

The Flying Wire



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**Chapter 124
Experimental Aircraft Association**

**Volume 62 Number 11
November 1, 2023**

Board Meeting (Quarterly)- 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 ---
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November 1, 2023 Program

John Fritsch: An amateur homebuilt "gas" station??? One approach to small scale generation and distribution.....

Dinner Menu:

Our November Dinner is Traditional Thanksgiving - BBQ Turkey, sliced, and all the fixings - Cranberry Sauce, Garlic Mashed Potatoes, Gravy, Green Beans, Cranberry Salad, Pumpkin Pie and Whipped Cream. \$10

The Yellow Bottle of Gran Marnier

By Andy Werback

Back in the 1980s, when I worked for Applied Technology and its offshoot, Phase Two Industries, we had delivered the AN/ALR-67 Radar Warning System to the US Navy, and several other F/A-18 customers such as the Royal Canadian (RCAF) and Royal Australian Air Forces (RAAF). I didn't interact much with the US Navy after supporting some bench (laboratory) test and flight tests at Naval Weapons Center, China Lake and Naval Air Test Center, Patuxent River, but I did get involved with the Foreign Military Sales. By the way, these were primarily the F/A-18A and B models, at that time.



RCAF 416 Squadron

The Canadian and Australians were a lot of fun. Very intense, very methodical. They wanted to know what they had and how to use it. Keep in mind, that when they flew the F/A-18s, they really worked them out. One of the first F/A-18s we saw at Cold Lake, Alberta, had been stressed so much that they had to take it apart and rebuild it.

One of the most interesting trips was to CFB Hügelsheim - not too far from Baden Baden, West Germany. It is now the regional airport, but at that time, a squadron or two of CF/A-18's, part of NATO, were based there in shelters. Two of us were assigned to update the RCAF aircraft at Hügelsheim. We stayed in a small Gasthaus in Hügelsheim - very simple, traditional. A totally new experience for us.

The shelters were pretty interesting for someone who had never seen one. There was space for 2 aircraft, one in front of the other,

with heavy blast doors, and a thick sod covered roof. They were parked ready to go. Taxi in, taxi straight out. Only problem was, the door keys were kept by the German caretaker. Most of the shelters were opened up on time, but one shelter had to be skipped until the next day. Sort of a strange arrangement - suppose the jets urgently needed to go somewhere on a Sunday morning while he was in church?

The other interesting part of the installation was the command center. This was a concrete bunker inside a concrete bunker, mounted on huge steel springs. This was serious Cold War stuff. But they seemed quite happy to be working inside this environment, where you check your badge at the gate and pick up an internal badge, so they know where to look for you if something happens.

We could only work on the ALR-67's at night. Our job was to update the threat information, known as a User Data File (UDF). The UDF had various parameters that were used to identify radar threats on the little 3" Radar Warning Receiver display. We could program the UDF from a front panel connector on the ALR-67's computer. We would hook up the ground power unit, open up an avionics access panel, hook up to the box, turn on the Master Switch, turn on the EW switch, and program the unit. Check to make sure it updated OK, power down the aircraft, and close up all the stuff we had opened up. The process took awhile, and we would program about 4 aircraft each night, then go back to the Gasthaus to await the next evening. Pretty exciting.

One day we went exploring in the town and came across a little store that sold goods to the Canadians, exclusively. We went in, no problem, and discovered that they sold a 50% (40 proof) version of Gran Marnier. Exactly the sort of thing that Sam was looking for. Since we were working for the Canadians, on a government contract, we figured we should have commissary privileges, right? Well, not so much - after some negotiations, we managed to pay the bill and escape with a bottle of Yellow Label Gran Marnier. I'm pretty sure they started enforcing the rules after that, but there is nowhere else in Europe, that we've found, that sells the Yellow Label version of Gran Marnier.

One evening, we went to work on an F/A-18 - get the door open,

turn on the lights, start a log entry, etc. We turned on the airplane's Master switch (F/A-18s are pretty noisy just with the cooling fans), and got started. When we were done, we noticed that the ALR-67 box was pretty warm - somewhat unusual for just a short time. We looked around and discovered that the aircraft's avionics cooling ducts were disconnected for servicing, and very inoperative. Nobody had bothered to mention this. Well, the ALR-67 box was hot - pretty darn hot. But, I had done a few months of temperature/altitude chamber testing, and I can say that that on the 70,000' test cycles, there is NO air, and the box does get really hot, so it survived OK.

