

The Flying Wire



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Chapter 124 Experimental Aircraft Association

Volume 60 Number 5
May 5, 2021

Board Meeting - 5:30 pm

Dinner - 6:30 pm

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

In Person Chapter Meeting

[Current CDC Guidelines](#) Describe how fully vaccinated folks can feel safe doing things they have not done while trying to stay safe from Covid. Common sense, masks, distancing and fresh air still offer a reduction in risk, which as pilots we can all appreciate.

May 5, 2021 Program

Otis Holt:

Otis Holt will discuss the work he has completed on his RV-7A, a complete redesign of the major systems in the aircraft including a complete Garmin panel and major changes to the fuel and ignition systems.

With redundancy being the watch word throughout the design process, Otis undertook an exploration of capabilities made possible by high power density lithium batteries now available. He has created a symmetrical, twin battery system with earthX batteries which can be selected independently or even used in tandem during engine start. This has allowed the safe removal of both magnetos and the engine driven fuel pump, but still weighs less than the one lead acid battery that was removed. Then there is the dual ignition systems with multiple coils and dual fuel pumps for the fuel injection.

This should be a very interesting program for our evening. Not only for the many slides showing progression throughout the build, but also for a brief exposure at what a designer must consider for each option to prevent, or at least mitigate, failures.

May (Cinco de Mayo inspired) Dinner : Street tacos supplied by SONOMA JET CENTER and the HOCHBERG FAMILY.

Events Calendar

Please send info about upcoming events!

Please send us information if it comes your way!

Rancho Tehama Airport 49CN: HANGAR BBQ Party

May 15, 11:30 till ?

Come enjoy hamburgers, hot dogs non-alcohol drinks, salads and desert at Steve and Pamela's hanger on the Rancho Tehama Airport 49CN.

The street address is **17350 Rancho Tehama Rd.**

Our hangar is located mid-field on the South side of the runway (just west of the giant hangar)

Please RSVP to email or text.

Steve's phone is (707)972-3582

Email: rvstormer@gmail.com

Bob Gutteridge: bob_gutteridge@pacbell.net

Stuart Deal: aaa124newsletter@sonic.net

One Long Day in the Cockpit

(by Marlon Young)

The year 2020, now in hindsight, will go down as one of the most unsettled years in my 30 year legal career. The year is somewhat like a trip I took in the Cessna 195 with my father, which ended with One Long Day in the Cockpit.

I have owned the Cessna 195 with my father for over 30 years. I took over and started flying it about 15 years ago. About one year into learning to fly the airplane, the 195 Club had a large fly-in in Wichita, Kansas where they had about 70 aircraft show up. It was a great weekend and when Sunday morning dawned, we were ready to part back to Santa Rosa.

I had two days planned to get home and a third day in reserve in case there were any weather delays. This was before being able to have an iPad in the cockpit with updated weather, and right after Lockheed had taken over flight service. They were extremely conservative in their predictions and advice, and that whole day were advising VFR flight not recommended. I had basic radios and a fairly simple hand-held GPS that did a good job of plotting my course, but I still required a paper map to get all other information, and had to hand fly the airplane.

Taking off headed east into the sun was a bit concerning as visibility was very poor. Turning our back to the sun there was a hazy 4 to 5 miles and we stated east over the flat terrain. Our plan was that if we at least made Albuquerque, it would be a good start on our flight home. About a four hour leg put us in Albuquerque in time for lunch and to check in with flight service. There were broken and scattered clouds around, great visibility underneath, but it was a bit bumpy. Flight service continued to indicate VFR flight was not recommended. We had a lot of options so we departed towards Bullhead City, which made for another four hour leg. We topped off the tanks, elected not to cross the river and stayed overnight at a casino. We found some granola bars and took off, headed up towards Mammoth thinking that would be a good stopping place for the night.

At 10,500 feet as we reached Mammoth, you could look west toward the Central Valley and it seemed so close. Why would we waste all of that altitude when we could press on west and at least get over the Sierras so we wouldn't have to climb for a quick flight home the next morning. It appeared we could probably make it underneath the scattered and broken cloud layer, but since the valley was clear, climbing over it seemed the more prudent choice. Unfortunately, the cloud tops were highly unexpected and by the time I got over the highest peaks, we were at 15,500 and then pointed the nose down to head into the valley. Our ground speed picked up as we started the descent and heading to Merced. At that point and airspeed, Santa Rosa was only an hour further away and it sure would be nice to sleep in our beds, versus the logistics of a hotel, and return the airport the next morning for a short flight home. I had not flown the 195 at night, but by my calculations the hour before, we could make it there about 20 minutes after sunset.

