



# The Flying Wire

**Chapter 124  
Experimental Aircraft Association**

**Volume 56 Number 6  
May 7, 2017**

**Board Meeting - 5:30 pm**

**Dinner - 6:15 pm (\$7 donation)**

**General Meeting - 7:00 pm**

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[www.EAA124.org](http://www.EAA124.org)

[www.CafeFoundation.org](http://www.CafeFoundation.org)

[www.EAA.org](http://www.EAA.org)

EAA Chapter 124  
5550 Windsor Road  
Windsor, CA 95492

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

## June 7, 2017 Program

### Phil Gattuso: A-26

Phil Gattuso will tell us about his A-26 project and may be able to show the airplane. Phil is VP and Chief Pilot of Vine Jet and an avid warbird owner. His exquisite CANADIAN CAR & FOUNDRY HARVARD MK IV has regularly featured at airshows. He and Steve Penning, Vine Jet's GM, acquired an A-26C in 2011 from Southern California where the plane had sat idle for most of a decade.

Phil and Steve have been giving N4313 a healthy dose of TLC and the project is nearing completion. Like many WW2 and Korean War aircraft, this A-26 has an interesting history that Phil shares on the [Vine Jet website](#).

### Dinner Menu

Spaghetti with Grandma's home-made sauce, super salad, garlic bread. Chocolate cake. \$7

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### Events Calendar

#### Please send info about upcoming events!

Please send us information if it comes your way!

**Oshkosh:** [AirVenture July 24-30](#)

Bob Gutteridge: [bob\\_gutteridge@pacbell.net](mailto:bob_gutteridge@pacbell.net)

Stuart Deal: [eaal24newsletter@sonic.net](mailto:eaal24newsletter@sonic.net)

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### REO Flying Cloud Restoration

(by Andy Werback)

When I first started visiting my girlfriend's (now wife Sam's) home in Napa, CA around 1972, there was a old car parked in the garage. Apparently it had been sitting there for years and was mostly disassembled, the cats had worked on the upholstery, and it was piled inside and outside with various boxes and "stuff". We were married in 1974, continued to visit her parents many times over the years, and passed by the car named "Susie" with hardly a

glance. Just a little more dust.

Her father, Robert Streich, passed away in 2011 at the nice old age of 104. He had graduated from UC Berkeley (Electrical Engineer) in 1929 and worked for RCA long distance communications, at the RCA receiving station in Pt. Reyes, CA. In going through old papers and boxes, we found a box with lists of items needed to restore Susie - and we became the owners of this project.



Before

It turns out that Sam's grandparents had purchased this car new in 1930 - A REO Flying Cloud, Model 25. They drove it until 1956. Somewhere along the line it had had the mechanical fuel pump replaced with an Autopulse 500, and a couple of fender benders had occurred. The left rear fender was munched and pounded out a bit. But otherwise, the car was in pretty good shape.

In 1965, the car was moved to their garage to start restoration. Sam's father and brother Bob started with the engine and chassis - the brakes were rebuilt, new tires were purchased, the chassis was cleaned and painted, and a muffler kit from Waldron's was purchased. The engine was rebuilt - new rings, valve job, new Babbitt metal bearings, new water pump stainless steel shaft, and then pickled. The pistons and cylinders were in good shape. The radiator was also cored out, since during the last drive it was overheating. All the chrome parts, bumpers, bolts, headlamps, door handles, were removed and re-chromed. All the parts were "organized" into boxes - many boxes.

After that, it sat for almost 50 years, until in 2014 we moved the car to Sebastopol. (That in itself was fun – the car did not want to move – the “new” wheel bearing grease had frozen up.) We kept finding parts here and there – but fortunately, we did find them. Tires and fenders were in the barn, full of rat’s nests and rat stuff. Bumpers were in the rafters. Boxes were in the attic. After about 3 trips we had all we were going to get, and had a bit of a jig saw puzzle to figure out.



