



The Flying Wire

**Chapter 124
Experimental Aircraft Association**

**Volume 57 Number 3
March 7, 2018**

Board Meeting - 5:30 pm

Dinner – 6:15 pm (\$10 donation)

General Meeting – 7:00 pm

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www.EAA124.org

www.CafeFoundation.org

www.EAA.org

EAA Chapter 124
5550 Windsor Road
Windsor, CA 95492

--- Mail ---
PO Box 6192
Santa Rosa, CA 95406

March 7, 2018 Program

Andy Werback presents a historical perspective of Consolidated and Convair:

Let's talk about how Consolidated got started, the PBY Catalina along with Delta wing aircraft, B-36, B-58, to name a few.

Dinner Menu

Corned Beef and Cabbage, veggies, potatoes, for your early St. Patrick's Day Special – \$10

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](#)

Bob Gutteridge: bob_gutteridge@pacbell.net

Stuart Deal: aaa124newsletter@sonic.net

President's Post

Thanks to Andy Werback, EAA Ch 124 Pres.

Sorry to miss the last meeting... every now and then we get a first Wednesday that's almost in the middle of the month. Fortunately, it's at least 4 weeks until the next meeting, but that only gives me a day to get this written, so here we go.

Many Thanks to Cal Fire Captain Nick Welch for presenting the State's response to the Tubbs and other fires. That was a huge effort, and Thank You to all First Responders and everybody who helped out with relief efforts. (Note - I just checked Wikipedia, and the Tubbs fire is already listed there).

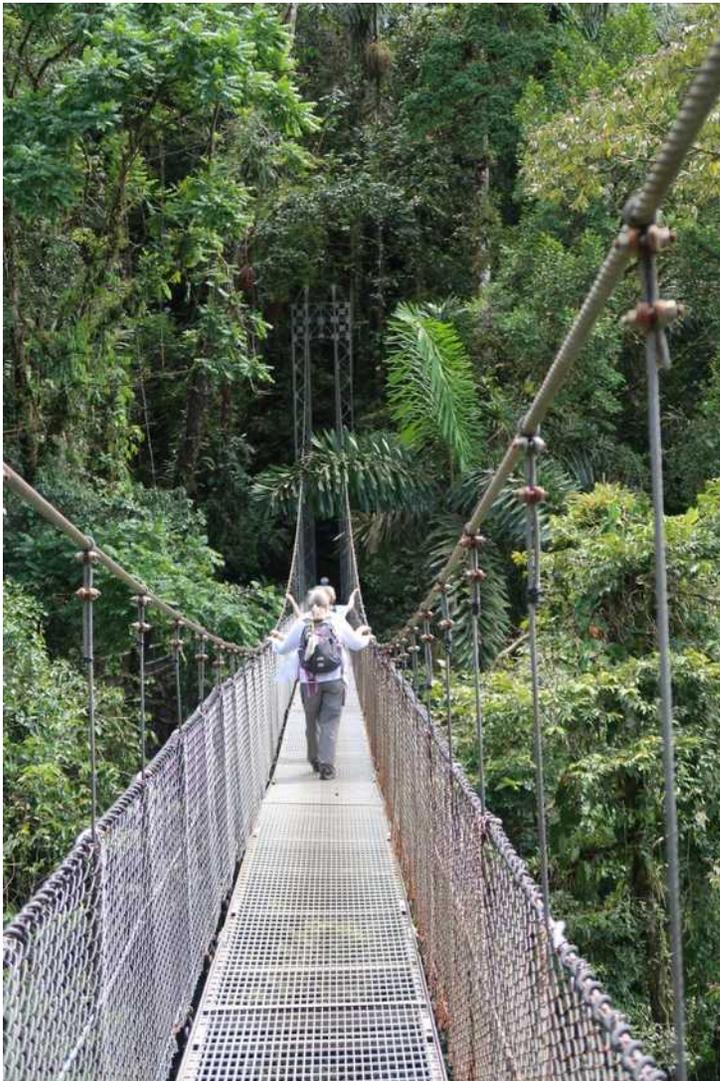
Thank You Marlon for running the meeting, and Thanks to everybody who helped out with dinner and the rest of the activities.

