

The Flying Wire



**Chapter 124
Experimental Aircraft Association**

**Volume 63 Number 5
June 5, 2024**

Board Meeting (Quarterly)- 5:30 pm

Dinner - 6:15 pm \$10

General Meeting - 7:00 pm

www.EAA124.org

www.CafeFoundation.org

www.EAA.org

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Table of Contents

June Program1
Dinner Menu1
Events1
TWA Flight 31
Young Eagles6
Our Prez Reports6
Aviation Links8
Notes from the Editor8
Board Minutes8
General Minutes9
Contact Information9

June 5, 2024 Program

Presentation Topic- The Wright Stuff?...

You think you got it? Find out. EAA 124's June presenter 'Wright' Bass will give a retrospective on a lifetime of aviation and adventures plying his trade in the sky! Wright's career spans 6 decades of flight, starting in 1979, with multiple ratings; CFI, MEI, Instrument, and ATP.

He's taught beginners in J3 Cubs, pilots transitioning to Citation 560 Encores, Jets, Aerobatics, and everything in between. In the time between, he's flown as a Charter, Commercial, and Commuter pilot all over the world in a motley collection of flying machines.

Come listen to Wright regales us with stories of adventures and the world of aviation before the invasion of technology, glass cockpits, and the advent of the Children of the Magenta line! Tragedy, Travesties, Triumphs and everything in between. See what it takes to have the 'Wright' Stuff! We look forward to seeing you there!

Dinner Menu:

Our June dinner is Sumptuous Spaghetti with Super Salad and toasted Garlic Bread. Top it off with home-made Chocolate Cake and vanilla Ice Cream. Only \$10

Events:

12th Annual Willits Spring Fly-in: At Ells Field Willits Municipal airport, O28 in the heart of the Redwoods, on Saturday, June 8th from 11AM to 3PM.

We'll be serving a great barbecue lunch with flat grilled 1/3 pound beef burgers and back by popular demand, wild caught Alaskan

salmon burgers with all the trimmings, chips, and including cold beverages and Haagen-Daz ice cream bars for dessert. Lunch served from noon to 2PM

This is a Historical Aircraft display, with signed event forms available.

Contact for airport weather and event updates 707-367-1969.

To Be or Not To Be - TWA Flight 3

By Andy Werback

TWA Flight 3 was Transcontinental and Western Air Flight 3 from New York, NY to Burbank, CA. The aircraft was a Douglas DC-3-382, or Douglas Sleeper Transport (DST), delivered to TWA in March of 1941. It had a crew of 3, and was carrying 19 passengers.

The route of flight included several refueling stops - Indianapolis, IN; St. Louis, MO; Albuquerque NM; and Las Vegas, NV.

Actress Carole Lombard and her mother boarded the flight in Indianapolis, after completing a War Bond fund raising tour that raised over \$2M.

All aboard were killed in a crash (controlled flight into terrain) a few minutes after leaving Las Vegas.

15 of the passengers were US Army Air Corps personnel, on a priority trip from Las Vegas to Los Angeles. The Lombard's would have been bumped to make room for the Air Corps contingent, but insisted they were also priority passengers as they were part of the War Bonds program, and were allowed to continue their flight.

Why the interest in Flight 3 and who was Carole Lombard?

Ms. Lombard, as most of us probably know but maybe not so many remember, was a beautiful and talented young actress, starting with the silent films in 1921. She married Clark Gable, another notable Hollywood actor, in 1939 (her second marriage, his third) -



Carole Lombard



Clark Gable

Ms. Lombard was 33 at the time of her death - January 16, 1942. On TWA Flight 3.

