

The Flying Wire



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**Chapter 124
Experimental Aircraft Association**

**Volume 62 Number 5
May 3, 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
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May 3, 2023 Program

Legendary Camshaft Designer Dimitri "Deme" Elgin, founder of Elgin Cams, will detail how camshaft design optimizes engine performance, as well how to detect and mitigate premature wear with proper surface hardening. He will also touch on his unique specialty, which involves re-creating obsolete or damaged camshafts for vintage engines.

Dinner Menu:

Build Your Own Super Burrito with all the fixings. Salad, Rainbow Sherbert and Snicker Doodles. All for only \$7

World's First Nude 8-Man Star

By Andy Werback

Back in the early days of Sport Parachuting (1960's or thereabout), things were pretty exciting - new equipment, new techniques, more ways to have fun and exercise your skills in the air. Spot landings were one thing (trying to tap a 4" disc with your toes on landing for a perfect score), or a series of maneuvers (flips, rolls, turns) called "style jumps" that you could complete in just a few seconds.

The other big "thing" was Relative Work - jumping out one after the other and joining up in mid-air. From a 7000' jump altitude, we had 30 seconds to get together and do some maneuvers as a group. From 12,500', we had 60 seconds and could get some pretty big groups together in circles or other formations with 8-20 people. Today's record is something like 164 persons jumping from multiple airplanes and holding hands for at least 5 seconds. That's a lot of jumpers and a lot of open canopies at the same time.

But at Yolo County Airport, innovation was the name of the game. For example, how far could you travel cross country on a windy day? Sometimes, with a strong spring breeze, we could jump a

couple of miles from the Drop Zone, open the parachute immediately for a 7 to 8 minute ride, and make it back to the landing spot. If you misjudged the wind, you could be in for a long walk.



Another idea was to perform the World's First Nude 8-Man Star. And yes, men only. And nude, except for foot gear as the ground could be pretty rough. Normally, we would wear a "jump suit" - a full body coverall that kept your skin intact if you had a bad landing. Plus, it gave you a lot of control in free fall - moving your arms and legs with the wind resistance of the jump suit made turns easy, and could also control your rate of fall - essential for maneuvering around other jumpers while joining up. Without the jump suit, there is very little control - you had to be pretty good at judging distances and closing rates to not slam into your fellow jumpers. A little bit like formation flying, which is what it was.

So, as a junior jumper at the time (1975), I was not invited to go on

this “secret” mission – the nude jump. Probably fortunately for me, that is. Jumping without a jump suit and doing relative work is challenging. Doing it without clothes had to be very challenging. But, the talented guys at Yolo loved a challenge. Here you are, climbing into a twin Beech D-18 on a nice day with a main parachute on your back and a reserve hooked up to your chest straps (this was before nice compact “piggyback” rigs), helmet and boots or tennis shoes. Did I mention that putting 8 guys in the back of the Beech gets pretty crowded? Actually, 9 including the photographer. It is crowded. Everybody sits on the cold floor. After takeoff and about a 20 minute climb to 12,500’, they stand up and get in line for the door in the aft of the fuselage. Count down to the jump’s exit spot. And then everybody out as fast as possible, keep an eye on the persons in front of you, get stable, and start maneuvering to join up.

The first 2 jumpers get together holding hands, then 2 more on either side, and the next four make their approach, grab wrists and break into the forming star, winding up with all eight together and smiles all around. And there they are, falling at 120 mph, totally nude except for their equipment, helmet and a pair of boots or shoes. Far as I know, there were no injuries and everybody kept on jumping.



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Interesting Aviation Links

(Thanks Harley Milne)

Jodel [Click Here](#)

Afforable [Click Here](#)

Newsletter Editor Notes:

In case you had not heard, there is a change in the rents proposed by STS Airport Management. You may want check it out before July first when they take effect.

EAA Chapter 124 Board Meeting Minutes April 5, 2023

Meeting Convened 5:30 pm

Board Members In Attendance:

Board Members In Attendance: Dan Steinhoff (President), Dominic Cerneglio (Vice President), David Franco (Secretary), John Whitehouse (Treasurer), Larry Rengstorf (Facilities), George Marshal, Kevin Quirk, John Fluno, Tim Petersen

March 1, 2023 Minutes Approved

New Business-

A motion was made to change board meetings to a quarterly schedule rather than monthly.

