

The Flying Wire



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**Chapter 124
Experimental Aircraft Association**

**Volume 63 Number 5
May 1, 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

EAA Chapter 124
5550 Windsor Road
Windsor, CA 95492

--- Mail ---
PO Box 6192
Santa Rosa, CA 95406

May 1, 2024 Program

Presentation Topic- Solar Eclipse from 39,000 feet?

Several members of Chapter 124 have had the good fortune to see a total solar eclipse from the comfort of terra firma. However, have you ever wondered what the experience would be like from 39,000 feet? Local pilot, Sonoma Jet Center proprietor, and cattle rancher Josh Hochberg and a few family and friends recently went to Texas to find out!

Come to the May EAA 124 chapter meeting to see and hear all about it! Highlights include a poorly flown holding pattern and a rejected landing from a short, narrow, unimproved airstrip. And the effects of the eclipse at FL390 are pretty cool too!

Josh will also give an update about Sonoma Jet Center's recent efforts to increase the supply of and demand for Sustainable Aviation Fuels here at KSTS.

We look forward to seeing you there!



Dinner Menu:

The May dinner is Make Your Own Super Burrito with lots of fixings, Salad, Rainbow Sherbet and cookies. All for \$10!

RV-4 In Motion

By Marlon Young

For years I had wondered if I had the time and patience to build an aircraft but am always looking at Trade-A-Plane, and now Barnstormers. With the help of my father who is an A&P and I.A. (now retired) I helped rebuild the Citabria I have had for 34 years replacing the wooden spars with Aluminum spars and maintain a Cessna 195 that we bought together 37 years ago. But building an airplane seemed to be a big step. The opportunity to test myself came during Covid when I learned of a local project that had been sitting for quite some time.

Vans RV4 kit number 1564 that became Redtail N301FS was purchased by Donna Turrentine from Vans Aircraft around 1990, one of two RV-4's started by Chapter 124 members that year. She and John Whitehouse purchased their kits around the same time. Donna worked steadily on her project for 15 years and had the help of numerous chapter members until life got in the way and the project stalled. Right about that time John completed his and started flying. Donna's project got set aside with the fuselage, engine and wings left in her garage, the canopy in her hallway, and the empennage and control surfaces stored in a spare bedroom, where they sat for 15 years. Her kitchen table remained her "build center" with her drill press, grinder, tools and the plans still sitting there when I first met her. She said she always had the intention of one day finishing the project.

I learned of the project in 2021. I was the chapter president at the time, and we were in the middle of COVID lock down. Dwayne Green stopped by my shop/hangar to borrow a tool. I had a 1949 Chevy Truck project sitting there and all of my father's tools,

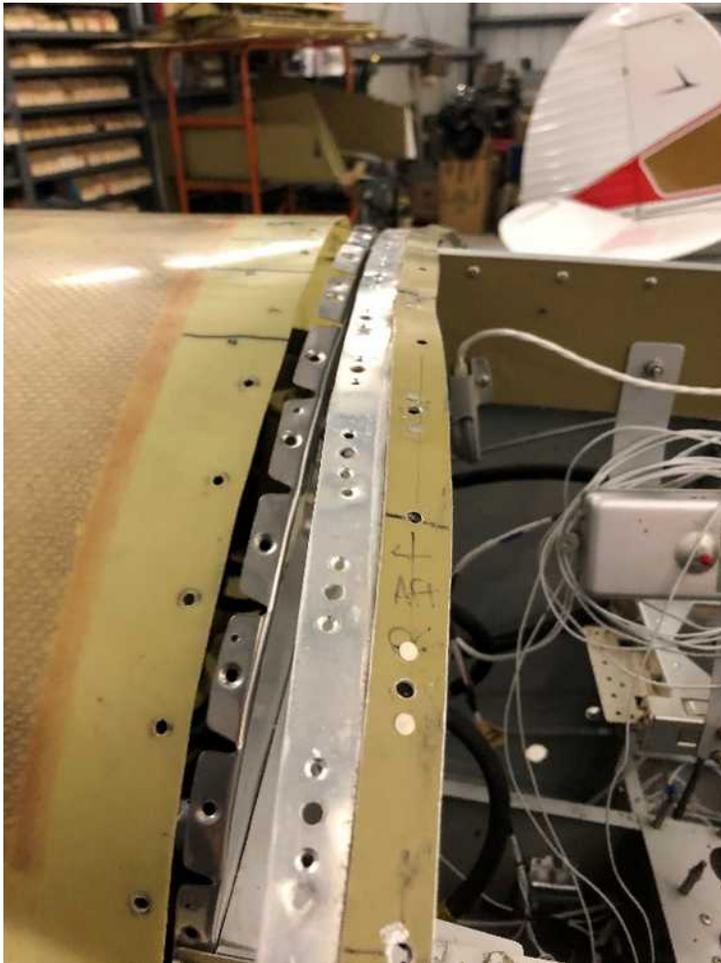
equipment and hardware (a well-equipped hangar). Dwayne asked me if I ever planned to build an airplane. I had been looking at projects recently (like everyone during Covid) and mentioned that I had always wondered if I had the patience to be a builder. He told me there was a prior member named Donna who had started an RV-4 about 30 years ago that had never been completed. He could not recall her last name. At that point I had flown two different RV-9A's and been in the back seat of a RV-8 but had never even sat in an RV-4 (would I fit?). Online research (Vans Airforce) indicated to me that I could fit even though I tried and could not fit in John Whitehouse's RV-4 because of the way he had done his panel. But, it appeared I could make adjustment to be able to fit in the airplane, and all reports were that it was one of the best flying Vans aircraft available.

