



The Flying Wire

**Chapter 124
Experimental Aircraft Association**

**Volume 58 Number 8
August 7, 2019**

Board Meeting - 5:30 pm

Dinner – 6:15 pm (\$10)

General Meeting – 7:00 pm

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www.EAA124.org

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www.EAA.org

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August 7, 2019 Program

Taies from Oshkosh

High points from those that went to Airventure.

Dinner Menu

BBQ Tri-Tip, Corn on the Cob, Super Salad with Grilled Garlic Sour Dough. Hot Fudge Sundae. \$10

Events Calendar

Please send info about upcoming events!

Please send us information if it comes your way!

August 24 EAA Chapter 124 Open House
Nut Tree Fly-In: [Fourth Saturday Each Month](#)

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Oshkosh 2019 – A Bit Different

(from Andy and Sam Werback)

We almost made it to Air Venture 2019 – well, we did, but the airplane didn't. Not the airplane's fault!

The trip started off on Friday morning, trying to beat the heat in Nevada. A quick stop at KBAM for fuel (they have a newly-installed self-serve) and press on to Rapid City, South Dakota. This is a repeat of the trip we did last year which was cut short due to incoming weather. This year we had great weather on Friday and Saturday, so lots of time to explore.

After talking to Ellsworth Approach and landing at KRAP as planned, we had plenty of time to visit the South Dakota Air Museum. They are now located adjacent to the air base, so no security checks. It's a free museum, run by a great group of volunteers, and open from 8AM to 6PM daily. Outside, the aircraft are in great shape, with actively involved crews – they were fixing up the insignia on the Beech 18 while we were there, painting away. For larger jobs, they have access to a complete hangar on the nearby air base (wish we could do that here!). The indoor displays are in old F-89 Scorpion "alert" hangars – perfect for the job.



For a little deeper dive (literally), we went on the tour of the Minute Man II training silo, which is located on the base. It was an interesting contrast to the Titan II missile setup that we saw in Tucson, AZ. The Ellsworth area used to host 3 wings of the Minuteman II (150 missiles), spread over 13,500 square miles (that's a fair amount of territory, it turns out).



The next day we drove about 85 miles east to the actual Minuteman II visitor's Center. This takes you through the town of Wall, so named because of the nearby Badlands were pretty much a physical wall. The town was built in 1907 for the railroad. Wall is famous for its all-encompassing drug store, which is now a tourist attraction in a town of about 800. From there, we had a nice visit to the Badlands National Park – complete with, steeply eroded formations, hiking trails and Prairie Dogs. We had flown over this area in a 1976 trip to Chicago, so it was nice to get a ground-level view. It was actually pretty enjoyable, although visits to Bryce Canyon are also appropriate.

Returning to Rapid City, we intended to tour Wind Caves, but

they were closed due to an elevator issue. It would have been nice to visit one of the largest/longest caves on earth, with almost 150 miles of passages and rooms having been explored so far. According to their survey map, it has fissure after fissure, after fissure... this would be a good place to have lots of bread crumbs or string for marking your way back out.

But, finally, we had to depart for Oshkosh. The good weather had evaporated, we had thunderstorms and flash flood rainfall moving in, so we spent about an hour in light rain before breaking out in the sunshine for the rest of the trip to Madison. We normally stop to pick up the rental car in Madison, so I fly up and Sam drives to Oshkosh. Not so this time. ATC conversations revealed that KOSH was closed for the time – they had 5" of rain on Saturday (plus 4 tornadoes north of Appleton) and the grass parking was soaked. Tundra tires only. Oh well, would have been the best day in years to do an easy arrival via Fisk. Instead, we just drove up and left the Lancair at Wisconsin Aviation for the week. And as dozens of other people did the same thing, the ramp was packed. Plus we had the additional confusion of the Commemorative Air Force's B-29 "FiFi" on display, and helicopter rides landing on the ramp, too.

The rest of the week was spent judging, judging, and more judging. Even though it was relatively quiet on Monday due to the rain, we still kept pretty busy. Interesting what you see. Duct tape on an airplane – don't know what was underneath. Broken rib on top of a wingtip, torn fabric underneath. Stuff like that, but fortunately not too much.

