



The Flying Wire

**Chapter 124
Experimental Aircraft Association**

**Volume 56 Number 3
March 1, 2017**

Board Meeting - 5:30 pm

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

General Meeting - 7:00 pm

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www.EAA124.org

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March 1, 2017 Program

John DeGennaro: Team Oracle

See behind the scenes of air show legend Sean D. Tucker when his apprentice John DeGennaro speaks at EAA Chapter 124's March 1, 2017 meeting. John is a young man who grew up in Santa Rosa and learned to fly locally at North Coast Air and Embry-Riddle in Daytona Beach, Florida.

He gave up a coveted slot flying CRJs for SkyWest Airlines to fulfill his dream of becoming an air show pilot with Sean D. Tucker. John will speak about how he met Sean D. Tucker, what it's like to be on the road with Sean, and what is next for Sean and John as they launch the next phase of their air show careers.

Dinner Menu

Dinner is traditional Corned Beef and Cabbage (lots of mustard), veggies. Brownies for dessert. \$10

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

Prop Strike!

(by Jim Duvander)

Some of you have already heard of my Booneville accident back in August. It wasn't a bad one. No abrupt stops, or crunched airframe, Wings or tail. Witnesses could barely see anything wrong with my plane. It looked perfectly airworthy sitting in Kirk Wilder's hangar yard except for about 6" of a bent prop tip on one end.



So, what happened? I landed uneventfully on Booneville's runway 31. There was a crosswind of about 10 mph coming from my left. I taxied ahead a bit and decided rather unconsciously to make a right 180 (clockwise.) I think this action was from a habit formed by landing regularly at STS on 14. I often brake hard to turn right onto Charlie. There has never been a tendency for the tail to

lift. It was a move that has become a habit.

At Booneville, while taxiing slowly, I braked firmly, but far gentler than many of my landings at STS. As I turned right and downwind, my tail lifted slowly and the plane continued over onto its nose before I could make any correcting moves. I felt helpless in preventing the nose over. I was shocked that this habitual right turn caused my plane to nose over. I was unhurt and just a bit shaken. I knew almost immediately that this was going to be an expensive fix.

The next day I called Avemco and they began the whole claims process. They were nice, but I had to send pictures of every piece of significant paperwork I had. I was very grateful that all my requirements were up to date. Avemco wanted the dates and photo copies of my last biennial, medical and annual. Also airworthiness certificate, pilot license etc. It was a bit nerve wracking.

They sent me a form to describe what happened. I wrote that "I braked too hard." That's the only thing I could think of at the time.

Now, after several months have past, I've thought a lot about the whole event. Like most accidents, there is rarely one cause. Here are some of the other factors that could have, or did contribute to the nose over.

1. Consider the crosswind coming from the left. How much safer might it have been if I had turned left, counterclockwise and into the wind?

2. My first flight instructor drilled into me during my original training that in a tail dragger, get the stick back as far as possible just before touchdown and after while taxiing. But this action is only useful while facing into the wind. When the stick is back, the elevator is up. When forward, the elevator is down. When facing downwind with the stick back, there is a small but significant force on the raised elevator that lightens the tail.

3. I had only 1/4 full fuel tanks. Less fuel in my plane, makes it more nose heavy.

4. I was alone. No passenger in the back. The back seat passenger provides a hefty tail heavy component. So, in my weight and balance, I was legal, but the CG was in a nose heavy portion of the weight and balance envelope.

For some time after this event, I felt embarrassed and humiliated. I felt like I'd really failed to be a safe pilot. Gradually I've gotten over this self criticism of my errors. I suspect that every pilot, at one time or another misses or forgets an important action. That's the reason I share my experience with you. I hope that you might file my errors into your "do not do this" file.

My airplane is on the way to my home shop with a rebuilt engine. I will complete repairing the bottom cowling and return my plane to the Chapter 124 site as soon as I can get it back together.

The removed cowling also gives me a chance to improve some of the small issues in the engine compartment.

Hello Van's (First Flight)

From Bob Ferguson

I'm pleased to report the first flight of RV-14A #140046 on Sunday February 12 out of KSTS Sonoma County Airport, Santa Rosa, CA. The test pilot (and tech counselor/flight adviser) was Steve Barnes, who did my first flight about 7 years ago on my RV-9A.



Steve Barnes another first flight

A few minor problems to report, which will all be corrected by the finish of the Phase 1 test period. Special "Thanks" to David Heal, Kevin Quirk, other members of EAA124 who have contributed, and to all the members of the RV community who have shared their knowledge and experience.