(Spoiler Alert) After

So now we are the proud owners of a REO Flying Cloud – I’ve built several experimental airplanes, but have never worked on a car older than 1971. Where is all the data? Parts and assembly manuals? Well, it turns out that there isn’t much of that available, and even fewer actual parts are available. Fortunately, a few things we needed were fairly common as many manufacturers used the same parts, so some are available today. Mainly we needed all new window channels, roof materials, upholstery, carpet, rubber door stops. But we could not find a working windshield vacuum motor for that model year – the parts made for that year are too far gone to be of any use. After joining the REO Club of America, we contacted Mr. Jay Leonard, and got a lot of good information, like how to free up stuck door levers.

We began serious restoration by having the damaged wheel well fixed – the local body shop did a really nice job – cutting the fender well from the side quarter, straightening both areas, and then welding it back together as good as new. Then off to the media blasting in Sacramento, where they removed some rust and

all the old paint, and epoxy primed all the fenders and sheet metal parts (the body was in good shape, rust-wise, so we left it alone.)

We spent the next few months cataloging parts and materials, and looking for all the upholstery and rubber pieces. It turns out that Mohair is almost \$100 per yard, and about 12 yards are needed to do the whole car. But we wanted to do it right, so grin and bear it. But to be clear, this wasn’t intended to be a “restoration”, but rather to make it functional and as close to the original as possible without being too restrictive – for example, the original fender bolts were quite rusty and would continue to do that, so we used black oxide stainless steel hardware.

In the summer of 2014, the car and all the sheet metal went to Juan Solario, who operates T&P AeroRefinishers in Salinas, CA. Juan normally paints airplanes, but he likes to do cars, too. We gave him the whole project, including coming up with a reasonable match for the paint. Juan said it would take awhile...

A year later we were in Appleton, WI – for the EAA AirVenture fly-in at Oshosh. At the Red Ox restaurant, we saw a very nice older car – guess what – a REO Royale. Interesting, wonder who owns it? We inquired, and found that Mr. Mark Peters was the owner of this very nice original 1933 Royale. He gave the grand (royal?) tour, including how the car was used in the movie Public Enemies, with Johnny Depp. He keeps a souvenir (toy) tommy gun in the car, just in case. Thank you, Mark!

We periodically visited Juan to see how it was going – after going over all the little rough spots (minor dents) and giving it a good coat of primer, it started to look like it might turn out OK. Juan experimented with a quite a few color samples, and then gave us some choices. He came up with a couple of outstanding colors that seemed to represent the original two-tone greenish-brown very well, but with a lot of depth and vibrancy. When we got to see the car a few months later, it was an amazing transformation. We were able to hang around while his painter applied the red pin-stripes, completing the paint job.

After getting the car back into the barn (at this point, the project wouldn’t fit in a garage – we covered the barn with a rack of upholstery panels, boxes of parts, assemblies, materials, tools, etc.), it took the best part of 5 months to put it back together. A couple of the highlights –

Pulling the rear axles to grease the bearings and install new seals – one axle did not want to come out. It took a hydraulic jack, heat and a hammer. Machined a part to accept new seals as the old size was no longer available.

Re-do the rebuild of the brakes – I had researched the available info as best I could, thinking that hydraulic fluid was used in the REO hydraulic brakes. Well, it might have been, but the rubber

these days is designed for DOT fluid. The brake pucks and hoses had swollen and were no longer operable. Flushed everything and replaced all the rubber and hoses again.

Upholstery - That is a lot of work, all the panels, strips, and the tuck and roll seats.

Parking Lamps - The pot metal pedestals had really gone to "pot" - Bob was able to get a pattern made and new ones were cast in brass. We sanded and shaped them, got them chrome plated.

Electrical - All of the insulation was turning to dust. Fortunately, they still make the armored wire, so the car was completely rewired and switches cleaned as needed.

Specialty parts - Spark coil, Autopulse fuel pump, King-Seeley fuel gage - Again fortunately, it is still possible to get these items rebuilt. In addition, the speedometer, which appeared to be good when we put it back in, jammed up and sheared the cable. Another rebuild and new cable, all is good.



Woodgraining

Woodgraining - I had no idea that this was typical back then - but we purchased the kit, read the manual a couple times, and it came out pretty well.

New tires - the old ones were 50 years in the barn, hard as rock. They don't make Silvertown in that size anymore, but new tires, tubes and flaps and everything is back on.

Exhaust - Apparently, the new exhaust was perhaps for the Model 20. It didn't fit, so back to the same company for a new kit

with enough material I could cut it to size. Fitted and installed OK this time.

