



The Flying Wire

**Chapter 124
Experimental Aircraft Association**

**Volume 56 Number 1
January 4, 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

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--- Mail ---
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January 4, 2017 Program

John Whitehouse: Horton 229

John will be presenting the restoration of the Horton 229 - the mysterious bat wing "stealth" fighter from WWII Germany. Join us and find out about the Horton brothers and how they were inspired to build tailless flying wings, and the restoration of the only surviving model 229 fighter jet at the National Air and Space Museum.

Dinner Menu

Hamburgers/hotdogs, coleslaw and chocolate cake. \$7.

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: ea124newsletter@sonic.net

January 1 fly-out bob_gutteridge@pacbell.net

Ford Tri-Motor at Lampson Field

January 19-22 Th 2-5 Fr-Sun 9-5 [Advance Online pricing:](#)
[Adult \\$70, Child 17 and under \\$50, Walk-up \\$75, 1-877-952-5395](#)



Building the RV-14A

(from Bob Ferguson)

Way back in September 2015 this picture of Bob's finish kit showed up on these pages:



Wait, that was not so very long ago. And this is what he did with it:



As you can see, the RV-14A is the tri-gear version of this side-by-side Vans kit. Vans has an extensive description on their [web site](#). Bob was nice enough to fill in these thoughts to go with the photo of his beautiful RV-14A:

A few details about the plane: it is powered by a Superior IO-400, the prop is a 74 inch Hartzell Blended Airfoil. The instruments are all Dynon. A 10 inch Skyview Touch EFIS, comm radio with intercom, Mode S transponder, ADSB, and two axis autopilot with AP control panel.

The build went slowly because Van's sold the wing sub-kit first, long before they had engineered the subsequent sub-kits (empenage, fuselage, finish, and fire wall forward). For anyone considering building, my advice would be not to look at the big picture-- it can be overwhelming. The first time I saw a Van's plane I thought I could never have the patience to set all those thousands of rivets. The process goes easier if you focus on all the small steps-- build all the small parts first, and once all are completed you bolt them together and hope for success.

Also, it's essential to have the support of your wife/mate. The first time I told my wife I wanted to build an "experimental" plane, she thought I was crazy. Now she's happy to fly with me, especially if we go somewhere to eat.

Bob



Phantom Farewell

(from Larry Rengstorf)

[Here is the link to the farewell flight.](#)

Don't miss some of the Blogs at end. The only time I ever worked on one was at Moffett NAS.

Dean Martins son needed fuel and turn-around, so I asked one of the H-3 Helio C/C's to come help me (He worked on F-4's before) so we got to meet him and then blocked him out.

A few months later he flew into a mountain out of [March AFB](#) California and was killed.

As with many other planes - I hate to see it go!! LR

President's Piece

(by Andy Werback)

Greetings! Hope you are all enjoying the winter weather.... Strange that it's actually been raining, cloudy, overcast... I was getting used to the dreaded Pacific High Pressure Zone that have been typical for the last several years. We've had 25" of rain in Sebastopol since October. On the plus side, the days are getting longer! It might not seem like it for awhile, but it should work out OK.

I would like to say Thank You Very Much for serving as elected officers to outgoing President Jim Boyer, and Board Members Ray and Sher Shipway, and Ron Cassero. And Welcome, Thanks for Volunteering, to new Board Members Brien Seeley, Josh Hochberg, Dan Steinhoff and Steve Barnes. Cudos to Marlon Young for upgrading to Vice President (enjoy!!), and Thanks to David Heal, Steve Waite, Ben Barker and John Whitehouse for continuing to be part of the executive committee. If we can get the roof leaks figured out, it should be a fun couple of years.

Anybody ever have a radio problem? I thought things were going well until the Skybolt suddenly couldn't talk. I taxied out, checked ATIS, and tried to call the tower. Nothing except static, no side tone. Wiggled things around, checked the power and antenna leads, no joy. My conclusion is that my "good deal on a slightly used King KY-97" wasn't such a good deal after all. Long story, but an ICom IC-A210 was soon on the way via eBay from Singapore. If I had had a KC-97A it would have been an easy swap, but the KC-97 used the old basic connector style. So, there we are, sitting in a tube and fabric airplane with the soldering iron, transferring wires from one connector to another with a flashlight for guidance. But,

yay! It works.

We just got back from a road trip to Southern California. I think there are about 30 million reasons not to drive the LA freeways... But, the reason we were there was to visit the rest of the California Missions. We needed to see about 14 from San Francisco to San Diego, plus take some pictures at Carmel.



As long as we were in San Diego, we needed to visit the U. S. S. Midway – aircraft carrier and naval aviation museum. I was last on board for a quick visit around 1957 (no, that's not 7:57 pm) – all I remember is a big, greasy deck.

Today, this museum ship is incredible – lots of areas to see, realistic exhibits of crewmen at work, chow lines ready to go, even a guy in the dentist's chair. Plus their aircraft display is superb.



