



The Flying Wire

**Chapter 124
Experimental Aircraft Association**

**Volume 55 Number 1
January 6, 2016**

Board Meeting - 5:30 pm

Dinner – 6:15 pm (\$7 donation)

General Meeting – 7:00 pm

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www.EAA124.org

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January 6, 2015 Program

Steve Smith and Bob Gutteridge

On August 8, 2015 Steve Smith and Bob Gutteridge embarked on a 6,300 mile adventure through the wilderness of northern Canada and Alaska. In over 64 hours of flying, they flew in and around vast valleys, lonely rivers, mile-wide glaciers, and the tallest mountains in North America.

The views out the window inspired Steve and Bob to take over 1,000 pictures. Join us for the January meeting to enjoy Steve's presentation on this trip of a lifetime.

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

January 1: Flyout meet 9 am at hangar destination TBD



Don't Hold Your Nose

(By Stuart Deal with thanks to Jason Franchetti)

"Don't hold the nose in a turn." Hmm. What could that mean? Does he mean that the lift is reduced proportional to the inverse of the cosine of the bank angle? Does he mean that looking to get that lost lift back by increasing the angle of attack may slow us down enough to stall? Yes he does. Thus was the state of communication between the poly-sci major who decided to become an airline pilot instead of a lawyer and the engineer who became a programmer.

While Jason and I were opposites in several ways, I always had confidence when we flew together, he the flight instructor putting in hours while painting houses on the weekends and I was putting in hours while I should have been working, so I heard (long story short).

When I read an article in "Air and Space" magazine that said that the median age of getting a pilot's license was forty-five, and I was just around there, I decided to do it. I started working on the knowledge exam with a King's video course and sample tests.

Since Aeroventure at Petaluma Airport (O69) offered the computer aided test for the knowledge exam, I took it there. I was pretty determined and I got a pretty good score but unfortunately, I missed the chance to start the day at the Two-Niner Diner there but have made up for that since.

A Sheriff's Deputy I knew named Eric who spent lots of time at the airport as the helicopter Deputy Observer (since Henry-One was rented at the time) had just gotten his private pilot's license through American Aviation in a cute little building with a door to the field right next to the door to the reception area from the parking lot on the east side of the airport. Probably the best thing about the little building that housed American Aviation was the great view through the big windows that looked out onto the flight line.

They had some kind of promotional site-seeing coupon for a flight and my wife Helen came up with it for Father's Day. When I went there Jason was there and either it was his turn or he wasn't busy so after choosing an airplane, we went out and did a walk-around and up we went. American Aviation had a Diamond Katana two seater, a Cessna 152 and a couple of Piper Warriors.

Jason could fit into any of these planes but I could only fit into the Warriors. There had not been many times when being tall was a disadvantage, but this was definitely one of them, after years and years as a kid wanting to be taller. Jason told me I needed my

medical so I picked from the list of Medical Examiners and went to see Dr Andolsen, got my third-class, found a log book and started flight instruction in earnest.

It seemed to me that progress was slow. Once I got past the 40 hours that are required, I started to wonder just how long it was going to take. At one point I added it up and it was over a hundred when I finally got my ticket. We did have our moments of excitement. We managed a flight to Willows on a day when there was strong vertical development over the mountains and, on the way back, we saw a glider near us riding the updrafts. Jason said "If we go inverted, you should correct strongly to bring the wings level". Nothing like that happened, but it did seem like good advice even if it did add to my concern for personal safety.

We did have a few windy days that made it interesting, but those Warriors are really easy to fly, so if you like a little float on the landing, you could hardly ask for a more docile, pilot friendly craft.

Eventually, after my aborted solo (explored in a previous article), I did a real solo and got so I was practicing my maneuvers over Anderson Valley. The next big event was the first solo cross country going to Chico (KCIC) and Redding (KRDD). The weird thing that happened is that I was talking to Redding, but they could not see me. I thought that was odd because I was on final starring right down the runway. Okay, Duh, it was Red Bluff (RBL). Good learning experience. Perhaps check the watch? I eventually landed at Redding where they overfilled the gas tanks and then came home.