We have the Chapter Leadership Boot Camp coming up in a few weeks, and I just heard from David Leiting that we have 35 people signed up, including a few from Chapter 124. That's a Great Turnout, and it's very satisfying to know that there are people with energy and talent looking to make EAA a place to participate, learn and have fun! Looking forward to March 10th...

Just a little bit of a blog – Sam and I had a tour/cruise scheduled for February, and the timing changed a bit, so we were flying out of Santa Rosa at 6AM on the 5th. We made it back at 3AM Monday, changing from 85 deg tropical weather to 30 deg Santa Rosa chill. We mainly wanted to see the Panama Canal and how it worked. When a cruise came up with a side trip to the tropical forests in Costa Rica, it sounded like this was the ticket. The required reading was David McCullough's "The Path Between the Seas: The Creation of the Panama Canal, 1870-1914", which was very interesting from the perspective of the French effort and the world power dynamics of the time. An additional plus was a lecture by one of the State Dept. people involved in the 1999 transition of the canal to the Republic of Panama. In any event, the canal is operating nicely today, the new and much larger expansion canal is also operating, and it was a lot of fun to go through the locks pulled by the electric "mule" locomotives.



The National Theatre in San Jose, Costa Rica. Nice neo-classical architecture inside and out



Rain Forest tour near Volcano Arenal



A two-toed Sloth (with baby) enjoying lunch. They mostly sleep and are hard to see



Making our way north through Gatun Locks (Caribbean side, near Colon)

