



The Flying Wire

**Chapter 124
Experimental Aircraft Association**

**Volume 57 Number 5
May 2, 2018**

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

May 2, 2018 Program

Josh Hochberg on FAA enforcement:

Have you ever heard those dreaded words "Please call the Tower" or had an FAA inspector conduct a ramp check on you? Both of those events can easily turn into a formal FAA investigation that could affect your flying privileges.

Josh Hochberg will discuss FAA enforcement procedures and how best to react and respond to the dreaded call or inspection. He will also discuss how NASA's reporting program might prevent the FAA from enforcing a penalty against you.

Dinner Menu

Make Your Own Super Burritos, Salad, Rainbow Sherbet and Snicker Doodles. All for only \$7

Events Calendar

Please send info about upcoming events!

Please send us information if it comes your way!

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

Flea Market Saturday May 26 9 AM to 3 PM

Boonville Fly-In: [May 8](#)

Bob Gutteridge: bob_gutteridge@pacbell.net

Stuart Deal: aaa124newsletter@sonic.net

Fly Out to Boonville

From Mike Tovani

The 8th Annual Boonville Spring Fly-out was on Sunday, April 8th at D83 in Mendocino County. The weather was sunny skies with temps in the mid 70's, and light winds. It was a great day to see the spring landscape of the beautiful Anderson Valley wine country.

David Heal, Les Goldman and I were in attendance along with folks from Livermore, Ukiah and EAA Chapter 1027.



A big thank you to Captain Kirk and his wife Cynthia who were gracious hosts of their home. We had a magnificent BBQ'd hamburger lunch with ice cream and cookies for desert.



Thanks to Paul Trexel, President of EAA Chapter 1027 for the invitation and great lunch and venue.



Festive Hangar

President's Post

Thanks to Andy Werback, EAA Ch 124 Pres.

Thank you Stephen Mann for a great presentation on the Baby Great Lakes, its development and history! Exactly what EAA is all about and a classic story. And... a very nice surprise ending for N9Y.

I didn't realize there are so many Baby Great Lakes and a couple of related designs. And how yet again, there is a tie-in to other projects, like having Ladislao Pazmany be part of NASAD and how he also collaborated with Pete Karmouch on his Pazmany PL-2 (currently in Petaluma). And by the way, Pazmany also worked at Convair (F-102, F-106) and at Rohr, in San Diego, topics of last month's presentation.

Thank you Marlon for reviewing the high points of the Chapter Boot Camp. Lots of things to think about, such as getting younger

people involved in the Nominating Committee and in the Chapter in general, interacting more with other Chapters, and the need for a bit more time in the Board of Directors meetings to really focus on new plans and functions, rather than just keeping the wheels rolling. Plenty of stuff to plan and do, starting with just more flyouts, more hangar participation, more technical stuff, safety, etc.

Young Eagles – Dates are 21 April (already happened! Where were you?), 12 May at Cloverdale, 25 August and 13 October. Please Mark Your Calendars and let Josh know if you plan on flying or doing ground support. The EAA web site and Facebook.com/EAA124 are up and running with the YE information.

Thanks Alan and John!

Change is in the Air?

by Stuart Deal

Articulated wings and wing warping have captured the imagination of real and would-be designers for over a hundred years. Long before any flying gadgets were hatched, watching the birds fly and dreaming of the freedom that they have was widely romanticized. Now that we have a multitude of ways to cheat gravity, short term, the romance continues. At one with the air that surrounds you and climbing in a thermal. Silent electric motors whisper on the wind. Solar flights that go on beyond human endurance. Huge twelve cylinder powerplants spin your prop like a tornado and shoot you across the sky. Hot jets of gas push us through the air by the hundreds.

Technologies are surprisingly emotional when applied to flight. While the birds have fit themselves to the air over the vast winds of time, people are late to the game and have to use the wings between their ears to find a way up to the sky.