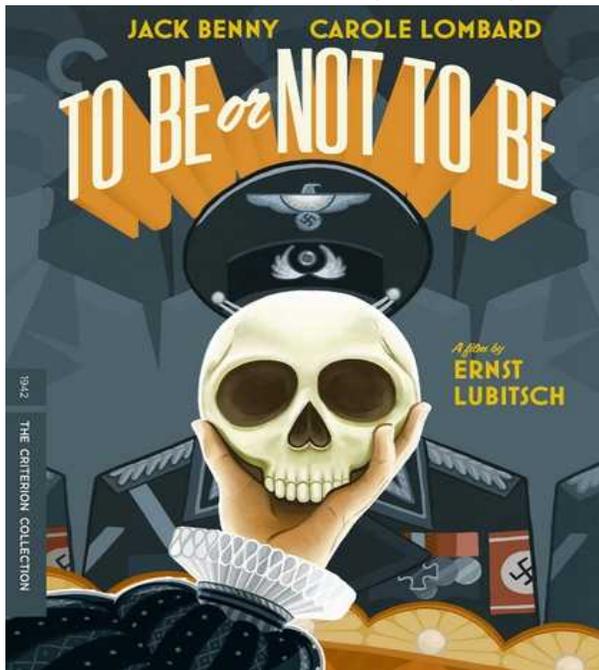
World War II had officially started in America just over a month before - Pearl Harbor, December 7, 1941, and Declaration of War on December 8.

Ms. Lombard had just finished filming a "comedy", as it was, titled *To Be or Not To Be*. It was filmed in 1941 but released after her death in 1942. America was not at war when the film was scripted, but the main characters were well known - Hitler, the Gestapo

(Secret Police), the Polish Resistance. It was a daring (these were sensitive times) and highly regarded movie (5 stars!), starring Carole Lombard, Jack Benny, Robert Stack, Sig Ruman, ... and directed by Ernst Lubitsch.



Carole Lombard and Jack Benny

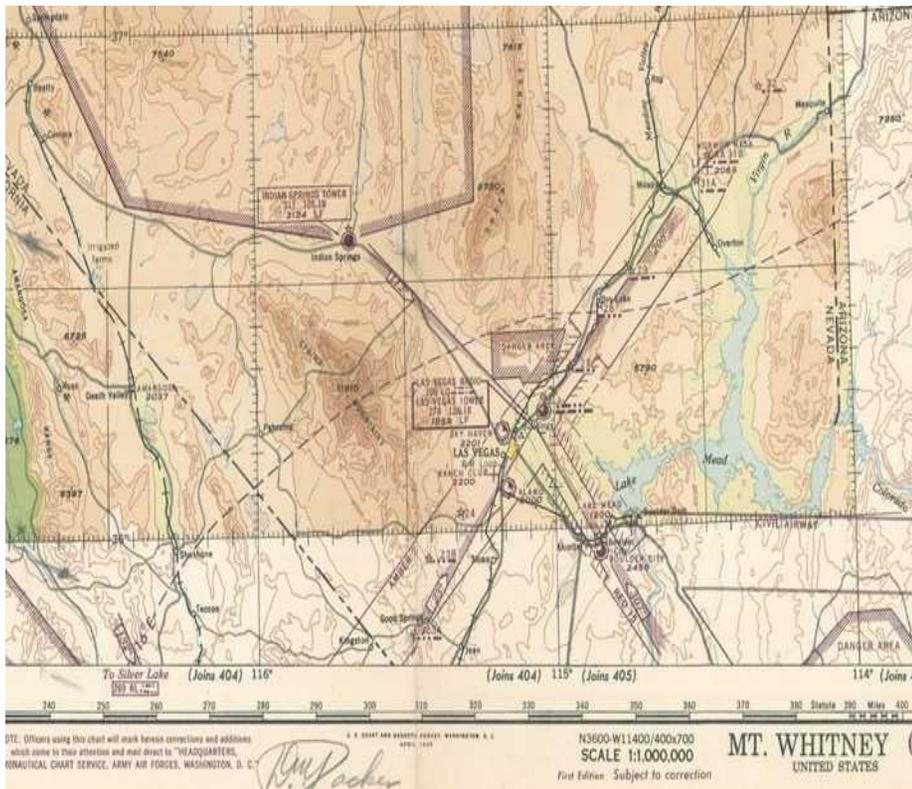


To Be or Not To Be Movie Poster

But, getting back to the topic of Flight 3. Controlled Flight into Terrain. Wow, how did that happen?