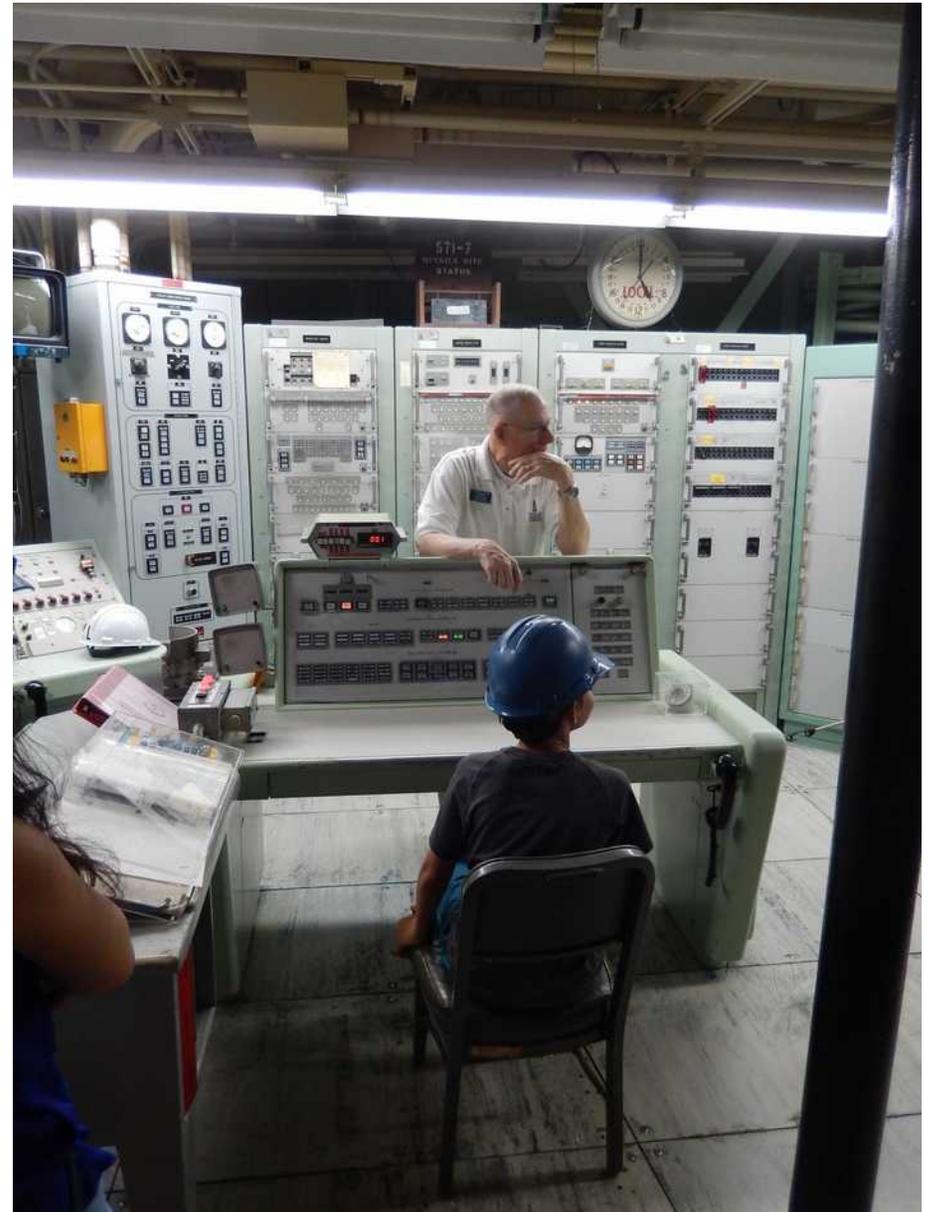
Command and Control

Book Review by Andy Werback

A couple of years ago, we visited the Titan Missile Museum, just outside of Tucson, Arizona. It is decommissioned Titan II site and open for visits and tours, complete with a Titan II missile in the silo. We spent a couple of hours touring the facility, hearing about its history, and looking at the control panels, living quarters, safety doors, access tunnel and the missile silo. At one time there were 63 missiles deployed at Davis-Monthan AFB (Tucson), McConnell AFB (Kansas) and Little Rock AFB (Arkansas).



It is pretty flat out here – not much to identify a missile site...



The control room and a young visitor getting a first class experience



Looking down at the missile and silo

David Stumph wrote a very detailed history of the development and deployment of the missile in his book, *Titan II*. (It's interesting how many of the strategic missiles were named after ancient and powerful gods...). In the book, he discusses several of the accidents that occurred at the Titan missile sites. Some of them were pretty significant, involving very volatile and dangerous fuels, not to mention a 9 megaton nuclear warhead.

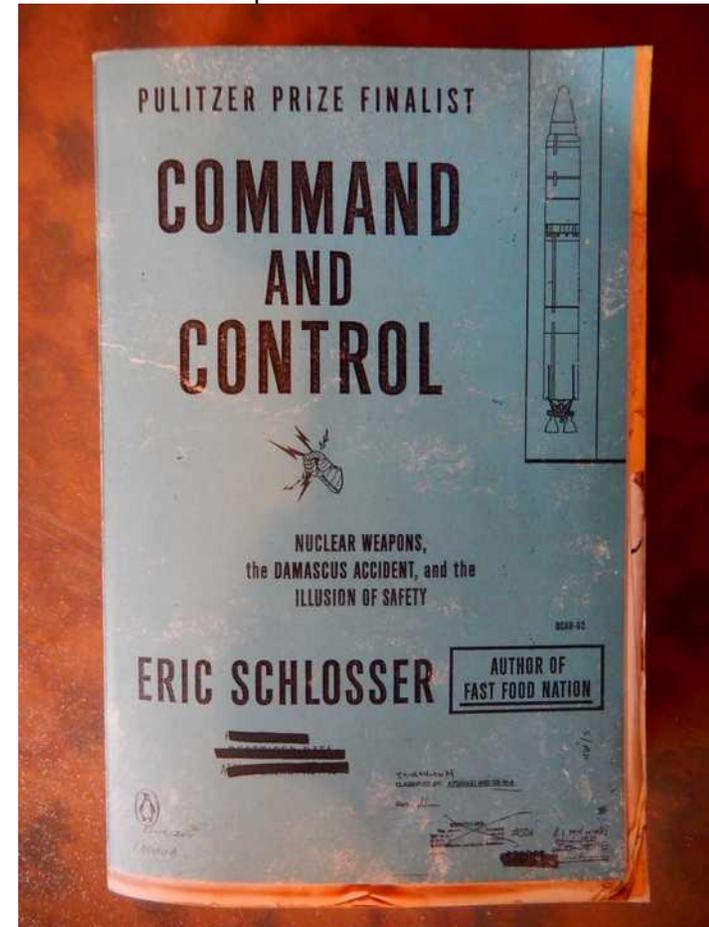
So when I received the book *Command And Control* from my daughter Katie (currently studying at the Command and Staff College in Ft. Leavenworth, KS), I was ready for some more information on how all these things worked.

