

The Flying Wire



**Chapter 124
Experimental Aircraft Association**

**Volume 63 Number 1
January 3, 2024**

Board Meeting (Quarterly)- 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
Santa Rosa, CA 95406

Table of Contents

January Program1
Dinner Menu1
Rememories1
Filtration4
Aviation Links5
Notes from the Editor5
Board Minutes5
General Minutes5
Contact Information7

January 3, 2024 Program

Medley of topics: **John Fritsch** will bring us up to date of his Homebuilt Solar Array “Gas Station”. **Robert Leach** will speak about the difficulties of finishing his RV in the midst of Van’s Aircraft bankruptcy declaration. **David Franco** will address the proposed **FAA MOSAIC** (Modernization of Special Airworthiness Certification) rules changes governing light aircraft.

Dinner Menu:

The January dinner is Hamburgers & Hotdogs, plus Fixings, Cole Slaw, Baked Beans, Chocolate Cake and Hmm, Vanilla Ice Cream. \$7

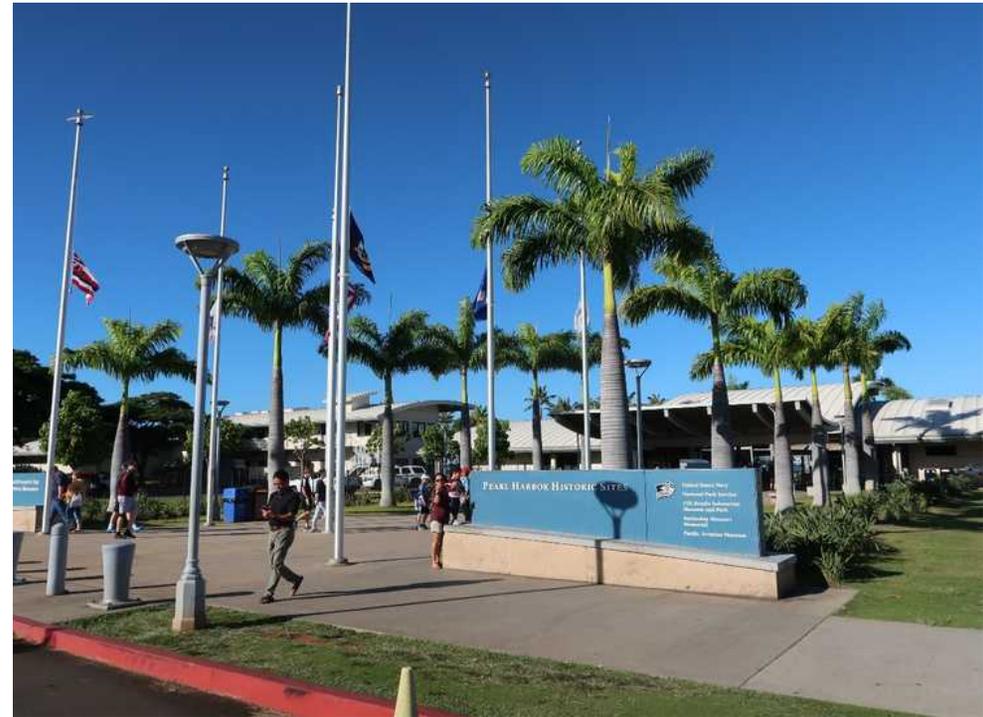
Pearl Harbor - Revisited

By Andy Werback

What, yet again? Sure, why not. New information, new conclusions, required reading. And here we are, near the 82nd anniversary of December 7, 1941.

In 2021, District of Columbia Police Chief Steve Sund was fired for apparently failing to do his job on January 6, in the aftermath of the assault on the Capitol. Never mind that he did an excellent job with the information he had at the time. Never mind that the Capitol Police was never envisioned or organized to address an event of this sort. Numerous failures in the chains of command were involved. But he was the guy, and the powers that be said he had to go. We know him from his book, “Courage Under Fire”, and from meeting him a few months ago. He also coordinated the display of American flags over the Capitol for the Pacific Coast Air Museum’s Veterans program

(<https://pacificcoastairmuseum.org/wp-content/uploads/2023/01/Straight-Scoop-Winter-2023.pdf>)



Entrance to Pearl Harbor Historic Sites, Pearl Harbor, Hawaii

A similar event happened because of the surprise Japanese air attack on Pearl Harbor, HI, on December 7, 1941. Both the Navy and Army commanders, Admiral Husband Kimmel and General Walter Short, were relieved of their jobs, as they were in charge when bad things happened. Several congressional investigations showed conclusively, at least as the American people were aware, that they were to blame for this lack of preparedness and the permanent or temporary loss of the eight battleships in the Pacific Fleet. (USS Arizona was a total loss, USS Oklahoma was raised but sank on the way to Bremerton for repairs. The others were repaired and modernized as needed and fought on in WWII).