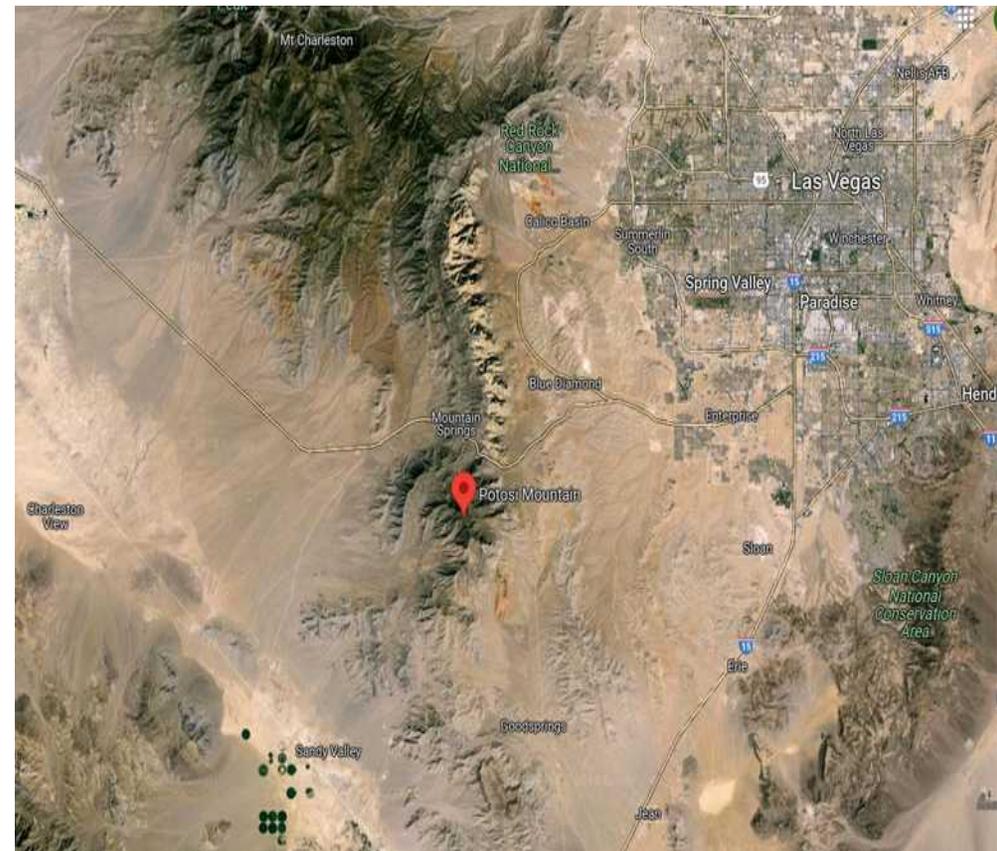
Well, this was 1942. Long before GPS navigation. Before VORs, although the Visual Omni Range was on the horizon (developed in 1937 and deployed by 1946). The 4-Course Low-Frequency Radio Range, however, was in operation at that time. It broadcast a directional signal that could be heard on one side of the course as a "Dot-Dash", or "A" in Morse Code, and a "Dash-Dot" ("N" in Morse Code) on the other side. The on-course signal merged the A and the N to a continuous tone. Also, some locations were still using lighted using (visual) beacons. Unfortunately, most of these were turned off because of the War (somewhat like the forced relocation and internment of Japanese residents - it didn't do any good). But the main instrument used for navigation on Flight 3 was the good old magnetic compass.