I figured out who Donna was, and after several phone calls and conversations, I convinced Donna it was OK for me to come over to her house without violating any "covid orders". When I finally had a chance to see the project (which she said she had spent time cleaning it up) It clearly had been sitting for a very long time and the accumulated dust and debris creating worries about corrosion or other hidden problems. The control surfaces stored in the house were encouraging because they exhibited good build quality. If the remainder of the construction matched that, and there was no major corrosion, it would be a viable project. After some discussion over coffee at her kitchen table - build center, an agreement was reached, and I started hauling aircraft components to my hangar.



Moving the airplane down the driveway to load it on a trailer

The project was stored in a garage in Sebastopol. Fortunately, she had primed the project during the construction, and Donna's numerous small rescue dogs kept the mice and rats out of the project. It did not smell very pleasant, and I spent the first few weeks just cleaning and taking things further apart where there were some construction problems. Between the pressure washer and a steam cleaner I was able to clean up the airframe and no corrosion was found on the structure. The biggest issue was when they had started to fit the cowling. They had the engine mounts installed wrong and the engine was drooping. Their modifications on the top of the firewall to try to fix the issue complicated matters and that is where the project got stalled.

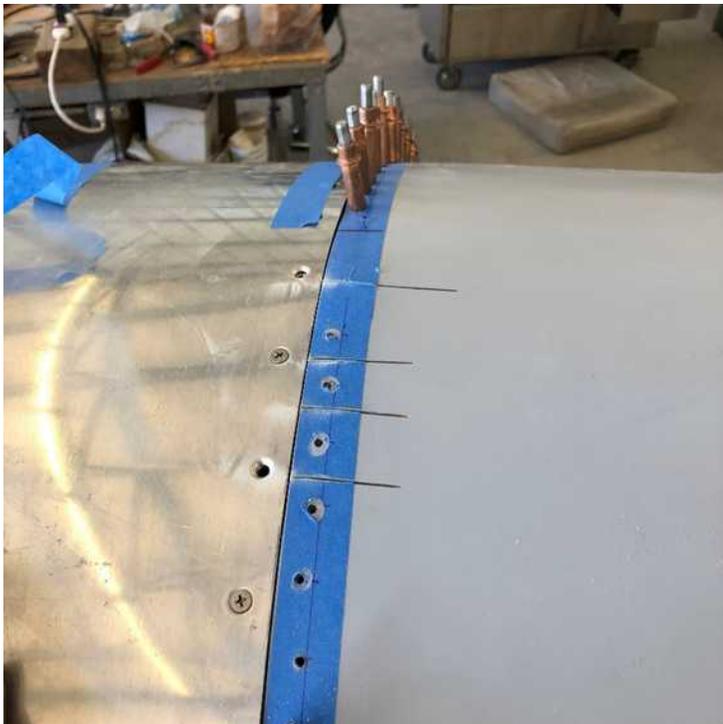


Firewall - Cowling interface



EXP-II voltage load center - replaced with standard circuit breakers and switches

My goal was to complete the project in about 15 months, to fly it before my 60th birthday. Several chapter members told me it would take 2-3 years minimum and indicated they accessed the project at about a quick build stage, with problems that I would have to re-work. I jumped in full time in the afternoons and had the help of several chapter members, especially Steve Barnes (fairing.com) to get me going in the right direction and not down some rabbit hole. I worked on the project every day for 4-8 hours at a time before going home at night to research and read on issues I was dealing with. The online community and Vans Airforce was also a great resource.