Another moment that I made a mistake that I did not have to pay for when Jason and I flew into Angwin. I love trees. One thing to avoid is trimming them with an airplane. Of course, the flaps were down; of course, they were helping me climb out of Angwin; of course, taking off at Sonoma County, you pull up the flaps and get going; of course, you shouldn't do that at Angwin; of course, I did. Luckily, there was a little notch between the trees, its pretty easy to see from treetop level. Does luck have anything to do with it? Maybe.

The night before my check ride, to keep myself from staying awake thinking about all the details, I told myself to "think about roses". A little strange, but it seemed to work. When I would start churning my brain about flying and my big day, I would occupy my mind with images of red roses and I did not stay up all night. Way more colorful than sheep.

On the big day, I did the pre-flight walk-around and I am standing there, looking done (possibly dumb), Steve Benedict says

"Are you ready?" Not shy and not lacking for confidence, I answered "Yes". "Okay" Steve says "you left the tail chain on..... I'll give you one." Getting ahead of myself had gotten me again. So I started my check ride with my one already given. No Pressure. Actually, after a long slow somewhat cautious training from Jason and a couple of test check rides from a couple of his buddies, I did okay. Okay enough so that Friday, July 13, 2001 (yes Friday the 13th) Steve signed my ticket and I had a license to learn.

Fly Mart

For Sale: (10-15) Stainless Steel firewall material.
26 gauge 4ft X 7ft. \$90 for all or \$50 for half.
Jim Duvander 707-953-0129 jim@duvander.com

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.

For Sale: (5-15) 1947 8E Luscombe, 85 hp Cont. Engine and airframe TT 1907, 836 SMOH. Annual 2/2015. 800 x 6 tires. Apollo SL60 GPS Receiver and VHF Comm Transceiver. Worn paint. New battery. Ellen Jori (707) 823-7150 ellnsearby@aol.com

For Sale: (3-15) Looking for a partner in a PA24 Comanche. Please contact Don: Donm@mackenziesystems.com

For Sale: (11-14) Aero Tug E-200 with New Batteries - \$800 - contact Bill at (707) 938-1465

For Sale (11-14) Engine Stand for Lycoming and Continental engines - \$250 - contact Bill at (707) 938-1465

For Sale: (8-13) RV8 - 1/3 Share. Superior IO 360/9.5 pistons, Hartzell Blended Airfoil C/S Prop, IFR Equipped all Glass Panel, Auto Pilot, Smoke System, Approx. 300 hours total time, Contact: Carl von Doymi, cvondoymi@gmail.com, (415) 845-6448

For Sale: (3-13) AirTech Fuel Cap Tool. This high tech tool helps pilots open many types of aircraft fuel caps, doors and latches. Contact Ryan Beck, ryan.beck1@yahoo.com for information.

News/Notes From the Editor...

Actually from Larry Rengstorf...

AeroSports Update: The Recreational Pilot Certificate

When The Sport Pilot License Became Available, The Recreational Pilot Certificate Became The Forgotten Pilot License

Wednesday, December 16, 2015 10:05 PM

When it comes to recreational and sport flying we seem to be stuck in only thinking about the sport pilot and private pilot certificates. The sport pilot certificate has numerous limitations, of which the largest one is the limitation on the definition of a light sport aircraft. However, there's another pilot license that could be the right answer; this is the recreational pilot certificate.

The first consideration for becoming a pilot is whether or not you intend to obtain a 3rd class medical certificate. If that's a problem, sport pilot is the only way to go. However, if the Pilot's Bill of Rights 2 is approved, and we have high hopes it will be, a person training to become a recreational pilot will only have to take the third class medical exam one time.

Here's the basic scoop on the recreational pilot certificate:

It limits the pilot to flying an airplane with no more than 4 seats and 180 horsepower. The maximum altitude is limited to 10,000 feet MSL, with some exceptions, and even though it could be a 4 seat airplane, only one passenger may be carried. The total minimum training time for a recreational pilot certificate is specified to be 30 hours. Note that this is 10 hours more than required for a sport pilot certificate and 10 hours less than required for a private pilot certificate.

