



The Flying Wire

**Chapter 124
Experimental Aircraft Association**

**Volume 63 Number 10
October 2, 2024**

Board Meeting (Quarterly)- 5:30 pm

Dinner - 6:15 pm \$10

General Meeting - 7:00 pm

Table of Contents

October Program	.....1
Dinner Menu	.....1
Girls In Aviation	.....1
Members in Motion	.....3
Coast Guard Hearing	.....4
Aviation Links	.....5
Notes from the Editor	.....5
Board Minutes	.....5
General Minutes	.....6
Contact Information	.....7

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

October 2, 2024 Program

Presentation Topic- Adventures in the Gyro trade...

Recently, a wide-eyed passenger stepping off a Gyrocopter was heard saying, "Wow!! That's the closest I've ever been to a motorcycle in the sky!" An apropos description! Tandem seats, open cockpit, narrow fuselage, blades flying above and behind, a gyrocopter is an incredible and unusual machine... an intimate experience in rarefied air! It's an adventure in and of itself and a great way to explore the local skies...

But cross country? Long distance??

Resident gyroplane expert Paul Hollingworth says absolutely! Paul's been flying gyroplanes since 2015 and now has over 1,000 hours in his Magni M16. He was recently minted as a commercial pilot and is a highlight of our Young Eagle events. In the past, Paul's been kind enough to present to us on the topic of how the Gyro works and some of its unique details. This month he'll share with us the challenges and difficulties of taking this amazing machine long distance over cross country... and the Triumphs and pay offs! Turns out there's quite a bit to pulling this off. Some grand adventures and good stories await us. We hope you'll join us!

Dinner Menu:

The October Dinner is Oktoberfest 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

2024 Girls in Aviation/ Young Eagles Rally

(by Dominic Cerniglio)



Registration and Participants



This past Saturday, September 21st, EAA Chapter 124 witnessed our biggest event of the 2024 calendar year. The 2024 Girls in Aviation/ Young Eagles Rally was held here at the 124 Chapter facilities. It was a smashing success! Hundreds of people came out to share in the day and visit the chapter. Over 80 kids were flown as Young Eagles, many for their first time!

Every year, our humble 124 facilities transform for this special day.

Over a dozen static display aircraft were onsite for attendees to admire including a Pilatus PC12, Cessna Citation Jet, PropJet Aviation's Silver Eagles, RV's, Kitfox, and more. The range of aircraft was impressive and it allowed people to see the many faces of aviation, from homemade kit planes to medium sized commercial transport aircraft. Special thanks to AirSF, PropJet Aviation, Sonoma Jet, and the many aircraft owners who allowed their aircraft to be present.



Citation Static Display

Long time KSTS pilot and EAA 124 chapter member Joe Perez was kind enough to Emcee the event and provide narration and entertainment for the festivities. In addition, "The Spot" brought their full size food truck out and cheffed it up for many happy patrons and volunteers. "Antonia's Garden" set up her coffee and treat stand and served a variety of baked goods, homemade treats, and a fantastic array of pour over coffee from Bella Rosa Coffee Company. These were key ingredients as early morning fog kept the flyer on the ground and the food and entertainment were a welcome respite.

Many pilots were chomping at the bit and intently watching the skies for a patch of sunshine. They were rewarded about 10:30 with clearing skies and willing passengers. 17 Pilots were kind enough to donate their time, aircraft and fuel to bestow the gift of flight on eager participants and they took to the skies with gusto. It was a particularly challenging day with no radar available to the

tower and commercial air service continuing uninterrupted. Kudos to the KSTS tower crew led by Nate Odell who kept the situation under control and running smoothly. Quite a workload for all involved! As expected, everyone rose to the challenge and pulled off the day seamlessly. Truly a proud day for our aviators and air traffic control friends here at Sonoma County.



None of this would be possible without the selfless donation of time and resources of our many volunteer and participants. There are too many people to name individually but thank you all for your participation and sacrifice! Without the efforts you contribute we literally would not be able to make these events happen.