The primary focus of *Command And Control* is the reliability of the US nuclear arsenal – from the protective devices in the warheads, the arming and fusing devices, the launch authorization process, to survivability under adverse conditions. Many of the events that occurred during the cold war, such as mid-air collisions between aircraft carrying nuclear bombs, runway accidents with armed aircraft, on-board fires while on missions, are discussed in detail. It turns out that there were a lot of cold war accidents and incidents, and it seems that we have been very lucky in that none of these have actually resulted in a nuclear explosion.

But the core theme of the book is the Damascus accident that resulted in a Titan II missile blowing up in its silo, in 1980 at Little Rock AFB. The chain of events that started with dropping a 9 lb socket wrench down the silo and ended with the explosion of the missile is quite a story, if one can call it that.

And on the other hand, it is very interesting to learn about the things that we do in order to maintain a nuclear deterrent. Why else would we have hypergolic fuels, aircraft flying missions in all kinds of weather, nuclear warheads with just basic safety devices. It makes one think about the possibilities.

The book is well-written, very well researched, and definitely worth reading if you would like to know a little more about the history of our atomic weapons.



Command And Control - By Eric Schlosser. Penguin Books, 2014

Three Articles

(from David Heal)

First Email:

FYI -- Sutter County Airport is having its monthly Philly Cheese Steak (\$7.00) fly-in lunch this SAT - 2/3/18 -- usually 11:30 am - 1:00 pm. Weather should be terrific. I'll likely depart the STS EAA site @ 10:30 am. -- David

ps -- Our Thursday Lunch Bunch recently visited a nice little informal off-airport restaurant at Chico Municipal Airport (KCIC) called "Foodies" (www.thefoodiecafe.com) -- its an easy 1/3 mile walk from the transient tie-down area.

Editors Email:

Did anybody get there? Article hunter was asking.

David's (brief) Reply:

Yes -- Dave Heal and Larry Rengstorf in Dave's RV-12, Mike Tovani in his Tri-Champ, and Marlon Young in his Citabria.

Weather was spectacular and warm (75 degrees F).

The Philly Cheesesteaks and fixins were delicious. I took no pictures unfortunately.

Marlon's (briefer) reply:

Yes, I did, David Heal and Larry R, and Mike T.

Cert Info from Joe Borzelleri:

Hello!

Just want to update everyone, that we have a new person emailing certificates out. His name is John Cabigas and his email is jjjcabi@gmail.com

Joe B.

Editors Note: While a Philly Cheese Steak left to our imagination is tempting, please do not hesitate to get our mouths watering with details about the peppers and layers of condiments, the understated smokiness of the meat and the three wonderful cheeses. The Sutter County monthly shindigs are a magnet for vintage aircraft, my favorite was parked with the biplanes...

Sobering WWII Statistics

(forwarded by Larry Rengstorf)

Almost 1,000 USAAF planes disappeared enroute from the US to foreign locations. But an eye-watering 43,581 aircraft were lost overseas including 22,948 on combat missions (18,418 against the Western Axis) and 20,633 attributed to non-combat causes overseas. In a single 376 plane raid in August 1943, 60 B-17s were shot down. That was a 16 percent loss rate and meant 600 empty bunks in England. In 1942-43 it was statistically impossible for bomber crews to complete a 25-mission tour in Europe.

Pacific theatre losses were far less (4,530 in combat) owing to smaller forces committed.. The worst B-29 mission, against Tokyo on May 25, 1945, cost 26 Superfortresses, 5.6 percent of the 464 dispatched from the Marianas.