When checking into the recreational pilot certificate you may hear that it prevents you from flying in radio controlled airspace or on long cross-country flights. This is not true. Much like the sport pilot certificate, all it takes is a little more training and logbook endorsements to remove these restrictions. Training for this certificate also does not require instrument training or night flying which means the aircraft being used in training does not have to be equipped to perform these functions.

The recreational pilot certificate can come in handy if you want to learn how to fly in an airplane that does not qualify as sport pilot eligible, but also lacks the basic equipment for instrument training and night flying. This airplane could be used as a trainer and for taking the recreational pilot checkride. This could open up your choice of aircraft at a lower cost for training than a private certificate, yet allows you to fly heavier and faster aircraft than are

allowed for a sport pilot. The aircraft available to a recreational pilot may also cost a lot less than a sport pilot eligible airplane.

If becoming a recreational pilot looks like a possible option, check with a flight instructor or take a look at FAR part 61 subpart D for the details. The recreational pilot license seems to be the forgotten certificate but there are a number of cases where it could be useful to get you in the sky at a lower cost.

Classic Humor

(thanks Larry)

A man was walking down the street when he was accosted by a particularly dirty and shabby looking homeless man who asked him for a couple of dollars for dinner.

The man took out his wallet, extracted ten dollars and asked, "If I give you this money, will you buy some beer with it instead of dinner?"

"No, I had to stop drinking years ago," the homeless man replied.

"Will you spend this on airplane parts instead of food?" the man asked.

"Are you NUTS!" replied the homeless man. "I haven't even seen an airplane up close in 10 years!"

"Well," said the man, "I'm not going to give you money. Instead, I'm going to take you home for a shower and a terrific dinner cooked by my wife."

The homeless man was astounded. "Won't your wife be furious with you for doing that?"

The man replied, "That's okay. It's important for her to see what a man looks like after he has given up both drinking and working on his airplane."

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Interesting Aviation Links

(thanks Larry R, Jim B)

Article Deer, Deer - [Click Here](#)

Bally Bomber - [Click Here](#)

Card Trick - [Click Here](#)



(Reprinted with permission of John L Hart FLP)



Trivia – What and Who is this?

Okay you aviators, masters of the sky. Seen below in the photo of the aircraft nose, there are two larger lights, an air intake in the center, and a smaller colored light to the center top. What is the smaller light to the center top called?



DC-2 with a Passing Light

EAA Chapter 124 Board Meeting Minutes November 4, 2015

Call to order by the President – 1732 Hours

Roll Call of Officers:

President Jim Boyer – Present

Vice President Andy Werback – Present

Treasurer John Whitehouse – Present

Secretary Mark Tuma – Present

Board Quorum Present

New Business:

VP Werback brought a sample of an idea for a tri-fold brochure to pass out at events and to persons interested in the Chapter. He will put together a draft for the Board to look at.

Ray Shipway reports we will do a young eagle's event at the Sonoma Jet Center on November 21st with a rain date of the 22nd. The treasurer thanked the president for taking over his duties while he was on an extended trip. He reports we had a black month and that members can start paying next year's dues, and a reminder that they went up to \$35 a year.

The main hanger roof over the meeting area now has all new screws, and should be water tight. Thanks to Larry and Andy for their hard work on this!

Discussion held on tonight's elections. It was agreed that if there were no nominations from the floor that the president would call for a single voice vote from members on the selections of the nomination committee.

Meeting adjourned - 1810 hours

Respectfully Submitted,
Mark Tuma – Secretary

EAA Chapter 124 General Meeting Minutes November 4, 2015

Call to order by the President – 1905 Hours

Roll Call of Officers:

President Jim Boyer – Present, Vice President Andy Werback – Present, Treasurer John Whitehouse – Present, Secretary Mark Tuma – Present

President – Thanked the cooks and helpers. Welcomed guests who introduced themselves. Thanked Andy and Larry for working hard on the roof.

Approval of the minutes – October 7th minutes, approved by voice vote. No changes.