One nice RV had been in a crash, and was purchased for the engine. But after further analysis, it was rebuilt, and very nicely. Where many RV's show some difficulty with getting the fiberglass fairings to fit properly, or wing tips and trailing edges don't line up, this RV was really nice. The fairings fit perfectly, nice and tight, clean all around. Very nice to see that sort of attention to detail.



Nice RV Rebuild

Another highlight was the restoration of a 1944 Fairey Firefly – carrier-based fighter/reconnaissance with a crew of 2. It cost millions to rebuild (some types of nuts are like \$5 each, and it required buckets of them...). Very rare, only at Oshkosh! It actually won Oshkosh Grand Champion in 2002, so this was a repeat visit. Capt. Eddie Kurdziel gave a forum talk about his project. <https://www.eaa.org/airventure/aaa-airventure-news-and-multimedia/aaa-airventure-news/aaa-airventure-oshkosh/06-27-2019-fairey-firefly-to-be-displayed-at-airventure>

We also spent a few minutes in the electric aircraft innovation and technology showcase hangar, lots of VTOL and related electric designs - <https://www.eaa.org/en/airventure/aaa-airventure-news-and-multimedia/aaa-airventure-news/aaa-airventure-oshkosh/05-30-2019-Innovation-Showcase-to-Host-21-Cutting-Edge-Companies-in-2019>

Many times it's important to figure out exactly who did the work – but sometimes not so easy. And it's really nice to talk to builder who did it all – beginning to end, and got it right, lots of attention to detail. Then you look at an airplane that's partly or mostly professionally built, lots invested, but it's hard to credit the owner with "building". For the most part, though, I think it worked out OK. But just to note, if you don't win this year, come back next year – the competition will be different.

We didn't spend a lot of time watching the airshow part of Air Venture – by that time of the day, we're pretty much beat, and don't need the noise. And the other part about judging is that you don't get much time for the forums, or vendor displays. Sam, on the other hand, got to the WomenVenture (an organization that promotes women in business) lunch with Col. Kim Campbell as the featured speaker. She talked about her A-10 mission over Baghdad during the Operation Iraqi Freedom – where she was almost shot down but managed to make it back to base with a crippled ship. A great motivational talk. She is the daughter of Chuck Reed, former mayor of San Jose, so that was our connection. By the way, both she and her dad graduated #1 in their class at the Air Force Academy. Pretty Awesome.

We did spend an enjoyable evening at the Lancair Owners and Builders meeting/dinner. This type club had done some very notable work in the area of the Additional Pilot Program (AC 109-116), as well as transition training and flight test standardization. In a similar vein, I sat in a meeting of Falco pilots who were interested in forming their own Type Club in the interests of improving safety, training, and reducing insurance costs (or just improving the availability of insurance for qualified pilots). So lots of progress in improving the Experimental Amateur Built environment.

Returning from Oshkosh, we got an early start driving back to Madison, checked the weather, fueled and departed west. This was a day or so after learning about the tragic accident in Chadron, where we lost Damon and Sarah Brown, and their son Duncan. Sort of close to home, as I was acquainted with Damon and Sam knew Sarah, and plenty of other people knew them.

We made a quick stop at Casper, WY. Again, fuel for Oshkosh was available at \$1 off the usual price (\$5 instead of \$6, full serve), plus complimentary popcorn and lemonade. We just missed visiting with Tim Delany (PCAM) who taxied in as we were departing. But then it was nice to get home after 8 hours of flying in mostly decent weather. A quick nap, then early to bed! We'll clean the dirt and bugs tomorrow.

CAFE Foundation's 2019 Electric Aircraft Symposium at Oshkosh

(from John Palmerlee)

Two dozen of the world's leading electric aircraft developers and technology experts spoke at the CAFE Foundation's 13th Annual Electric Aircraft Symposium (EAS) at the University of Wisconsin Oshkosh, on July 20-21 — the weekend prior to the Experimental Aircraft Association's (EAA) AirVenture 2019.