First start - We checked the fuel, controls, timing, spark plugs, spark coil, oil, radiator, brakes and transmission in neutral. Will it work? Stay tuned... A bit of cranking, some coughing and chugging, and Yes! It Runs! What a relief.

As a final touch, we had seen a nice spare tire cover on eBay or somewhere - but couldn't find the source. We put together some artwork and had it embroidered - a little more sewing, and I think we're about done.

That and numerous other details- new windshield glass, try to get the windshield motors working (failed), get the inside door handles working (jeweler's saw to cut a thin kerf between the two garnish parts), install the new roof vinyl twice (used wrong roof rail the first time), secure all the wiring to the body, install engine controls, and many other interesting things. Fortunately, the chassis was in good shape, but I'm not sure there is much we can do about the little leak from the steering box shaft.

Otherwise, the car is really a lot of fun. I am impressed by the quality and detail. R. E. Olds had a very interesting part of the development of the automobile, and it's nice to have a car that represents the transition between "old" and relatively "new", with Lockheed expanding brakes, electric start, and other features that lasted for many years or we still see today.

Andy Werback  
Sebastopol, CA  
April 2017

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## Aircraft That We May Yet See

(By Stuart Deal)

While there is excitement about solar/battery/electric and biodiesel and other non-fossil aviation options, it has become clear that fossil fuels are plentiful and cheap (for now) and will power most airplanes way into the future. However, who would have thought that one of the goals unfolding before us is powering aircraft using coal.

There are two ways to accomplish this. One, as mentioned in a [2009 Popular Science article](#) is to actually convert coal to liquid fuel, a process called coal liquefaction which could be accomplished with natural gas, coal and a bunch of energy, clean energy no doubt, and you can create burnable liquid fuels.

Okay, the first thought is that this could never happen, but if you look a little deeper, it starts to be more likely than I would have thought even yesterday. If we look at an amazing airplane from Germany in 1944, the [Lippisch P.13a](#), we find that the designer planned to have it burn coal in a ramjet engine. This engine was tested but never got into production.



Lippisch P.13a

While the huge sunk costs of the coal mining and power companies make them very vocal, if we have to burn coal in our airplanes it probably is not because of 0.05 % of the workers in the U.S., that mine coal, actually voting, but because old is better than new and change is hard.

Propellers on airplanes are mechanically similar to wind turbines and wind turbines that collect energy could only help to get us into the air whether we want to charge a battery or pump gas. The wind industry seems to have a natural engineering overlap with aviation which is good for us as long as you avoid hitting big turbines when you fly.

I would make the case that competing in the larger world is good for the march of technology. I think the space program is a sufficient illustration that a huge number of positive things can come from impractical goals. While it is obvious that missile technology was the real goal of the early space program, the world was watching as Neil Armstrong stepped off the Lunar Excursion Module and we have had Velcro ever since.

While there are always people who refuse to believe when amazing things happen, it is those same amazing things that make life here in America as amazing as it is.

It may be that the geography of innovation works against the creation of coal powered airplanes, if the spirit of innovation were to take hold in more places, it might be possible to embrace the future with confidence instead of fear.

The example given in "[Super Freakonomics](#)" is that the pollution trauma caused by horse manure in New York City went away when the automobile started to rule the streets. The romance of being carried about by beautiful sleek animals came with wall to wall manure, the next stage in technology created a new standard of beauty that is now called "Car Culture".

Flight itself was denied as a possibility by "reasonable" people before it happened: "Heavier than air flying machines are impossible" --Lord Kelvin. So clearly the potential for change beyond belief is present. It is not necessary to know what that change would be for it to come about, and lack of certainty will not stop it from happening.

There is something that sticks in my head about what is likely to happen that changes the whole equation about temperatures on our planet. Nobody seems to talk about it so nobody has shot it down. A secret group of [genome scientists with huge financial backing](#) will invent a plant life form that will grow on the surface in the warm oceans. This plant life form will turn white when the water is warmer than 75 degrees Fahrenheit to reflect the sunlight rather than warm the ocean. On top of this, this plant life form will photosynthesize and convert carbon dioxide and some of the sun's energy into an ocean safe oil contained in nodules that can burn in a jet or diesel engines. The oil will keep the this plant buoyant and floating on the surface to be harvested by ships with simple conveyors reeling it in.

