

The Flying Wire



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**Chapter 124
Experimental Aircraft Association**

**Volume 58 Number 2
Feb 6, 2019**

Board Meeting - 5:30 pm

Dinner – 6:15 pm (\$7)

General Meeting – 7:00 pm

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

February 6, 2019 Program

Women War Correspondents During WW II:

There were 127 brave World War II female war correspondents, who went above and beyond to capture the events of the war to inform the people on the home front. These women fought aghast condemnation and hostility from male officers in order to perform their jobs. Many of the women correspondents went behind enemy lines to get "the scoop"!

Dinner Menu

February dinner is lasagna, garlic bread, super salad, carrot cake!
\$7

Events Calendar

Please send info about upcoming events!

Please send us information if it comes your way!

Copperstate Fly-in: [February 8,9 and 10.](#)

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

Bob Gutteridge: bob_gutteridge@pacbell.net

Stuart Deal: aaa124newsletter@sonic.net

Hobby or Serious Business?

(by Stuart Deal)

It seems like there is no end to the angles from which to explore aviation. Obviously, if you want to be safe flying it helps to pay attention to the details that make that possible, but if you add in the whole home building arena, with the subtext of "amateur built" it is, by definition, moved by desire somewhat akin to "likes and dislikes" rather than "do or die".

Commercial aviation, by definition, is about payment for service, service that is top notch and highly professional. Military aviation has a similar level of high performance, but can have an aspect of "Do or Die". While range and efficiency can have a huge effect on a military mission, the cost may be an issue in the Halls of Congress, but less so on the flight line.

For some builders the reason for building is enjoyment of the process and for others it is the idea that a plans built airplane can get you in the air cheaply, the Affordaplane and the Volkplane being low cost fliers.

There are a huge number of emotional and intellectual connections to aviation that play out in the EAA experience. History and innovation rub shoulders as do deep pockets and penny pinching. Whether it is a newer technology like 3D printing for prototyping new parts or tried and true technology like riveted aluminum, every aspect has dedicated stalwarts to move it forward or keep it alive.

I think we benefit greatly from the wide ranging backgrounds and experiences represented in our organization and our chapter. Building, restoring and flying are made easier by exchange of knowledge and experience. The capacity to share these and help each other makes our successes sweeter and our disappointments easier to bear.

It is truly inspiring to have a common bond with such a diverse and dedicated group and I am grateful for the chance to be a part of it.

On Being An Aviator

(provided by Larry Rengstorf)

We have experienced most of these, or a variation of them. None of us has seen it all...but all of us have seen a lot of it.

We were most fortunate ... we are ALIVE to enjoy the memories another day. Enjoy! In no particular order ...

- Formation take offs and landings in the rain ... or snow.
- Flying close finger tip formation in a flight of four.
- Formation aerobatics
- Flaming out while taxing back to the ramp after a mission.
- Terminating afterburner at 2.2 Mach and experiencing deceleration so hard that you flew into the harness and had strap bruises on your body.
- Pulling 9 "G" and not blacking out. Pulling 3 negative "G" and after removing your boots and socks, seeing the redness of your feet from burst blood vessels.
- Being scrambled for take off from Alert ... from a sound sleep ... at night in the weather ... with hot guns and missiles.
- Full afterburner take off in a clean fighter in below zero temperatures at night. Being #2 in this take off.
- Somehow, all the jet-lag and other problems had some compensating balance!
- Doing formation join-ups around big beautiful columns of Cumulus out of every fighter base.
- Flying in a ballet around clouds, through the holes, along the valleys, up the vertical cliffs ...
- Sunrises seen from the high flight levels that make the heart soar.
- Multiple sunsets as you climb and descend in a large after burner loop.
- The patchwork quilt of the great plains of the USA from 40,000' + on a day when you can see forever.

- Cruising mere feet above a billiard-table-flat cloud deck at Mach .95, with your chin on the glare shield and your face as close as you can get to the windshield.
- Knowing you got to land a fighter on a seven-thousand foot runway, that is covered with hard packed snow, and no drag chute.
- Punching out the top of a low overcast while climbing 30,000 feet per minute in Afterburner.
- The majesty and grandeur of towering cumulus.
- Rotating at VR and feeling 400,000 plus pounds of Airplane come "alive" as she lifts off.
- The delicate threads of St. Elmo's Fire dancing on the windshield at night.
- The twinkle of lights on the Japanese fishing fleet far below, on a night crossing of the North Pacific.
- Cloud formations that are beautiful beyond description.
- 'Ice fog' in Europe on a cold winter morning.
- Seeing the approach strobes appear through the fog on a 'Must do' zero, zero approach when there is no other place to go.
- Seeing geologic formations that no ground-pounder will ever see.
- The chaotic, non-stop babble of radio transmissions in combat, or at O'Hare during the afternoon rush.
- The arcing red lines of AAA tracers approaching your aircraft ... and missing!
- The quietness of center frequency at night during a "Transcontinental flight", over the Atlantic, the Pacific, ... or over the Amazon at any time.
- The welcome view of approach lights appearing out of the mist just as you reach minimums.
- Finding yourself in a thunderstorm with 12 x 750# bombs still hanging on your wings.
- Lightning storms at night over the Midwest ... or Europe ... or Korea ... or Viet Nam
- Picking your way through a line of huge Thunderstorms that