On average, 6,600 American servicemen died per month during WWII, about 220 a day. By the end of the war, over 40,000 airmen were killed in combat theatres and another 18,000 wounded. Some 12,000 missing men were declared dead, including a number "liberated" by the Soviets but never returned. More than 41,000 were captured, half of the 5,400 held by the Japanese died in captivity, compared with one-tenth in German hands. Total combat casualties were pegged at 121,867.

US manpower made up the deficit. The AAF's peak strength was reached in 1944 with 2,372,000 personnel, nearly twice the previous year's figure.

The losses were huge---but so were production totals. From 1941 through 1945, American industry delivered more than 276,000 military aircraft. That number was enough not only for US Army, Navy and Marine Corps, but for allies as diverse as Britain, Australia, China and Russia. In fact, from 1943 onward, America produced more planes than Britain and Russia combined. And more than Germany and Japan together 1941-45.

However, our enemies took massive losses. Through much of 1944, the Luftwaffe sustained uncontrolled hemorrhaging, reaching 25 percent of aircrews and 40 planes a month. And in late 1944 into 1945, nearly half the pilots in Japanese squadrons had flown fewer than 200 hours. The disparity of two years before had been completely reversed.

Experience Level:

Uncle Sam sent many of his sons to war with absolute minimums of training. Some fighter pilots entered combat in 1942 with less than one hour in their assigned aircraft.

The 357th Fighter Group (often known as The Yoxford Boys) went to England in late 1943 having trained on P-39s. The group never saw a Mustang until shortly before its first combat mission.

A high-time P-51 pilot had 30 hours in type. Many had fewer than five hours. Some had one hour.

With arrival of new aircraft, many combat units transitioned in combat. The attitude was, "They all have a stick and a throttle. Go fly æœem" When the famed 4th Fighter Group converted from P-47s to P-51s in February 1944, there was no time to stand down for an orderly transition.

The Group commander, Col. Donald Blakeslee, said, "You can learn to fly `51s on the way to the target.

A future P-47 ace said, "I was sent to England to die." He was not alone.

Some fighter pilots tucked their wheels in the well on their first combat mission with one previous flight in the aircraft. Meanwhile, many bomber crews were still learning their trade: of Jimmy Doolittle's 15 pilots on the April 1942 Tokyo raid, only five had won their wings before 1941.

All but one of the 16 copilots were less than a year out of flight school..

In WWII flying safety took a back seat to combat. The AAF's worst accident rate was recorded by the A-36 Invader version of the P-51: a staggering 274 accidents per 100,000 flying hours.

Next worst were the P-39 at 245, the P-40 at 188, and the P-38 at 139. All were Allison powered.

Bomber wrecks were fewer but more expensive. The B-17 and B-24 averaged 30 and 35 accidents per 100,000 flight hours, respectively-- a horrific figure considering that from 1980 to 2000 the Air Force's major mishap rate was less than 2.

The B-29 was even worse at 40; the world's most sophisticated, most capable and most expensive bomber was too urgently needed to stand down for mere safety reasons.. The AAF

set a reasonably high standard for B-29 pilots, but the desired figures were seldom attained.

The original cadre of the 58th Bomb Wing was to have 400 hours of multi-engine time, but there were not enough experienced pilots to meet the criterion. Only ten percent had overseas experience. Conversely, when a \$2.1 billion B-2 crashed in 2008, the Air Force initiated a two-month "safety pause" rather than declare a "stand down", let alone grounding.

The B-29 was no better for maintenance. Though the R3350 was known as a complicated, troublesome power-plant, no more than half the mechanics had previous experience with the Duplex Cyclone. But they made it work.

Navigators:

Perhaps the greatest unsung success story of AAF training was Navigators.

The Army graduated some 50,000 during the War. And many had never flown out of sight of land before leaving "Uncle Sugar" for a war zone. Yet the huge majority found their way across oceans and continents without getting lost or running out of fuel --- a stirring tribute to the AAF's educational establishments.

Cadet To Colonel:

It was possible for a flying cadet at the time of Pearl Harbor to finish the war with eagles on his shoulders. That was the record of John D. Landers, a 21-year-old Texan, who was commissioned a second lieutenant on December 12, 1941. He joined his combat squadron with 209 hours total flight time, including 2 in P-40s. He finished the war as a full colonel, commanding an 8th Air Force Group --- at age 24.

