

The Flying Wire



Table of Contents

April Program1
Dinner Menu1
Lost and Found1
Aviation Links5
Notes from the Editor5
Board Minutes7
General Minutes7
Contact Information8

**Chapter 124
Experimental Aircraft Association**

**Volume 62 Number 4
April 5, 2023**

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

April 5, 2023 Program

The T-28 Trojan: Lynn and Dana Hunt representing PCAM will share insights and information regarding the storied plane and the role it played in training countless military aviators.

Dinner Menu:

April is Hamburgers and hot dogs with lots of fixings. Baked Beans and Super Salad. Brownies for dessert. \$7

Lost and Found

(By James Carter, Program Manager, South Pacific World War II Museum forwarded by Andy Werback)

Back in the August 2021 edition of the Museum newsletter, we brought you the story of ABSD-1. The enormous floating dry dock that arrived in Santo in July and October 1943.

We have some new news regarding the fate of ABSD-1. But first, a condensed version of its life in the South Pacific, taken from the original article.

With Espiritu Santo established as the largest naval base in the South Pacific, its role as a giant Pacific Theatre maintenance and repair workshop saw it repair everything from the smallest tenders to the largest battleships. While the majority of repairs were undertaken while the ships were tied up in port, major repairs, maintenance and refits could only be done when ships were out of the water – in dry dock.

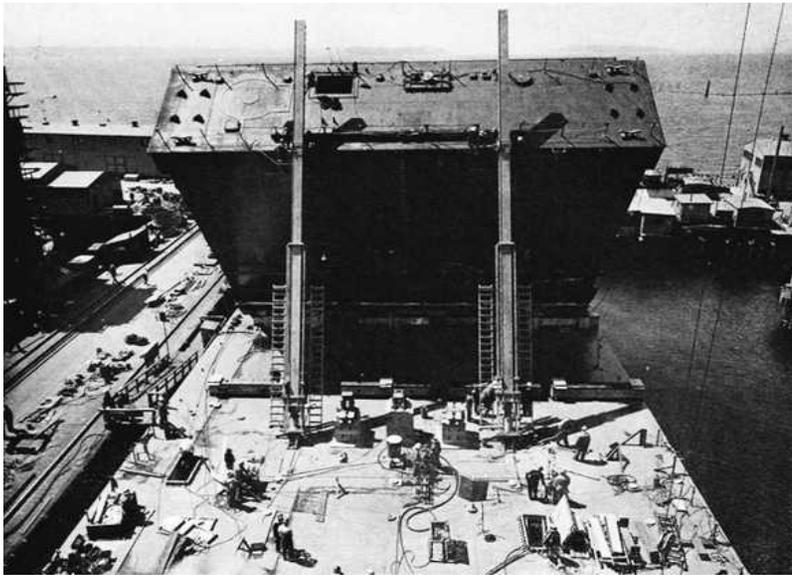
Transiting back to Hawaii or the United States was impractical, hazardous and quite simply out of the question during wartime. And if emergency repairs were required, the repair crews based at Santo just had to make do. That was until ABSD-1 and two smaller floating dry docks arrived in Vanuatu – the former moored in Pallikulo Bay, the later in Segond Channel, just off Aore Island.



The USS West Virginia undergoing repairs in the ABSD-1, anchored in Pallikulo Bay between Barrier Beach and Aese Island. Courtesy US Archives.

ABSD-1 or Advance Base Sectional Dock (to use the Navy's correct nomenclature), was an enormous steel floating dry dock that was shipped to Santo in two separate convoys between July and October 1943. Capable of lifting ships up to 90,000 tons, she was comprised of 10 separate sections, constructed in the United States between 1942 and 1943.

The wing walls were generally constructed in an upright position to make the construction process as time efficient as possible. However, prior to towing at sea, the wing walls, which were anchored by a series of hinges, were lowered into a horizontal position. Towing the sections in this manner to their final destination for final welding, reduced wind resistance and lowered the center of gravity.



One of the enormous wing walls being raised after the arrival of the dry dock section on site. Photo US Archives.

Following alignment, heavy steel plates were welded in position from one section to another across the top and bottom joints, and the inside and outside faces of the wing walls. Once welded together, the assembled dry dock had an incredible integral strength with a moment of resistance of about 500,000 foot-tons, which was approximately a quarter of the largest Navy vessel to be docked.



