



# The Flying Wire

**Chapter 124  
Experimental Aircraft Association**

**Volume 63 Number 9  
September 4, 2024**

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

**Dinner - 6:15 pm \$10**

**General Meeting - 7:00 pm**

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

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

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## July 3, 2024 Program

### Presentation Topic- Sonoma County's fabled Aviation past!

Come Listen to long time Sonoma County resident Steve Lehmann, president of the Windsor Museum and Historical Society, tell the tale of the great hometown men who came before us and laid the foundations of the airport we call home and the sky adventures they had- and that we continue today. Steve has been named honorary Town Historian for his encyclopedic knowledge of our local history. It's sure to be a fascinating evening!

You might not know that the first airmail in the United States was delivered by two Sonoma County residents who hand built their own plane from scratch in 1910 on their property right here next to our beloved KSTS! It's true! Turns out EAA 124 chapter members and aircraft builders have good roots in this fine soil! Aircraft building and Aeronaut adventuring is in our blood! From these early Sonoma County pioneers blazing trails in the sky, to young men getting ready for battle in the skies during World War Two, Sonoma County has played a pivotal role in the beautiful story that is Aviation. A story that is ongoing!

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### Dinner Menu:

September dinner is ... Hamburgers and Hot Dogs with many add ons. Along with Baked Beans and Cole Slaw. Dessert is Fiddle Faddle. \$10 please

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Ready to Fly. Although the above photo identifies Fred Wiseman as a Santa Rosa aviator, census records reveal he was living in Windsor when he built his first airplane, the first in California, and delivered the world's first airmail. (photo courtesy Healdsburg Museum)

### Windsor's Fred Wiseman Delivers First Airmail

( by Stephen Lehmann Reprinted from the Windsor Walk)

According to the National Air and Space Museum, Fred Wiseman built the first airplane in California. According to the National Postal Museum, Fred Wiseman flew the first airmail flight in the United States. And according to numerous other sources, Fred Wiseman flew the first airmail flight in the world!

What none of these sources tell us is that Fred Wiseman was living in Windsor 1) when he built his first airplane, 2) when he made his first flight and 3) when he made the first airmail delivery.

When digging into Windsor history, researchers soon discover that

during bygone eras, many events that occurred in Windsor and within its sphere of influence were not credited to the community but described in the press as being “just south of Healdsburg” or “just north of Santa Rosa.” In Fred Wiseman’s case, his flights were reported as occurring “just north of Fulton” and “just west of Mark West.” The fact is, those flights were in Windsor. The 1910 census counted Fred Wiseman and his aviator mechanic partner, a Frenchman named Jean [John] W. Peters, as residents of East Windsor on May 7, 1910, and Wiseman flew his biplane in the area where Standard Structures is located today!

On Friday, May 6, 1910 the Press Democrat reported that the Wiseman - Peters airship had been brought into Santa Rosa the proceeding night to be put on display at the corner of Fourth and Mendocino streets. The article also states that it took three wagons to haul the airship into town and that it would be reassembled and ready to fly on Sunday, May 8. This was to be the first public flight of the airship.

### **Who Was Fred Wiseman?**

Joseph Frederick Wiseman was born on the family ranch near Melita Station on the outskirts of Santa Rosa, November 10, 1875 to William Alexander and America Charlotte Wiseman. According to the 1937 History of Sonoma County, when the first railroad train came west in 1876, the family of William Alexander Wiseman was aboard. Wright brothers’ airplane in Dayton, Ohio in June 1909, Fred was determined to build and fly his own airplane. He returned to California and four months later, in October of 1909, he and his friend and racing partner, John Peters, began constructing an airplane after their regular hours working at Leavitt and Company, an automobile distributor in San Francisco. In January of 1910 both Wiseman and Peters quit their jobs in San Francisco, moved to Windsor, and rented a pasture from Grant Laughlin. It was located at the current site of Standard Structures Inc., and it was here that what would later be known as the Wiseman-Peters biplane was completed, tested, refined, tested again and again, and finally flown.