As the training pipeline filled up, however those low figures became exceptions.

By early 1944, the average AAF fighter pilot entering combat had logged at least 450 hours, usually including 250 hours in training. At the same time, many captains and first lieutenants claimed over 600 hours.

FACT:

At its height in mid-1944, the Army Air Forces had 2.6 million people and nearly 80,000 aircraft of all types.

Today the US Air Force employs 327,000 active personnel (plus 170,000 civilians) with 5,500+ manned and perhaps 200 unmanned aircraft.

The 2009 figures represent about 12 percent of the manpower and 7 percent of the airplanes of the WWII peak.

IN SUMMATION:

Whether there will ever be another war like that experienced in 1940-45 is doubtful, as fighters and bombers have given way to helicopters and remotely-controlled drones over Afghanistan and Iraq. But within living memory, men left the earth in 1,000-plane formations and fought major battles five miles high, leaving a legacy that remains timeless.

Don Parker
Captain / Retired
American Airlines, Inc
Cell 772-240-4892

Just for Fun

AVweb - Short Final (turned in by Mike Tovani)

Heard at ILG (Wilmington, DE) on a Sunday. ILG is a training site for ATC, and also has very, very patient controllers.

Tower: Cherokee XYZ, let me explain how we do things. When I give you a clearance, you need to read it back so I know you understood.

Cherokee XYZ: OK, I understand.

Tower: OK, but you haven't read back the clearance.

Cherokee XYZ: Oh, I'm sorry.

Tower: No need to apologize, but I need you to read back Cherokee XYZ cleared touch and go, Runway niner.

Cherokee XYZ: Oh, I understand. I'm cleared.

Tower: I don't think you're understanding. When I clear you, I need you to read this back: "Cherokee XYZ is cleared touch and go, Runway niner."

Cherokee XYZ: OK, got it.

Tower: You haven't read it back, though!! Please read back.

Cherokee XYZ: Cherokee XYZ cleared to land, Runway niner.

Tower: If you want to do a full stop, I can clear that instead of a touch and go.

Cherokee XYZ: I'd prefer to do a touch and go, though.

Tower: OK, then you need to read back clearance for a touch and go. Let's try this one more time: Cherokee XYZ cleared touch and go, Runway niner.

Cherokee XYZ: Cherokee XYZ, Cleared touch and go, Runway niner.

Tower: Excellent! That was perfect.

I had to stop laughing before reporting in. - Joshua Zide

How do you know when there's a pilot in the room?

He tells you.

Fly Mart

For Sale: (10-17)

1959 Aeronca Champion 7GC Fully restored and ready to fly Complete recover and wings rebuilt with Milman aluminum spars. New instruments, new Cleveland wheels and brakes, 140 SMOH, recent prop strike and engine inspect by Corona Aircraft engines. Over 60k invested. Steal at \$25K
Call Jim DuVander 707-953-0129 jim@duvander.com

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

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



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News / Notes From the Editor...

Huge thanks to all our contributors. Fantastic! Extra Super Great!

Reminder:

The March meeting is the last time to pay dues (\$35) if you want to be in the Roster for 2018.

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

Lessons or Lessens? - [Click Here](#)

STOL - [Click Here](#)

EAA Chapter 124 Board Meeting Minutes February 7, 2018

Called to Order at 5:38 PM by Vice Pres. Marlon Young.

Present: John Whitehouse, Ben Barker, Terry Freitas, Larry Rengstorf, Stephen Mann and Steve Barnes.

Ben reported that the minutes from the board and membership meetings in the fourth quarter of 2017 were published in the final version of the January 2018 newsletter and posted on the website. The January 2018 board minutes were published in the February newsletter, so the board minutes are current. The general membership meeting minutes for January 2018 remain to be published. A motion to approve the board of directors minutes for October 2017-January 2018 (Rengstorf/Mann) was unanimously approved.

There was no President's report as Andy was on vacation.

