



The Flying Wire

**Chapter 124
Experimental Aircraft Association**

(2012 Meeting Times *)

**April 4, 2012
Volume 51 Number 3**

**Board Meeting
April 4, 2012 - *5:30 pm**

**General Meeting
April 4, 2012 - *7:00 pm**

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www.EAA124.org

www.CafeFoundation.org

www.EAA.org

EAA Chapter 124
5550 Windsor Road
Windsor, CA 95492

April 4, 2012 Program

Takeoff and Landing Safety with Jim McCord

Jim McCord, CFI and FAA Safety Team Rep, will share a program on avoiding Takeoff and Landing accidents, the two most common accident types. Several short video clips will be shown that demonstrate poor takeoff and landing techniques – WARNING: these video clips are not for the squeamish!

He will also give an update on his Flight Design CTLS that should be arriving in Santa Rosa at the end of April.

Events Calendar

Please send us info about upcoming events!

Bob Gutteridge and I would like to keep everyone informed about local and regional events, so send us information if you have it!

Bob Gutteridge: bob_gutteridge@pacbell.net

John Palmerlee: jbpalm@sonic.net

Upcoming Events

April 14: [Aircraft Swap Meet](#) EAA Chap52 with Break/Lunch at Davis, CA

April 27-28: Sixth Annual **Electric Aircraft Symposium** at the Flamingo Hotel. Mark your calendars and note the great EAA member pricing for this outstanding event.

May 5: Cloverdale Airport Open Hangar Day and 50th Anniversary. **EAA 124 Young Eagles** Flights – volunteers needed! Contact Ray or Sher.

May 4-6: B-17 Tour Stop, Napa County Airport

***May 19: EAA Chap124 50th Anniversary** and Founder's Celebration. Volunteers needed – see Donna Turrentine

Saturdays – 12 to 1:30pm BBQ at Sonoma Skypark, Chapter 1268

Bringing “Carmella” to Serpentine

(by our member Peter Poland from Australia. First published in the SABC News, March 2012. Thanks Steve Barnes, for the reference!)

I guess my venture started years ago when I began looking around for a nice RV for my own use. I looked at a couple of Australian built examples but they didn't quite fit the bill. After a few trips to Oshkosh and many walks around the RV parking/tie down area, I guess I subconsciously began to formulise what I was seeking in an RV. Firstly my preference was for an all metal aircraft, minimum of 180 HP Lycoming engine, fixed pitch prop, preference was for a slider canopy and reasonable instrumentation for day VFR only with good interior and exterior, also a must have was a wing leveller and preferably an altitude hold.

In early February of 2011 I saw a very nice RV7A advertised on the Vansairforce.net website - it had most of the features I was after except it had a tip-up canopy. The 10 or so pics that accompanied the sale notice showed it was an above average example of a 7A. I immediately contacted the builder/seller to obtain more info on the aircraft including the reason for selling etc. I was satisfied with his answers and then sent an agreed deposit to hold the aircraft until I could get over to the States to make further inspection leading to the sale.

I was also fortunate in that I had a mate of mine whom I had befriended at Oshkosh and he was prepared to have a look at the 7A for me, as he was a two time RV builder. He flew across to the builder's airpark, not far from his own hangar in Northern California, and inspected the 7A. The feedback was very good and I then made arrangements to fly to the US. I finally arrived in Santa Rosa around the March 20 and the next morning we were having breakfast with the 7A seller at Red Bluff Airport. Over the course of the next few days the seller was kind enough to spend about 3 hours with me doing some circuits and generally getting the feel of the aircraft and going thru the salient features of the instrumentation etc - read Dynon D120! Finally we did the deal and had it duly notarized on an EAA Aircraft Sales form agreement.

The builder had informed me during the pre-inspection process that the 7A's Lycoming had ECI heads and there was an AD on them - apparently according to the AD some 300 of the 20,000 ECI heads that had been sold over the years had separated from the barrels after approx 300 hours in flight. ECI were correcting the problem and had made a very attractive offer to all its customers and the offer was to replace the 4 heads with completely new

barrels and pistons for a very small outlay of less than \$450 provided you (the owner) covered the cost of the labor involved and returned the old heads to ECI. So after the purchase of the aircraft, my friend Steve and I spent the best part of 3 days changing out the 4 cylinder heads and pistons. We then had an A&P check out all our work including head bolt torques and the tappet clearances, and he

signed it off in the engine logbook.