This plant will safely stay in defined "farm" areas and won't choke out life under the waves. Huge white farms of reflective plants that can be used for energy could control the temperature of the planet.

The reason for the secrecy is that the likely way to make this work is to just do it and not talk about it. It would not be safe unless it was carefully made safe, and lots of people would rather have a gigantic heap of floating plastic on the ocean than an engineered life form. Green thinking that now embraces nuclear power will embrace genetic and geo-engineering.

The economics would be staggering since easily captured liquid fuel on the surface of the ocean could fulfill all the transportation uses that petroleum currently serves.

If you think of Dick Tracy with his wrist radio in the 1960's cartoons, it may take forty years for fantasy to become reality, but since the race is on to find a profitable way to limit the effects of carbon dioxide accumulating in the atmosphere, somebody will win that race and reap the rewards.

As pilots, the use of energy is part of the deal. We use energy to stay in the air. Some tap that energy from thermals in the atmosphere but most of us rely on an engine or motor to pull us up.

We mostly don't really burn much fuel and we pay so much for it that it is easy to feel like we should do what we want with it. While the consequences of burning fuel that took millions of years to create seem completely invisible and easy to deny, the very language of petroleum extraction is based on ownership of something merely from the fact of access to it. Rights and claims assume human ownership of the planet. We rely on it whether we actually own it or not.

The assumption that there are only economics with localized competition for scarce resources is starting to seem short sighted like the pilot who doesn't put aside a little from each flight to overhaul their engine when it's run out. The fact is that all of us are resources that can be turned to a purpose based on our actions and our choices.

It might be that all we can do about climate change is help the next gene splicer we meet to get one step closer to building an ocean going olive tree or putting white paint on a mountain top. But if you have a choice or can offer others a choice that has a lighter impact, it may give us a little more time to come up with a solution that actually makes our high energy lifestyle more sustainable.

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## Remembering Remo Galeazzi

If you have some thoughts or remembrances about Remo please offer them at our meeting when the time comes.

Those of us interested in fabric covered airplanes may have memories of Remo's sure hands with the pinking shears and his willingness to pass on skills he got while making the airplane world a better place.

Here is the [Press Democrat Obituary](#)

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## President's Piece

(by Andy Werback)

Well, June is going to be a busy month - Everything is due on the Lancair and the pilot (conditional, medical, BFR, eyes,

pitot/static/transponder, ELT), so it's time to get busy. Had a nice couple of days in Santa Ynez (KIZA) - 20 kt tailwind going there, and 40 kt headwind coming back - with the usual fog and overcast along the coast. We drove Highway 1 from Santa Barbara up to Pismo Beach - it was nice to see some of the backroads - ranching and farming country - again. Last time I was on that part of Highway 1 was on a bicycling trip from San Jose to LA back in 1971.

Young Eagles at Cloverdale - May 13 was a busy day for many of us at Cloverdale. Thanks to Katie and Bryan (Sonoma Jet Center) for moving a load of tables, chairs and other stuff up to Cloverdale and back. We had a good spot in the south hangars to set up operations. John Swanstrom was kept busy with ground school. The flight line went very smoothly, although there were a couple cases of intermittent radio communications that caused some confusion, but overall, it went well. It was a good day to fly, we had about 30 Young Eagles - people coming out for the airport open-house made up for the no-shows, and we were wrapped up by 12:30.

Thank you Marlon Young for organizing the May presentation, and thank you Joe Borzelleri for visiting us and talking about your flying and taking over operations at Sutter County Airport - O52. It was very interesting to learn about the possibilities and realities of working with the state and county to revitalize an airport and turn it into a positive cash-flow operation. Some volunteering required, of course.

Midnight Oil - Congratulations to Wayne Cook and Brien Seeley for their Laminar Flow Pod project presented at the Sustainable Aviation Symposium. And thank you Wayne for presenting your design and concept at the May meeting. That was a lot of midnight oil. I got to see a bit of a preview one evening - it pretty much filled the garage, and I was very impressed by the precision workmanship in the jig, patterns, and assembly process.