Samuel Eliot Morison’s “History of the US Navy in World War II” (Volumes II and III) pretty much goes along with this narrative, using the information available during and immediately after the War. The Japanese were intent on securing their perimeter in the western and southern Pacific Ocean areas, getting access to raw materials such as oil, and had been brutally occupying mainland

China since 1933.

Intense negotiations had been going on for months after President Roosevelt embargoed shipments of oil and scrap metals that Japan sorely needed. Japanese naval and consular encoded messages had been flying back and forth, and US naval stations in the Philippines, Hawaii and Washington DC had been trying hard to analyze traffic as well as attempt to decode the messages.

The Japanese goal at Pearl Harbor was to take the US Navy out of the war for at least 6 months, until they could consolidate their gains. They sent covert intelligence specialists to Pearl Harbor and enlisted the help of Issei (born in Japan) or Nisei (native born US residents) to obtain intelligence about the US fleet - what ships were in port, where were they docked, were there anti-torpedo nets, etc. And especially, where were the aircraft carriers?

There were many events that should have been handled better, but there were plenty of offsetting events. For instance, nowhere in the Japanese message traffic was Pearl Harbor or Hawaii ever mentioned. There was plenty of information pointing to the South Pacific - Philippines, Borneo, Indo-China, but never Pearl Harbor. Was there an implied warning? Maybe, maybe not. Did Washington keep Pearl Harbor adequately informed as to the status of the diplomatic negotiations? They thought they had sent appropriate warning messages, but certain people in the Naval intelligence command chain vetoed these communications. Did General Short and Admiral Kimmel appropriately share information? Yes, but maybe not enough. How did the message about sighting and sinking a midget submarine just offshore from Pearl Harbor take literally hours to get to the Naval command staff? How were attacking Japanese planes mistaken on radar for arriving B-17's? The B-17's were homing on the local AM radio broadcast stations (specifically left on that night) from the east, not coming in from the north. And the weather - the Japanese picked the perfect spot and time - December 7 was a Sunday, fleet in port, relaxing. Weather was poor to the north, long range patrols couldn't have spotted them. Besides, the available long-range patrols were looking at the southern approaches that would be coming from the Japanese mandate islands. Other aircraft were not available as they were training or transitioning to support the likely target, the Philippines.

(And talking about the Philippines, they had their airfields and aircraft blasted too, even with actual warnings from the Pearl Harbor attack hours earlier! General MacArthur was never questioned about his lack of preparedness!)



USS Arizona Memorial with USS Missouri, Pearl Harbor, Hawaii

However, there is always more to the story. Information that couldn't or wouldn't be divulged due to security or to protect the command structure, or even just due to personnel "turf" issues. Two books in particular provide a lot of insight as to other events that were taking place.

First, "Joe Rochefort's War", by Elliot Carlson, is a biography of the commander of Station Hypo at Pearl Harbor (Naval Institute Press, 2011). He was a central figure in analyzing the information provided by the local naval radio receiving station and correlating

other sources of information. He was also the key figure in providing accurate intelligence that led to the US Navy's success at the epic Battle of Midway - where the Japanese lost 4 of their fleet aircraft carriers. This was a few days less than 6 months after Pearl Harbor. His group was also able to advise Admiral Nimitz (who took over as Commander Pacific Fleet on 31 December 1941) regarding the Battle of Coral Sea and Japanese intentions early in the war. He was removed from command shortly after Midway without any official recognition for his role. Rochefort and his crew had correctly predicted June 4, north of Midway. Washington's analysts had the wrong location and time. Years later, posthumously, he was finally awarded the Distinguished Service Medal.

By the way, after he was relieved from intelligence duty, he requested sea duty. As he had special knowledge, he could not be assigned to a ship that might go to the war zone, so he was assigned as the captain of the new Advanced Base Sectional Dock USS ABSD-2, as it was being tested in Paradise Cove (San Rafael), near San Francisco.

