



The Flying Wire

**Chapter 124
Experimental Aircraft Association**

**Volume 52 Number 8
August 7, 2013**

Board Meeting - 5:30 pm

Dinner – 6:15 pm

General Meeting – 7:00 pm

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August 7, 2013 Program

Oshkosh 2013 – “You Were There”

The Chapter 124 sojourners will return to tell of all things grand at the greatest airshow on Earth. Join us, and you'll be *There!* Bon Voyage... (and may tailwinds favor Mike Tovani in the Champ!)

Events Calendar

Please send info about upcoming events!

We want to keep everyone informed about local and regional events, so send us information if it comes your way!

Bob Gutteridge: bob_gutteridge@pacbell.net

John Palmerlee: jbpalm@sonic.net

August 7: EAA Chapter 124 Meeting and Dinner, 6:15 pm

August 9-11: 14th Annual Booneville Airport Day, Willits EAA Chapter 1027 hosts this growing event. Click [Here](#)

August 17-18: Wings Over Wine Country Airshow at Schulz/Sonoma County Airport – hosted by Pacific Coast Air Museum – for info, click [Here](#)

August 24-25: Lake In the Sky Air Show – S. Lake Tahoe, click [Here](#)

August 30: Watsonville Fly-In and Airshow – for info click [Here](#)

September 8: Willits Airport Day & Kinetic Fly-In – click [Here](#)

September 11-15: Reno Air Races 2013. click [Here](#)

September 28-30: 33rd Annual Splash-In at Clear Lake. Click [Here](#)

Saturdays – 12 to 1:30pm BBQ at Sonoma Skypark Chapter 1268
First Thursday each month – 11:30 to 1:30 - *Hot Dog Thursday* at Pacific Coast Air Museum

Sheet Metal Edge Rolling Tool

(by Kevin Quirk – Thank you, Kevin!)

While building several Van's Aircraft kits I developed a simple hand tool to facilitate making gentle bends on the edges of aluminum sheets. Such bended or "rolled" edges permit the edge of a sheet to close tightly to the sheet underneath along a riveted lap joint. If the edge is not rolled in the fashion to be described, the upper edge of the joint will not close tightly and will be unsightly. The incompletely closed edge would allow a fingernail to slip between the sheets at the lap joint, will allow moisture to intrude into the joint, and the opening would be particularly noticeable when the aircraft is painted. This technique will be helpful with any aluminum aircraft kit, not just RVs.

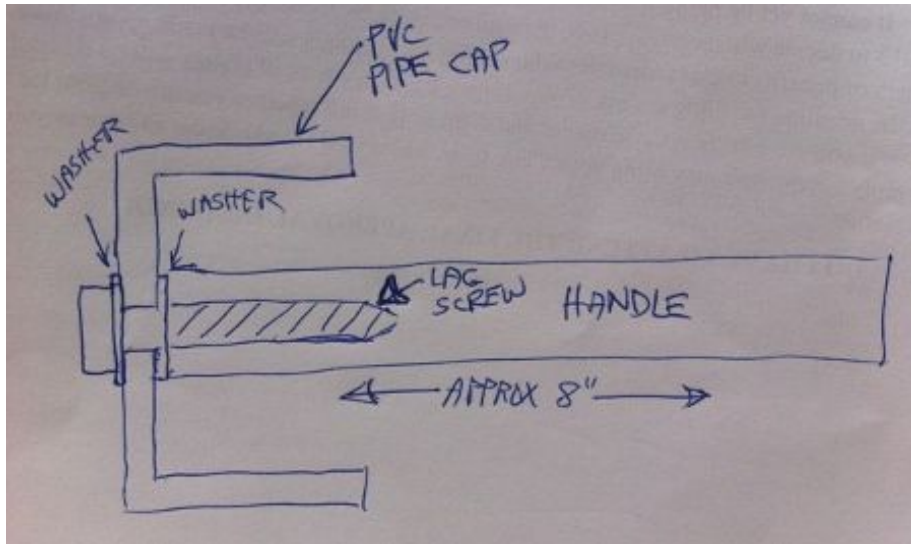
There is a manufactured kit building tool for this purpose, made of a strip of hard aluminum alloy with two small plastic-edged aluminum wheels attached. The wheels are about 1" in diameter and are closely spaced together. The edge of the aluminum sheet to be bent is run between the wheels while torque applied with the handle, allowing a bend to be created. However, the bend depth (the distance from the edge to the bend) is only about 1/8" and it is difficult to create a bend of a consistent angle down the entire length of the sheet. The 1/8" depth of bend created by this tool is not enough. After using such a tool (borrowed) I decided that there had to be a better way and returned the tool.