The plane is powered by an AeroSport Power Superior IO-400 rated at 215HP, cold air induction, roller lifters and pendulum

counter-weighted crankshaft, AFP Silver Hawk fuel injection, ported and flow matched cylinders, with dual electronic Light Speed III ignition systems.



Glassy Panel!

The prop is a 74 inch Hartzell BA. Instrumentation is all Dynon-- SkyView Touch 10 inch with EMS module, Mode S transponder, GPS-2020, ADSB out, radio and intercom, autopilot panel and AP Knob panel, two axis auto pilot with Ray Allen trim. The pilot stick is Tosten 8 function. Upholstery by Flightline Interiors with Crow 5 point harnesses. ELT is ACK E-04 (408Mhz). Byonics APRS tracking system.

I have already started my third kit, an RV-8A, so you can call me "just plane crazy"!!

President's Piece

(by Andy Werback)

Hi Everybody - Not to mention the weather again, but 71" so far and counting in Graton. Maybe it's time for that seaplane rating? Looks like the roads in this county are taking a pretty good hit - washouts and slides. Even Green Valley Rd is now washed out - after years of not clearing the brush, and water regularly overflowing the road, it's not surprising. Sort of like cars and airplanes - good maintenance can keep bad stuff from happening.

Nice presentation last month by Brian Sullivan and Samantha Bloodhart of Sullivan Propeller, in Hayward. And lots of good questions. Got me to thinking - my MT prop is a bit beyond the 6 year service recommendation, so, with all the rain, it seemed like a good time to get it done. First thing I noticed were several cracks in the spinner backing plate. Oops! Oh well, we'll take care of it. Don't know why they put lightening holes in such a critical part to save a few grams, either. Hope it's back on in a couple days, and then see how the balance is.

As announced, the Pacific Coast Air Museum had the EAA tour Ford Tri-Motor Model 5-AT-B, SN 008 for the weekend of Feb 2-5. This airplane is owned by Liberty Aviation Museum, in Ohio. It turns out that Roger Olson, PCAM Business Development Director, has been staying with David and Mary Ellen Lerie at Oshkosh for the last several years - David and Mary Ellen were the EAA representatives at the event, so small world. Got to meet Cody Welch, long time Tri-Motor pilot and organizer, when he brought the airplane in from Sacramento (they had a great weekend, 500 passengers). The pilot for our event was Rand Siegfried, some of you probably know him. The event went very well, about 400 passengers over 42 flights. Many, many thanks to the EAA volunteers who helped out with the crowds in a mostly overcast/sometimes wet event. Mike Tovani, Ben Barker, Mike Fenn, Bob Gutteridge, Mike Shook, CJ and Betty Stephens, and Dave Ford volunteered their time. And thank you Bob for displaying your Ford Model A! The Grand Prize goes to Mike Tovani - he volunteered for all 7 of the shifts over 4 days, mostly as the Starter/Safety person. Also many thanks to Sonoma Jet Center, Josh and Julia Hochberg. They did everything possible to make this a successful event and were helpful in so many ways.

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 sign up sheet.

Color me surprised - I'm somewhat familiar with an airplane that crashed, with one tragic fatality to a passenger. I had shared a hangar with this airplane at Reid Hillview while I was building the Skybolt, and saw it again at Oshkosh. The NTSB finally published the Probable Cause, 2 ½ years after the accident - methamphetamine impairment. Very sad.

In another accident, the NTSB reported on the Bonanza that crashed a couple years ago after experiencing some sort of engine trouble near Novato (August, 2014). They attribute the crash to loss of situational awareness and making a non-standard visual approach in night IFR conditions, as well as a lack of adequate and timely information from the controller. Unfortunately, there is no insight as to why the aircraft may have experienced a partial power loss in the first place. And, from the lack of a description of the cockpit, one is left to wonder if an autopilot was installed or if today's instruments (GPS with moving map and terrain) were installed and could have helped.

Here are some pics from the Ford Tri-Motor weekend:



Dodging weather



Mike and Carol wrenching it.