Marlon described a meeting with Dwayne Green, Bob and Larry Rengstorf to discuss the bump system of hangar allocation. It has been some years since the system has been exercised and they are checking the documentation of the rules and procedures.

John Whitehouse said the treasury is holding steady with membership renewals and rents balancing expenditures. A question was raised about collecting back rent when aircraft in arrears are sold between members. Several suggestions were offered but no decisions made.

Larry reported that the gate is under repair (again) with an intermittent failure to close occurring in damp conditions.

Marlon said Josh Hochberg told him Young Eagles dates have been selected for three events at EAA124 and one at Cloverdale in 2018, but those dates have not yet been announced.

Vice Pres. Young adjourned the meeting at 5:59 PM.
Respectfully submitted,
Ben Barker, Secretary

EAA Chapter 124 General Meeting Minutes February 7, 2018

Called to Order at 7:05 PM by Vice Pres. Marlon Young.

The cooks and helpers were thanked – Gerri Gutteridge, Jim and Arlene Boyer, and John Palmerlee.

The minutes of the general membership meetings in Oct.-Dec. 2017 were approved unanimously.

There were numerous visitors, among which were both survivors of the recent fires and those engaged in fighting those fires. Several family members were greeted, as well as a returning veteran member.

John Whitehouse said the treasury is holding steady with membership renewals and rents balancing expenditures. He urged members to get their \$35 renewals in for 2018 and circulated the roster book for corrections. The 2018 book input will close at the March meeting.

Marlon reported that he, Dwayne Green, Bob Gutteridge and Larry Rengstorf are checking the documentation of the rules and procedures of the bump system of hangar allocation. It has been years since the system has been used.

John Palmerlee said the CAFÉ Foundation will again hold its electric aircraft symposium at the U. of Wisconsin Oshkosh campus just before AirVenture in July. This will allow doubling the size of the venue at lower cost and be within walking distance of the dormitories. John described discussions between CAFÉ and EAA to hold some electric aircraft events during AirVenture itself.

Wayne Cook spoke about Sustainable Aviation Foundation's plans for its upcoming symposium and said registration information will be sent out soon by email.

In the "builders report" section, David Frankel talked about his purchase and efforts to restore to airworthiness the Cessna 172 in

KZST colors that has been tied down by the gate.

Larry reported that the gate is under repair (again) with an intermittent failure to close occurring in damp conditions. It is supposed to stay open for a TSA-specified period of less than a minute, but sometimes forgets to close.

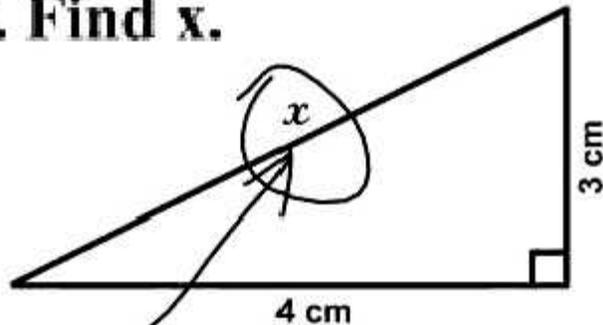
Following an intermission, Nick Welch from Cal Fire talked about the agency and its response to the October, 2017 fires. He related his experience as the first Air Tactical Group Supervisor in the air, illustrated with many extraordinary photographs. Capt. Welch's talk was filled with fascinating information about the tactics, aircraft and support involved in applying more than 2.5 million gallons of retardant in just over a week.

The meeting adjourned at 9:00 PM.

Respectfully submitted,
Ben Barker, Secretary

Pythagorean Theorem Works!!