Given the effort to conceive of and execute any flight oriented project, occupation becomes preoccupation and the need for passion to carry the project to the end is a given. The repetitive training needed to be safe and the slow methodical care of checking and rechecking every nut and bolt runs counter to the excitement that floats the wings of would be aviators.

The issue of fun and excitement versus serious business may be a "young vs mature" thing as I first became aware of it talking to my father-in-law who had loads of hours and flew his family, obviously including my wife Helen, all over the US. As an aeronautical engineer who helped with the design of the Space Shuttle and a private pilot who built enough hours and skill to get his commercial license, while pursuing his career, Fred Fitzgerald responded to my excitement about flying with a somewhat characteristic caution that flying is serious business.

As part of a club that is promoting interest in aviation with the "Young Eagles" program, we live in this margin between "flying is fun so get into it!" and "know what you are doing so you can stay safe". Especially in the amateur built arena it is easy to find examples of folks that need help, whether they get it or not, to build safety into their craft. The debate between brave or stupid was a constant in the pioneering days of aviation.

Between the anthropomorphic romance of "Jonathan Livingston Seagull" and the life saving skills of Sullenberger and Shults, pilots live in a wide spectrum of emotions about flying that has much more immediacy than it does to the average person. Maybe with advances in brain to prosthetic connections one day people will know what it feels like to land a flight on their own prosthetic feet similar to birds or maybe just flying a foot launched ultralight could make you feel like a bird.

Unless you possess (or can access) a wide variety of aircraft, you make a commitment to one type of flying that fits one particular aircraft. Unlike the bird that is completely committed, as people we can imagine a solution that offers more options. Like putting a camper on a pickup, a convertible top on a car, we are always trying to stretch the utility of our ride. The constant hope of a flying car is a perfect example of the conflict between fantasy and reality in the aircraft realm. You want to roll away from the airport and come back and fly away. All well and good, but if you want to go to another airport and take off from there, you need to carry your wings with you. If you opt for a para-foil configuration, that is light enough to carry but you have to fly so slowly that the only utility justification is complete gridlock on the ground. Yes, from the point of view of "flying is always better", speed is less of an issue.

If you need to carry real wings, it is tough to make the vehicle a reasonable shape for a car. Then there is the matter of

propulsion. Ground transport with a propeller would reasonably scare the heck out of everybody so you have to carry a prop and wings on the ground and a transmission and drive train in the air. The bottom line is that you have a less than optimum car and a less than optimum airplane. All these issues are as old as the [Taylor Aerocar](#) and have not really changed much except the lighter materials available today.

As technology progresses, it makes sense to keep testing to see what new things are possible. However, forgetting the past so that we think we are original and visionary is like a stoner that has only short term memory so everything is so new and different. Wow, flying cars, cool idea. Glad I thought of it. Few things have captured the imagination more than the flying car concept, yet all the compromises between car and airplane still exist. The fact is that the actual problems with the flying car are social problems.

If you can pick up a car at the airport when you fly in, you could do it in less time than it takes to fold the wings of your flying car if the interaction had no paperwork. The idea that you have to own the vehicle that you travel in from end to end of a trip is a false construct. Ownership, in the sense of permanent possession, has been dis-proven as a transportation concept by scooter and bicycle sharing on the streets San Francisco.

If we bend our engineering around any specific aspect of flight, we are likely to have to trade off some other aspect. If we imagine that we live in a cooperative world where trust is enabled electronically, we can think about getting around in the same craft. In other words flying commercial. The trade-off in shared transportation is rigid scheduling and time killing security checks.

It makes sense to be aware that it is actually easier to think differently than it is to change the laws of physics. If we demand independence we trade-off cooperation and while people sometimes have the idea that life is a competition and a zero sum game it has been shown time and again that this is not the case.

While conceptualizing radical changes in flight technologies that allow us to institutionalize our separation from each other in little George Jetson plastic cages, it might be just as useful to see that the main reason to travel is to go where other people are, to connect with them socially or economically (are you traveling for business or pleasure?). Is there a way to get more useful interactions closer to home? Is there a way to work that would

require less travel and allow us to take action remotely that is economically useful?