Treasurer – Thanked the President for keeping the Books. We had a black month, and the 2016 dues can be paid now. Reminder that the dues are now \$35 a year.

Young Eagles – Ray Shipway – reports we will have a young eagle's event at the Sonoma Jet Center on November 21st, with a rain date of the 22nd, needs ground crew and pilots for the event.

CAFE – Wayne Cook & Larry Ford – reports that Brian Seeley is resigning as president and Larry Ford will be taking over CAFÉ. Brian is going to devote all his time to the Green Challenge, so he will be around.

New Business:

Reminder that Stuart Deal has taken over the newsletter. All articles should be emailed to Stuart at eaa124newsletter@sonic.net

Builder reports taken.

A short sales presentation was given by Dave Mahrt of Defense Logistics Agency in Redding on a new **fire extinguisher** they are selling that works very similar to firefighting foam. He can be contacted at **(530) 941-8866**

Elections held: No nominations from the floor. Candidates introduced themselves. Unanimous voice vote held on nomination committee candidates. New/re-elected officers: Vice President, Andy Werback, Secretary Ben Barker, and Board members Dave Heal, Steve Waite and Marlon Young. Congratulations to all. Meeting adjourned (break for program)- 2005 hours

Program – Member Marlon Young spoke on his 24 hour visit on the Aircraft Carrier Ronald Reagan while under full operations at sea.

Respectfully Submitted,
Mark Tuma – Secretary

EAA Chapter 124 Board Meeting Minutes December 2, 2015

Call to order by the President – 1730 Hours

Roll Call of Officers:

President Jim Boyer – Present
Vice President Andy Werback – Present
Treasurer John Whitehouse – Present
Secretary Mark Tuma – Present
Board Quorum Present

New Business:

President welcomed new board members taking office in January, and thanked the outgoing officers.

Treasurer reports we just got the EAA insurance for the year for liability and hanger keeper. It has gone up to about \$3,100 for the year, as a result we had a red month.

Received a letter from Wayne Cook. CAFÉ want to discontinue internet, which would end the wi-fi available at the site. Cost is \$78 a month if the club wanted to take it over. Discussion held. Larry Rengstorf made a motion not to pay for wi-fi, 2nd by Andy Werback. Discussion held, motion passed. Ray and Sher Shipway will look into cheaper service and bring back some costs.

Discussion held on brochure that Andy Werback is working on. President appointed Andy Werback, as chair and Stuart Deal to be an ad-hoc committee to work on the project.

Discussion held on Cloverdale Airport and the meeting on the 8th, to possibly apply to close the airport. Members encouraged to attend meeting in Cloverdale.

BBQ equipment – the BBQs are rusting away. Andy Werback and Jim DuVander will work on repairing them.

Larry Rengstorf report the weed sprayer will be out in Friday. Wanted to remind everyone to check the oil barrel level before dumping oil. It overflowed recently and had to be cleaned up.

Meeting adjourned – 1807 hours

Respectfully Submitted,
Mark Tuma – Secretary

EAA Chapter 124 General Meeting Minutes December 2, 2015

Call to order by the President – 1908 Hours

Roll Call of Officers:

President Jim Boyer – Present, Vice President Andy Werback – Present, Treasurer John Whitehouse – Present, Secretary Mark Tuma – Present

President – Thanked the cooks and helpers. Welcomed guests who introduced themselves.

Approval of the minutes – Minutes not published in time for everyone to read. November and December minutes will be voted on at the January meeting.

The President passed out the 2015 EAA service awards to past officers, technical advisors and others.

Treasurer – We had a red month, and the 2016 dues can be paid now. Reminder that the dues are now \$35 a year.

Young Eagles – Ray Shipway – reports the young eagle's event at the Sonoma Jet Center on November 21st was cancelled. Ray and Mark Tuma spoke on the situation at the Cloverdale Airport. All members encouraged to attend this meeting on December 8th, 1730 hours at the Cloverdale Performing Arts Center at 201 N Cloverdale Blvd.

New Business: There will be a fly out January 1st, as in past. Looking for an open restaurant.