News from EAA National - Brett Hahn has moved on after a couple of years as Chapter Manager. The new Chapter Manager is John Egan, from Waupaca, WI, which is just a short hop over to Oskosh. He is a home builder, currently working on a Pietenpol Aircamper. More about him and his wife Mollee at [New Chapter Manager](#) We typically meet the Chapter Manager at one of the awards ceremonies. We see Charlie Becker at the Wednesday Homebuilder's donut/coffee gathering. By the way, if anybody needs an AirVenture NOTAM, I seem to have a couple extra this year.



Personal Note - Our daughter Katie is just back in the USA after spending 16 months in Poland - She was the executive officer from the Army Corp of Engineers during the initial construction of the anti-ballistic missile site at Redzikowo (just west of Gdansk). She sent her "Plank Owner" cap to us for safekeeping (see below). It's interesting how the Corp of Engineers is building a site for the Navy - only their second new base in about 28 years - this is the companion to the first ABM site in Rumania - AEGIS Ashore. Katie's next stop is Command and Staff in Ft. Leavenworth, KS. We'll be stopping there on the way to Oshkosh.

## Memorial Day

(by Stuart Deal, Image forwarded by Jim Boyer)

We have lived through another Memorial Day. Lots of folks know that you are never the same after you see this walking toward you:



We had an older brother until everything went wrong on his first day in Vietnam.



## Fly Mart

### For Sale: (6-17)

40x40 Hangar for Sale \$42,500  
Contact 707 291-8958  
Email: rcassero@sonomajetcenter.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](mailto: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](mailto:barnesbyron75@gmail.com)

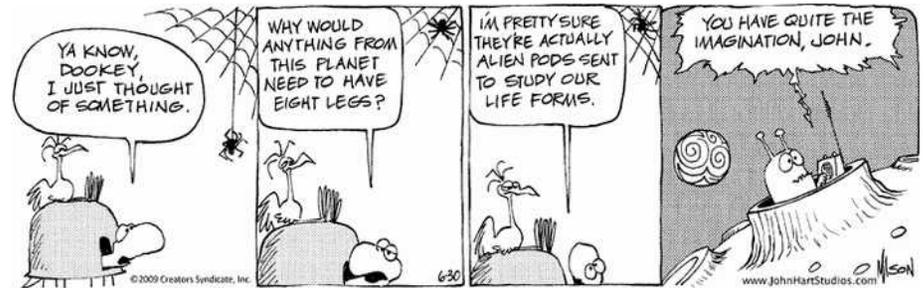
**For Sale: (7-15)** Seat Parachute - needs a fresh repack but  
otherwise in very good condition. Will sell it cheap to a member  
if interested \$350. Steve Pizzo, 707-829-7038

**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](mailto: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](mailto:peter.s.lert@gmail.com), 707-508-7500.



(Reprinted with permission of John L Hart FLP)

## News/Notes From...

**A Reminder that CAFE Foundation EAS is at Oshkosh**  
Electric Aircraft Symposium 2017

Urban Air Mobility:  
Emerging Technologies and Early Market Opportunities

University of Wisconsin Oshkosh  
Alumni Welcome and Conference Center  
Saturday and Sunday July 22 and 23, 2017

[Click Here for the web site.](#)

## Interesting Aviation Links

(thanks to Larry and David)

Lindbergh - [Click Here](#)

Soaring Valor - [Click Here](#)

Memorial Day "Call a Marine" - [Click Here](#)

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## EAA Chapter 124 Board Meeting Minutes

May 3, 2017

Old Business:

1. Committee Reports-Andy reported that the EAA National Lifetime Achievement Award was designed with a particular person in mind and EAA continues to struggle with who should be given a lifetime achievement award. Accordingly there has been no progress yet with National on nominating Remo for a lifetime award. It was reported that National supports Chapter creating their own lifetime achievement awards. Andy moved to create a Chapter 124 Lifetime Achievement Award, which was seconded by Marlon Young. After discussion, it was agreed and unanimously voted to create such a Chapter award and Steve Waite was nominated and agreed to create a plan and outline of the criteria.

2. It was agreed that the Chapter would continue to move forward and formally nominated Brien Seeley for a major achievement award (National EAA ), and would submit newsletters to nominate Stewart for the Newsletter Award.