The second book is "And I Was There", by Rear Admiral Edwin Layton, Captain Roger Pineau and John Costello (William Morrow & Company, 1985). Ed Layton was the Pacific Fleet's Intelligence officer, reporting directly to Admiral Nimitz. His background, knowledge and insight, plus all of the more recent research and access to declassified files, gives the Pearl Harbor story a whole new perspective. Captain Pineau was a Lieutenant in WWII, and did a lot of research for Samuel Eliot Morison's History series. John Costello is a British historian with many books to his credit. Together, these three men provide a chilling narrative of the "other" events that led to Pearl Harbor and the US Navy's Pacific Fleet intelligence operations in WWII.

It should be noted that both Rochefort and Layton had an early interest in the Far East, and specifically in the Japanese language and culture. They both spent 3 years stationed in Japan at the American embassy specifically to learn the language. That enabled them to deftly handle the limited and many times confusing intelligence that came in through the radio listening stations. In addition, both officers met and socialized with their Japanese hosts - Layton in fact played bridge with Admiral Isoroku Yamamoto.

These books have a lot in common - Rochefort worked closely with Layton, they both had major issues in dealing with the Navy's designated intelligence group OP-20G in Washington DC. Many questions are raised and answered, many are not. There is a lot to the Pearl Harbor story. Maybe we're not done yet. But certainly, there was plenty of blame to go around, and not just at Pearl Harbor.



Japanese "Zero" Mitsubishi A6M on display at Pearl Harbor Aviation Museum



Surrender ceremony on the deck of the USS Missouri, September 2, 1945

Filtered Fun!

By John Fritsch

I fly behind a Lycoming as do all the CCS. I used Champion 48110 oil filters, and Champion instructs that the rubber gasket is to be lubricated with oil or a sealant before installing it on the filter mount. Champion filters are priced about 1.5 times as much as Tempest filters, and I switched to the Tempest 48110-2 filter that is the designated Lyc filter. The filter comes in cardboard packaging that is logo and promotion. That said, the filter has instructions

similar to the Champion instruction printed on the side but for the instruction "DO NOT" lubricate the rubber gasket with oil or sealant.



Frankly, I do not have any opinion about whether this is a material difference, but because users of Champion filters who change to

Tempest may "go thru the motions" instead of read the instructions, I wonder if you might include this post or information in the newsletter so we are all up to speed? I will send you a pic of the Tempest filter instructions before too long. Thanks and stay safe.

(Reprinted with permission of John L Hart FLP)



Interesting Aviation Links

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

Newsletter Editor Shared Space:

From your Treasurer

Hello my fellow aviation friends, Merry Christmas and Happy New Year! 2024, wow, how time flies! But with the new year, I come asking you for money, as in, chapter dues that are due 1/1/24.

Dues are \$50/year, as a reminder. You can bring it to me at the January meeting, or mail it to our chapter:

PO Box 6192, Santa Rosa, CA 95406.

As a reminder, you must be current with your EAA National as well as our Chapter 124 dues to be a full fledged member of the chapter. This is required for anyone to have voting privileges, or to serve on the board or executive position. It is also required to be current if you have an aircraft parked on our site. (Very important for our insurance coverage.)

Of course, we always happily accept donations as dues to our chapter if you are not a national member as well, but we consider you a contributing, not full chapter member.

Wishing you all the best for a happy flying year!

With hat in hand, your faithful treasurer,

John Whitehouse!

EAA Chapter 124 Board Meeting Minutes Not in November (quarterly)

EAA Chapter 124 General Meeting Minutes December 6, 2023

Meeting Convened- 7:30 pm

The president thanked everyone for assembling a wonderful holiday pot luck dinner. He thanked those on the culinary team for making the ham and dessert.

Builder's Reports- David Franco shared his latest experienced drafting a part in Solidworks and then having the 3/8" thick Lycoming engine torque plates precision jetcut.

Treasurer's Report- The coffers are holding largely steady. The bill for recent hangar lighting improvements was tendered. Due to Dominic Cerniglio Jeremiah Jame's effort the cost of the lighting upgrade was for the materials only. .

Facilities Report- People using the gray lockers in the shade

hangar's need to claim their lockers if they do not claim their belongs they will be thrown away. The bead blaster, table saw, metal brake re available if members are interested.

Elections- The assembled members affirmed by acclamation the slate of nominated candidates as previously posted for 2024-2025.

