

The Flying Wire



Table of Contents

December Program1
Dinner Menu1
Post Script1
Lancair News5
Aviation Links5
Notes from the Editor6
Board Minutes6
General Minutes7
Contact Information7

**Chapter 124
Experimental Aircraft Association**

**Volume 62 Number 12
December 6, 2023**

Board Meeting (Quarterly)- 5:30 pm

Dinner - 6:15 pm \$10 or food

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

December 6, 2023 Program

Flying To Mexico: Presenter- **John Fluno** will share his experiences flying south of the border.

Dinner Menu:

December Dinner is Pot Luck - We'll bring the Roast Ham, you bring the rest. Any questions, please check with Sam at SamWerback@earthlink.net. If you absolutely can't think of something to make or something to buy then a \$10 donation to support the ham would be appreciated.

Yellow Bottle of Grand Marnier - Post Script

By Andy Werback

In the article about the yellow label Grand Marnier, we visited two Royal Canadian Air Force Bases - Cold Lake, Alberta and Hugelshheim, Germany. This was in support of the AN/ALR-67 Radar Warning Receiver installed on the RCAF F/A-18 aircraft. We also supported Australia with an electronic warfare work bench (a hot bench that was used to operate the ALQ-126 radar jammer and the ALR-67 in a laboratory simulator setup) and various programming tools.

Another place we visited with the RCAF was Chicoutimi, near Saguenay, province of Quebec. This was next to the River Saguenay, just off the St. Lawrence seaway. It is rumored that in World War II, German submarines would sometimes visit this area for a little rest period, but there is no hard evidence of that. However, they did patrol in the St. Lawrence - and rumors are being debated even today -

<https://nationalpost.com/news/canada/group-on-mission-to-prove-there-is-truth-in-legends-that-nazi-submarines-went-far-inland-from-canadian-coast>

For our visit to Chicoutimi, we (myself and a fellow engineer) hopped a small airplane from Montreal. The steward didn't speak English, but we both agreed that a can of Labatt Blue would be nice. And it was. Quebec is the French-speaking province in Canada, and we found out very quickly that English wasn't big in town - the local Burger King was not bi-lingual at all. Fortunately sign language (as in point to something) seemed to work.

On subsequent trips to Australia in support of the Royal Australian Air Force, we were on a limited budget, so I was by myself helping to set up and install testing and programming equipment. The first trip was to RAAF Base Williamtown, about 100 miles north of Sydney. So here I am, getting off a long flight from Los Angeles with a stopover in Auckland, New Zealand. Arriving about 6 AM dead tired. Pick up the rental car. And get my first experience driving on the left side of the road in rush hour traffic through downtown Sydney, across the Sydney Harbor Bridge and up uncharted roads until the map indicated I was pretty close. The maps were terrible and this was long before GPS. But everything came together, and we finished on Friday just in time for an airshow - they were celebrating 50 years of the RAAF with low passes from a WWII Spitfire and there were no audience restrictions except stay off of the runway. That was pretty cool. By the way, Williamtown is not too far from Port Stevens - a large bay where amphibious landings were practiced in WWII.



Formation of RAAF F/A-18's over Port Stevens, New South Wales, Australia

The final trip was to RAAF Base Edinburgh, about 20 miles north of Adelaide, South Australia. This was the main center for electronic warfare logistics - evaluating, testing, modifications, etc., as needed. The hot bench was installed in one of their laboratories so they could simulate radar signals and measure responses from the avionics (jammer, warning receiver, chaff dispenser, etc.).



Test Bench built for the RAAF. The F/A-18's black boxes are mounted in the cabinets, cockpit indicators and test points on the front panels

Adelaide is a really nice small city to visit - streets are often named "xxx Terrace", rather than plain old Road or Drive. King street is the main street and is not crossed by any other street, as you might expect. Adelaide is located near vineyards and wineries, plus a little town named Hahndorf is nearby - they still bring out the brass band on occasion (tubas and all) - <https://www.facebook.com/hahndorftownband/> I was fortunate to visit on a day when they were playing. And yes, they make German-style beer there.