New Business:

PCAM is holding a Veteran's open event on May 27, 2017, they need volunteers and help at the event. If you are able to volunteer, please check in with Andy.

VP Report:

Upcoming program for June is assigned to Ben Barker, who is not present tonight. We need to check in with him on status. Dan Steinhoff was looking for programs for July. Andy Werback, who was previously assigned the February 2018 program, agreed he could arrange for the July program, and Dan will have more time to come up with a program in February.

Treasurer's Report:

John reported that we could use more outside tie-down tenants to replace those we have lost. The chapter is financially stable and still has a positive cash flow this month, but a few outdoor tenants have been lost and more income would be helpful.

Facilities:

Larry reported that he spent several days mowing and spraying weeds, but the heat was significant the last few days.

Young Eagles:

It was reported that Josh Hochberg (not in attendance) held a Young Eagles meeting this week and the next rally will be going forward on May 13, 2017, at Cloverdale. It will be an early 8 a.m. start, and we will need to assemble at Santa Rosa early (perhaps by 6 a.m.) to be prepared by 8 a.m. in Cloverdale. Staging will start the night before (Friday night).

Minutes taken by Marlon V. Young, VP, in my absence.

Respectfully submitted,

Ben Barker, Secretary

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## EAA Chapter 124 General Meeting Minutes

May 3, 2017

Cooks thanked.

Visitors: Roger Olson, Jim Thames from Petaluma. Currently he owns a Cessna 170 and has a Aeronca project and a Pacer project. Also visiting was a young gentleman who is an apprentice A&P and just finished the program in Oakland. He is a very enthusiastic young man and we look forward to seeing him a future EAA events.

April Minutes:

Approved with some corrections. Movie night was cancelled (Jim Boyer was out of town). The WWII PT Boat Skipper was William Liebenow. He rescued President Kennedy, was awarded the Silver Star and passed away aged 97.

Treasurer's Report:

John reported that we could use more outside tie-down tenants, as we have lost a few. We are financially stable and still positive cash flow this month.

John also commented that he is working with PCAM on their Virtual Realty Flight Simulator, which is set up with 3D goggles and a high speed computer in the cockpit of a L29 Jet. It is a very unique experience and he is looking for other individuals he can train as operators. He works Fridays and people can stop by and see him at the PCAM facility if they are interested.

Facilities:

Larry reported that he spent several days mowing and spraying weeds, but the heat was significant the last few days.

### Young Eagles:

The next rally will be on May 13, 2017, at Cloverdale. It will be an early 8 a.m. start, and we will need to assemble at Santa Rosa early (perhaps by 6 a.m.) to be prepared by 8 a.m. in Cloverdale. Staging will start the night before (Friday night). We need volunteers, ground crew and pilots.

### Fly-Outs:

This weekend Placerville has their breakfast and display day, and Sutter (052) has their Philly Cheesesteak Sandwiches. Several individuals all indicated they were flying over to Sutter. Steve Barnes said that Tehama Airport is having a BBQ this weekend up at his hangar. Anyone interested in going can contact him.

### Sustainable Aviation:

Wayne Cook did a quick presentation of their work and presentation at the recent symposium on the Sky Pod concept. Over several late nights, they put together and built a high efficiency low drag pod that would be the basis of the project. Low drag aircrafts, such as a P51 Mustang have drag coefficient of around 152. The computer estimates of the drag coefficient of their pod would be down around 52. They would then mate the pod with something such as a Prandtl flying wing, or perhaps a quadcopter design for the sky taxi concept.

### CAFE Foundation:

John Palmerlee reported that the Electric Aircraft Symposium they are organizing has been moved to occur two days before AirVenture in Oshkosh. They are very excited about this opportunity. The idea was that the electric aircraft designers and builders could bring their aircraft to this symposium, and then continue on seamlessly to display at Oshkosh. This will also allow AirVenture attendees to appear at both events. The symposium will be Saturday and Sunday before the formal start of AirVenture.

### Builder Reports:

No builder reports, but Joe Weigand, with prompting, announced that he will be getting married next week.