After a day's testing, noting cylinder head temps/EGT's and oil burn (as per the break-in procedures) we decided to get some hours on our newly installed cylinder heads and planned a flight down to Arizona/Nevada region of the US. So the next morning we got away from Santa Rosa and in just over 3 hours flying we were landing at a small airstrip - Sun City Airport which is just out of Bullhead City (Laughlin airport). Over the next few days we flew down the Colorado River, over the Hoover Dam and then over the Grand Canyon. We landed at the very scenic Sedona Airport (built on a flattened plateau-called a Mesa-see pic) and then flew back to Laughlin Airport. We flew her back to Santa Rosa the next day. A completely uneventful few days flying and we managed to get some 8 hours on the newly installed heads.

It was time for me to leave the US and head home so I left my RV with my friend Steve at Santa Rosa airport and said my farewells to my newly acquired RV (her name is Carmella). I had arranged with an aircraft shipper located at Nut Tree Airport (CA) to dismantle Carmella and this was duly done and shipped with an RV3 in a forty foot container to Fremantle Port. The container arrived in early July and in mid July we finally completed the myriad of paperwork required by Customs, quarantine etc etc to take delivery of the container. From around Mid July to November 2011 we slowly reassembled the aircraft at the Serpentine field, sorted out a few assembly bugs and finally Carmella had her first flight in Australia on the November 26. She has performed flawlessly to date and I look forward to many more hours enjoying her company and hopefully a few longer flights across Australia.

Her statistics are: quickbuild RV7A, 0-360-A1A Mattituck Lycoming engine, fixed pitch Sensenich Propeller, tip up tinted canopy with sun shade and fitted canopy cover for those rare overnights outside.

Instrumentation: Dynon D120 EMS, Garmin GPS296, autopilot both wing leveller and alt hold, GarminSL40 VHF, Apollo transponder, PS engineering intercom/CD player, vertical card compass. Other features, noise canceling headsets, dual brakes, manual elevator trim, came with AK350 121.5 beacon (to be

changed out for AK351 406 Mhz beacon), Classic Aero leather seats, hammertone grey paint interior. Total tach hours to date 285.

Many thanks to the people who both gave me advice and helped me thru this process of importing an aircraft and reassembly, these are Charlie Chua, the late Kevin Fearey, Robbie Felton, Bill Kheener, Colin Morrow (TC), Bryan Davies for the CofA and Pete Mulhern, (RV7A owner - for some right seat time.) In the US thanks to my good friend in Santa Rosa, Steve Barnes, Gene and Rolf (A&P) all members of EAA Chapter 124 for the use of their hangar at Santa Rosa airport and not forgetting the builder of Carmella, Robert Bruce of Red Bluff, CA.

If any of our members have any questions they can email me at jetodart@inet.net.au I will be happy to answer any questions you may have on purchasing an aircraft from the US.

All the best in Sport Aviation, Pete Poland.



Fly Mart

Wing Rack: Free to anyone who can use it. Built for an RV-9A wing, but should work for other RVs or perhaps other wings as well. Call John Swanstrom 758-9017 or Email John at: john.swanstrom@agilent.com

For Sale: Beautiful, flying RV8A. Retired pilot no longer flying this aircraft he built, wants to sell or partner and keep handling the maintenance. Flexible, great opportunity! Picture: click [Here](#)
Call Richard: **367-0891**, or email rmjohnson32@comcast.net

For Sale: RV6A - Half partnership available. See it [Here](#). Call Chris Wallner at **364-1195**

Raffle: New Wag Aero Sport Trainer (cub) to be raffled off by EAA Chapter 59. \$100 tickets. See www.eaa59.org for details.