- seemed to go all the way from Chicago to New Orleans.
- The soft, glow of the instrument panel in a dark cockpit. Drinking numerous cups of bad coffee on international flights.
 - The dancing curtains of colored light of the "Aurora Borealis" on a winter-night "North Atlantic" crossing.
 - Passing 30 west . . .
 - The taxiway names at O Hare before they were renamed: 'The Bridge', 'Lakeshore Drive', 'Old Scenic', 'New Scenic', 'Outer', 'The Bypass', 'Inner', 'Cargo', 'North-South', 'The Stub', and 'Hangar Alley' !
 - The majestic panorama of an entire mountain range stretched out beneath you from horizon to horizon.
 - Lenticular clouds over the Sierras.
 - The brief, sad, yet tempting, glimpse of runway lights after you've already committed to the missed approach.
 - The Alps in winter on a clear day.
 - The South China Sea so smooth that you leave waves in the water from 75 feet above the sea as you fly over it.
 - Watching a fellow pilot do an engine out flameout approach and making it
 - Being stupid enough to try --and do -- a 9g loop in an F-16.
 - Seeing a "dumb" bomb you drop hit a target and knowing you had all the parameters right.
 - Watching 20 millimeter HEI cannon rounds sparkle around the target before it explodes
 - The lights of London or Paris or Munich or Buenas Aires or Quito at night from FL 350.
 - Landing at La Paz, Bolivia ... 13,300' elevation
 - Squall lines that run as far left and right as you can see.
 - Exotic lands with exotic food ... and exotic women
 - Seeing Tokyo lights at night from thirty five thousand feet stretching from horizon to horizon.
 - Maneuvering the airplane through day lit canyons between towering Cumulus Clouds.

- The deep blue-gray of the sky at FL 470. The deep black of the sky at noon at 70,000'
- The hustle and bustle of Hong Kong Harbor.
- The softness of a touchdown on a snow-covered runway.
- Hearing the nose wheel spin down against the snubber in the wheel well after takeoff. A delightful sound signaling that you were on your way!
- Old Chinatown in Singapore before it was torn down, modernized, and sterilized.
- Watching the lightning show while dodging thunder storms at night.
- Long-tail boats speeding along the klongs in Thailand .
- The quietly turning paddle fans in the lobby of the "Raffles Hotel" in Singapore .
- Dodging colored splotches of red and yellow light on the radar screen at night.
- Intercepting and flying formation with an SR-71 returning to Kadena. Meeting the Wing/CC to explain why.....
- The sound of foreign accents on the radio.
- Luxury hotels and royal service ... flea bag hotels and abusive service.
- Carmichael's bar in Taipei.
- Chambers Hall.
- Sunsets of every color imaginable. The "Green Flash" the instant the sun melts below the horizon.
- The tantalizing glow of the flashing strobe lights just before you break out of the clouds on the approach.
- Yosemite Valley from above. The Grand Canyon flying below the rim.
- Flying in Red Flag 1 as an Aggressor.
- Bernie's Bar at Nellis.
- Flying on any mission with or against the F-4 FWIC.
- The almost blindingly-brilliant-white of a towering cumulus cloud.
- A cold San Miguel in Angeles City after a long day's flying.

- The Diamond Horseshoe at Itazuke.
- Flying with Top Gun in a 'Battle of San Clemente Island' exercise.
- Seeing stars and the curve of the earth from 65,000 ft doing an FCF in a 12 year old F-4C from Kadena.
- And knowing that 190 KIAS at 65,000 is 2.3 IMN !
- Ocean crossings and in-flight refueling.
- Hearing every sound a single engine fighter makes at night over the open ocean.
- The taxiway sentry (with his flag & machine gun) at the old Taipei (downtown) airport. The bullet holes in the walls of buildings at Tempelhof Airport in Berlin, or the buildings at Hickam and Pearl.
- "Bubble Checks" at Quemoy and Matsu islands.
- Saying 'Thank You' in 5 different languages.
- Eighty-thousand-foot + -high thunderstorm clouds in the tropics.
- Sipping Pina Coladas in a luxury hotel bar, while a Typhoon rages outside.
- Chinese Junks bobbing in Aberdeen harbor.
- Seeing a rooster tail of water in your mirrors of an F-4.
- The smell of spring kimchee in Korea.
- Watching the latitude count down to zero on the INS, and seeing it switch from "N" to "S" as you cross the equator.
- "Wake Island" at Sunrise.
- Oslo Harbor at dusk.
- Icebergs in the North Atlantic.
- Contrails.
- Pago Harbor, framed by puffy cumulus clouds in the late afternoon.
- The camaraderie of a good crew ... and good squadron
- Ferryboat races in Sydney Harbor. Samlar races in Viet Nam or Thailand.
- Experiencing all the lines from the old Jo Stafford tune:
- "See the pyramids along the Nile. See the sunrise on a

