe we bullet-proof aviators won't live forever. We aren't so bullet-proof anymore. We ponder...if I we're gone tomorrow, "Did I say what I wanted to my Brothers?" The answer is "No!" Hence, the following random thoughts:

When people ask me if I miss flying, I always say something

like, "Yes, I miss the flying because when you are flying, you are totally focused on the task at hand. It's like nothing else you will ever do (almost). " But then I always say, "However, I miss the squadron and the guys even more than I miss the flying."

Why, you might ask? They were a bunch of aggressive, wise ass, cocky, insulting, sarcastic bastards in smelly flight suits who thought a funny thing to do was to fart and see if they could clear a room. They drank too much, they chased women, they flew when they shouldn't, they laughed too loud and thought they owned the sky, the bar, and generally thought they could do everything better than the next guy. Nothing was funnier than trying to screw with a buddy and see how pissed off they would get. They flew planes that leaked, that smoked, that broke, that couldn't turn, that burned fuel too fast, that never had working autopilots or radars, and with systems that were archaic next to today's new generation aircraft.

But a little closer look might show that every guy in the room was sneaky smart and damn competent and brutally handsome in their own way! They hated to lose or fail to accomplish the mission and seldom did. They were the laziest guys on the planet until challenged and then they would do anything to win. They would fly with wing tips overlapped at night through the worst weather with only a little 'Form' light to hold on to, knowing their flight lead would get them on the ground safely. They would fight in the air knowing the greatest risk and fear was that another fighter would arrive at the same six o' clock at the same time they did. They would fly in harm's way and act nonchalant as if to challenge the grim reaper.

When we flew to another base we proclaimed that were the best squadron on the base as soon as we landed. Often we were not invited back. When we went into an O' Club, we owned the bar. We were lucky to be the Best of the Best in the military. We knew it and so did others. We found jobs, lost jobs, got married, got divorced, moved, went broke, got rich, broke some things, and knew the only thing you could count -- really count on -- was if you needed help, a fellow aviator would have your back.

I miss the call signs, nicknames and the stories behind them. I miss getting lit up in an O' Club full of my buddies and watching the incredible, unbelievable things that were happening. I miss the crew chiefs saluting as you taxied out of the flight line. I miss lighting the afterburners, if you had them, especially at night. I miss going straight up and straight down. I miss the cross countries. I miss the dice games at the bar for drinks. I miss listening to BS stories while drinking and laughing until my eyes watered. I miss three man lifts. I miss naps in the Squadron with a room full of aviators working up new tricks to torment the sleeper. I miss flying upside down in the Grand Canyon and hearing about flying so low

that boats were blown over I miss coming into the break hot and looking over and seeing three wingmen tucked in tight ready to make the troops on the ground proud. I miss belches that could be heard in neighboring states. I miss putting on ad hoc Air Shows that might be over someone's home or farm in faraway towns.

Finally, I miss hearing DEAD BUG! called out at the bar and seeing and hearing a room full of men hit the deck with drinks spilling and chairs being knocked over as they rolled in the beer and kicked their legs in the air—followed closely by a Not Politically Correct Tap Dancing and Singing spectacle that couldn't help but make you grin and order another round.

I am a lucky guy and have lived a great life! One thing I know is that I was part of a special, really talented bunch of guys doing something dangerous and doing it better than most. Flying the most beautiful, ugly, noisy, solid aircraft ever built ... an aircraft that talked to you and warned you before she spanked you ! Supported by ground troops committed to making sure we came home! Being prepared to fly and fight and die for America. Having a clear mission. Having fun.

We box out bad memories from various operations most of the time but never the hallowed memories of our fallen comrades. We are often amazed at how good war stories never let truth interfere and how they get better with age. We are lucky bastards to be able to walk into a Squadron or a bar and have men we respect and love shout our names, our call signs, and know that this is truly where we belong.

We are AVIATORS. We are Few and we are Proud.
I am Privileged and Proud to call you Brothers
Push it Up & Check SIX!

Interesting Aviation Links

(thanks to Larry and David)

Fly with no training? -[Click Here](#)

Ed Power - [Click Here](#)

Spitfires! - [Click Here](#)

All things Aero - [Click Here](#)

EAA Chapter 124 Board Meeting Minutes

March 1, 2017

Present - Steve Barnes, Josh Hochberg, David Heal, Brien Seeley, John Whitehouse, Larry Rengstorf, Andy Werback

Absent - Steve Waite, Marlon Young, Ben Barker, Dan Steinhoff

President Andy Werback opened the meeting at 6:15

President Werback reported on the Ford Tri-Motor event at Sonoma Jet - 357 passengers, about 42 flights, many thanks to EAA volunteers and to Sonoma Jet Center, as noted in the President's Piece this month.

Committees - Looking for a committee to evaluate our Web presence. Josh and Alan have put together a Facebook/EAA124 page that is great for events and news. Facilities - Larry Rengstorf will see about grading the road, now that the weather is starting to stabilize. Dwayne Green will be out for awhile, so we need to take care of the hangar - especially after the meetings (trash, lights, security, cleanup). Steve Barnes reported on the condition of the EAA trailer - in serious need of repair and reconditioning, tires, frame etc. It has not been used in some time. It is felt that this asset, while very useful in the past, is probably best put on Craigslist. A vote was postponed till the next meeting.