For Sale: Partially Built Spacewalker 2 project (1930's open cockpit trainer replica). Wings complete less covering, Fuselage factory welded. No Motor. Must See! Call Ted Baggett: **823-5325**

For Sale: Garmin GPS Map 196 with Panel mount for \$295. This unit is getting over \$600 new. Email Don Pedrazzini at donaldjp@pacbell.net

For Sale: Easy Eagle project – Airframe and 3 out of 4 wings are finished, with accessories: wheels, brakes, VW adapter, starter (and more). Price Negotiable. Fuselage Picture [Here](#). See [Great Plains Site](#) for more info. Call Bob Ferguson: **539-5665**

For Sale: Instruments owned by Paul Reinders. Click [Here](#) to see the list. Please contact (email) [Bob Gutteridge](mailto:Bob.Gutteridge): **539-5188**

For Sale: RV8 - Two partners looking for a third. 90hrs on the plane now. New Superior IO360, full IFR panel many nice mods. Price mid 30s. Email: [Carl von Doymi](mailto:Carl.von.Doymi) Call: **(415)845-6448**

For Sale: Matco Parking Brake model PV-1 plus adapters. Never used. David Lynch **578-2087**

For Sale: 1946 Aeronca 11AC Chief in very good condition. Light

sport, fun flyer! Mode C exempt. Contact Kirk Wilder at **895-2949**. Flyer at the following link: [Aeronca Chief Flyer](#)

For Sale: Starduster Too, SA-300. Beautiful! \$30,000 Cloverdale. Contact Monique Boucher **490-4270**, monique@dewittjones.com Flyer link: [Starduster Too Flyer](#)

For Sale: Hangar for sale at Rogers Field (O05) Chester, CA. 43X40' – half of a back-to-back duplex. Click [HERE](#) for a flyer.

Wanted: VW or A-65 powered homebuilt; Jodel, Drvine, Bower or hangar queen LSA, etc. taildragger, flying or not OK. Contact captl@sonic.net Larry **874-1000**

News/Notes From the Editor...

EAA 124 50th Celebration Moved to May 19th

Wet weather and other factors convinced the planning team to postpone the celebration for another month to Saturday, May 19th. Please join us for a fun filled day as we reminisce and celebrate EAA Chapter 124's history and success.

CAFE's Electric Aircraft Symposium VI – April 27-28

One last notice about the EAS VI for all you EAA 124 members. Come see an outstanding group of presenters from all over the world at the Flamingo Hotel this April 27 and 28. You can still attend for less than half of the original price as an EAA 124 member or student: \$185. Take this link for registering with this great discount:

[EAS IV Registration](#)

Trivia – 50 Years Since Birth of the RV-1

The RV-1 was a hybrid design. In 1962 Dick VanGrunsvan bought a Stitts Playboy and thought he could make it better.

He built new wings, added a more powerful engine and a bubble canopy, and called it the RV-1. After flying it for a few years, he started selling them in 1968.

The original prototype is shown below being flown by VanGrunsvan in the 1960s. It has now been re-discovered and restored by a team led by Paul Dye. VanGrunsvan is expected to fly it again this weekend!

This info and picture courtesy of wired.com, where you can read the full article.



The rejuvenated "RV-1" is currently on tour with Dye and will find a permanent home at the EAA Museum in Oshkosh at this summer's AirVenture fly-in. The public got a close look at RV-1 at Sun 'n Fun in Lakeland, Florida.

Check this link for a video of the [RV-1 at Sun 'n Fun](#).

DeHavilland DH 53

(from the November 1990 edition of the Flying Wire – signed CJF)

The name DeHavilland brings to mind very sturdy aircraft from the DH-4's, work horses of WWI, to modern Comet jets. However, there was a notable exception.

The 1923 DH 53 Hummingbird was a low wing, single seater, span 30 ft. 1 in., dry weight 326 pounds. Twelve were built and fitted with 2 cylinder Blackburn Tomtit engines of 26 horsepower.

Two were fitted to be snared and released by the Dirigible R-33 while in flight. However the wings did not fold like those of the Sparrowhawks used on the Akron and the Macon.

Three went to Australia, one to Czechoslovakia, and one to Russia. You can see the wole survivor flying on weekends at the Shuttleworth Collection, old warden Aerodrome, near Biggleswade, Bedfordshire, England. Looking very spry for its 67 years!