The CAFE Foundation and Vertical Flight Society have been working to advance electric aviation for many years and partnered again for this year's EAS. The Vertical Flight Society is producing video records of all the speakers from the 2019 EAS, which will be provided free for the general public once the production is complete. Anyone interested may check the www.cafe.foundation website in the next month to gain access to this valuable resource.

"The electric-powered aircraft industry is gaining momentum and the Symposium provides an opportunity to get a comprehensive brief on the state of the industry and meet the top leaders before EAA AirVenture begins," said Yolanka Wulff, Executive Director of the non-profit CAFE Foundation. "In 2007, CAFE Foundation organized the world's first Electric Aircraft Symposium to address emerging interest in electric propulsion, along with energy and climate issues. These meetings helped create the industry you see today."

For example, since the 12th EAS in 2018, four regular participants — Ampaire, Bye Aerospace, Eviation and magniX — have all announced significant aircraft orders or commitments from customers in the flight training, regional airline, business aviation and recreational aircraft markets.

WOWC Help Needed

(Andy and Sam Werback)

The annual Wings Over Wine Country Air Show is coming up in late September. This is a great opportunity to get involved with the EAA booth or with the Pacific Coast Air Museum. Here is the basic info:

Info and Volunteer Signup at WingsOverWineCountry.org

Or go directly to:

<https://www.signupgenius.com/go/20f044cadae2ca4ff2-wings>

- We really need volunteers. In particular, I need help for the Friday evening, 27 Sept. Performer's Dinner, to be held in the Redwood Hangar at Sonoma Jet Center.
- Or - If you would rather just attend the dinner, meet the Performers, and have a great time, tickets are available on the WOWC website for \$75 (most of which goes to a good cause!)
- The other opportunity is to help Sam at the Volunteer and Performer Dinner on 28 Sept at the VIP tent.
- We also need people to man airplanes, do security, help with membership, and many more things.
- Plus – We invite you to exhibit your favorite homebuilt aircraft and man the EAA Booth during the airshow. Let's help make this a great event!
- As always, complimentary airshow tickets for volunteers.
- If you or someone you know could please volunteer, signup and let me know!

Thanks!

Andy and Sam

Fly-In Breakfast

(from David Heal)



Colusa County Airport

Mid-July and time for the 23rd Annual Old Tyme Fly-In Breakfast at Colusa County Airport!

I departed the EAA Chapter 124 site in my RV-12 for the 30-minute flight just as STS went VFR at 0830. Colusa is a very popular annual fly-in with some 80+ aircraft of all types in attendance -- a free pancake/egg/sausage breakfast for all pilots certainly encourages attendance.

Many of our EAA friends from Cloverdale, Ukiah, Boonville, and Willits were there. Most airplanes depart Colusa before 11:00 am to avoid the 100+ degree F temperatures forecast for the afternoon. Be sure to look for Colusa in 2020 - usually the 2nd Saturday of July.



N124DH David's RV-12

Nut Tree Reminder:

Effective August 15, 2019, the Nut Tree Airport CTAF will change to 122.85. The August 15 date coincides with the next publication date of the San Francisco sectional and other FAA charts, and update of all other FAA data bases. Other commercial online aviation websites may lag several days.

It is recommended that pilots with dual Coms monitor 123.05 starting on the August 15, or use a handheld radio if available. It is also advisable to monitor the new CTAF 122.85 leading up to August 15.

The airport will also be requesting assistance starting on August 15, by anyone that might have a handheld or other radio while in their hangar or on the airfield to listen to 123.05 and advise pilots as needed.

The Airport will send out another local email notice prior to August 15, as well as issue NOTAMS leading up to the activation of 122.85. Other airports within the region are also being notified. You are also welcome to start getting the word out, but make sure to note that the CTAF will not change until August 15.