After a week getting things squared away with the RAAF, I had time to spend a week in the Outback - I borrowed a Toyota Land Cruiser (diesel version) and went by the back roads, all dirt, very few road signs, up to Alice Springs and Ayers Rock - now called Uluru. There is not much in the way of civilization in the Outback, but if you like desert scenery, dry lakes, flocks of birds, large lizards (goanna or sand lizard - about 6' long and very fast), an occasional camel or cow, this is the place to be. (Since I didn't have a camera, the

included pictures are from a later, but similar trip... or from the web)



(courtesy of the web - goanna lizard and parakeets in the outback)

The beginning of the trip went well, camping in the back of the Land Cruiser. The first stop was a campground in the Flinders Range, with a hike the next day to view the Emus and some ant hills (6' high). Continuing on, I was aware that you are not supposed to travel at night as the creatures are out, but I did get in late to a planned overnight spot and pulled off the road. Apparently someone called, because about 1 AM a Constable came by and checked to make sure everything was OK. Other than that and the

heat, it was lots of lemonade and peanut butter and jam sandwiches.

One highlight of Alice Springs was a visit to a glider club a few miles north of town. This was a rare opportunity to get a glider ride, going aloft on a winch cable system. They had a big V-8 truck engine driving a large cable drum with about a mile of #8 or #10 wire. Hook up the end of the wire to the glider and go full power on the V-8, gaining altitude as quickly as possible. Once aloft we had a short ride with no thermals, then did it again, this time finding some light thermals that gave about 10 minutes of flying and a good view of the MacDonnell range and the world-famous narrow gaps. The gaps are usually sheer rock walls with a bit of water or a nearby pond, often with flocks of green parakeets! Other birds such as sulphur crested cockatoo were also to be found.

Uluru (formerly Ayers Rock) was incredible - a huge rock rising out of the middle of nowhere. An easy walk all the way around, incredible rock formations, pools of water in some places. Plus a climb up the steep side to the top - strongly discouraged now - but available back then. A native Park Ranger showed us Aboriginal tucker - Wichetty worms, roasted. I did taste a bit of kangaroo, which was excellent, and listen to a didgeridoo concert under the stars.



One of the "gaps" near Alice Springs.



The trail markings to the top - very helpful



Approaching Uluru



The monument at the top



Nature - Emu and kangaroo family

The return trip to Adelaide was on an actual paved highway. Amazing. Nearing Cober Pedy, there are numerous conical mounds of dirt and rock, evidence that some guys are down below looking for opals. Cober Pedy is mostly underground because of the heat, but I was still camping in the back of the Land Cruiser.

A little farther down the road, the temperature gauge started going wild - a broken fan pulley. Absolutely unheard of in a Toyota, but there it was. I coasted into a road-side rest stop at Pimba. It was the only place for many many miles (or kilometers) around. Fortunately, they had a telephone and we were able to arrange transport up to Roxby Downs, about an hour north, going past RAAF Woomera, where rockets were tested. The auto shop at Roxby Downs went to work on the Toyota, but it needed major surgery, so I left it in their hands. Roxby Downs itself is a small mining town - all of the work is underground, but the folks all get together in the

evenings for basketball and socialization. Really an amazing place in the middle of absolutely nowhere. And there was an airport, so a short flight back to Adelaide completed the trip.

Lancair News!

By Andy Werback

Lancair International has been sold. The company is now Lancair Aerospace, based at Sacramento Executive Airport, CA. Captain Augustine Joseph, who is also the CEO of JetEXE, is the new owner.

This move brings the company back to California, after many years in the Redmond/Bend Oregon area, then 6 years in Uvalde Texas. In Uvalde, the Lancair team developed the Mako and Barracuda models, 2 and 4 place models respectively, fixed main gear with retractable nose gear. The Barracuda is similar to the Lancair Legacy and the Mako to the Lancair ES. The Lancair brand has been around for over 40 years, starting in 1981.