TWA Flight 3 left Las Vegas Airport, now Nellis Air Force Base, NV, on a moonless but clear night just after 7 pm. There were no visible landmarks, and all but one of the airway lighted beacons were turned off. The charts for the area were very basic - this was even before Sectional Charts. If you look closely, in the lower center of the chart below, there is an "AMBER 2" airway going from southwest to north-east over Las Vegas. Today's Prohibited Areas were called "Danger Zones", but Indian Springs and what was to become Area 51 is clearly indicated in the upper left.



1945 Aviation Chart

TWA Flight 3's flight plan showed a departure on a compass course of 218 degrees. It is not known how this was determined, but it took the flight directly to Mt. Potosi - south west of Las Vegas - where it crashed at the 7770' elevation into the 8500' peak, about 6.7 miles to the right of the center line of the charted course. The location is approximately where the "2" is on the "Amber 2" chart notation. The satellite view from Google Earth shows the string of mountains to the west of Las Vegas, some reaching over 11,000' in elevation. The crash site is shown below on the satellite view with the teardrop tag:



Google Earth Satellite View

The Civil Aeronautics Board (CAB) reconstructed the flight and published the report. They determined that the navigational error was due to a) an erroneous compass course (218 degrees was wrong and was also noted on a previous flight plan. This was the course used for departures from Boulder City. Actual course was about 215 degrees. The correct course would have been 205 degrees, magnetic), and b) the lack of use of the available radio beacons. The report also faulted the crew for violating Company procedures that required the use of the Radio Range for navigation. The Silver Lake radio would be approximately 60 miles away, so perhaps not usable from their position. However, the Las Vegas range was operating, and the crew should have noted a moderate "A" signal indicating right of course.

As a result of the TWA Flight 3 accident, the CAA recommended some changes - which form the basis for some of the essential rules we use today:

a) Establish contact flight procedures at each airport to insure [sic] that climb-to, and descent-from, cruising altitude be conducted at a safe distance from all obstructions

b) Remain within the twilight zone (minimum reception) of the on-course signal

c) Fly at an altitude not less than 1000 feet above the highest obstacle located within a horizontal distance of 10 miles from the center of the course intended to be flown

TWA Flight 3 ended in tragedy for the 22 people on board. It took many years and many more accidents, plus many innovations in technology to achieve the safety record that we take for granted today. That plus the training, experience and attention to detail for every flight provided by the cockpit crew, air traffic control, weather services, and engineering and maintenance personnel.