3. Find x .



Here it is

Chapter 124 Contact Information

President: Andy Werback (18) (707) 823-5616

Vice President: Marlon Young (18/19) (707) 479-9994

Secretary: Ben Barker (18/19) (707) 838-0238

Treasurer: John Whitehouse (18) (707) 539-5549

Board: Terry Freitas (18/19) (707) 953-5021

Stephen Mann (18/19) (707) 837-9354

Steve Barnes (18) (707) 972-3582

Brien Seeley (18/19) (707) 526-3925

Dan Steinhoff (18) (707) 235-0275

Josh Hochberg (18) (612) 384-7014

Facilities Chairman: Larry Rengstorf (18/19) (707) 575-0331

Facilities Committee:

Dwayne Green, Dale Wittman, Jim Long

Webmaster: John Palmerlee
jbpalm@sonic.net (707) 566-8560

Newsletter Editor: Stuart Deal (707) 328-4206
aaa124newsletter@sonic.net

Technical Counselors:

Bob Gutteridge (707) 539-5188

David Heal (707) 953-5021

Jerry Rice (707) 431-0206

Kevin Quirk (707) 539-8589

Doug Dugger (530) 526-4997

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:	Josh Hochberg	(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 (\$10) AND SOCIALIZING (free) from 6:15 to 7:00 pm. EVERYONE IS WELCOME!

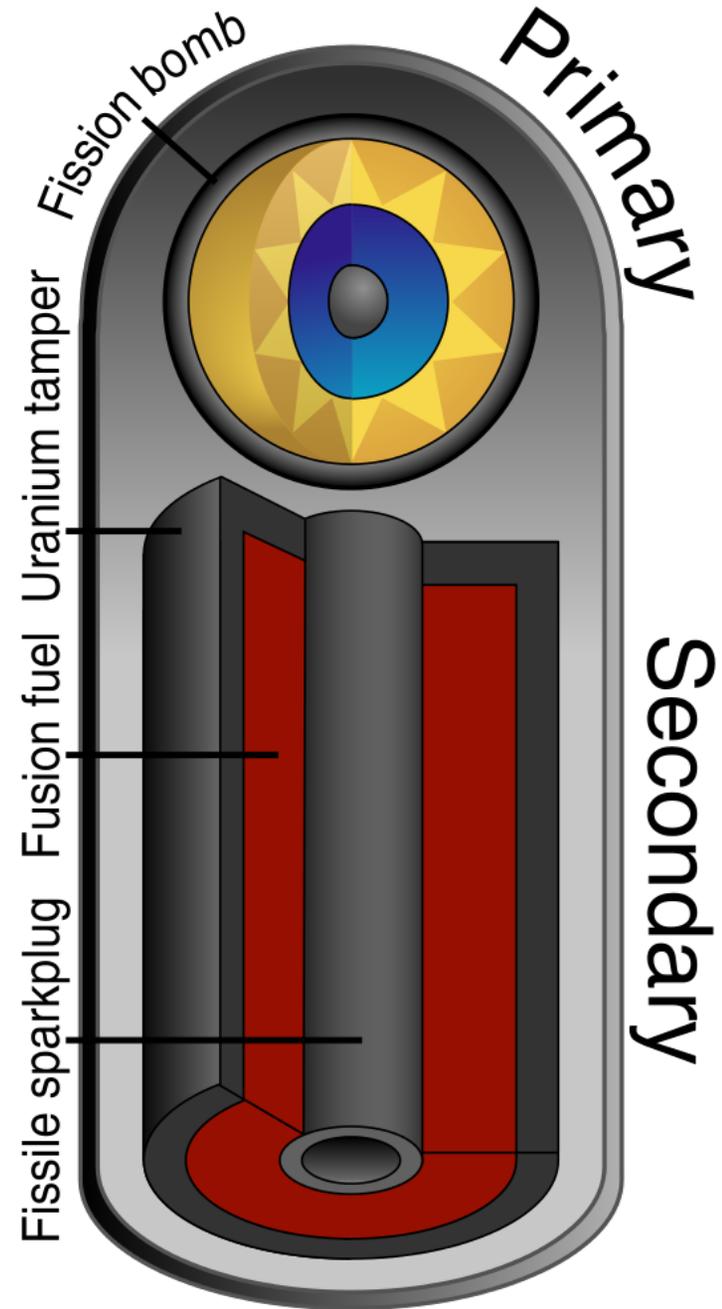
Directions: The site is located on the west side of Sonoma County Airport. Take the Shiloh Road exit from Highway 101 in northern Santa Rosa. Turn left at the stop light (west) and continue to a "T" intersection. Turn left again and follow the road to the EAA sign on the left.

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: 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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