Meeting adjourned (break for program)- 1940 hours

Program – Local author and Pacific Coast Air Museum member, Jeane Slone spoke on her 3rd published book, "She was an American Spy during WWII".

Respectfully Submitted,
Mark Tuma – Secretary

Chapter 124 Contact Information

President: Jim Boyer (15/16) (707) 571-8001

Vice President: Andy Werback (15/16) (707) 823-5616

Secretary: Ben Barker (16) (707) 838-0238

Treasurer: John Whitehouse (15/16) (707) 539-5549

Board: Ray Shipway (15/16) (415) 584-9682

Marlon Young (16) (707) 479-9994

David Heal (15/16) (707) 953-5021

Steve Waite (16) (707) 837-9354

Sher Shipway (15/16) (415) 584-9682

Ron Cassero (15/16) (707) 291-8958

Facilities Chairman: Larry Rengstorf (14/15) (707) 575-0331

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Rolf Unternaehrer (707) 763-7729

Flight Advisers: CJ Stephens home: (707) 836-1458
cell: (707) 799-2878
David Heal home: (707) 838-0261
cell: (707) 953-5021

Young Eagles: Sher & Ray Shipway (415) 999-0949
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!

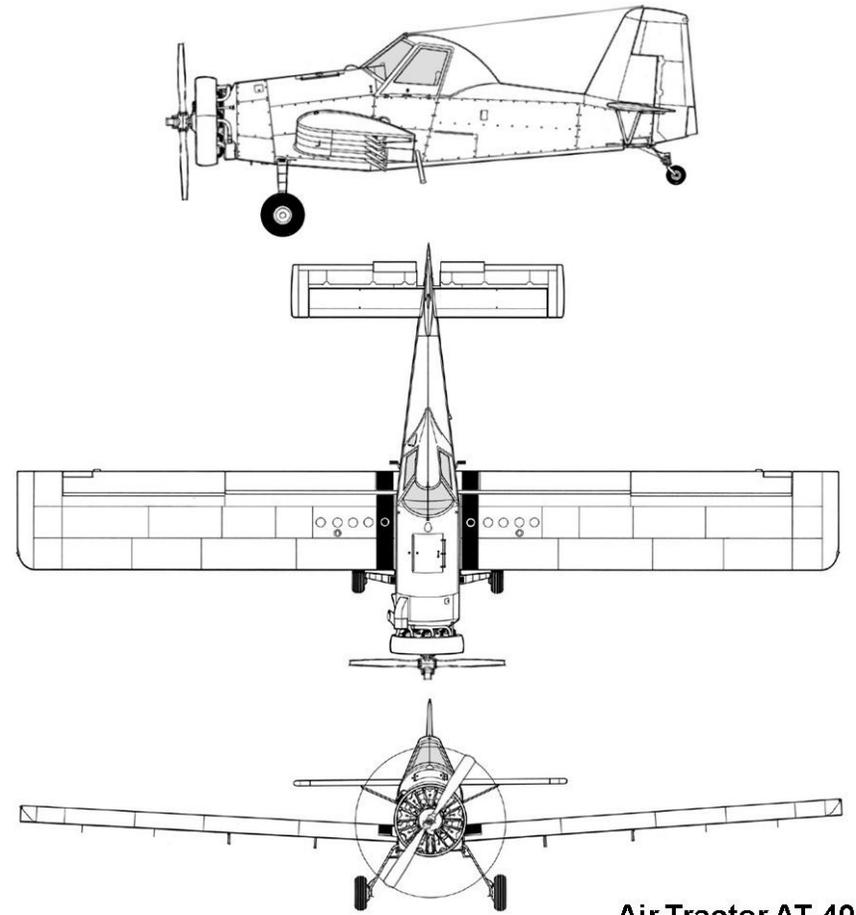
Directions: The site is located on the west side of Sonoma County Airport. Take the Shiloh Road exit from Highway 101 in northern Santa Rosa. Turn left at the stop light (west) and continue to a "T" intersection. Turn left again and follow the road to the EAA sign on the left.

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: eaa124newsletter@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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