From Bicycles to Flying Machines Fred, as Joseph Frederick was known, grew up with a keen interest in mechanics. He raced bicycles, motorcycles and automobiles so it seemed in his nature

that he would be drawn to the brand new frontier of manned flight. After viewing the Taking Flight Early tests showed that the plane was underpowered and would not turn. This allowed only straight, short flights, landing, turning the plane around and repeating the exercise. A new, more powerful engine was added and more testing was done.

Wiseman display at the corner of Fourth and Mendocino streets. The article also states that it took three wagons to haul the airship into town and that it would be reassembled and ready to fly on Sunday, May 8. This was to be the first public flight of the airship. Los Angeles Aviation Meet. In January 1910, prior to building the first airplane in California, Fred Wiseman attended the Los Angeles Aviation Meet, advertised as the first in America. Approximately 254,000 spectators attended the ten day event.

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**YOUNG EAGLES RALLY**  
 In Conjunction With:  
**GIRLS IN AVIATION DAY**

**AIRCRAFT!**  
**ACTIVITIES!**  
**FOOD!**

**FREE FLIGHTS FOR KIDS!**  
 (ages 8-17, registration recommended for flights)

REGISTER FOR YOUR FLIGHT HERE →

**SATURDAY, SEPTEMBER 21ST**  
**9 AM - 2 PM**

5550 Windsor Road, Santa Rosa (EAA Chapter 124 Hangar at KSTS)

**EAA 124's biggest event of the year is coming up September 21st !**

**The Girls in Aviation Day/ Young Eagles event rally here at Chapter 124 has evolved to become one the marquee events for the Sonoma County Airport and for our chapter.**

*If you've not been able to come down for one of these events, you're really missing a special day and an opportunity to see the vitality of 124 on display!*

Thanks to the efforts of our many volunteers, the facilities transform into what may be best described as an aviation festival. On this day, EAA 124's site is filled with Static Aircraft displays- from War birds, business aircraft, homebuilts, Aircraft from PCAM, and many private aircraft owners. There are aviation and STEM vendors on site, activities, music, a master of ceremonies, food trucks, treat stands, and as always, good coffee is served! As part of the event, we hold our largest Young Eagles rally of the year bringing many pilots, local families, and kids together to share the gift of aviation. It's truly a great day.

Over the last few years, EAA 124 has placed special emphasis on mentoring Sonoma County youth and our Young Eagles program. We have active plans to expand our activities in this role. We recognize that young people are the future of Chapter we embrace our role as Mentors, guides, and fellow human beings who love aviating and everything aeronautical. We are blessed to enjoy rarified air as aviators, fabricators, and builders and find ourselves in the unique role of being able to share our passion with the next generation. Come be a part of it all, spend time with your fellow chapter members, and help the next generation share the skies that have given us so much.

The Girls in Aviation Event will be held Saturday, September 21st from 9am to 2pm at the EAA 124 chapter facilities. Please come out and support the chapter and be part of all the action! We look forward to seeing you there.

- Dominic Cerniglio  
 (our Chapter President)

## French Flyers

(by Stuart Deal)

There is a town in Southern France named Toulouse. As you fly in, you may catch a glimpse of the snow capped Pyrenees. On the ground you wander through seemingly endless traffic circles. If you are as lucky as I am, your hotel is catty cornered to the Safran company headquarters that I came to visit.

My Uber driver told me that the only two games in town are Airbus and Safran as we wound our way through traffic circles to my hotel. I had arrived on the weekend so he was an Airbus employee with an expensive car that he paid for by Ubering on the weekends.

I had come to France, Toulouse in particular, to meet my new boss. However, he was in Paris so we had to make the trip as productive as possible and my French co-workers made it pleasant enough.

As you may know, if you watch [this video](#) or look into it, the French have a keen interest and deep history in aviation and Safran has several divisions that outfit planes with their physical and electrical systems. They sell to all the big commercial aircraft manufacturers and have a facility in Denton, Texas where I was last week. As an information worker, my main task was to provide information. What made this easier is a guy named Jeff Guin that fixed it so I could get around in the building in a way befitting my station as a long term employee that needed access to get my work done.

If you ever saw a long table, I wonder if it was as long as the tables I saw for making electrical wiring as long as the wing of a commercial jet. All the wild things they do to make airplane parts take bunches of engineers and “team members” with buyers, planners, the occasional IT worker (like me), and don’t forget the managers.