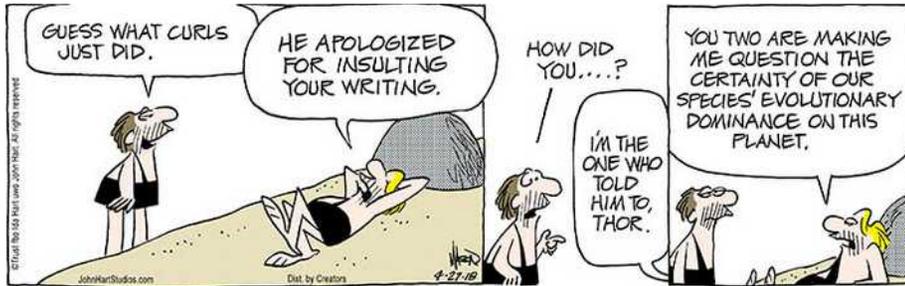


RCAF F/A-18 at Cold Lake, Alberta

After finishing up our tasks, we had a couple of days to travel and look around. We spent one night in Basel with Sam's relatives, then a quick trip over to Fussen to see mad King Ludwig's castle Neuschwanstein. Very nice. We made it all the way back to Heidelberg for the night (that's another story - great town), and finally on to Frankfurt the next morning.

The bottle of Yellow Label Gran Marnier? Well, it's still kicking around, but after 25 years, it's time to for one last sample, then thanks for the good times!

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Interesting Aviation Links

(Thanks Facebook)

Two Niner Diner [Click Here](#)

Say When [Click Here](#)

Chapter 124 [Facebook](#)

Newsletter Editor Shared Space:

EAA Chapter 124 Elections will take place at the general meeting, December 6th 2023.

The positions that will be open are:

President, Treasurer, 2 Board members for 2 year terms and 1 Board member for a 1 year term. Please contact Mike Tovani (mtovani@pacbell.net 707 321-2740), nomination committee, if you are interested in running for office.

Thank you, Mike Tovani 707 321-2740

The 1st Annual
P-51
POKER
TOURNAMENT
Friday, November 10th
5:00-9:30p
Buy tickets and learn more at:
SantaRosa99s.org
All proceeds donated to the 99s
Aviation Scholarships!
Sonoma Jet Center, 6000 Flightline Drive, Santa Rosa, CA

EAA Chapter 124 Board Meeting Minutes October 4, 2023

Meeting convened- 5:35pm

Member's in attendance- Dan Steinhoff (President) Dominic Cerniglio (Vice President) John Whitehouse (Treasurer) David Franco (Secretary) Larry Rengstorf (Facilities) Kevin Quirk, John Fritsch, George Marshall

September General Meeting Minutes- Approved

Nominating Committee- Mike Tovani is working on creating a list of nominees.

Main Hangar Lighting- Lighting renovation is due to be started this month.

Meeting Room Heater- No firm solution has yet been proposed. Members will bring in portable heaters on an experimental basis.

New Business-

Meeting Room Presentation Audio Visual Upgrade- A dedicated laptop is going to be donated by Kevin Quirk that will stay in the clubhouse for presentation purposes.

Treasurer's Report- Chapter coffers posted a slight gain this month.

Facilities Report- Derelict airplanes on the site are becoming problematic.

There are three chronically late tenants who are behind in rent. Steps are going to be made toward developing a policy for removal.

Meeting adjourned- 6:00 pm

EAA Chapter 124 General Meeting Minutes October 4, 2023

Meeting convened 7:15 pm

The president called the meeting to order and thanked Sam Werback for her incredible culinary efforts. Her Octoberfest menu is probably the most anticipated meal of the year! After receiving the club's praise and recognition, a video of her being flown aboard Paul Holingworth's Magni Gyro-copter was shown to the group.

The president then welcomed all new members and visitors to the gathering.

He then announced upcoming club officers and board members elections, which will take place on Dec. 6, 2023. He encouraged all attendees to participate either in the nominating process or as candidates. The upcoming vacancies are: President, Treasurer, 2 Board members for 2 year terms, and 1 Board member for a 1 year

term.

Young Eagles Event- Dominic Cerniglio thanked everyone for their participation in making the Girls In Aviation/ Young Eagles September event a smashing success. He shared his hopes that next year's event can even BETTER!!!

Builder's Reports- There were no builder's reports.

Fly-outs- No fly-outs were noted

Treasurer's Report- The chapter posted a modest monthly surplus and both EAA Chapter 124's account balance and rent receipts remain steady.

Facilities Report- Nothing of note reported.

Program Topic- Reno Air Races (The Final Lap)

Presenter- Larry Rengstorf

Legendary Reno Air Race participant Larry Rengstorf shared many pictures of the bittersweet final air race at the storied Nevada location. His pictures captured many stunning and unique airplanes, but also focused on the bonds of friendship forged over many generations. He is rightly proud of his service parking competition aircraft at the event. One picture, in particular featured a woman who, as part of husband and wife duo, asked if Larry would teach them how to park air planes. They went on to do just that, and Larry took particular pride in sharing their success. Out of respect, his presentation touched only slightly on the unfortunate fatal accident that marred the historic concluding event.

Meeting adjourned- 8:45 pm

New Members- The chapter welcomes Larry Hodge, Samuel Brendan Austin Rennard, Colin Rennard, Ross Hughes, Mike Cingari, Michael Jones into the club!

Chapter 124 Contact Information

President: Dan Steinhoff (22/23) (707) 235-0275
Vice President: Dominic Cerniglio (23/24) (707) 628-9008
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
George Marshall (22/23) (707) 637-0681
Tim Petersen (22/23) (707) 538-8860
John Fluno (20/22) (310) 315-5524

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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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