January 12 1944 and the USS Cleveland undergoes repairs in ABSD-1. Photo US Archives



The USS Antelope and LST-120 undergoing maintenance in ABSD-1, January 1945. Photo US Navy

The location of the ABSD-1 dry dock in Santo was critical to its successful operation. The large dock required at least 80 feet (24.3m) of depth for effective use - hence why it was positioned in the relatively deep waters of Pallikulo Bay. And to ensure it would resist tidal movement and the seasonal threat of cyclone activity, it was secured by 32 fifteen-ton anchors, 14 on either side and two at either end, attached with 900 feet (274.3m) of chain.

ABSD-1 served in the waters off Santo until mid-April 1945, repairing an enormous variety of ships including the battleships Idaho and California, the USS Cleveland and USS Columbia - both light cruisers, along with a range of landing ships, gunboats and cargo vessels.



An unknown US Navy ship in the floating dry dock ABSD-1, February 1944. Photo US Archives

Post war, the gigantic USS ABSD-1 enjoyed a somewhat chequered but active career. In various iterations, her sections were decommissioned, divided, put in reserve, scrapped, reused and recommissioned a number of times in Hawaii, Guam and the Philippines. Six sections went on to be utilized during the Korean War before being towed to the Philippines in 1970 where the floating dry dock - somewhat smaller than her original size - was placed back in service.

Section by section AFDB-1 was decommissioned over a number of years with the last remaining section, Section C, reclassified as a miscellaneous vessel on March 2, 1998, ending over 40 years of service with the US Navy.



USS Spica dry docked at Ship Repair Facility Subic Bay, Philippines in Artisan (AFDB-1), 1 January 1987. Defense Imagery photo DNST9301078

Or so we thought.

Back in January 2022, the Museum was contacted by Andy Werback in the United States. He was looking for any information we might have our ABSD-1 for a large-scale model he was wishing to build of one of the pontoons, complete with wing walls and all internal detailing.

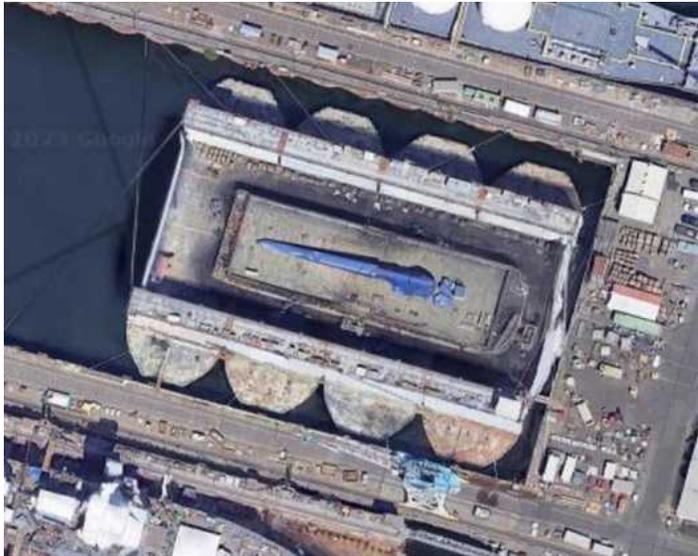
We of course sent him everything we had, including a fantastic article from an early edition of Popular Science Magazine that featured cutaways of the interiors. That really got Andy going and from then on he and Museum Project Manager James Carter sent each other bits and pieces of research as they were discovered. In June of 2022, Andy visited the US Archives and managed to source a set of blueprints for ABSD-1. These were perfect for his use and provide him with just about everything he needed to complete his scale model.

Late in 2022, Andy's daughter Katie was transferred to the US Army

Corps of Engineers, Portland District.

They have a couple of dredging ships for maintaining the waterways and she was able to arrange a visit to show the model to interested people at the Corps in December 2022. This was where things got very interesting.

Further research led to the discovery that two sites probably had old WWII dry docks still in use. And as luck would have it, Portland was one of them.



Two sections of ABSD-1 and two sections of ABSDS-2 in Portland Harbour at Vigor Industries. Photo Google Earth

The USACE's ship *USAV Essayons* was in the floating dry dock at the time and Katie was able to arrange a full presentation to interested staff from Vigor Industrial - the company overseeing the maintenance work on the ship.



ABSD-1 and ABSDS-2 ready to receive their next ship. The blocks of timber are keel blocks used to support the ship.

Photo Andy Werback

Andy also did a tour of the facility just last week. Sure enough, there were two sections of the original ABSD-1 and two from ABSD-2, in the harbor and still in use today.