The structure was an ugly, dirty zinc chromate green, and initially the plan was to wait and paint it after it was done and flying. That first winter a unheated shop became available and I decided to at

least primer the entire project while it was apart to have a consistent gray base. That progressed into at least painting the "Red Tail" and by the time I was done spraying all components except the cowling and gear fairings were painted. The wings went on without any major problems. Donna's reaction during the project was touching. The first time she saw it with the wings on she cried, and said she thought she would never see it finished and flying.



By the first of November 2022 the airplane was ready for inspection and received its airworthiness certificate 2 weeks before my 60th birthday. The first flight was on Veterans Day November 11, 2022,

which to me seemed fitting since it is my Redtail. That was one of my three most memorable flights in 40 years of flying.



RV Grin, tempered with the relief of the first flight being completed successfully.

The goal was for a solid VFR flyer. With a Lycoming O-320 and a fixed pitch prop, the airplane was kept light and is a pure delight to fly. Against convention I did the first flight in N301FS despite not having any RV-4 or other tailwheel RV time. I have flown John Swanstrom and another RV9A, but no tailwheel time. I had inquired about having Steve Barnes do the initial flight and he was at the airport on November 11th, the veterans day I did the initial flight. Many times Steve had mentioned I would be just fine with my Citabria and other tailwheel time it would be a piece of cake. I am very happy I did the flight because it does rate up here as one of the most memorable flights in 40+ years of flying. I now have a perfect aircraft to fly for my final 40 years of flying.



Vacuum system removed and replaced with a Garmin G5

Donna's first flight was November 11, 2023, the one-year anniversary of the first flight of N301FS. After the flight she ask me "can I just sit here a while" before getting out and giving me a big hug.



The paint was finished during the initial condition inspection but was not back in the air until late February 2024. Unfortunately, Donna did pass away before I could get her out to the airport for a

second flight. I was able to keep my promise to her to finish the project in a reasonable time and give her a ride.



I now have over 125 hours in the airplane, and it flies as promised. Light on the controls, maneuverable and a capable aerobatic airplane with good cross-country speed, but tight fitting since I am over 6 feet tall. It is one of the most enjoyable airplanes I have flown and airplane I have for just a trip around the pattern. I have demonstrated that I can build an airplane, and now looking for the next project.



Several young eagles have also gotten rides in N301FS

This aircraft has a lot of EAA chapter 124 DNA. The EAA Members whom I recall Donna Turrentine mentioning would be Henry Bredell, Bill Bruce, Denny Palmer, Remo Galeazzi, Art Beer, John Whitehouse, Steve Barnes and I'm sure other members whose names I forgot. Once I took over the project I had the help, guidance, and continued encouragement of Steve Barnes, Fred Romberg, John Whitehouse, Andy Werback, John Swanstrom, Mike Cingari, Peter Neumann and other members who will remain anonymous - because my memory is not what it used to be.



Progress on the EAA Ramp

By Andy Werback

As we have been conducting Young Eagle events at EAA 124, it has been very apparent that we don't have a lot of ramp space along taxiway Golf. We normally park on the west side of Golf and push back as far as possible, but still trying to make it easy start up and taxi out - meaning keeping the nose gear on the pavement and keeping the gravel away from propellers.

With some aircraft having wing spans nearly 40' on a 50' taxiway, space is a bit tight. Therefore we encourage pilots to KEEP to the RIGHT as much as possible. 5' of taxi clearance is a whole lot better than 5".

One of the difficulties we have is the parking of derelict airplanes on

the east side of taxiway Golf, in the vicinity of the EAA's Eastern-most hangar fronting the taxiway. Looking at the available tiedown cable, we determined that we could gain about 200' of parking space if we moved a couple of the derelicts (hard to call them airplanes now - they might have been at one time) down the line.