Beechcraft Sierra Share Available (see Fly Mart)

Fly Mart

Please send changes to ea124newsletter@sonic.net

Looking for a partner for our plane. (8-19)

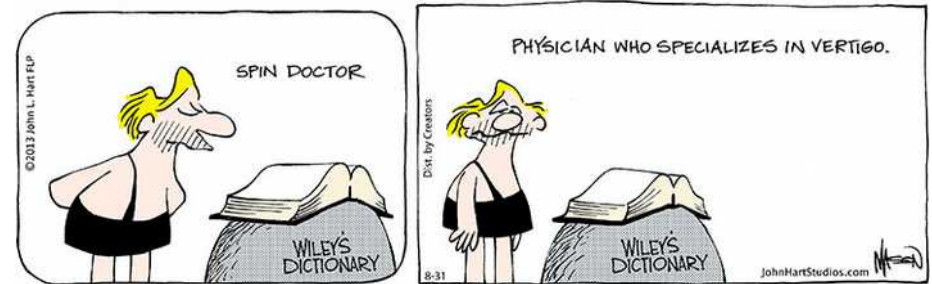
1981 Beechcraft Sierra C24R 1981,
 TT 2619, SMOH 1163 Lycoming IO-360, 200 HP
 Hangared at KSTS 'Gun Club'
 Tail Beacon will be installed soon to be ADS-B out compliant
 \$27,500 for 1/2 ownership
 For more information please contact:
 Amber Gray
 707-553-7755
tangoniner@icloud.com

Cleaning out the Hangar: (4-19)

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

EAA Hangar Spot: (9-18)

Eaa Ch 124 has one Hangar spot available for a RV size
 airplane, \$110 per month, plus \$200 deposit.
 Must be Local & National Member.
 Call Larry 707-575-0331 or Marlon 707-479-9994



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News / Notes From the Editor

(reminder from Andy)

The EAA Chapter 124 Open House is just a few weeks away!

Bring your friends, bring your airplane, help make this a great
 event! Meet fellow builders and pilots, take someone for a ride,
 and enjoy a great Paella and Taco Bar, made right before your
 eyes. The weather should be awesome, come early and help with
 Young Eagles!

Be There!!!

Interesting Aviation Links

(Thanks to Larry Rengstorf and David Heal)

Draken Intl [Click Here](#)

N8910U Accident [Click Here](#)

No Rudder (pedals) [Click Here](#)

Top 10 Fastest Homebuilts [Click Here](#)

EAA Chapter 124 Board Meeting Minutes July 3, 2019

No Minutes from July meeting.

EAA Chapter 124 General Meeting Minutes July 3, 2019

No Minutes for July meetings



AUG. 24 EAA CHAPTER 124 OPEN HOUSE/YOUNG EAGLES EVENT

YOUNG EAGLES IS A
PROGRAM FOUNDED IN 1993
DEDICATED TO INSPIRE
ENTHUSIASM FOR AVIATION,
BY OFFERING FREE FLIGHTS
FOR YOUTHS 8-17 AUG. 24
9:00-1:00 P.M.

PAELLA AND TACO BAR
LUNCH WILL BE SERVED 12:00-1:30
\$10.00 SUGGESTED DONATION

FLY IN, AND HAVE
YOUR PLANE WEIGHED ON OUR
PURPOSE BUILT CAFE
FOUNDATION SCALES!
LOCATION: EAA FACILITY
WEST END OF TAXIWAY CHARLIE.

PRIOR REGISTRATION
IS REQUIRED FOR YOUNG EAGLES
PARTICIPATION SIGN-UP AT: WWW.EAA124.ORG

COURTESY OF THE FAA
SAFETY TEAM,
THE EVENT WILL HAVE A
SAFETY RELATED PRESENTATION.
SANTA ROSA EAA
CHAPTER 124 INVITES
EVERYONE TO CELEBRATE
THE SPIRIT OF AVIATION
ON AUG. 24, 2019
LOCATION: EAA FACILITY
SANTA ROSA
CA. 5550 WINDSOR RD. 95492
PHONE 707 494-4259
WWW.EAA124.ORG

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Chapter meetings are held on the first Wednesday of each month at 7:00 pm. FOOD (\$7 sometimes \$10) AND SOCIALIZING (free) from 6:15 to 7:00 pm. EVERYONE IS WELCOME!

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

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

Please email articles to: 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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