



The Flying Wire

**Chapter 124
Experimental Aircraft Association**

**Volume 61 Number 6
June 1, 2022**

Board Meeting - 5:30 pm

Dinner - 6:30 pm \$7

General Meeting - 7:00 pm

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www.EAA124.org

www.CafeFoundation.org

www.EAA.org

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Windsor, CA 95492

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June 1, 2022 Program

Peter Lert: Our June presenter is a modern Renaissance man. Peter Lert is an ATP, author, CFI and cellist. He has been a contributing editor to FLYING, Senior Editor at Air Progress and a test pilot for Burt Rutan. In 1985 he was a pilot on the first research sailplane expedition to the Himalayas. He described that journey to EAA124 back in 2014. Peter returns to update the story of self-launched gliders since his Valetin Taifun was built and to reprise some of his Himalayan adventures.

Dinner Menu: Our June dinner is Sumptuous Spaghetti! With Super Salad, toasted Garlic Bread. Top it off with home-made Chocolate Cake and vanilla Ice Cream. Still only \$7

Sonoma County Excessor's Office

John Palmerlee, May 2022

As many of you aircraft owners know, Sonoma County raised their aircraft assessments significantly this year, essentially simply because an online resource says so.

Last month, I opened the assessor's office "Notice of Aircraft Assessment" letter, and discovered my 1951 Cessna 170A had miraculously changed value from \$23,351 in 2021, to \$48,235 in 2022. Huh? (with a frightened, angry tone) - that's over 100% in a single year!

After my irate nerves settled a bit, I gave a call to the assessor's office "Business Property" division (now, that's a disheartening error in itself - for a private aircraft). Poor gal in the office had been fielding many calls about this very issue.

I did a bit of grilling to get information and see what the reason could possibly be for the county to make such a gross error. But, OH - I see... it wasn't an error after all. That number was exactly what she found in my records. Hmm.

Not her fault, of course... the county uses Aircraft Bluebook to determine assessments. <https://aircraftbluebook.com/> - which, by the way, costs \$500 plus for membership, so I can't even verify the number. I say to myself "WTF? Is this the Idiocracy?"

I tried to get more information (you know: Why? Who?, etc.), but none was to be had. My recourse? Challenge the assessment by May 9th in writing with all possible evidence about the aircraft value, including pictures.



So, I drove to the airport and took some iPhone shots (also started the engine to circulate old blood). The following week I got busy at work, and forgot about it until May 8. I was so looking forward to failing to prove anything to the county about my airplane's value... that I procrastinated.

I stayed home from work on Monday to do some research on value and write an email. If you haven't noticed, my plane needs a paint job, and it could use an overhaul (by Continental's calendar TBO

recommendation).

I didn't have time to get estimates from paint and overhaul shops, so I took notes from online pilot resources for single Cessnas (like Pilots of America, and C-170 Association) to get some rough estimates.

I used this to give the assessor something to start with:

\$48,235 (assessed value 2022)

- \$13,000 for repainting and corrosion work
- \$20,000 for an engine overhaul on the six cylinder C-145-2

\$15,235

I figured with this simple math and conservative figures, that my chances were the best – vs. coming up with a long itemized list. In the process, I was interested to discover that continental recommends an overhaul after 12 years, without regard for hours since overhaul (recommendation). Service Information Letter SIL98-9C - link below:

<http://www.continental.aero/uploadedFiles/Content/xImages/TBO%20Page%20SIL98-9C.pdf>

With my email I sent a few pictures and resource links, with a request for re-valuation. I stated that if they could not give a lower valuation, then they should provide me with documentation to prove their claim.

Very glad that was done, I expected a long wait... but after less than 2 weeks (WHAT - No paper-on-the-desk time?), I received a letter. It was simply a new "Notice of Assessment" with a different assessed value:

\$16,064

OMG. Not only had the county considered the information I sent and reduced the assessed value, but they reduced it to below what

it had been the prior year. Shocked and gleeful at once, I paraded the notice around the house (yeah, I'm really still 5 :-).