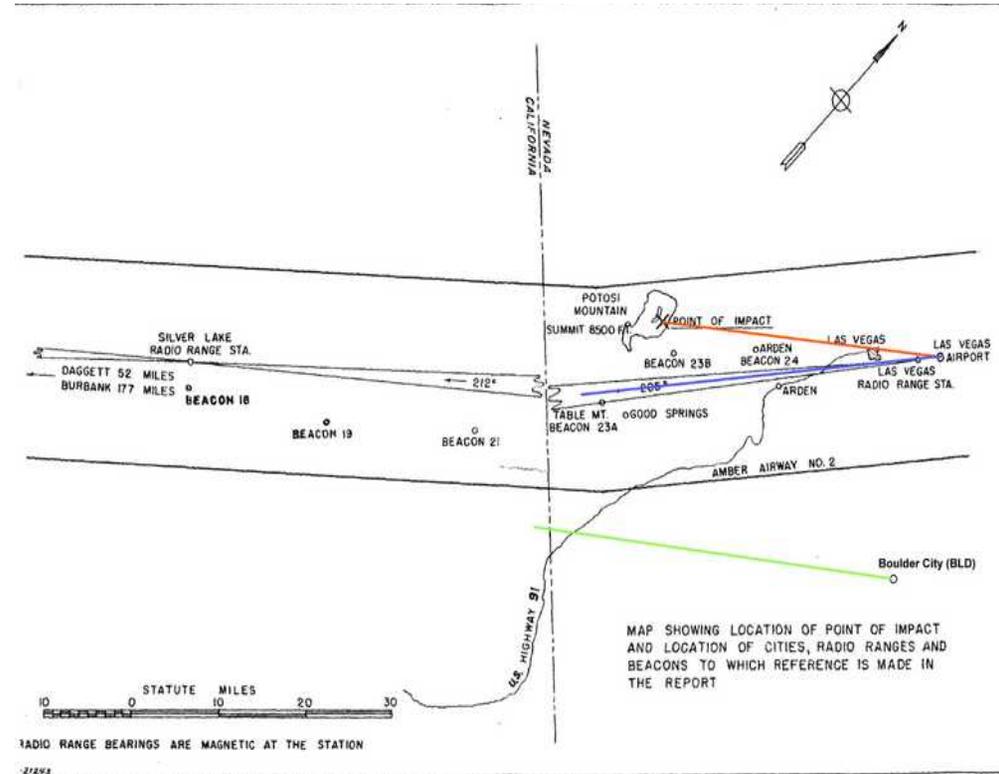


Chart from CAA Report

"To be or not to be - That is the Question" - Hamlet, 1603, by William Shakespeare, 1564-1616

Footnote 1 - Clark Gable remarried twice after the death of Carole Lombard, but he is interred next to her and her mother's grave in the Great Mausoleum, Memorial Terrace, at Forest Lawn Memorial Park, Glendale, CA.

Footnote 2 - The movie, To Be or Not To Be, actually has some Shakespeare in it.

Footnote 3 - Howard Hughes had controlled Transcontinental and Western Air since 1937. It became Trans World Airlines in 1950.

Sources:

Wikipedia - To Be or Not To Be; Carole Lombard; Clark Gable; TWA Flight 3

The CAA Accident Report is available via the Aviation Safety Network at <https://aviation-safety.net/wikibase/341570>

New World Cartographic (1945, Mt. Whitney) -
<https://nwcartographic.com/products/12727>

You can watch the movie at <https://www.youtube.com/watch?v=PTSRaLULNo>

And find some commentary at:
<https://www.newyorker.com/video/watch/to-be-or-not-to-be>

And more - <https://yvettecandraw.blogspot.com/2011/02/favorite-movie-to-be-or-not-to-be.html>

Young Eagles Rally Recap - April 14th, 2024

We had a great Young Eagles Rally back on April 14th, despite the challenges the weather threw at us! The persistent low hanging clouds did their best to thwart the day, but in the end, the dauntless spirit of everyone involved won out!



Thank you to all our volunteers and pilots for your patience and perseverance with the weather and cold. Your dedication made it a memorable day for us as a community. I heard from many of our

pilots who had great experiences with the kids they flew. I personally ended up with 4 flights. Each in their own way allowed me to connect with new people, give the gift of flight, and inspire in one way or another the next generation.

In reflecting on the day, I was struck with the realization of how much I enjoy a Young Eagles Rally. And not just for the Flying! Getting to the airfield early. Setting up for the event. Preparing my aircraft. Connecting with each of the volunteers and participants before, during, and after the rally, and sharing the day with fellow aviators and aviation enthusiasts.

Everybody is so different. Each person contributes in a unique way to these exceptional events and it is a privilege to spend time with them. It really does take a village! I am grateful to each and every person for coming out and making the day so special.

We're looking forward to our next Young Eagles Rally June 29th and hope to share the day with more of our Chapter members. It's a great way to spend a day and share time at the airport with your peers and community! We'll be in touch about it as it gets closer!

-Dominic Antonio Cerniglio

President

EAA Chapter 124

Roseland Collegiate Prep- Young Eagles Rally & Airport Field Trip - May 15th

By Dominic Cerniglio

"We're happy to report that May 15th saw the yearly Young Eagles Rally & Airport Field Trip for Roseland Collegiate Prep School's Aviation Club.