### President's Report:

Andy reported on the Mojave Experimental Fly-In. One of the most interesting aircraft there was the Sanders Schweizer Self-Launched Glider with twin micro jet engines. This was Tyler Sanders' (son of Brian Sanders) college senior project. He designed and built a twin pack of Jet-Cat P200 RC Model engines to provide power to self-launch and fly the glider.

Andy also announced that the Chapter would be creating a Chapter Lifetime Achievement Award and nominating Remo Galeazzi for the award. He also reported that Brien Seeley had

been nominated by the Chapter for the Major Achievement Award, and Stuart Deal for the Newsletter Award.

Several videos of the "disassembly" of PCAM's C-118 were shown. This was an aircraft donated to PCAM that had significant corrosion and was not a viable candidate for restoration, even as a static display aircraft. Accordingly, a team involving Larry Rengstorf, Lynn Hunt, Andy Werback and others had the engines removed and the majority of aircraft disassembled using a small backhoe. The nose portion of the aircraft was cut off and retained by Ian Wayman and is still over at the gun club.

### Program:

Joe Brozelleri received his airplane ride as a young child. While he said was initially terrified, he was thrilled by the experience and enjoyed the opportunity to "fly" the airplane. That sparked a lifelong interest and he primarily learned to fly in an uncle's C-177. He also soloed a Cub at age 16. Shortly thereafter, he bought and flew that Cub and has owned series of Cubs ever since.

He owns and maintains a Cub at the Sutter (052) Airport. He is an A&P, and originally thought of going into the airlines. The timing and then flying with some FedEx pilots directed him in a different route, but he always continued to own and fly his own airplane. Based at Sutter (052), he became annoyed at the condition of the airport. One day after landing, he was so frustrated he got his own weed eater and started cutting down the four foot high weeds.

After a hot and sweaty afternoon, he started looking into the finances of airport and could not understand why the newspaper kept reporting the airport was losing money. There were hangar tenants at the airport, and no one ever did any work or spent any money on the airport. He started to look into the airport operations. What the financial reports suggested was that money purportedly spent on the airport, was potentially being used for other county purposes and was not accurately reflected.

Over a two year period, the Sutter Buttes Regional Airports Association ("SBRAA") was formed and obtained a ten year contract with the county to take over and operate the Sutter County Airport ("Oscar 52"). The SBRAA operates as a non-profit, with a full volunteer board. They started the operation with zero funds, but were able to obtain a \$50,000.00 loan from the county to start operations. The agreement was they pay back those funds when they were able. They have been operating the airport for three years and there has been a dramatic improvement in the look, feel and condition of the airport property. They are operating on a positive cash flow and have even saved enough money to pay back the initial \$50,000.00 "loan," which the county said they would forgive.

Joe and his team have done a superb job of saving an at-risk airport, improving it and operating it to show it is an asset for the county. Joe is also very involved in organizing regular fly-ins at the airport. On the first Saturday of each month they have their display, and they grill up and delicious Philly Cheesesteak Sandwiches. Our EAA Chapter did a fly-out to that event last year and had 9 airplanes participate with 17 people fly over for lunch.

Minutes taken by Marlon V. Young, VP, in my absence.  
Respectfully submitted,  
Ben Barker, Secretary



Sonerai Midwing



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## Chapter 124 Contact Information

**President:** Andy Werback (17/18) (707) 823-5616  
**Vice President:** Marlon Young (17) (707) 479-9994  
**Secretary:** Ben Barker (16/17) (707) 838-0238  
**Treasurer:** John Whitehouse (17/18) (707) 539-5549

**Board:** David Heal (16/17) (707) 953-5021  
 Steve Waite (16/17) (707) 837-9354  
 Steve Barnes (17/18) (707) 972-3582  
 Brien Seeley (17) (707) 526-3925  
 Dan Steinhoff (17/18) (707) 235-0275  
 Josh Hochberg (17/18) (612) 384-7014

**Facilities Chairman:** Larry Rengstorf (16/17) (707) 575-0331

### Facilities Committee:

Dwayne Green, Dale Wittman, Jim Long

**Webmaster:** John Palmerlee  
[jbpalm@sonic.net](mailto:jbpalm@sonic.net) (707) 566-8560

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

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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 (\$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: [ea124newsletter@sonic.net](mailto: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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Before and  
After