The new ownership is interested in updating and revitalizing the

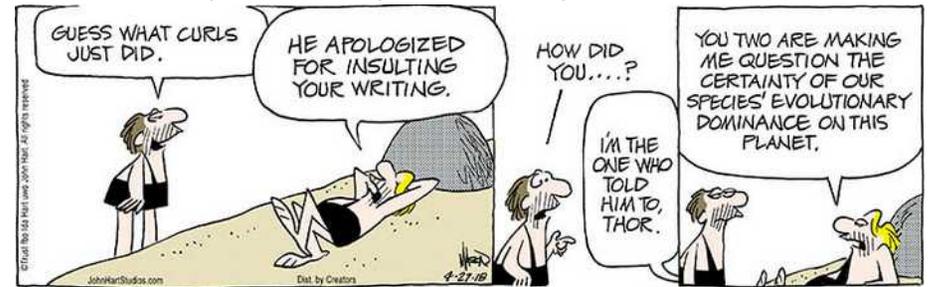
Lancair aircraft. Awesome, and quite a challenge. The home-built market is considerably different now, especially in the last 10 or 20 years. Kit and hardware costs have ballooned, avionics options have expanded. Lots of new choices in Light Sport and the new Mosaic program. Van's RVs are extremely popular. It would be interesting to hear what you think about the way kit aircraft need to adapt to the new "today" with gas prices hitting \$7 - \$8 or more per gallon, some piston engines costing more than \$60,000, and the cost of carbon fiber going past \$30 per square yard (and a Lancair uses a lot of square yards!).

Having built two Lancairs (it took two to get it right), I can say that while the building is intense, it really is a lot of fun and well worth the effort. Having a good sales, manufacturing and support team is essential, and having a type club (Lancair Owners and Builders Organization, or LOBO) to promote safety and support has been a very wise move both for Lancair builders/owners and for the experimental aircraft community.



I look forward to working with the new ownership. Again, any suggestions or comments about what the next generation of these aircraft should look like, please let me know.

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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:

From Larry Rengstorf:

We are cleaning out the Gray lockers in the rear of the Shade Hangar:

If you are using one - Please write your name on the tape on the front of door! All of the lockers not named will be cleaned out and scrapped at the end of the month!

Please claim your locker!

Facilities Committee

EAA Chapter 124 Board Meeting Minutes Not in November (quarterly)

EAA Chapter 124 General Meeting Minutes

November 1, 2023

Meeting convened: 7:15 pm

Club president Dan Steinhoff warmly welcomed the attendees to the gathering, He then took special care to thank the culinary crew who organized another fabulous BBQ turkey Thanksgiving feast!

Flyout Report- Paul Hollingworth just finished his commercial rating in his gyrocopter. It was only after his examiner arrived that Paul realized he had not yet flown the requisite night flight hours to qualify for a commercial Gyro-copter rating. The last minute discovery necessitated he log more night hours before taking his check-ride. Thankfully he was able to log the required number of hours the evening before his the scheduled examination.

John Fritsch reported on a pleasurable trip that took he and his wife to Arizona and Southern California.

Facilities- Dominic Cerniglio and Jeremiah James were recognized for their efforts overhauling the main hangar lighting array.

Young Eagles- Kevin Quirk reported he took an aspiring flier up for a ride who had contacted him directly via Facebook. The teen was reportedly overjoyed with the experience.

Treasurer's Report- The chapter posted a modest gain during the month of October.

2024-2025 Election Opening Nominations:

President	Dominic Cerniglio
Vice President	Marlon Young
Treasurer	T John Whitehouse
Board 2 Year Term	Mike Cingari
Board 2 Year Term	John Swanstrom
Board 1 Year Term	Jeremiah James

Presentation Topic- Home Built "Gas" Station
Presenter- John Fritsh

John outlined his plans for installing a roof-top photovoltaic array which is intended to charge electric vehicles and supply power to his commercial building.

Meeting adjourned 8:45 pm

The club would like to welcome new members Jeremiah James and Ross Wilcox to the chapter!



On the rock (not ants)

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

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 (707) 328-4206
eea124newsletter@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: 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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