Smart phones have taught us that human behavior can change rapidly in response to new possibilities. We may be thinking too small if we only think about old fantasies of flight that will be outmoded by new realities. People will pay for things that serve them and that is what supports long term viability of a concept. Physical realities may set limits, but it takes people to make a market.

While it is true that fantasy is a large part of marketing, I have my doubts that the high cost of a fantasy aircraft will be paid by folks that want practical transportation. Folks that can afford the fantasy will buy it. If we are going to share the cost amongst a larger group, it will need to appeal to them and enable the economics of scaling up production massively to get costs down.

It seems like the contrast between exclusivity and group thinking is pretty strong in aviation so it will be interesting to see if something comes along that is so perfect for everybody that it takes over the industry.

RV-12 On the Block

From Joe Arluck

Because of health issues, I have to sell my RV-12 project.



Project for sale RV-12 (see Fly-Mart)

As you can see, it is mostly assembled except for these items:

Canopy and frame

Canopy latch and warning system

The cowl is trimmed has hinge halves installed. Needs to have the duct glassed in place

Engine wiring harness, Engine Controls (I have a veneer throttle assembly)

Propeller and spinner

Brakes are installed, but need to be filled, bleed and tested

Avionics need to be installed, wired and tested:

Dynon Skyview with the ADS-B option.

Panels behind canopy and rear window

Complete Vans Fuel tank must be installed

Install floor panels and split bulkhead from Van's

Install upholstery

Interior paint

Exterior paint

PANCAKE BREAKFAST & AIRCRAFT DISPLAY DAY
Hosted by Legends of Flight & Nut Tree Airport
At the Nut Tree Airport (KVCB) - Vacaville, CA
Fourth Saturday of Every Month - April to October
2018 Dates: 4/28, 5/26, 6/23, 7/28, 8/25, 9/22, 10/27
Event Time: 0730 to 1130 / Food Served: 0800 to 1100
Fuel Discounts, Modern and Vintage Aircraft on Display
Fuel Discount Provided by the Nut Tree Airport

Coffee Donated By
JOURNEY
Located in front of
Aviation Specialties Inc.
LOF is a Non Profit 501(c)3 Organization

Fly Mart

For Sale RV-12 Project: (5-18)

All parts necessary to finish, including Avionics with ADS-B. Extras include: Factory fuel tank, Vernier Throttle, Landing gear upgrade, many small upgrades. Avery tool kit, Large tool box. air compressor, drill press, 1" belt sander, scotch bright wheels on grinder. 2 each 3' x 3' work benches.

Joe Arluck, 925-455-9954, jaarluck@comcast.net

Aircraft Partnership For Sale: (4-18)

Vans RV8 (Completed ~2010) Lycoming IO-360
Constant Speed Whirlwind Propeller (200RV)
Advanced Flight Systems AF-3500 EFIS
Garmin 496 GPS
Offered at \$25,000 from Loren Betts 707-321-2444

For Sale: (10-17)

Garmin GDL 39 Portable ADS-B and GPS Receiver
Paid \$800 for sale at \$300
James Carraway 415-300-6150

For Sale: (8-17)

Glasair 2 FT serial#1077 Wing closed, control surfaces all completed, future vision instrument panel, kit was inspected by Al Negrin about 12 months ago when I bought it and found to be in excellent condition with good build logs and excellent craftsmanship. Wing and fuselage separated for shipping. Asking \$10,000 for the kit.

Also have a lycoming IO-360-B1E 0 hrs since rebuild by Dick Demars Aero. chrome lined cylinders, slick mags, plate says 200hp because it has 9:1 or 10:1 compression (I have to check the build logs). Built a long time ago, but recently inspected with cylinder #2 removal and boroscope. Asking \$15,000 obo
Call Owen Fredericks 530-591-7554 owenfred@gmail.com



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News / Notes From the Editor...