We never know how we inspire and empower those around us. Somewhere in that crowd, perhaps a few, the seeds of flight were planted in fertile soil. We will continue to nurture them until they grow and become part of the aviation community we love so much. Thank you to all involved!

Our Members

(from Dominic Cerniglio)



124 Chapter and Board Members Dave Franco and Jeremiah James hard at work at having a good time! Major work happenin' on Dave's 172 rehab of ...“The Grape Stomper”.



Getting it done

Great story with this aircraft. Look for open house work nights on this plane with Dave and company as this miracle comes into shape.

And...



Long time 124 members John Fluno and Wayne Cook out training in Wayne's Tricycle gear KitFox 7. There's a great story with this beautiful aircraft and it's road to flight! It's nice to see John and Wayne working together to bring the whole genesis over the finish line! Great things coming out of the community here at EAA Chapter 124!



John and Wayne

Carbon Fiber Under Water

(by Stuart Deal)

As you may know, the U.S. Coast Guard has been conducting hearings about the OceanGate Titan calamity, the imploded undersea craft that killed 5 people near the Titanic wreck. I have listened to some of the key testimony and have formed some opinions that are strictly my own interpretation of events.

Of course, the protagonist of the story is Stockton Rush, the CEO of OceanGate and much of the situation is based on his living out the psychological effect known as the Dunning-Kruger Effect. The Dunning-Kruger Effect displays itself as people with little knowledge thinking they have deep understanding of a field of knowledge where they are essentially newbies. It is particularly strong in people who do have deep knowledge of some other are field and come to believe that it transfers to the field where they are neophytes.

Add to this a proclivity to be both cheap and stubborn and being in control of a venture that has a high degree of risk associated with it and you see where failure is an option.

From the carbon fiber manufacturing aspect, many of the experts

were shocked at the sloppiness of the manufacturing process for the Titan, such as the process of gluing on the titanium cylinder ends without any void prevention such as drawing a vacuum to pull out bubbles, thorough solvent cleaning of the titanium part or even expressing excess glue to confirm a complete gap filling bond.

On top of that, the carbon fiber cylinder was 5 inches thick instead of a 7 inch thick minimum recommended by Boeing experts. This would have required larger titanium parts on both the cylinder ends and the hemispheres that were on each end of the craft.

The thing that I think has not be covered much in the discussion is the amount of water that penetrated the carbon fiber during previous repeated dives to the Titanic and other sites. The final (fatal) descent of the craft was much faster than normal. My view is that the carbon fiber cylinder had become less buoyant as more voids had been filled with water and the craft was getting heavier and sinking even during its final dive. This is likely to take very extensive high pressure tests to prove out and it is almost impossible to recreate the exact failure modes introduced in the sloppy manufacturing of a carbon fiber vessel. Clearly, the remnants of the pressure hull were so waterlogged in the final implosion, it would be impossible to prove my theory based on actual material from the Titan.

In hearing very experienced carbon fiber developers discuss the OceanGate Titan mishap, you can sense that they know carbon fiber construction is getting a bad rap as the cause of the crush (not an accident is what some witnesses say). It is more likely that careful development and construction could make a safe craft, but it is unlikely to be undertaken with private capital any time soon.

While I am also a newbie to the effects of seawater on carbon fiber composites, the experience of many boat owners producing YouTube videos shows that fiberglass boats do absorb water in the hull and they are floating on the surface, not under 400 atmospheres of pressure as you find near the Titanic wreck. Since the interaction of the resin and the fiber is not perfect, it would appear, in my view, that very special processing would be needed to make a reinforced resin structure completely waterproof in all conditions. Throwing a coat of waterproofing on the outside, as in the Titan, may not be enough.

The Coast Guard hearing, by its nature, reveals human thoughts and actions as related to the implosion of the Titan undersea vessel. It is not directed toward a material science discovery of how to make a safe submarine out of the darling of the aerospace world, carbon fiber. To many opinionators, this is just as well since we have steel that can do the job and titanium if you have the budget. The repetition in the hearing of testimony that there is no way to be completely safe in a risky environment is particularly frustrating to people who celebrated the safety of underwater exploration because of the care that had been taken to make it safe by many organizations and individuals.