EAA Chapter 124 Board Meeting Minutes

March 7, 2012

(Austin Rennard, Secretary)

Called to order 5:36pm by Wayne Cook.

Meeting to extend EAA 124's lease went well. We should know exact results in 4-6 weeks.

Facilities: weeds need to be sprayed soon before they get out of control. Also, we have gotten reports about rust falling from hangar onto a/c which needs to be investigated.

Young Eagles event will be May 5th in Cloverdale. We need volunteers.

EAA 124 50th Anniversary is April 14, 2012. Donna has the band and food all set for that date.

Gail Vann has a contact with Sport Aviation Magazine and they will write an article on EAA 124, so we need to draft an article for them to write.

Dues are due. Make sure to get payments to John Whitehouse.

Meeting adjourned 6:22pm by Wayne Cook.

Submitted by Austin Rennard, Secretary

EAA Chapter 124 General Meeting Minutes

March 7, 2012

(thanks, John Whitehouse!)

Minutes for the March meeting, General meeting: 7:20 pm

Thanks to Liz Cook for cooking a great dinner!

Guests were introduced from Cloverdale with some guests from Alaska

Minutes approved

Treasurer John Whitehouse announced that dues were due this meeting for inclusion into the roster

CAFE- Brien Seeley was in Washington DC meeting with NASA, trying to make the Green Flight Challenge an annual event. Some FAA officials expressed interest in the environmental flight aspect possibly being eligible for a research grant.

The GFC Pipistrel winner was a nominee for the Collier trophy.

Reminded of the upcoming Electric Aircraft Symposium.

CJ Stephens recounted the several flight records won by member Will Whiteside in his YAK Steadfast, top speed run near Bonneville salt flights and time to climb done here in Santa Rosa, for his weight class. Discussed how new high technology makes it easier to confirm flight results leading to establishing NAA and FAI records.

Young Eagles in Cloverdale on May 5th.

Donna Turrentine talked about the upcoming (April 14th) preparations for our Founders' Day festivities to be held at the site. Music with a live band, dancing, good food and fun planned, be sure not to miss it!

Wayne Cook talked about Detliff and Liliana's planned earth rounding adventure in their RV-7. Looking for sponsors.

Builders' reports- Wayne Cook's Kitfox ready to fly.

Jim Duvander talked about challenges "modifying" certified aircraft's airworthiness.

David Lynch ready for engine start for his RV-8A.

Mark Tuma and aerodynamic improvements of his Cherokee.

Josh Hochberg from Sonoma Jet Center has 91 straight mogas available.

B25 "Sunday Punch" has been sold to a museum in Minnesota.

Evening Program:

Ray Shipway did a great program on his Quicksilver, which was in the hangar, and the ultralight movement, then and now.

Submitted by John Whitehouse (filling in for Austin Rennard)

It sure is nice to know when pilots are welcome...

- Mike Tovani took this picture last Sunday (Not! :-)



Chapter 124 Contact Information

President: Wayne Cook (11/12) (707) 217-4439
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Gail Vann (12/13) (707) 827-3660

Facilities Chairman: Larry Rengstorf (11/12) (707) 575-0331

Facilities Committee:

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Technical Counselors:

Bob Gutteridge (707) 539-5188
Jerry Rice (707) 431-0206
Kevin Quirk (707) 539-8589
Doug Dugger (530) 526-4997
Rolf Unternaehrer (707) 763-7729

Flight Advisers: CJ Stephens (707) 523-4352

Newsletter Editor, Webmaster: jbpalm@sonic.net

John Palmerlee (707) 566-8560

Young Eagles: Sher & Ray Shipway (415) 999-0949

Librarian: Walt Ferris (415) 482-8331

EAA Chapter 124 5550 Windsor Road Windsor, CA 95492

Meetings are held on the first Wednesday of each month at 7:00 pm. FOOD (\$5) AND SOCIALIZING (free) from 6:15 to 7:00pm. 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: john@eaa124.org

or mail to: John Palmerlee
1209 Hexem Avenue
Santa Rosa, CA 95404

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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