That seemed very doable, so I reprogramed the GPS for Santa Rosa and pressed forward.

The sun set sooner than I expected and it was then that I realized I was one hour off on my calculation. It was now dark and I realized we would be landing well over an hour after sunset. My home airport seemed the better selection for my first night landing in the 195, then some other unfamiliar airport in the Sacramento Valley. I set up a good approach, managed my airspeeds and made one of my best landings that whole trip, touching down right about an 1 ½ hours after sunset, on a late October night.

That is a flight and trip that my father and I talk about often and is a very fond memory we share. We pressed on and made it in one day from Wichita to Santa Rosa, with 13 ½ hours of hand flying. Looking back there are probably some decisions I would make differently today. But, it was a learning experience and a trip I will never forget. I learned a lot about the 195 and myself on that trip.

2020 was a year like that; where kept pressing on and we made it through as a chapter. There are a lot of things with 2020 hindsight I wish we would have done differently, but hopefully we have learned. We will keep pressing on and what we have learned last year, will help us with our landing in 2021.

First Day Flight

(by Bob Gutteridge)

The First Day of the New Year Flight was flown by four intrepid EAA124 pilots. Gathering at about mid morning were David Heal, Mike Tovani and Bob Gutteridge. With the Covid distancing in full force I had not called ahead to see what restaurants might be open, also feeling avoidance of crowds might be the wiser option this year.

After a short discussion on the tarmac, the decision was to make a short loop out to Bodega and then circle back to Petaluma for fuel. With that David and Mike were off leaving me to deal with a stubborn Jabiru that would not fire up, too cold I suppose. So I got

to stay behind organizing a battery jump before getting the warm up cycle started. That routine was successful and I was soon off playing catch up. ADS-B was working and I soon found David, reports made on 122.75 confirmed we were all in the same vicinity over Bodega Bay.

Loop completed we took up a heading direct Petaluma. En route I heard Les Goldner come up on the radio and informed him of our impending arrival at O69. Gathering at the self service island we notice several of the PAPA group taking off. Les informed us many were headed to Willows for lunch. I guess truck stops never close.

After fueling up we separated each picking his own track back to Santa Rosa. Upon returning to KSTS we learned that John Whitehouse had arrived just a few minutes after we departed. Sorry John, didn't know you were coming out, I'd of waited for you.

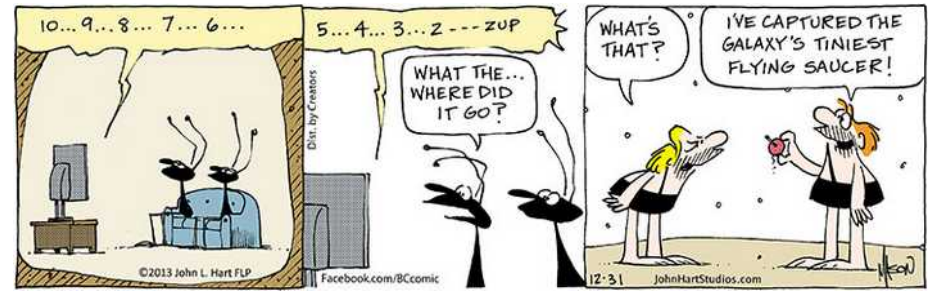
Thus the 1/1/2021 flight was entered into the log book. I'm disappointed that we didn't get a lunch with others, but we are all safe and healthy to fly another day. Perhaps next year we will be able to appropriately gather for a celebratory meal with our flying friends. I've got my fingers crossed.

Fly Mart

Please send changes to eaal24newsletter@sonic.net

Your ad here (5-21)

What you have for sale and how to reach you
707-555-1234
YourEmail@YourISP.com



(Reprinted with permission of John L Hart FLP)

News / Notes From the Editor

I still have one tree that has no leaves but the rest are very green. The feeling is one of coming out of hibernation. Having skipped a few opportunities to publish a newsletter, I can only hope you are safe and able to stay safe.

With so many people having so much disruption and trying to control my environment, my spare fund of unselfish impulse seemed to dry up. Giving two dollars to charity every time I checked out at the grocery store was what I could pull off.

As we get closer to life being the "new normal" I think the time to actually try to entertain and revel in how fortunate or just plain lucky we are is coming closer. Still, I am not all the way ready to let things go and act like everything is peachy since the world will have trouble for quite a while.