I think the take away is not to revile the people who made the mistakes leading to tragedy, but to recognize and gird against the human foibles that they lived out on the path to destruction.



(Reprinted with permission of John L Hart FLP)

Interesting Aviation Links

(thanks to David Heal)

e

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

Newsletter Editor Notes:

from Stuart Deal

Many thanks to our chapter participators and newsletter article contributors.

As you may know I have been encouraging folks to put their face into photos for the newsletter. I could not be more pleased by the response, so thanks a bunch for that!!

EAA Chapter 124 Board Meeting Minutes September 4, 2024

Members in attendance- Dominic Cerniglio (President) John Whitehouse (Treasurer) David Franco (Secretary) Larry Rengstorf (Facilities) John Fluno, George Marshall, John Swanstrom, Jeremiah James.

A motion was made and was passed which approved the August 2024 minutes.

The first order of business dealt with the revocation of Dan Steinhoff's membership due to conduct inconsistent with chapter membership.

A motion was put forward revoking his membership privileges. The motion passed 6 in favor and 2 abstentions.

A separate motion was proposed which would to pursue legal recourse to recover the Zenith Project plane that was donated to Chapter EAA. The motion passed 6 in favor 1 abstention, and 1 opposed.

Fly-out activities-

The president would like to see more fly-out breakfasts and Chapter Work Days- Repairs to the bathrooms and roof are due to take place soon.

Meeting Adjourned 6:00 pm.

EAA Chapter 124 General Meeting Minutes September 4, 2024

Meeting Convened 7:15 pm.

The president called the meeting to order and thanked the culinary crew for yet another stupendous meal. The president then asked visitors to introduce themselves and share their interest in aviation. Builder's Report/flying-out reports. Wayne Cook shared his recent triumph flying his Kitfox. After getting assistance from a fellow member and IA (John Fluno) the plane has now flown off the required number of phase 1 hours. He is now preparing to fly solo!

Treasurer's Report- The coffers suffered a financial setback due to the payment of our property tax liability. In general the chapter coffers remain healthy. The treasurer reminded those in attendance that yearly dues need to be paid. A \$5 discount is offered for those who renew their membership early.

Repossession of Hangar - The president hopes to see the hangar opened up for youth mentorship and aircraft education.

Presentation Topic- Windsor Historical Society. The presenter recounted the story Fred Wiseman who constructed an early airplane on the Laughlin Ranch near the present Santa Rosa Airport. Fred Wiseman is ultimately credited with delivering the first mail via air. After seeing the Wright Brother's plane, Wiseman and his colleague Jean Peters began testing their design. Through various fits and starts the two actually flew the plane from Petaluma to Santa Rosa.

The flight carried a letter sent from one postmaster to another largely as a commemorative gesture. After leaving aviation behind he returned to motor car racing. His plane after changing hands many times over the years ended up in the hands of the Oakland Port Authority. After being damaged by the prop blast of a passing aircraft his plane was sent to the Smithsonian for restoration. Before having the plane shipped away, Fred Wiseman posed one last time for a pic sitting in the historic cockpit. His restored plane now hangs in the post office museum in Washington.

Meeting adjourned 8:45 pm

Chapter 124 Contact Information

President: Dominic Cerniglio (24/25) (310) 628-9008
Vice President: Marlon Young (24) (707) 479-9994
Secretary: Dave Franco (23/24) (707) 494-4259
Treasurer: John Whitehouse (24/25) (707) 217-2687

Board:

Mike Cingari (24/25) 707 280 0159
George Marshall (23/24) 707 293 4583
John Swanstrom (24/25) 707 758 9017
John Fluno (23/24) 707 315 5524
Jeremiah James (24) 707 291 8445

Membership: Dave Franco (707) 494-4259

Facilities Chairman: Larry Rengstorf (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

Newsletter Editor and Webmaster pro tem:

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) 364-7935

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: Open

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 (\$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.

EAA CHAPTER 124 is not responsible for any modification or maintenance items appearing in the newsletter or in any other correspondence. It is the responsibility of the reader to get approval for such items from the appropriate A&P, FAA or other government official.