President - Dominic Cerniglio
Vice President - Marlon Young
Treasurer - John Whitehouse
Board 2 Year Term - Mike Cingari
Board 2 Year Term - John Swanstrom
Board 1 Year Term - Jeremiah James

Presentation Topic- Flying To Mexico

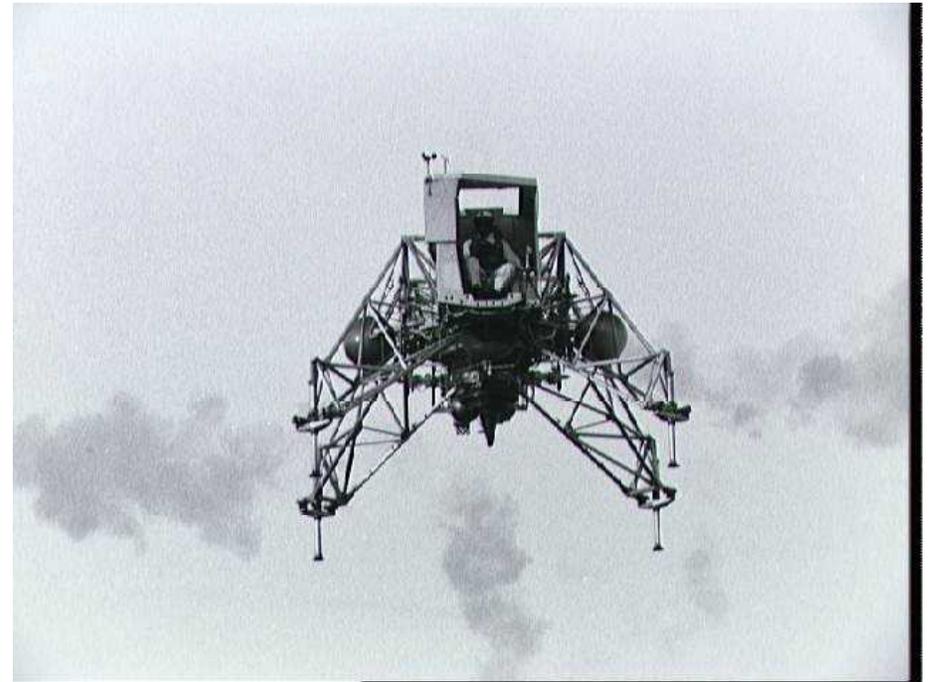
Experienced aviator John Fluno IA/AP shared details regarding his adventures throughout Mexico. His travels have been a mix of business and leisure. His insider tip warned people that if you do drive, make sure you have all the proper paperwork to import your vehicle otherwise it can be confiscated. He recommended Nacimiento which features a natural spring the feeds a pristine river where people recreate along the banks. He then went on to commend Quretaro for its cleanliness and thinks any itinerary would be incomplete with seeing it if you're in the area. He also recommends Baja California for those interested in wine tasting.

He suggests the following list of items and resources for those interested in flying in Mexico;

- 1) Foreflight
- 2) Baja Bush pilots organization.
- 3) You are also expected to have the following: Mexican insurance, current annual, FFC Radio License, Airworthiness Certificate, Adsb, registration, medical certificate, pilot certificate, flight plan paperwork, Customs stickers and call customs prior to your arrivals!
- 4) Check your cell phone carries coverage before leaving.
- 5) Credit/debit card compatibility with Mexican banking systems.
- 6) Cash, pesos, your bank can be arranged prior to leaving.
- 7) Google translate

Meeting Adjourned 8:45 pm

The chapter welcomes our newest members-
Ross Wilcox and Jeremiah James



Neal Armstrong training

Chapter 124 Contact Information

President: Dan Steinhoff (22/23) (707) 235-0275
Vice President: Dominic Cerniglio (23/24) (707) 628-9008
Secretary: Dave Franco (20/22) (707) 494-4259
Treasurer: John Whitehouse (22/23) (707) 539-5549

Board:

John Fritsch (22/23) (707) 694-8091
Kevin Quirk (22/23) (707) 888-3263
George Marshall (22/23) (707) 637-0681
Tim Petersen (22/23) (707) 538-8860
John Fluno (20/22) (310) 315-5524

Membership: Dave Franco (19) (707) 494-4259

Facilities Chairman: Larry Rengstorf (22/23) (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

Webmaster: John Palmerlee
jbpalm@sonic.net (707) 566-8560

Newsletter Editor: 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: Walt Ferris (415) 482-8331

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
430 Secretariat Ct
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.

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.