Andy toured the dry dock and got to see it inside and out. His photographs from the cold winter's day are featured with this article.

It's been an absolutely remarkable find for Andy and ourselves, knowing that sections of the incredible floating dry dock off Santo, are still in existence, thanks to some great research and a whole lot of coincidences that lend Andy to find them.



One of Andy's many shots showing the interior of ABD-1. This is the crew deck and parts storage. Photo Andy Werback



Andy's incredible 'scratch built' model of one of the pontoons comes complete with all interior detailing. This model was not built from a kit sourced at a hobby store. As the name suggests, Andy had to scratch build everything. Photo Andy Werback

Once Andy has completed further presentations, he has offered his

model to the South Pacific WWII Museum. As you can probably imagine, we are very excited to have been offered Andy's ABD-1 and can't wait to put it on show later this year. In the meantime, Andy's model and his story are being featured in his local paper, the Press Democrat in Santa Rosa, California. Keep an eye out for it online.



(Reprinted with permission of John L Hart FLP)

Interesting Aviation Links

(Thanks Harley Milne)

Jodel [Click Here](#)

Afforable [Click Here](#)

Newsletter Editor Info Relay:

Spring 2023 Pilot Proficiency Ideas and WINGS

Topic:

Alternative Pilot Proficiency Ideas and WINGS, Drone Ops Update, and Spring Brushing off the Rust Planning.

Date and Time:

Wednesday, March 29, 2023, starting at 19:00 Pacific Daylight Time (20:00 MDT; 21:00 CDT; 22:00 EDT; 16:00 HST; 18:00 AKDT; 19:00 Arizona;

Thursday, March 30, 2023 02:00 GMT)

Speaker(s):

George Michelogiannakis, Art Hayssen, Jim McCord and Werner von Stein

Brief Description:

Our 'Spring 2023 Pilot Proficiency Ideas and WINGS' Program is a mixed bag of ideas for pilots to remain proficient, competent, confident and safe in flight. Utilizing the WINGS Program for an efficient approach to proficiency will be stressed. Options of adding additional aircraft ratings will be explored by George Michelogiannakis.

Drone Pro, Werner von Stein, will discuss UAS Operations, including an update on AC 91-57C & 48 USC 44809, exceptions and requirements for registering recreational unmanned aircraft.

Master Instructors' Jim McCord & Art Hayssen will touch on main concerns for brushing off the rust after a long winter of very reduced flying time due to the historic mix of high winds, repeated atmospheric rivers and snow covered runways at low elevations in the North San Francisco Bay Area.

Select Number:

WP27121117

Webinar Information

This Webinar is being held on Zoom.

Once registered you will receive a confirmation email with password and login information.

FAA ZoomGov Meeting.

Optional ways to join are:

Click to Join:

<https://faavideo.zoomgov.com/j/16192780114>

- Passcode: 588455
- If prompted, accept the Zoom application as instructed.

Mobile Device:

- Download the 'Zoom Cloud Meetings' App.
- Select 'Join a Meeting' and enter Meeting ID: 161 9278 0114
- Passcode: 588455

Phone Audio Only:

- Call 1-888-924-3239; enter Meeting ID: 161 9278 0114
- Passcode: 588455 Meeting Convened 7:00 pm

Meeting Convened- 7:00 pm

- Unmute or mute yourself by pressing *6.

Traditional VTC Room System (Via Polycom, Tandberg or Cisco):

- Eastern US Dial/Call the following: Meeting Number 759 161 9278 0114 (No Spaces)
- Western US Dial/Call the following: Meeting Number 733 161 9278 0114 (No Spaces),
- Press 1 to bring up the menu to unmute, mute, change the view and additional features
- There are many makes/models of traditional VTC room systems. For an easy 'how to connect' your system document, contact FAVES Customer Support.

Seating:

200 seats at the facility, 175 remaining for online registration.

Registration Information:

Click here to register online now!

Sponsoring Division:

FAASTeam

Contact Information:

ART HAYSSEN

Phone: (707) 321-2040

art@haysseaviation.com

EAA Chapter 124 Board Meeting Minutes February 1, 2023

Meeting Convened 5:30pm

Board Members In Attendance:

Dan Steinhoff (President), Dominic Cerneglio (Vice President), David Franco (Secretary), Larry Rengstorf (Facilities), John Fritsch, Kevin Quirk, Tim Petersen, George Marshall.