Wrong by twenty years. That is the risk of publishing about the future of aviation. You may have noted the AvWeb April Fools article about extending ADS-B to 2040 and you may have believed it or passed it along to others. What fun!

Just in case the truth gets out, here is a link at the FAA site that spells it out [No Kidding: ADS-B Deadline of Jan. 1, 2020, is Firm](#) the "Last Modified" date on it is April 4, 2018.

Thanks to Marlon Young for getting on top of this story.

There is an article in Flying Magazine that I found interesting: [The Cost of ADS-B Compliance: You're Looking at it Wrong](#)

Interesting Aviation Links (thanks to David H. and Larry R.)

Low Flying Boat - [Click Here](#)
Pattern Refresher - [Click Here](#)
Engine Oil - [Engine Oil](#)

EAA Chapter 124 Board Meeting Minutes

April 4, 2018

Meeting called to order by President Andy Werback at 5:40 PM. A quorum was present: Andy Werback, Marlon Young, John Whitehouse, Stephen Mann, Larry Rengstorf, Dan Steinhoff, Steve Barnes and Terry Freitas.

Chapter Leadership Boot Camp – Marlon gave a slide and video presentation from the EAA Boot Camp March 10th. He reported the Bearhawk Plans raffle went well, and that proceeds will go into the treasury. A discussion of some of the proposals by John Egan and David Leiting Jr. during the EAA Leadership Boot Camp followed. National has a database of EAA members who do not belong to a chapter, 200 of which are within fifty miles of Santa Rosa; they represent a sizeable growth potential. An automated email system was recommended for all things 124; meetings, Young Eagles, fly outs, etc. Several systems were mentioned, including MailChimp, which is currently used for our newsletter. Some coordination of these efforts was suggested, including efforts on our Facebook page. Our Web site was good but could be improved, and national is working on simplified programs we could use. For further discussion...

PCAM Airshow – Sept 22/23; Volunteer Dinner planned; will need volunteers.

DART – discussion to continue

STEM Program – discussion to continue

Bump System – Marlon, Larry, Bob, Dwayne working on it; carried forward.

EAA July Meeting – The new meeting date is confirmed for July only; it will be Wednesday, July 11, 2018 to compensate for the 4th of July holiday.

We will continue to work with David Franco as Membership Coordinator to enhance our program. (707) 494-4259 Thank you, David!

IRS Tax Status– Chapter 124 is presently a 501c(7) tax-exempt organization. Converting to 501c(3) charitable status has been proposed so the Chapter would gain the ability to offer tax deductible receipts for donations. As a 501c(7) organization, Chapter letters of thanks to donors now have to include a note stating the donation is not tax-deductible. Discussion covered our member benefits with respect to chapter dissolution (all reverts to

national, so no problems), the fact that any 501c(3) must have open membership (we do), and that there is a significant increase in paperwork. The change would require refileing at state and federal levels. A motion in favor of the proposal was put forth by Larry, seconded, and passed.

Terry and others had several thoughts on bringing back some technical seminars. Stephen said he would contact our technical advisors for possible input, perhaps on an occasional Saturday.

Andy reminded the Board that a Nominating Committee will have to be appointed soon.

Treasurer's report: Abnormal expenditures last month due to paying ahead on accounts. John will be absent next month. The original list of twenty-nine non-renewals has been significantly reduced through due diligence on the part of John and others. Thank you!

Facilities report: Larry says spraying has been delayed due to wet weather.

Young Eagles update: the first 2018 event is Saturday, April 21, 2018 at the 124 clubhouse.

Meeting adjourned by Andy at 6:21 PM.

Addendum:

On April 19, 2018 Pres. Werback requested Board discussion and approval of lending some of the Chapter's unused plastic chairs to the Pacific Coast Air Museum for use in their Hot Dog Thursday program. The chairs in question are now stacked at the rear of the meeting room. Ben moved and Josh seconded that "Pres. Werback be authorized to arrange the long-term loan of 25 fixed (i.e., not folding) plastic chairs to PCAM to support their Hot Dog Thursday program." Motion passed by unanimous email consent, along with several suggestions for ensuring proper identification as EAA124 property.