The motion passed by unanimous vote.

The next board meeting will be June 7, 2023.

Committee Investigations- The president discovered that all previous

committees have termed out. The President will recruit people for the nominating committee.

The facilities manager contends that the Facilities Committee is a standing committee.

Hangar Lights- A suggestion was proposed to replace the existing lights with new LED fixtures. Research will be conducted into which system the chapter will select.

Chapter WIFI Internet Connection- The system may have suffered from weather related connectivity issues.

Treasurer's Report- Chapter coffers remain stable due to paid-up hangar and tiedown rents.

PCAM Hot Dog Thursday Sponsorship- The chapter will sponsor the upcoming June event.

Facilities Report- Mowing has begun. As a safety precaution an extension cord end was replaced.

Air chucks are mysteriously disappearing. The Facility Manager is asking that the air chucks not be removed from the main hangar.

Harley Milne Inquiry- Harley Milne is petitioning the board to see if our meeting hall could be used for para-motoring ground school instruction.

The board responded by requesting that proposed students become chapter members, and AOA site supervisory regulations be complied with.

Meeting Adjourned- 6:15

EAA Chapter 124 General Meeting Minutes

April 5, 2023

Meeting Convened 7:15 pm

The President welcomed the gathering and thanked the culinary

crew for yet another great meal. Several new visitors attended the meeting and shared their aviation interest.

Builder's Report- Mike Tonvani has completed his left wing. Robert Leach reported on the progress he has made on his RV14. The delivery of his Lycoming Thunderbolt engine has been delayed, and no promised delivery date has been promised. Another member reported on service bulletin related to RV's.

Gyro-copter pilot Paul Hollingsworth reported that he is embarking on a trip to Seattle!

Young Eagles- The chapter is hosting an EAA Young Eagles event April 29, 2023.

Treasurer's Report- The previous month posted a slight deficit, however chapter coffers remain largely stable thanks to paid-up rents for hangar/ Tie-down spaces.

PCAM Representative Dana Hunt encourage everyone to attend hot dog Thursdays. He announced that EAA will be sponsoring the upcoming June event. He is inviting members to bring their experimental planes as featured exhibitors.

Presentation Topic- PCAM presenter Lynn Hunt shared his experiences with Trojan T-28. (Specs) :

Wingspan - 40ft

Gross Weight- 8500 lbs

Max Speed 340 knots

Horsepower 1,450

Range 1000 miles

Lynn's journey towards attaining a T-28 began with rebuilding a damaged Bamboo Bomber which had become stranded in Shellville. He shared how his companion, a notorious joker, dryly delivered an positive estimation of the plane's airworthiness. His comment, "That the plane looks good to him." led the airfield locals to gawk in disbelief as Lynn and his companion performed a run-up, followed by a high speed taxi- of course they were going nowhere with a six foot section of leading edge missing on one wing, but they had their fun!

He ended up trading that repaired Bamboo Bomber for a derelict T-28. He recounted how he mounted an engine and all the necessary

oiling accessories in three days. The plane was flown home from Tucson Arizona over two days. After enjoying the plane for a while, he came to appreciate the ease of maintenance designed into the plane. After owning the plane for 12 years he sold it to a buyer in Belgium.

The sale required that he disassemble the plane and ready it for transport to Europe. He then traveled to abroad and reassembled the plane and coached the new buyer how to fly it.

He then shared his experience at Edwards Air Force Base, allowing test pilots evaluate planes they may never have an opportunity to fly during their normal military flying career.

His reward for participating in the evaluation was to fly aboard a T-38. It happened to be his 50th birthday and in celebration the fighter pilot allowed Lynn to experience the thrill of breaking the sound barrier.

He relayed how rewarding the T-28 had been, but he did share how close he came to disaster while formation flying with a person he had not vetted. The close midair involved the air brake of one of the other planes passing just above his canopy.

That was enough for him to break formation and safely head for home. Lynn's career as a war bird restoration specialist never ceases to delight and inform crowds.

Meeting Adjourned - 8:35 pm

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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: eaa124newsletter@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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