Many thanks to Marlon Young for contacting STS Operations and getting permission to move the airplanes. With the Airport's consent, we were then tasked to do the actual move. We - Dom, Dave and Andy - wound up getting together on a very rare nice Saturday morning. We aired up the tires (they were only flat on one side), struggled with one derelict that had a frozen nose gear, but got them moved and tied down as before. We now have room for at least 3 more airplanes along taxiway Golf.

As we were finishing up, Dom spotted 3 awesome airplanes coming in for an overhead break, circling to the east to land. As the first airplane had twin tail booms, this seemed like a good time to go find out what was happening!

The first try on the GA ramp at Nob Hill was a bust, as was the area around PCAM. The Sonoma Jet Center ramp was empty as well. But there they were on the Vine Jet ramp! And Marlon was already there (how did he do that?).

I was welcomed by Phil Gattuso, who introduced us to the pilots. They had just arrived from Planes of Fame in Chino, on their way to Arcata. They had waited 4 days to get decent weather at both ends

and along the way (whatever happened to "spring time". It's raining again!).

Kevin Eldridge was flying the Museum's Grumman F8F-2/G-58A Bearcat (with an interesting history) -



Mark Moody was flying the North American P-51D -



And Mike DeMarino (who also flies an RV-4, so he and Marlon are airplane buddies!) was the pilot of the Lockheed P-38J Lightning.



I didn't want to interrupt the operation to ask for a group picture,

but here we have Phil and Marlon (backs to us) talking with Mike DeMarino -

(Ed. note "No Backs" policy removed this image)

(Interesting that two out of three airplanes had a water-cooled inverted V-12 engine, and only 1 radial engine). More information about these particular airplanes is available on the Planes of Fame website. And nice to have a real P-38 back at Santa Rosa! Some of you may know that many P-38 pilots were trained during WWII here in Santa Rosa.

Thank you Phil and Vine Jet for your hospitality!

George Marshal Wag Aero

By Dominic Cerniglio

"EAA 124 Chapter Member and Board Member George Marshall was out at the facility April 14th workin' on his Wag Aero CUBy!



These candid shots under the clouds show him dazzling spectators with his hand propping skills- and showing off his custom hand brake system! After much hard work, George has his plane really dialed out nicely and he's about to take it back into the skies after a pretty serious round of upgrades! Come out to the Chapter and check it out!! Good luck George!"



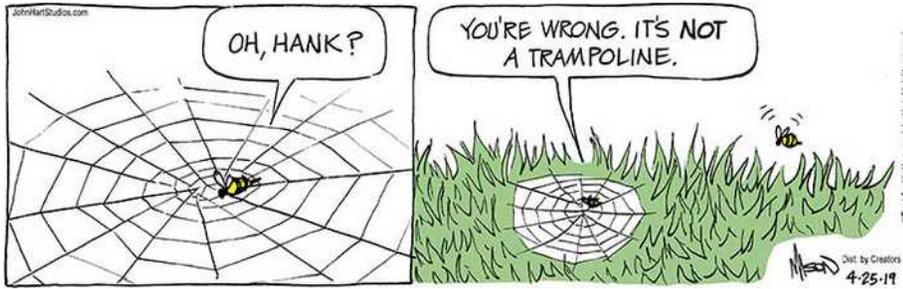
In other news: The Grape Stomper-

"Chapter Secretary Dave Franco showing off his unconventional aircraft 'tug' and his new project "The Grape Stomper" down at EAA Chapter 124.



The Cessna 172 pictured here in tow- or at least part of the 172 pictured here in tow- had the unfortunate honor of running out of gas and landing in the vineyards surrounding the Airport! Dave picked it up from the old owners and is in process of restoring it back to it's former glory.

Keep an eye on this one- - Dave is a doer and has a long and demonstrated track record of miracle work. Should be fun to watch it progress under the watchful eyes of his FAA Designated Engineering Representative and a demonstrated track record of miracle work. Should be fun to watch it progress."



(Reprinted with permission of John L Hart FLP)

Interesting Aviation Links

(thanks to David Heal)

Blue Side Up [Click Here](#)
Pilot Debrief [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!

EAA Chapter 124 Board Meeting Minutes

April 3, 2024

Meeting Convened 5:30 pm Board Members In Attendance Dominic Cerniglio (President) Marlon Young (Vice President) John Whitehouse (Vice President) David Franco (Secretary) Larry Rengstorf (Facilities Manager) Jeremiah James, Mike Cingari, George Marshall

Prior meeting minutes were approved. Cafe Hangar Tenant Eviction Update- The board was informed that President Dominic Cerniglio and Vice President Marlon Young have made an inventory of the items in the CAFE hangar (Excluding Aircraft) which will be deemed abandoned property and will be offered up for bulk auction if they are not removed by the date posted in the tenant notification .