North American RA-5C Vigilante – Supersonic reconnaissance when you need the best.

Well worth a visit. I did not realize that it was so much larger and more advanced (especially in terms of combat information center facilities) than the Essex class (the U. S. S. Hornet is also a really good museum – similar, but different). As we were boarding, they were just finishing up a US Navy Commissioning Ceremony. Pretty cool.

Cooking is a Big Deal!

(from Andy Werback)



We managed to get a picture of the EAA 124 dinner team at the December meeting.

From left to right, Mike Fenn, Geri Gutteridge, Gay Barner, Arlene Boyer, Sam Werback, Tim Peterson, Dan Steinhoff, and Howard Snook.

Building on the program that Liz Cook put together, we are fortunate indeed to have these volunteers actively helping every month!

Also like to thank Steve Barnes for propane service, Duane Green for the soft drinks and water, and Myron Meek for turkey carving. Thank you!



Mike Shook in action carving the hams



Peel and Snap, then Setup with Sam and Gay





Wayne and Mike help Wings Over Wine Country with EAA muscle

Montgomery Remembered

(found and introduced by Andy Werback)

The December EAA 124 meeting coincided with the 75th anniversary of the attack on Pearl Harbor. Larry Rengstorf read a moving memorial article and Bob Bissiri (himself a WWII veteran) pointed out that several locations in Santa Rosa were named after Billy Montgomery. The following article provides some details.

How Montgomery Village was named after war hero (author unknown) - Original source - Santa Rosa News.

Credit - Gaye LeBaron Digital Collection, Sonoma State University Library.

Montgomery Village and Montgomery Driver were named after Billy Montgomery, the first Sonoma County boy to lose his life in World War II.

Lloyd G. Cullen, at that time chairman of the Sonoma County Board of Supervisors, sponsored the idea of naming the street after Billy.

The second issue of The Montgomery Village News (October 4, 1950), carried the story that Mr. Cullen had succumbed following a heart attack at his home, 4671 Sonoma Highway.

Cullen had a nursery on Sonoma Ave for many years near the site of the Flamingo Hotel. His widow, Mrs. Ruth Cullen, moved the nursery to its present location in Rincon Valley after the highway was widened and took in much of her property.

Billy was born in Ukiah, August 17, 1921, according to the notes sent to Mr. Cullen by Mrs. Anna M. Hufft, 416 Lincoln St., the boy's mother. His family moved to Santa Rosa when Billy was 15, and he finished high school here, intending to enter Santa Rosa Junior College.

During the summer of 1939, he decided to join the navy and by December, 1951, had advanced to the rank of gunners mate, 3rd class. He was aboard the Battleship California when the Japanese attacked Pearl Harbor and was killed outright in the action that ensued.

Billy's mother came from Austria to America in 1914. She met and married Joseph Montgomery, a veteran, after World War I. After Mr. Montgomery died in 1927, his widow married L. V. Hufft, a linotype operator for the Press Democrat. Mr. Hufft died in 1959.

The late Lloyd Cullen knew Billy very well and admired the lad,

How Montgomery Village Was Named After War Hero



said Mrs. Cullen. Naming the drive after the boy was a pet project of the supervisor who brought about a county resolution on Feb 8, 1943, naming the street Montgomery. The high school and elementary school in the Village were later also named for Billy.

Mrs. Anna Hufft still lives on Lincoln Street and has loaned the Santa Rosa News the above picture of her son.

Original Editor's Note:

The battleship California was the only battleship built on the west coast - it was launched at Mare Island Naval Shipyard in October, 1919. Nicknamed the "Prune Barge", after the large quantity of prunes exported from its namesake state, the ship had an excellent ("E") gunnery record and was often times the battleship division flagship. At Pearl Harbor, she sustained 2 torpedo hits and was nearly sunk. She was refloated and made seaworthy (the huge electric motors were rebuilt on-site) before going to Puget Sound, Wa, for major upgrades and repairs. She served in the Pacific, earning 6 battle stars. The California was scrapped and broken up in 1960. Source - Golden State Battlewagon, by Myron J. Smith, © 1983, Pictorial Histories Publishing Company.

Henry Beadle

(Remo Galeazzi & Donna Turrentine)

On December 2, 2016, the Chapter lost a valued member - Henry Beadle. Henry's love for aviation began at a very early age. He built and flew a scratch built Mead Primary Glider in 1933, when he was just 16. Henry liked to talk about the old days. There is one story that is worth retelling: One night, while flying his glider in the evening darkness on a country road, he spotted a car coming towards him. Apparently, the driver of the car didn't see the glider approaching until Henry turned his flashlight on. The car came to a screeching stop and the driver jumped out, wondering what kind of apparition he was seeing. Henry immediately turned off his flashlight and flew silently into the night.