Still, there is plenty to make us feel grateful and plenty to celebrate as life goes on and science, medicine and technology help us survive. There are plenty of hills to climb and airplanes to fly over them, so I see a flower of optimism peeking out from behind the clouds, looking to the future.

By the way, anybody is more than welcome to become the new newsletter editor. There are many folks on the board that are eager to help.

Interesting Aviation Links

(Thanks to Larry Rengstorf and David Heal)

David Blaine [Click Here](#)

Sparks [Click Here](#)

Homemade [Click Here](#)

EAA Chapter 124 Board Meeting Minutes

April 7, 2021

Meeting Convened 6:00 pm

Members in attendance: Marlon Young (President) Ben Barker (Vice President) David Franco (Secretary) John Whitehouse (Treasurer) Larry Rengstorf, Dan Steinhoff, Josh Hochberg, Bob Gutteridge, Dominic Cerneglio, Brien Seely

Previous month's minutes approved (Edited Version)

Treasurer's Report- Chapter coffers have remained largely stable over the recent past, despite the challenges of Covid 19. Payment was made towards the existing provider hosting our website.

Zenith Project- No progress made on plane or LLC

Motorhome- No progress towards removal

Young Eagles tentative scheduling. May 15 (By appointment modified protocol) Aug. 21, Sept. Sept. 18, Oct. 30th

CAFE Hangar: No progress towards altering its use.

May In-Person Meeting- Meals will be provided courtesy Sonoma Jet Center.

Board Meeting Proposed Change- No change in board meeting monthly schedule.

Newsletter- The chapter needs a person to edit and help with transition to the EAA sponsored website. Ben Barker is endeavoring to get his grandson to head the project.

Facilities- The EAA facility now has WIFI capability courtesy of Steve Carniglia from CDS Wireless. This is a long-awaited improvement and many thanks go out to the generosity of the provider and Larry Rengstorf,

New LED outdoor lighting has also been installed.

Meeting Adjourned 6:50

EAA Chapter 124 General Meeting Minutes

April 7, 2021

Meeting Convened: 7:00 pm

The President (Marlon Young) welcomed all participants and announced that in-person meetings will begin again May 5.

This much anticipated event will feature a presentation by Otis Holt. He will describe how he devised a redundant lithium battery electrical system for his plane.

Meals will be generously be provided courtesy of Sonoma Jet Center.

Newsletter- It was also announced that the chapter needs a newsletter editor who will work towards transitioning to the EAA sponsored website. All interested parties are encouraged to apply.

Facilities WIFI Upgrade- The EAA facility now has WIFI capability courtesy of Steve Carniglia from CDS Wireless. This is a long-awaited improvement and many thanks go out to the generosity of the provider, Larry Rengstorf, John Whitehouse, Joe Peres for putting this together. The system provides wide coverage extending around the main meeting hangar. WIFI Name- cdseaa124 Password - cdseaa12

Presentation- DAR-T Richard "Dilly" Dilbeck "Guiding Your Homebuilt Project"

Dilly addressed the group on many topics helpful to experimental airplane builders. He talked specifically about meeting the 51% build rule when taking over unfinished project planes, the importance of maintenance records and rules relating to fly-off hours. The latter topic featured an update on a FAA draft proposal that would shorten the hours needed for the restricted fly-off period. It is a change based on performing a prescribed set of maneuvers and performance mandates. He eagerly awaits all inquiries and can be reached at dardilly51@gmail.com

Meeting Adjourned 8:45 pm

Chapter 124 Contact Information

President: Marlon Young (19/20) (707) 479-9994
Vice President: Ben Barker (20/21) (707) 838-0238
Secretary: Dave Franco (20/21) (707) 494-4259
Treasurer: John Whitehouse (19/20) (707) 539-5549

Board: Mike Fenn (19/20) (707) 481-5791
Bob Gutteridge (19/20) (707) 539-5188
Brien Seeley (19) (707) 526-3925
Dan Steinhoff (19/20) (707) 235-0275
Josh Hochberg (19/20) (612) 384-7014
Dominic Cerniglio (20/21) (310) 628-9008
Membership: Dave Franco (19) (707) 494-4259

Facilities Chairman: Larry Rengstorf (20/21) (707) 575-0331
Facilities Committee: Dwayne Green (707) 544-4539
Mike Fenn (707) 481-5791
Mike Tovani (707) 838-1891
Terry Freitas (707) 953-5021

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

Newsletter Editor: Stuart Deal (707) 328-4206
eaa124newsletter@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 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 (\$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: eea124newsletter@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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