A notification of the impending procedure and the items inventoried, as of April 3 2024 will be delivered to the current occupants.

Social Media Outreach Coordinator Recruitment- The President announced that Kristin Nagata has been recruited as our new social media outreach coordinator. The board welcomed the news and is delighted to see she has already created an Instagram account.

Chapter Dinner Price Adjustment- A motion was made to raise the price of dinners to \$10 dollars. The motion does make allowances for special event dinners to be priced in excess of the standard amount if select ingredients cost more. The motion carried 7 in favor and 1 opposed.

Treasurer's Report- Chapter coffers remain in a healthy state, due largely to the fact most tenants up to date on rents.

Facilities Report- Larry Rengstorf thanked Mike Tovani for mowing during his convalescence, and is looking forward to assuming his duties.

Meeting Room Usage Availability- On a trial basis the meeting room is going to be made available to chapter members provided all members of the meeting join EAA Chapter 124. The board will monitor the program and make adjustments as necessary.

Tenant Lease Agreement Amendments- Board members with an interest in keeping tenants up to date on their rents are going to formulate changes to the present agreement that outlines stricter

consequences for habitually late tenants, with the intention of removing derelict airplanes.

Meeting Adjourned 6:05 pm

EAA Chapter 124 General Meeting Minutes

April 3, 2024

The President welcomed all those in attendance. He than thanked the culinary crew for contributing to another delicious success. Head chef Sam Werback accepted the praise and in turn praised her helpers individually.

The president proudly announced that EAA Chapter 124 won the 1st annual KSTS Chili Cook-off! President Dominic Cerniglio proudly showed off the prize basket and held aloft the coveted champion's ladle. His self-styled Tri-Motor Tri Tip Chili was deemed best of the best. Fly out announcements- Avid gyro copter enthusiast Paul Hollingworth announce he is planning an extended adventure which includes flying to Sedona and the Grand Canyon. He promises to bring back many pictures and do a presentation. Builder's Report-

Mike Tovani reported that he has received the engine for his Rans project plane.

Treasurer's Report- The treasurer reported that chapter coffers remain in a healthy state and thanks tenants for being prompt. It was noteworthy that almost everyone was up to date on their rents. Presentation- Anatomy Of An NTSB Investigation.

Presenter Rick Beach is Safety Chair for the Cirrus Owner's & Pilots Association (COPA) and noted Cirrus expert. Speaking publicly for the first time Rick took the audience inside the investigation of the events and subsequent findings relating to the crash of Cirrus N821SG, which occurred on July 13, 2017. The plane had just left Sonoma Skypark and experienced an interruption in power on climb-out which resulted in a pilot initiated emergency parachute deployment. The whole plane parachute system deployed, but due to insufficient altitude it failed to fully expand and slow the plane to survivable descent velocity. The resulting crash claimed two lives,

leaving one survivor. The pilot William Goldman and his young son both perished in the wreckage. Rick outlined the thorough-going and tedious nature of the NTSB investigations and what it's like to be a named participating party in an investigation.

Typically the investigation of small plane GA aircraft crashes are hampered by the lack of in-flight data, such is not the case with Cirrus airplanes which carry flight data recorders. Rick outlined how the resulting data analysis identified the likely cause of the partial engine failure. The data revealed that improperly selected fuel system pressure settings resulted in an overly rich mixture causing loss of power. Analysis of the data showed that problematic fuel setting had become normalized and the pilot had become accustomed to flight characteristics of the plane, which had been operating sub-optimally for some period before the crash.

Rick relayed how this data driven conclusion has informed how both Cirrus as a company their Pilot's Organization (COPA) and authorized Cirrus service centers are now attuned to this unforeseen, and potentially deadly operating condition. The investigation also served as a reminder to Cirrus pilots that parachute deployment below 500 ft AGL is not recommended. Rick also touched on the subsequent litigation surrounding the crash, which resulted in a undisclosed settlement naming Cirrus, Continental Engines, and named a regional Cirrus service center in the lawsuit.

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 (\$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: eea124newsletter@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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