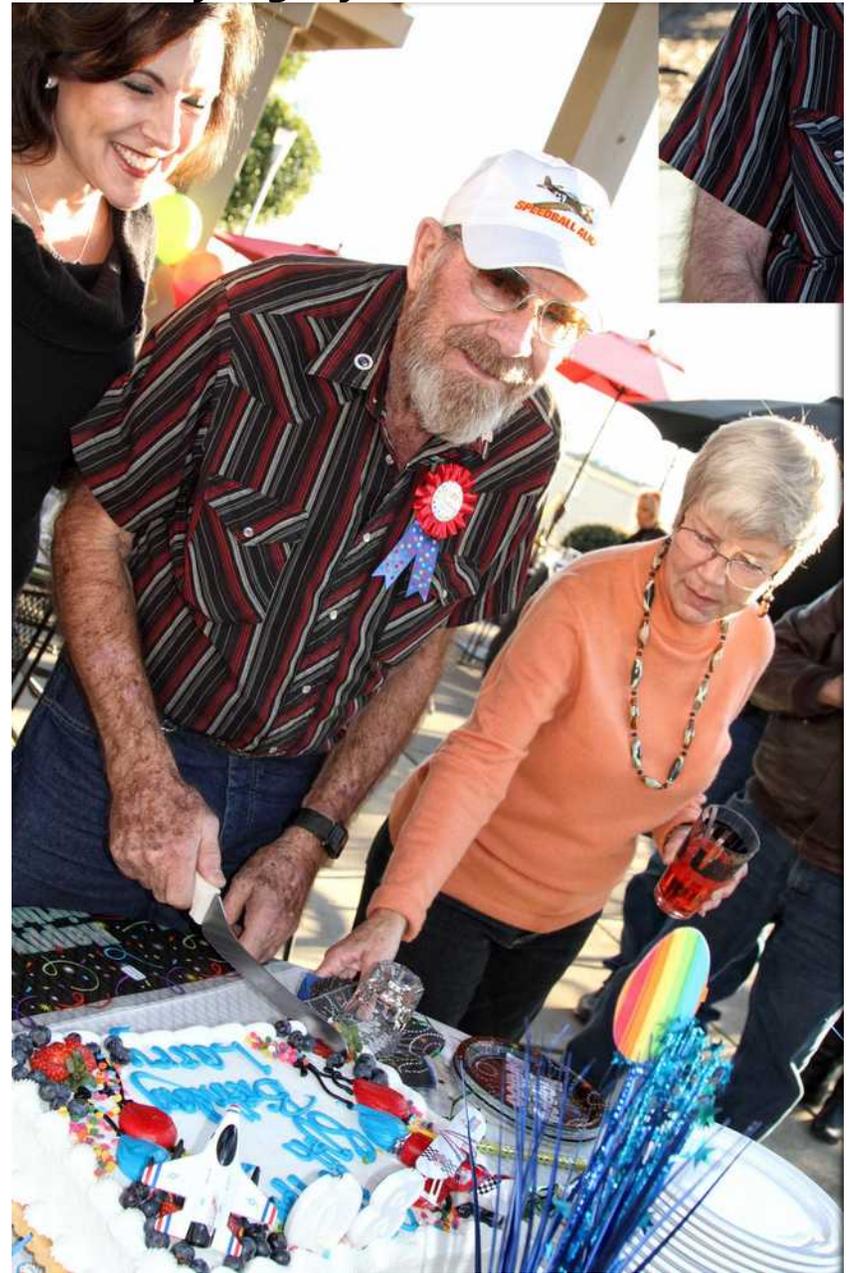
Tri-Motor Pilots - Ed, Ellen and Rand





Nancy's at Willows

You're Only Eighty Once!



Cutting up for Larry's 80th Birthday

Fly Mart

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.



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News/Notes From the Editor...

A Thanks to Larry Rengstorf:

New FAA Regulation / Part 0, Section 000 (a) 1 (c)

Section I: No pilot or pilots, or person or persons acting on the
direction or suggestion or supervision of a pilot or pilot may try, or
attempt to try or make, or make attempt to try to comprehend or
understand any or all, in whole or in part of the herein mentioned,
Aviation Regulations, except as authorized by the administrator or
an agent appointed by, or inspected by, the Administrator.

Section II: If a pilot, or group of associate pilots becomes aware
of, or realized, or detects, or discovers, or finds that he or she, or
they, are or have been beginning to understand the Aviation
Regulations, they must immediately, within three (3) days notify, in
writing, the Administrator.

Section III: Upon receipt of the above-mentioned notice of
impending comprehension, the Administrator shall immediately
rewrite the Aviation Regulations in such a manner as to eliminate
any further comprehension hazards.

