

# The Flying Wire



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**Chapter 124  
Experimental Aircraft Association**

**Volume 62 Number 10  
October 4, 2023**

**Board Meeting (Quarterly)- 5:30 pm**

**Dinner - 6:15 pm \$7**

**General Meeting - 7:00 pm**

[www.EAA124.org](http://www.EAA124.org)

[www.CafeFoundation.org](http://www.CafeFoundation.org)

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## October 4, 2023 Program

**Reno Air Races and STS ATC share the spotlight:** A first-hand report on the Reno National Air Races, by local Unlimited Air Race Crew Chief on Dan Vance's P-51 Speedball Alice, Larry Rengstorf

Followed by:

Veteran STS ATC Controller Dave Sheber

While flying into STS, there's a good chance you've heard the ever-so-calming voice of Dave Sheber over the radio. "Tower Dave" has worked at the Air Traffic Control Tower at Sonoma County Airport for many years. He has guided many pilots to a safe landing and when the airspace got crowded, Dave was that soothing voice that worked it all out.

A great supporter of PCAM, Dave can be credited with allowing some of those sweet flyovers during our events. With retirement just around the corner, we have invited Dave to be our guest speaker and tell us about life as an Air Traffic Controller, some of the challenges faced in busy airspace, and maybe a story or two about some goofy pilot encounters.

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## Dinner Menu:

The October Dinner is Octoberfest theme - Traditional German Sausage, Rot Kraut (Red Cabbage), German Hot Potato Salad, 5-Bean Salad and Brownies, if you still have room. \$10 donation. BYOB

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## Visit to the Pearson Air Museum, Vancouver WA

By Andy Werback

We visited our daughter Katie in Portland, OR over the weekend of

22 July and had a chance to tour the Pearson Air Museum, just across the Columbia River in Vancouver, WA. It sits next to KVUO, a small general aviation field underneath the Portland Class Charlie. Unfortunately, it's not really a "down-town" airport for Portland, as getting across the Columbia can take the better part of an hour during commute times.



The Pearson Air Museum in Vancouver WA

However, Pearson field is the oldest continuously operating airport in the Pacific North West and is one of the 2 oldest in the USA. The other being College Park, MD. Army Lt. Alexander Pearson Jr. was a prominent figure in Army aviation, setting a world speed record in 1923. But while he was preparing for the Pulitzer race in Ohio, flying a Curtiss R-8, a wing strut failed as he attempted to recover from a dive, and he crashed at 260 MPH. Pearson Field is a National Park, operated by the NPS, and admission is free. Donations are of course appreciated.

The Museum has a very interesting history. It started out as the site of a World War I production facility for aircraft spruce. Literally. Logs were turned into approximately 1 million board-feet of dried

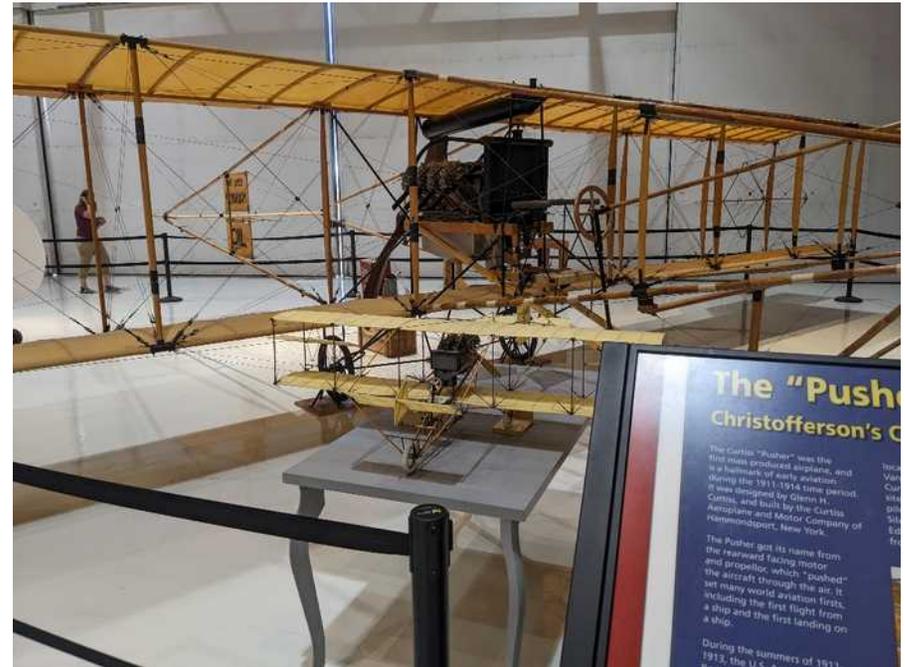
and milled lumber every day, in a 24/7 operation. Incredible. A large portion of it was exported to Europe, as thousands of aircraft were being built based on the use of spruce. This of course, was long before you could simply buy spruce from Aircraft Spruce.