Through the early years, Henry acquired a Curtiss Robin with a 90hp OX-4 engine, and later a low-wing Barling NB-3 with a LeBlond 60hp engine. Not much later Henry joined the service, serving in various parts of the world, including Hawaii where he stood in the very hangar from which Amelia Earhart left on her final trip. When WWII broke out, he was promoted to the Army Air Corp., became an officer, and was assigned as a glider instructor until the war ended.

He stayed in the Army Air Corp. performing other duties until he retired.

After retiring, Henry, Easter, and Robert, his son, moved to Novato where his eyes again returned to the sky. It was then he joined Chapter 124 and restored a Stinson 105 to perfection. After flying the Stinson for some time, he began scouting for a homebuilt that would fit his needs. Around that time, plans were made available for the Bushby Mustang II. Several of his friends liked the airplane so they all ordered metal for 5. As time went on, the others dropped out, leaving Henry the only one to complete and fly his aircraft.

Henry made extensive use of his Mustang II, flying all over the United States, including 25+ trips to Oshkosh, a trip to Sun 'N Fun in Florida, and a Chapter flyout to Vancouver, BC. Easter would always accompany him on these flights. One time, when Henry and Easter were on their way back from Oshkosh, they stopped to have lunch at Yellowstone National Park. Easter went to "freshen up", and never returned. Her passing was a tremendous shock for Henry and for the Chapter as Easter had been very well known, and, in the early days, was very active as secretary to the Chapter for many years.

After Easter's passing, Henry devoted much time to the helping of others with their building projects, one of which was Donna Turrentine and her RV-4 project. He spent many years advising and helping her work on her project.

We are now sure that Henry is with the angels, showing them how to extend their glides.

"God's Speed", Henry Beadle...

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.

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



(Reprinted with permission of John L Hart FLP)

News/Notes From the Editor...

Fresh Canvas:

You see it everywhere, the signs of Almost Spring. The frost on the ground and the preparations for the January 1st Flight. Yes, tightly closed little buds on the Santa Rosa Plum trees around the airport and the Christmas tree collection at the fairgrounds.

Soon we will be mowing huge swaths of overgrown grass and weeds in a bid to catch up with the combination of warmth and moisture that fans the fires of photosynthesis and helps to feed all the new life of Springtime.

In December, as an alternative to talking about the weather, people may ask "Are you ready for the Holidays?" To which my standard reply is "I never am." Now, there is more a sense of inevitability as the New Year arrives, but also, there is a sense that it is time to "kick it in" (to some gear, possibly high) and actually live up to that New Years Resolution for at least a week or two.

Maybe, in this moment just before Spring demands cleaning and trimming and mowing, we have a chance to imagine what new possibilities lie under the frozen ground, figuratively speaking, and fine tune our thinking about the fresh canvas of the New Year.

As a new convert to using lists and outlines to organize next steps, I have already started piecing together a business model and the "Next Big Thing" that I expect will get serious consideration when people start getting back to normal, the kids go back to school and things settle back into the low rumble of life as we know it.

The image of the New Year as a baby in diapers reminds us of the irresistible hope that it will be a good year and if "new" equals "good" as advertised on TV, then certainly we can take that "leap

of faith” even though it is not a Leap Year.

It is in this moment before the baby of the New Year starts crying and keeping us up all night that we can sketch out the broad strokes of the path forward with only minor interruptions and have enough pockets for both cell phone and glasses because we still need a jacket against the winter chill.

Now, in this moment of “Almost Spring” it is certainly a great time to bring out that inventive and creative nature that has you building an airplane or planning to fly one. The last chance for “off season” resort travel or the perfect time to “sharpen your tools” has arrived.

Why this unbridled optimism? Well, like certain things in life, it beats the alternatives and a thousand other clichés that are at least partly true. So I say jump in! Take advantage of the seasonal possibilities! It’s “Almost Spring!”

Interesting Aviation Links

(thanks to Larry Rengstorf and Paul)

Bob Hope Flying? - [Click Here](#)

A while back I sent some info about my uncle who the EAA honors with the standing H.P."Bud" Milligan Scholarship Program. His daughter (my cousin with the cabin at Smiley Creek) sent me this link about his flying over Malta and Sicily and being hit by an ME 109. Surprising to me is that he was a "Flight Sergeant". Apparently, not all RAF pilots were officers. The life expectancy for pilots in that campaign wasn't very long - Paul

RAF - [Click Here](#)

MOGAS - [Click Here](#)

Allegiant Air and FAA - [Click Here](#)

EAA Chapter 124 Board Meeting Minutes December 7, 2016

The Board Meeting minutes have been delayed. Please accept the apologies of the staff.

EAA Chapter 124 General Meeting Minutes December 7, 2016

The General Meeting minutes have been delayed. Please accept the apologies of the staff.



U.S.S. Midway Lifelike Exhibit

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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
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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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