Roseland Collegiate Prep is a local high school located adjacent to the Cardinal Newman campus here in Santa Rosa. Each year, EAA

124's Young Eagle program works in conjunction with the Sonoma Jet Center to offer a tour of KSTS Airport and a Young Eagles flight for each of the kids involved in this program.

It was a banner day for flying! Pizza was provided upon arrival by Sonoma Jet Center. The kids were then broken up into smaller groups who rotated through the various tours that had been arranged. They were able to see aircraft maintenance facilities, the Tower, an FBO facility, Airport Ops, a ground school, and then finally to get a flight from one of our 124 Chapter pilots! It's a great opportunity for these kids to see behind the scenes of how a real airport works, to connect with the local Aviation community, and for many to get their first exposure to flight. It was a spectacular day for all involved.

A special thanks to Josh & Julia Hochberg and Sonoma Jet Center for their gracious sponsorship of this program, for donating the use of their facilities to host the event, and for arranging access to the Tower, maintenance facilities, Airport Ops, etc. They do so much to promote flying for our community! Thank you as well to our many chapter volunteers, both ground ops and pilots, without whom we could never pull off these events. They are the backbone of these Aviation opportunities for the kids in our community.

Through our various youth programs and Chapter events, EAA Chapter 124 is making tremendous efforts to get the next generation of Aviators into the fold and to partake in the rarified air of Flight. Come out and get involved, be with friends, and give back to your community. We share a rare gift- one that the generations behind us deserve to enjoy. Hope to see you at our next event!

Dominic Antonio Cerniglio
EAA 124 Chapter President

EAA Chapter 124- Spring Fly in and BBQ

This past Saturday May 25th, EAA Chapter 124 hosted it's 'soon-to-be' annual Spring Fly in and BBQ at the main Chapter hangar.

Early fog threatened the day, ultimately giving way to gorgeous skies by the time the event got under way. Chapter volunteers arrived early to begin preparations and were greeted to a special surprise prepared by EAA 124's own Bill Conklin! 3 trays filled with custom home-made pastries- Cinnamon Buns, Sticky Buns, and Scones... the likes of which we'd put against ANY of the bakeries in this town. Truly a treat! Good coffee was on hand to compliment the array and round out the early morning bounty. It pays to show up early and help!!

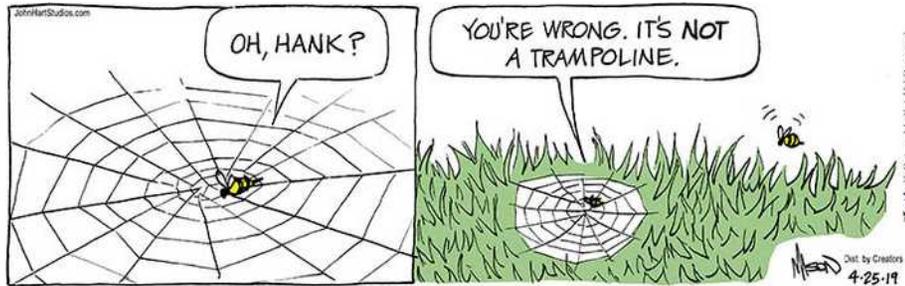
Board member Mike Cingari and his wife Gretchen planned the days meal, shopped and prepped everything for the event in advance. They had all the details well in hand, making the day a joy for our many volunteers to work and be able to visit and enjoy socializing. Board Vice President Marlon Young manned the BBQ and his skills were evident in the perfectly cooked burgers and buns. Many compliments were received on the day and the menu which included Burgers with all the fixin's, Chips, salad, Haagen Daaz ice cream, Bill Conklin's baked goods, drinks, and Bella Rosa Coffee. There was also Cookies, Banana Bread, Honey and various little gems from Antonia's Garden. Nobody puts on the ritz like Chapter 124!!