Andy Werback submitted a motion to use of the EAA hangar for a PCAM meeting later this month. Larry Rengstorf seconded, all in favor. In general, the Board policy is to make the facility available to aviation related activities as long as a Chapter member is involved. A donation to the Chapter would be appreciated for this use.

Treasurer John Whitehouse reported that we are in the black again, and have received significant funds from one of our hangar tenants. He also had to upgrade to a new version of Quicken, so there are some issues to resolve on the dates/calendar. Sam Werback submitted a summary of the dinner costs and revenues, subject to adjustment, that generally show great progress in paying for the table and chair equipment that was purchased several years ago.

Facilities - Larry Rengstorf requested that all EAA sponsored AOA badge holders please respond to his audit request.

Young Eagles Coordinator Josh Hochberg and Alan Hernandez report that we will be having a YE coordinating meeting next Wed, 8 March 1-2PM. The first event of the year is scheduled for April 1. We already have 25 signed up and we need a lot of support from pilots and ground volunteers.

President Werback noted that we are still missing the December 2016 meeting minutes. He will contact Secretary Barker.

Respectfully submitted,
Andy Werback for Ben Barker

EAA Chapter 124 General Meeting Minutes

March 1, 2017

President Werback thanked the cooks and everybody who helped setup and cleanup (excellent Corned Beef, cabbage, parsnips, etc. enjoyed by most all). Important note - at last month's Board meeting, a motion was approved to make dinner complimentary for first time visitors (in addition to the featured speaker). Hopefully, people will take advantage of this and invite potential new members.

President Werback welcomed visitors and many returning visitors and past members, many of whom know our featured speaker. Thanks to Sonoma Jet and North Coast Air for spreading the word, and really nice to have a full house for a chilly March evening.

Thank you also to Stuart Deal for the newsletter, John Palmerlee for the Website updates, and Jim Boyer for hosting Friday Night at the Movies. Jim reports that we will be changing the schedule to the first Friday after the meeting, trying to get more participation.

Minutes - Motion to approve the February minutes by Larry Rengstorf, seconded by David Heal. Unanimous voice vote to approve.

Treasurer John Whitehouse recapped the state of the finances, noting that we are in the black and have made some progress on past due hangar rents. A lot of membership renewal activity occurred as this is the last chance to renew for this year.

Andy Werback reported on the Ford Tri-Motor event - marginal weather but many flights. Kudos to the EAA volunteers who helped with this PCAM event. President Werback presented an autographed picture of the Tri-Motor to Mike Tovani in recognition of his volunteering for all 7 shifts over 4 days.

John Palmerlee presented a video of an electric powered parachute using a 10 hp motor. Looked like fun, and much quieter than the gas-powered version.

Brien Seeley gave an update on the Sustainable Aviation Symposium coming up in just a few weeks.

Larry Rengstorf noted that we need to take care of the trash, secure the doors and turn off the lights while Dwane Green is unavailable. Jim Boyer has volunteered to take care of restocking

the drinks.

Mike Tovani accepted the last updates to the Chapter Roster. We should have a 2017 edition in a few weeks.

Andy Werback presented a few pictures of situation with the PCAM C-118 - After 30+ years sitting on a pad near the runway 14 runup area, it has been moved, and the propellers and engines removed. Cost and maintenance are just getting to be too much for this nice old airplane. It will be scrapped.

President Werback requested help on evaluating and planning our web presence - we currently have a web site and some new options using Facebook. It would be helpful to look at our overall needs and put together a plan. Please contact Andy if you can help.

Young Eagles Coordinator Josh Hochberg and Alan Hernandez reported on the upcoming April 1 YE event. We need volunteers - pilots and ground crew. (Note - We also need to check on the address on the flyer (it works on Google Maps, but it's not our formal address). A coordinating meeting is scheduled for 8 March at Sonoma Jet, 1-2PM.

Flyouts - David Heal noted the Sutter County (O52) openhouse is this weekend, featuring an excellent lunch for only \$5.

Before the break, we voted on the Best Chapter Program for 2017. Contenders were Steve Smith (Baja flight), CJ and Larry (Reno), Wayne, Andy, et. al (Oshkosh), Ray, Doug, Kevin, David - Light Sport, and John Whitehouse - the Horton HO-229. Congratulations to Steve Smith, 1st place, and John Whitehouse, a strong 2nd place. Thank you all for presenting!

Our Guest Speaker was Santa Rosa native John DeGennaro, talking about his exciting work with Sean D. Tucker as event coordinator and pilot of several aircraft involved in Sean D. Tucker's air show program. Videos of formation flying with the Blue Angles and Sean D. Tucker flying inverted alongside the Seneca were especially interesting. John presented a lot of the interesting aspects of supporting their sponsor, Oracle, and customer outreach. Thank you John!!

Respectfully submitted,
Andy Werback for Ben Barker

Chapter 124 Contact Information

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Librarian: Walt Ferris (415) 482-8331

EAA Chapter 124 5550 Windsor Road Windsor, CA 95492

Chapter meetings are held on the first Wednesday of each month at 7:00 pm. FOOD (\$7) 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
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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