Suffice it to say that connecting with the folks that withstand the torture of using the software we support is an uplifting experience, almost as much as flying there to see them. They are brave souls in the tradition of the aviation pioneers that came before them.

I expect that the resulting software will put smiles on their faces and make working at Safran just that much more delightful as it is

now. Tracking the production progress and eventual installation of the products we make should get easier over time as us IT folks work out the kinks.

As my Mexican coworker, that I came to help, showed me on a map where he normally works and I showed him where Santa Rosa is I was reminded what a big world we live in. As I talked to people in Texas, if they heard I was from here, they universally reminded me that their real estate cost justified living in Texas, not that I asked about that or why they live in Texas. I had one of my coworkers say it all costs the same, poking holes in the whole economic theory that I had not bought about moving there.

So next time your airplane project seems to be dragging, just enjoy the beautiful place where we live and take a chance to see it from the air. I know it won’t help your progress, but it might help your mood, and if that gets you going then don’t stop there, a new adventure is probably just around the corner.

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EAA 124 Chapter member Bailey Caldwell standing in front of the Reach helicopter. Bailey recently had the opportunity to do a Pilot ride along with our local Reach crew for a day... 13 hours!!

. Lucky her!

Bailey is actively pursuing her pilot's license and work in the aviation field and is an active and engaged chapter member. Keep an eye on her progress. She's flying!  
(provided by Dominic Cerniglio)

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(Reprinted with permission of John L Hart FLP)

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### Interesting Aviation Links

(thanks to David Heal)

Pricey Toys [Click Here](#)

Charge! [Click Here](#)

[e](#)

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### Newsletter Editor Notes:

from Stuart Deal

A scheduling snafu about last months newsletter made it so all the minutes from the last two months are in this newsletter.

Apologies to anyone who was inconvenienced by this regrettable mistake. Any help is welcome.

Perhaps write an article.

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## **EAA Chapter 124 Board Meeting Minutes**

**July 3, 2024**

Meeting Convened 5:30 pm Members in attendance- Dominic Cerniglio (President) Marlon Young (Vice President) David Franco (Secretary) John Swanstrom, Jeremiah James, Mike Cingari,

Cafe Hangar Update- The parties occupying the former CAFE hangar have vacated. They did leave toxic chemicals and dysfunctional appliances behind , along with loads of worthless signage and equipment which will all incur disposal fees. They have failed to return the Zenith Project. Collectively the items left behind had a value below \$2,000 which obviated the need for a bulk sale liquidation.

The former tenant group will have their gate access to the facility canceled. Their legal counsel will be notified of the pending action against them to recover disposal costs. The chapter is considering filing a case against the former tenants for damages.

Fund Raising- The president would like to see more money raising activities, especially focused on youth outreach. The president would like to see Open Hangar nights focused on skill building. Educational opportunities may include introductory ground school and other aviation related programming.

Shared hangar space movement agreements. With more activity going on in the shade hangar space. A method is being explored to eliminate conflicts arising from people moving other people's planes. Meeting adjourned- 6:00 pm

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## **EAA Chapter 124 General Meeting Minutes**

**July 3, 2024**

Meeting Convened 7:15 pm The president welcomed all in attendance and thanked Sam Werback and her helpers for making another wonderful dinner possible.

Many new visitors shared their aviation experiences and reasons for coming.

Builder's Reports- Dominic Cerniglio shared his experience repairing a wing rib at his friend's hangar in Southern California. Andy Werback talked about performing a Lancair conditional inspection. The inspection required complete engine removal. The front landing gear backing bracket needed to be reinforced and welded. He was very pleased with the weld repair he had done locally.

Marlon Young shared details about the RV14 he recently acquired.

Young Eagles Debrief- The event flew 52 kids and was a fabulous success. Program Topic- Building a Cubcrafter NX Cub.

Presenter Elaine Gee shared her experience going through the factory-Assistant program. The program began with Bill Conklin commenting of his experience owning a finished certified version of the same type plane she is building. She outlined her impressive list of achievements, which includes finishing a PhD in Biophysics. Her own aviation journey has involved fits and starts, but has been involved in other builds besides her recent effort. She is looking forward to finishing her license and enjoying her finished product.