The Secretary wishes to acknowledge Stephen Mann's efforts in his absence and thank him for recording the proceedings. Please direct any additions and corrections to the Secretary.

Respectfully submitted,
Ben Barker

EAA Chapter 124 General Meeting Minutes

April 4, 2018

Meeting called to order by President Andy Werback at 7:05 PM.

Andy thanked the volunteers who shopped, prepped, cooked, served, and cleaned for the lasagna dinner; they were soundly supported by applause from the members!

Welcome visitors and new members:

Del Fortino, helicopter mechanic, machinist, retired

Jeff, out of flying for about thirty years, but coming back now

Jesus, always wanted to fly

Constance, Stephen's wife

Special thanks to Stuart Deal for his continued work on the Newsletter, and to John Palmerlee for his work on the Website!

The March Board and the General Membership meeting minutes were approved as posted.

John Whitehouse - Treasurer's Report: Thanked Mike Tovani. Expenditures during March were high due to pay-ahead on accounts. John will be absent next month.

Larry Rengstorf - Facilities: Spraying delayed due to wet weather.

Josh Hochberg - Young Eagles Schedule: Absent, no report, but first Young Eagles event is scheduled for April 21st, at STS.

Marlon Young - VP Comments; Marlon's comments were accompanied by a slide show and ended with a video of Jack Pelton, EAA CEO, welcoming EAA 124 to the Camp. There was a good turn-out for the pre-Boot Camp Friday night dinner. The Camp was attended by about forty EAA members from California and Nevada. John Egan and David Leiting Jr. presented. National has a database of EAA members who do not belong to a chapter, 200 of which are within fifty miles of Santa Rosa; they represent a sizeable growth potential. An automated email system was recommended for all things 124; meetings, Young Eagles, fly outs, etc. . Several systems were mentioned, including MailChimp, which is currently used for our newsletter. Some coordination of these efforts was suggested, including efforts on our Facebook page. Our Web site was good but could be improved, and national is working on simplified programs we could use.

John Palmerlee - CAFÉ Report: The next Café Conference will be two days before the end of AirVenture, at Oshgosh. It will cover

the development of electric aircraft and attendance will cost \$175 for the two-day event. See cafe.foundation for more information.

Brien Seeley - Sustainable Aviation Report: The next symposium will be in Redwood City May 11 and 12, 2018. Among other things, it will cover "see and avoid" versus central control of all aircraft with respect to the integration of autonomous aircraft into the current mix. He reported the current cost per mile of solar power of 50¢/mile will soon be down to 5¢/mile. Other items of interest were solar-powered cars that "always go", redundant parking lots becoming available as "sky parks" for solar-powered VSTOL urban aircraft, and comments on the sound comparisons between fixed wing and VTOLs, etc. See sustainableaviation.org for further information.

Builder's Reports - Items of Interest:

In response to the CAFÉ and Sustainable Aviation reports, Marlon suggested the formation of a consortium to build and race an electric aircraft in the newly created electric category (with him as the pilot...).

A member reported he is modifying an RV-7 with a dual electric system supported by two separate battery systems, one of which is a lithium Earthx with a battery management built in. This battery has double the amp rating and is less than a third the weight of a conventional battery. It has anti thermal runaway protection, long life, and the aim is to make non-alternator flights.

Break for Program

Stephen Mann - The development of the Baby "Great" Lakes design is a story of a bygone era in Americana. Those involved were not giants of science or industry, they did not win wars or cure illnesses, they were just folks interested in small airplanes - and they had a whale of a time doing it. The Baby Lakes story is bedrock EAA-type fun, and this presentation delivered that. Many thanks to Stephen.

Meeting was adjourned at 8:40 PM.

The Secretary thanks Stephen Mann's both for recording the proceedings and for his most enjoyable presentation. Please direct any additions and corrections to the Secretary.

Respectfully submitted,
Ben Barker

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 (\$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: 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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