Section IV: The Administrator may, at his or her discretion, require the offending pilot or pilots to attend remedial instruction in Aviation Regulations until such time that the pilot is too confused to be capable of understanding anything.

My two cents: Interrogative pronouns?

Interesting Aviation Links

(thanks to David Heal)

Watts-Woodland - [Click Here](#)

B29 - [Click Here](#)

Aspen Landing - [Click Here](#)

EAA Chapter 124 Board Meeting Minutes February 1, 2017

Meeting was called to order at 5:30 PM by Pres. Andy Werback

Present: Marlon Young, Steve Waite, John Whitehouse, Ben Barker, Steve Barnes, Josh Hochberg, Brien Seeley, Larry Rengstorf, Alan Hernandez

Andy reported that the sign-ups for volunteers were going well to host the EAA Ford Tri-Motor on Feb. 2-5. He has eight volunteers lined up for each half-day shift.

The unique gate code for the EAA pedestrian gate was discussed. Andy and Larry reviewed the history of EAA member property disappearing as the reason for maintaining a separate code from the rest of the airport.

Steve Barnes moved (Marlon second) that the chapter offer free dinner to any first-time visitor. Passed unanimously.

Andy presented his suggested five committees: Membership, Flyout, Hangar, Awards (national), and Dead Aircraft. Andy wants to get each of the Board members involved with a least one committee. Larry pointed out that Dwayne Green has spent many thankless hours cleaning the hangar after dinners. Steve Waite volunteered to work on awards.

The Chapter owns a trailer that would be useful for moving aircraft if it were in good repair. Discussion of the history and

whether there were two trailers available for rehabilitation ensued. Larry has registration papers for one and Steve Barnes offered to check on what repairs are needed.

There was a general discussion of the number of occupied tie-down spaces and the condition of the chapter hangar roof. Brien and Larry suggested recruiting airplane tenants from knob Hill to improve Chapter finances.

Jon Whitehouse reported the Chapter finances to be on an even keel. The national charter and insurance have been renewed.

Josh Hochberg as Young Eagles Co-ordinator announced the 2017 schedule for April 1, May 13 at Cloverdale, August 26 and October 14, with the days after each being rain dates.

John moved (Ben second) to replace Jim Boyer with Andy Werback on the bank signature cards. Passed unanimously.

Board meeting adjourned at 6:20 PM.

Respectfully submitted,

Ben Barker, Secretary

EAA Chapter 124 General Meeting Minutes February 1, 2017

Meeting was called to order at 7:10 PM by Pres. Andy Werback

A well-fed multitude expressed their appreciation of the cooks for another fine meal.

First-time visitors Brian Sullivan, Samantha Bloodhart, Bill and Lorrie Marcoux were welcomed.

Andy reported that the TriMotor visit has turned out to be a Big Deal. Signups for volunteers have gone well, with eight volunteers lined up for each half-day shift.

The January minutes were approved by acclamation.

John reminded members of dues (\$35/yr) due. He urged all to update the roster for Mike Tovani, who has again taken on the task of assembling the annual booklet.

Andy reviewed some recent EAA and other publications displaying interesting homebuilt aircraft.

John Palmerlee reported on the evolution of the CAFE Foundation leadership. Mike Fenn was elected Board chair while John is Secretary. NASA engineer Mark Moore and retired airline pilot/engineer Jeff Hymer have joined the Board. Jo Dempsey and Steve Williams have retired to support roles: Treasurer (Jo) and Security/IT (Steve). Yolanka Wulff is Executive Director.

Brien Seeley said preparations are going well for the

Sustainable Aviation Symposium in Redwood City on April 21-22. He previewed two of the interesting presentations.

Josh Hochberg announced the 2017 Young Eagles schedule as April 1, May 13 at Cloverdale, August 26 and October 14, with the days after each being rain dates.

Builders reports included a new airworthiness certificate for Bob's RV-14A.

Brian Sullivan and Samantha Bloodhart gave a great presentation on propellers, illustrated with spectacular examples of bad maintenance. Brian and Samantha are the owners of Sullivan Propeller Specialists in Hayward. Their shop is one of only about two dozen full-fledged propeller repair stations in the country. The presentation and audience discussion were wide-ranging and lively, and continued well past adjournment.

Meeting adjourned at 9:20 PM.

Respectfully submitted,

Ben Barker, Secretary



Flying Cheshire Cat Tail Art on N314RF

Chapter 124 Contact Information

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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) 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: ea124newsletter@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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