The factory build she is undertaking conforms to the 51% owner builder regulations. The idea of building an experimental class plane holds particular interest for her. In choosing a back-country airplane she hopes to meld her interest in the outdoors with flying. She shared some of her recent introductory back-country experiences which has whetted her appetite for all manner of adventurous flying to come. She was particularly drawn to the NX Cub because it has a robust trailing link nose wheel. She outlined the specifics of the design. Her own plane will even feature a IR Camera feature. The Factory-Assist program breaks down the tasks in manageable portions. The presentation showed her in the factory building component parts of the airplane.

The actual manufacturing included prepping chromoly pipes for final fitment and testing the interference fit of bushings. The process also included manual milling components. The rib manufacturing process involved hydro-forming the components and readying them for final assembly. Part of the wing rib preparation involved learning about the heat treating process which strengthens the final product. Her final day of instruction involved loading the epoxy and pigments into the fiberglass cowl molds. She is looking forward to showing off her final product in coming

months.

The meeting adjourned at 8:00 pm

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## **EAA Chapter 124 Board Meeting Minutes**

**August 7, 2024**

Members in Attendance- Dominic Cerniglio (President) Marlon Young (Vice President) John Whitehouse (Treasurer) David Franco (Treasurer) Larry Rengstorf (Facilities) George Marshall, Mike Cingari, John Swanstrom, Jeremiah James, John Fluno

Motion made to approve July 3,2024 minutes- Motion passed  
Former CAFE Hangar Clean up- After much effort, energy and effort the hangar is has now been cleaned up. There were substantial costs incurred for dump and hazardous waste disposal fees.

Stolen Property- Dan Steinhoff was confronted about possessing the Zenith project plane without authority. He has been recalcitrant and still asserts illegitimate rights to the plane. It was unequivocally donated to EAA 124 as a potential learning opportunity for chapter members.

Facility Surveillance- The president is interested outfitting the premises with cameras.

Chapter Workdays- The main hangar roof needs new screws. Different screws are being tried out which have different sealing rings. The bathrooms are also due for renovation. The shade hangar needs to be blown out and de-webbed. The dedicated experimental hangar door hinges are due for some attention.

Chapter Breakfast- A chapter breakfast will be scheduled in coming weeks.

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## **EAA Chapter 124 General Meeting Minutes**

**August 7, 2024**

Meeting Convened 7:17 pm

The president thanked the culinary crew for yet another wonderful meal. A young new attendee announced his interest in pursuing a career in military aviation. The president announced that the

chapter has re-acquired the hangar formerly called the CAFE Hangar. The

Treasurer's Report- Chapter coffers ran a slight deficit this month, but in general chapter reserves remain steady.

Presentation Topic- Long Distance Wave Soaring Presenter Kempton Azuno shared his long and storied involvement with soaring. He got his glider license at age 14. His particular brand of soaring is called wave soaring. Wave soaring involves exploiting the natural atmospheric wave updrafts that develop over high terrain. His interest in soaring was first kindled at the, now defunct, Hummingbird Haven in Livermore.

He now flies out of Williams soaring center. Today he flies a self-launch-able ASH-30. The plane's wingspan is 88'. His most recent work experience involves assembling Space X rockets at a location near Vandenburg Airforce Base.

Chasing wave conditions is Kempton's enduring passion. He has taken to plotting geographical points of reliable atmospheric wave conditions. These way-points are filed away in a database for future reference. Exploiting this stored data and flying from Williams to San Diego is on his to-do list. He had the honor of holding the distance wave soaring record for a time It was achieved by riding the vaunted Sierra wave.

He traveled over 1,000 miles in a day. He looks forward to locating his glider near his home in Santa Barbara.

Meeting adjourned 8:45pm

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## Chapter 124 Contact Information

**President:** Dominic Cerniglio (24/25) (310) 628-9008  
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**Young Eagles:** Josh Hochberg (415) 999-0949

**Librarian:** Open

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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 (\$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](mailto: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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