tropic isle. See the market place in old Algiers Send home photographs and souvenirs. Fly the ocean in a silver plane. See the jungle when it's wet with rain."

- White picket fences in Auckland.
- Trade winds.
- White sandy beaches lined with swaying palms.
- Double-decker buses in London.
- The endless expanse of white on a Polar Crossing.
- The "Star Ferry" in Hong Kong,
- Bangkok after a tropical rain. A boat tour on the Chao Phya River
- Taking off -- or landing -- in a typhoon anywhere in the Orient.
- Mono Lake and the steep wall of the Sierra Nevada range when approached from the east.
- The bus ride to Stanley ... on the upper deck front seat of the double-decker bus.
- The 3 Alley Pub in Seoul.
- The "Long Bar" at the Raffles.
- Seeing an old military buddy from 30 years' previous at the "Jet Lag Club" in Narita.
- Heavy takeoffs from the "Cliff" runway at Guam.
- Looking down at Mt. Aetna exploding lava while an F-16 bud is taking fuel from a KC-10.
- An F-16 formation approach shadow on the clouds below in the middle of a perfect circle rainbow.
- Real low-level flights enroute to Konya Range in Turkey.
- Landings in the B-767 when the only way you knew you had touched down was the movement of the spoiler handle.
- Trying to do a weather offset in Russian airspace with a kilometers lateral and meters vertical request on HF. Actually getting the correct clearance!
- Orsini's and Gorgat's in Aviano, Italy
- The deafening sound of tropical raindrops slamming angrily against the windshield, accompanied by the hurried slap,

slap, slap of the windshield wipers while landing in a torrential downpour in Manila ..

- Taking a plane load of GIs home for Christmas on a Kuwait military charter.
- The corner booth reserved for the 389th TFS at the Club 99 in Bangkok, Thailand
- And my all time favorite quote: "For once you have tasted flight you will walk the earth with your eyes turned skywards, for there you have been, and there you will long to return" (Leonardo da Vinci)



Mustang Available

Looking for Good Home – Large Scale P-51 available immediately. It's a little dinged up, but the basic construction of steel, foam and fiberglass just needs a little work. This creation was visible from I-80 in Rocklin for many years, and was modeled after WWII pilot Chuck Yeager's P-51. Please contact Larry Rengstorf at 707 575 0331, or the Pacific Coast Air Museum at 575 7900.

Fly Mart

Please send changes to ea124newsletter@sonic.net

VHF Transceiver Wanted: (10-18)

Wanted – Aircraft VHF handheld radio, must be working, but can have bad battery. Replacement for one lost in the fire. Please contact Bob Matreci rjm5678@msn.com 707 291 5472

CAFE Hangar Spot: (9-18)

CAFE hangar space available at STS. Space for one or two light singles depending on fit. \$200 monthly each. EAA Chapter 124 Members, flyable aircraft only, please. Contact Mike Fenn (707) 481-5791

EAA Hangar Spot: (9-18)

Eaa Ch 124 has one Hangar spot available for a RV size airplane, \$110 per month, plus \$200 deposit. Must be Local & National Member. Call Larry 707-575-0331 or Marlon 707-479-9994

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

All parts necessary to finish, including Avionics with ADS-B. Extras include: Factory fuel tank, Vernier Throttle, Landing gear upgrade, many small upgrades. Avery tool kit, Large tool box. air compressor, drill press, 1" belt sander, scotch bright wheels on grinder. 2 each 3' x 3' work benches. Joe Arluck, 925-455-9954, jaarluck@comcast.net



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News / Notes From the Editor

Remember dues are due. Still \$35. See John Whitehouse to pay on or before March to be in the Chapter 124 2019 Roster.