Besides the many walk in guests and members attending, there was a great array of aircraft on the ramp, both flown in and based here at the field. Some of the highlights were Bill Conklin's Carbon Cub, Josh Hochberg and the Citation Jet, Dane Jasper and his P51 Mustang, and Will Whiteside flying the Corsair! Not bad company for a little EAA Chapter out here in the sticks! It was truly a great display and a lot of fun to see both Chapter members and guests gawk at the amazing machines gracing our ramp that day.

Special thanks to Mike Cingari for spearheading and driving the efforts to make this day happen, to his wife Gretchen for handling

the myriad of details, Bill Conklin for the treats and getting them onsite early, and to our many chapter member volunteers who came out to volunteer and help pull off the event. Our volunteers are what sets this Chapter head and shoulders above the rest. We appreciate all of you and everything you contribute. We hope to see you come out and support Chapter 124 at our next event!!

Dominic Antonio Cerniglio
EAA 124 Chapter President



(Reprinted with permission of John L Hart FLP)

Interesting Aviation Links

(thanks to David Heal)

Pricey Toys [Click Here](#)
Charge! [Click Here](#)

[e](#)

Newsletter Editor Notes:

from Stuart Deal

I am currently celebrating the emergence of the “No Backs” style of photography. Recognizing faces is back

in. I hope for good!

If you have the urge to record an event, give a yell and get those shy participants to look your way and show their mug! We are styling now!

In addition to the smiling faces of participants, please supply photos with at least medium resolution.

What this means is get in front of folks instead of behind them. Just state “briefing photo” and snap it!

EAA Chapter 124 Board Meeting Minutes May 1, 2024

Members in attendance: Dominic Cerniglio (President) Marlon Young (Vice President) John Whitehouse (Treasurer) David Franco (Secretary) Larry Rengstorf (Facilities) George Marshall, John Fluno, Mike Cingari, Jeremiah James, John Swanstrom. Meeting Convened 5:25 pm

CAFE Hangar update- The principal representative of the present tenants announced that all future messages from the board should be forwarded to his legal counsel.

The pending bulk sale auction announcement of the items deemed abandoned in the hangar is due to be published in the newspaper.

Roster/Web Coordinator- A security feature is under investigation that would give current paid members access to an electronically updated roster featuring the contact information of all active members.

Main Hangar Maintenance Schedule- A clear reiteration of the present method for scheduling maintenance in the shared main hangar will be posted in the newsletter.

Fly-In Breakfast- An upcoming date will be chosen for a breakfast fly-in fundraiser.

EAA Chapter 124 General Meeting Minutes May 1, 2024

Meeting convened 7:20 pm with a welcoming greeting from the president. He thanked the culinary crew for their efforts which never disappoint. Visitors were encourage, of which there were many, were encouraged to share their interests and background. The president announced that Kristin Nagata will be doing social media outreach.

Builder's Report- Robert Leach announced he sourced and engine for his RV project which has been delayed, first by the Van's Aircraft bankruptcy proceedings and then by Lycoming's inability to ramp-up production. Presentation topic- Viewing The Eclipse From 32,000 ft. Josh Hochberg shared his rollicking adventure of chasing the eclipse at 32,000 ft over Texas. The adventure began with a family and friends get-together at their family ranch in Texas. After deciding who wanted to go aboard the family's business jet and see the eclipse from more commanding heights, a smaller group of intrepid eclipse chasers made the trek to the airport and jumped aboard.

The plan involved filing a flight plan that would maximize the time spent in the path of totality. The flight plan involved filing a hold pattern that allowed them to loiter at a given point and then follow the path of the eclipse at the appropriate time. When the event happened those aboard the plane craned and strained their necks out the side windows to see the coronal ring. The best view was from the cockpit which afforded both a view of the occluded sun and the glow of city lights beneath. While the weather was less than optimal, It was certainly a memorable once in a lifetime opportunity for all involved.

Meeting adjourned- 8:45

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Librarian: Open

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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

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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