Diorama of the Spruce production facility in WWI

The collection is not large, but it has replicas of several well-known World War 1 aircraft – a DeHavilland DH-4 Liberty (licensed design built in the US) powered by a Liberty 12-cylinder engine, a restored Curtis JN-4 Jenny, a Curtis Pusher (really nicely done), and a Fleet Model 7. (Ruben H. Fleet had also been with the Army Air Corp. He

founded Fleet Aircraft, a subsidiary of Consolidated Aircraft.)



Curtis Pusher (1911-1914) replica airplane

Some significant local history occurred in 1937 when a Soviet ANT-25 bomber prototype flew from Moscow, Russia, non-stop, and finished its flight at Pearson Field. This was 10 years after Charles Lindberg's historic solo flight to Paris. The ANT-25 was an advanced airplane for its time, with a wingspan of 112', crew of 3, all metal construction, and a Mikulin M-34 750 HP V-12 liquid cooled engine. It had an endurance of 48 hours at a cruise speed of a bit over 100 mph. Fuel made up 52% of the takeoff weight. They were aiming for San Francisco, CA, but turned around in mid-Oregon due to low fuel. Overall, this flight turned out to take 63 hours (!!) and covered 5670 miles. 3 weeks later, a sister aircraft did make the flight all the way to San Jacinto (southern CA). Pavel Sukhoi was the principal engineer for this airplane, under the direction of Andrei Nikolayevich Tupolev (ANT). Tupolev, like many notable persons in Russia, spent several years being rehabilitated in the Russian Gulag. In spite of all that, Tupolev's design group put together an incredible set of Soviet aircraft designs.



Detail of the workmanship on the Curtis Pusher

Another interesting aspect of this Museum is that 2 of the aircraft were constructed by Siegfried Bredl EAA 698167 (I called EAA, talked with Michael to confirm that he was an EAA member) (1933-2004, born in Germany). He, along with fellow builders Gary Schouler and Gerry Brown, built a Fokker DR-1 tri-plane N43SB with a Lycoming 4-cylinder engine and flew it in 1996. He also, along with Gerry, built a 1914 Aeroplanes Voison LA-III pusher bi-plane N176V and flew it for 10 hours starting in 2002. That must have been quite something to build and fly these homebuilt "antique" airplanes!!



ANT-25 flew from Moscow, Russia to Vancouver, WA in 1937



Fokker DR-1 by Siegfried Bredl



Another view of Siegfried Bredl's home built Voison LA-III

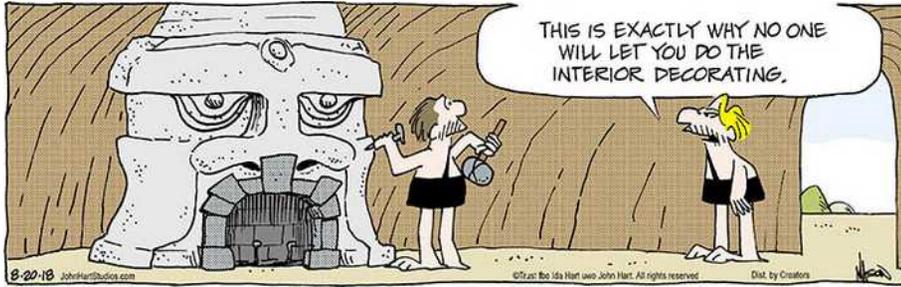


Voison LA-III by Siegfried Bredl

#### REFERENCES

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### Interesting Aviation Links

(Thanks Facebook )

Two Niner Diner [Click Here](#)

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Chapter 124 [Facebook](#)

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### Newsletter Editor Notes:

You may know this, but there is a feature on Google Docs on a Chrome browser called "Voice typing" under Tools. With this technology and almost any microphone, like the one you use on your phone, you could easily write an article. I tried it out and I expect this to be the wave of the future.

When your article is done, send it along to your friendly Newsletter Editor and we can share it with Chapter 124!

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## EAA Chapter 124 General Meeting Minutes September 6, 2023

Meeting Convened- 7:30 pm

The president welcomed those in attendance and thanked the culinary crew for their well appreciated efforts. He then welcomed any new visitors and asked them to share their individual backgrounds.

Builder's Report- Dennis Maguire announced his headway on his RV9A. He is sorting out final wiring detail of his instrument panel.

Fly-out Report- Otis Holt shared his experience flying to Independence Oregon. He was impressed by the welcoming spirit of that fly-in community, which features homes accessible from residential roadways on one side, and dedicated taxiways located to the rear.

Treasurer's Report- The chapter posted a deficit this month, due to the payment of the chapter property taxes.

Young Eagles September 23 Event Announcement- Dominic Cerniglio encouraged all people come out and either volunteer or just enjoy our premier yearly event devoted to inspiring young women to pursue a career in aviation.

Presentation Topic- Pacific Coast Air Museum

Presenter, Kevin Quirk gave the audience a pictorial tour of the various types of aircraft in PCAM's collection. His in depth discussion about the various museum attractions culminated with description of the interactive virtual reality flight simulator that visitors are encouraged to try out. He also encouraged the attendees to attend PCAM's Hot Dog Thursday events.

Meeting Adjourned- 8:45 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  
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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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