Committee Research- Research will be done by the President as to what committees are presently active and who is on what committee. His findings will be shared at the April meeting.

Young Eagles- Scheduled events are as follows:

Saturday April 29

Saturday June 24

Saturday August 19 (Aviation Day)

Saturday September 23 (Girls In Aviation Day)

Motorhome Removal- No Progress

New Business-

Summer Movie Night Events- Dominic Cerneglio will lead the effort to blend socializing, familial togetherness and cinema.

Treasurer's Report- Chapter coffers have remained steady.

Tiedowns and hangars are mostly up to date.

Facilities Report- The census of airplanes on-site and their owner's is underway.

Motion was made to approve the new Officer's Manual- to include Clarification of the Protocol of Rules, and the updated 2023 bump points system.

The items are to be considered individually.

A motion was made to approve the new Officer's Manual

The motion was passed.

A motion was made to approve 2023 updated Bump Points list.

The motion was passed

Meeting Adjourned 6:08 pm

EAA Chapter 124 General Meeting Minutes March 1, 2023

Builder's Report- Steve Barnes recounted how his trip to Florida ended up with him lending assistance to a former chapter member who rebuilt portions of his RV4.

John Swanstrom reported on his challenges building familiarity with his new RV. He shared a story regarding a disconcerting issue related to throttle cable routing.

Andy Werback directed our attention to the newsletter which carried a reprint of an article which appeared in the EAA Experimenter publication. The publication would routinely do a feature article on Oshkosh Grand Championship Winners.

Treasurer's Report- The chapter posted a modest gain over the previous month. He also reminded attendees to renew their membership.

Young Eagles- The following event dates have been scheduled, for the upcoming dates: April 29, June 24, August 19, September 23

Challenge Air Fly Day- Sonoma Jet Center is hosting its first Sonoma County Fly Day on Saturday May, 20 2023. Challenge Air is an outreach organization that aims to excite special needs children about aviation.

Presentation Topic- Andy Werback Advanced Base Sectional Dry Docks (ABSD's)

He shared his encyclopedic knowledge and interest in the modular mobile dry docks of WW2 or ABSD's. These mechanical marvels were the invention of Frederic R. Harris Inc. They were commissioned in June 1944. The consulting contract was granted to former admiral Frederic R. Harris who had been director of the Bureau of Yards and Docks during WW1. His patent for a modular floating dry dock platform was filed in 1943. The drydocks were commissioned in June 1944. Six shipyards contracted to build the units. Shipyards as far as the East Coast and Morgan City Louisiana contributed sections to the far flung enterprise. In total, 63 individual sections were created comprising 7 dry docks. Each dry dock was similar in size to Liberty Ships. A fully assembled dry dock carried 500 crew members. Four sections are still in use servicing oil rigs in Brownsville Texas. Another four sections of ABSD1 and ABSD2 are still being used in Portland Oregon. Andy's attention to detail led him to create a scale model so detailed that it reveals the below deck layout of the ship, as well as the high mounted captains quarters. The model will ultimately be on display at the South Pacific WW2 Museum in Vanuatu.

Meeting Adjourned- 8:30 pm

Chapter 124 Contact Information

President:	Dan Steinhoff (22/23)	(707) 235-0275
Vice President:	Ben Barker (20/22)	(707) 838-0238
Secretary:	Dave Franco (20/22)	(707) 494-4259
Treasurer:	John Whitehouse (22/23)	(707) 539-5549
Board:	John Fritsch (22/23)	(707) 694-8091
	Kevin Quirk (22/23)	(707) 888-3263
	Brien Seeley (22/23)	(707) 526-3925
	Tim Petersen (22/23)	(707) 538-8860
	Dominic Cerniglio (20/22)	(310) 628-9008
Membership:	Dave Franco (19)	(707) 494-4259
Facilities Chairman:	Larry Rengstorf (22/23)	(707) 570-5267
Facilities Committee:	Dwayne Green	(707) 544-4539
	Mike Fenn	(707) 481-5791
	Mike Tovani	(707) 838-1891
	Dominic Cerniglio	(310) 628-9008
Webmaster:	John Palmerlee jbpalm@sonic.net	(707) 566-8560
Newsletter Editor:	Stuart Deal eea124newsletter@sonic.net	(707) 328-4206

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: 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.

EAA CHAPTER 124 is not responsible for any modification or maintenance items appearing in the newsletter or in any other correspondence. It is the responsibility of the reader to get approval for such items from the appropriate A&P, FAA or other government official.