Interesting Aviation Links

(thanks to David Heal and Larry Rengstorf)

Saving A Blackbird - [Click Here](#)

High Sierra Fly-In - [Click Here](#)

Bird Damage - [Click Here](#)

Acronyms - [Click Here](#)

Scottish - [Click Here](#)

Dog Fight - [Click Here](#)

EAA Chapter 124 Board Meeting Minutes

January 2, 2019

Meeting Called to order by President Marlon Young at 5:30 PM

Present - Marlon Young, Ben Barker, Andy Werback, John Whitehouse, Bob Gutteridge, Dan Steinhoff, Brien Seeley, Larry Rengstorf

Also attending - David Franco, John Swanstrom (YE Representative), Dwayne Green, Mike Fenn

John Swanstrom reports that Josh had a YE coordination meeting, proposed the following dates

- April 27 (usually 3rd Sat, but this is the 4th)
- May 11 - Cloverdale or whatever day (was May 12 last year) Confirm with Michael Morrissey
- August 24 (4th Sat)
- Oct 5th - Women Career Day

Marlon proposed an Open House on August 24; We have the Chapter Leaders Contact List. PCAM Airshow is Sept 28 and 29.

Andy reports that the PCAM Jetstar loan is on hold pending resolution of donation conditions. EAA's position is we are only interested in the Jetstar. The P-51 is available if someone was interested.

Bump System Protocol is Available - Updated with Section V for 60 days notice and 1 year minimum time in hangar. Larry makes a motion to adopt the bump protocol with the Years of Membership set to 10 points per year, continuous service (instead of the 5 years on the marked up schedule). Second by Brien. Ben proposes amendment in Section 11 to change from "on the site" to "in a Chapter hangar". Dan seconds. Vote in favor 6 to 1 to add the amendment. Vote 6 to 1 to adopt the amended Bump System. Clarification - Item 5 is Any Manufactured Aircraft...

New Business - Handling of meetings - Only approve Member Meeting minutes at the Member Meetings. Board Meeting Minutes to be approved by the Board Members.

Ben moves to approve Dec Board Minutes, Bob Seconds. Motion passes.

Ben – Allocation of presentation tickets to Board Members for March 2019 to Feb 2020. Feb – Brien; March – Ben; April – Ben; May – John W; June – Andy; July – Dan; August – Oshkosh; Sept – Marlon; Oct – Larry; Nov – Josh; Dec – Bob G; 2020 - Jan – Brien; Feb – Ben

John W – Treasury - Accounts are clean, in the black for 2019. Still have the normal pink lines.

Larry – Facilities is working on getting some gravel for the pot holes. Don Harden – has a Long Eze “project” available in Pope Valley. Possible display aircraft? High School program...

Brien – Motion to have Members review, correct as necessary and Approve Minutes of Member Meeting, as published in the Newsletter, only. Ben seconds. Motion passes.

Motion to Adjourn 6:20

Respectfully Submitted,

Andy Werback

Secretary

EAA Chapter 124 General Meeting Minutes

January 2, 2019

Meeting called to order 7:06 PM by EAA 124 President Marlon Young

Marlon thanks the cooks – Sam, Arlene, Jim and Gerry, Ron as BBQ King, Andy as sous chef, Howard and Dan take care of everything else.

Visitors – Suzie Starr – with Bob Starr. Quincy introduces Jacqueline, both attending UCLA.

Stuart – Thank you for the newsletter, please send in articles! Motion to approve member minutes by Larry R, seconded by Mike T, and approved. John P – thanks for taking care of the website.

Marlon distributed some of the 2019 Certificates of Appreciation – still have a few more to go.

John – Treasurers Report – Membership (\$35) and Leases –

DUE NOW. Good news, account is in the Black. Please renew ASAP to be in the Roster. Cutoff date is March.

Larry – Facilities in good shape, looking for some gravel for the driveway. Don Harden has a Long Eze project at Pope Valley – looking for a home (just pick it up). Possible Chapter Project for an EAA display – any Volunteers?? Meg suggests working with SJC for some volunteers, or Roseland. Steve B. offers supplies at cost.

Young Eagles Schedule – proposed for April 27, May 11, Aug 24, Oct 5. Plus Open House with other EAA Chapters for the Aug 24 event. May 11 is tentative pending confirmation from Cloverdale.

Andy reports on the New Year’s Day flyout to Vacaville, with Sam Werback, Bob Gutteridge, Steve Barnes, Dwayne Green, Mike Fenn, Sam Werback, friend Matt, Steve Smith and friend Cathy. All went well even with the stiff breeze at KVCB.

David Franco reported on his experience with the C172 – some damage, so tie it down for engine testing! A few other comments - Bob Starr – (CFI) – We learn from ours and other’s experiences... Sharing is good!

<break>

CJ Stephens presented his early J-2 Cub flying and skydiving days with Lloyd Hamilton, and then his early years in the US Air Force, with navigator training in the T-29 (Convair 240), missions in the B-66 and RB-57, numerous air/radiation sampling missions, and finally pilot training in the T-38. Sometimes things got a little exciting!

Respectfully Submitted,

Andy Werback

Secretary

Chapter 124 Contact Information

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Josh Hochberg (19/20) (612) 384-7014

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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 (\$7 sometimes \$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: 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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