I feel fortunate, and I'm writing this to suggest a little hope is out there for others if you are seeing an increase in assessed value not commensurate with your plane's actual worth.

I believe there is still time to challenge assessments before the August 31, 2022 taxes due date. If there are enough of you, it might be beneficial to present information to the Board of Supervisors. Anything even close to 100% annual taxation increase is simply irresponsible and userous, IMHO.

Notes on Chapter Growth and Scholarship Opportunities

By Ben Barker, EAA124 Vice President

Did you know that this year EAA and AOPA are awarding more than 150 flight training scholarships worth nearly \$1.5 million? The primary objective of these programs is to help young people over the financial hurdle of getting primary training, but more than two dozen awards are to licensed pilots seeking additional ratings. If you are interested, there are still a couple of weeks left to apply for a post-graduate scholarship at EAA.org.

Chapter 124 applied to EAA this year for one of the Ray Scholarships. We didn't make the cut, but we could next year if we give some thought to the EAA Chapter Recognition Score system. Each year, EAA grades the chapters on a point system. The chapter will receive one point when EAA headquarters sees us meeting each of the following criteria. I've highlighted several where Chapter 124 should or could earn points with minimal extra effort.

1. Attends a chapter leadership training session. (Even one

officer counts.)

2. Growing or steady membership.
3. Offers IMC or VMC Club programs. (These are free programs provided by EAA online)
4. Participates in Young Eagle or Flying Start programs. (We need to verify credit for what we already do.)
5. Has EAA-approved Flight Advisor or Technical Counselor. (We have a great resource and need to make sure EAA HQ knows it.)
6. Participates in EAA's Annual Chapter Member survey. (Easy, but 124 participation has been lacking.)
7. Participates in Young Eagles Build and Fly, Young Eagles Workshops, or sends a youth to EAA's Air Academy. (we could consider sponsoring an Air Academy student, or incorporating the Zenith CH-750 kit build.)
8. Requests an EAA ChapterBlast email. (A free service for meeting announcements.)
9. Hosts at least two public events each year. (We do this most years, but we need to announce it to EAA for credit. Jon Stout talked about airport support last month.)
10. Owns/leases a facility. (This we get credit for!)
11. Extra credit activity, such as a chapter build project, youth build project, chapter scholarship (separate from Ray Scholars), a chapter tool crib, IAC competition, etc. (We should get points here. We have tools already, and the Zenith CH-750 kit is an opportunity.)

AOPA's high school aviation curriculum presents another opportunity to promote interest in the Chapter and in aviation generally. I invite any Chapter member who is acquainted with a local high school science teacher, or the Sonoma County Office of Education, to contact me. Before the Covid pandemic, Windsor High participated in a vocational program with PCAM. We may find a receptive audience for STEM-oriented curriculum support.



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News / Notes From the Treasurer: Chapter 124 Sponsors PCAM's Hot Dog Thursday!

We are sponsoring the June edition of HDT at PCAM (Pacific Coast Air Museum).

This will be on June 2nd, the day after our June 1 General meeting. We should have some representation there, including at least one of our member's homebuilt airplane, possibly parked next to the museum's latest addition, an F-18 Hornet!

Current members of the chapters can come and get a free pass, a tour, hot dog, chips and drink, limited to the first 25 members first come, first served. If you get there late, consider paying their nominal contribution anyway, and have a dog and look at airplanes.

John Whitehouse

Interesting Aviation Links

(Thanks Larry Rengstorf)

Auto Gyro [Click Here](#)

Misty [Click Here](#)

EAA Chapter 124 Board Meeting Minutes May 4, 2022

No Submission

EAA Chapter 124 General Meeting Minutes May 4, 2022

No Submission



Valetin Taifun

Chapter 124 Contact Information

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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 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
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Santa Rosa, CA 95401

Deadline for newsletter submissions is the 20th of each month. Articles submitted after that date will be included in the newsletter at the discretion of the editor. All articles are copyrighted. To reproduce any article, please contact the editor.

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