The tool I then developed for this purpose consists of PVC plastic pipe cap of about 3" diameter and a simple wooden handle. {see drawing}. Drill a 1/4" hole through the center of the pipe cap. Create a wooden handle about 8" long. This can be dowelling about 1 1/4" in diameter, or you can use the end of a broom handle. Drill a 3/16" pilot hole in one end of the handle deep enough to accept a 1/4" lag screw. Join the pipe cap and the handle with the lag screw, placing two washers, one on either side of the pipe cap. Screw the lag screw into the handle tight enough so that the cap will not wobble as it is turned' but not so tight as to create excessive friction. It will be helpful to put a drop of oil on each washer where the lag screw passes through.

Next select a long straight piece of hardwood or laminate as the work edge/surface. Softwood is not firm enough for the purpose. The edge of this piece should be quite straight and uniform. Sight along the edge to inspect it. The piece should be at least as long as the edge to be bent. Secure this piece at the ends

to the edge of your work bench or table with C-clamps or some other convenient method.

The sheet edge to be bent is hung ¼" over the wooden or laminate work edge. Roll the tool back and forth along the edge, pressing down with the handle to create a ¼" wide bend. A number of passes will be needed to create the desired bend, which should be gentle, only about 10 degrees. The angle can be adjusted as needed to accommodate aircraft surface structure curvature. You will quickly determine how much pressure is needed to create the desired curvature, and you will most likely be increasing the pressure with each pass. You can lift the sheet after every pass to check your progress. The PVC pipe cap will not mar the edge of the aluminum sheet. With a little practice you can create very clean and consistent bends. To see what you are after, look closely at the lap joints on the fuselage or tail cone of a factory plane such as a Cherokee. (see diagram below)



Chino Airport Aviation Museums – Report

(Thanks, Bob Ferguson!)

In June Denise and I flew to LA (2hrs 20 min to Whiteman in the San Fernando Valley) to visit relatives on her side of the family. I spent one afternoon visiting aviation museums at the Chino airport.

When we lived in LA some 32+ years ago, Planes of Fame was the only air museum, but another, called "Yanks Air Museum", opened in the early 80s. Yanks is well supported by a multimillionaire lumber magnate, and the quality of the facility is outstanding. The museum is spread over 9+ acres, has 4 large hangars and a bone-yard, and has aircraft as large as an Air Force EC-121 Constellation down to a replica Wright Flyer.

All areas of the museum are open, including the the bone-yard and the restoration shop, where a number of staff are employed. An amazing collection of aircraft. See it if you can! [Click Here](#) (here is a taste...)



2012 'Lindy' Winner at the July Meeting

Editor's Note: I didn't know what we were looking at before the meeting, so I took the picture below after the meeting at sunset...

As many of you found out during the July meeting, our presenter was the owner/builder of the Oshkosh 2012 Grand Champion Kit-Built aircraft. Andy Werback, now a member of EAA Chapter 124, gave us a presentation that slowly and carefully led us to the realization that we were seeing the birth story of a Grand Champion.

Something unusual I noticed while examining the paint job on Andy's Legacy: when I ran a finger gently across the border between trim and base color, there was no sensory indication of an

edge – the clearcoat application was that perfect. His attention to detail was like that everywhere. Wow.

Congratulations, Andy! Thank you for the great presentation.



Fly Mart

For Sale: (8-13) RV8 – 1/3 Share. Superior IO 360/9.5 pistons, Hartzell Blended Airfoil C/S Prop, IFR Equipped all Glass Panel, Auto Pilot, Smoke System, Approx. 300 hours total time, Contact: Carl von Doymi, cvondoymi@gmail.com, (415) 845-6448

Chrome-Moly Tubing: (7-13) Complete set of chrome-moly tubing, originally purchased to build a Pitts. FREE - you pick it up in Windsor. Contact 124 member Mike Shook.

For Sale: (3-13) AirTech Fuel Cap Tool. This high tech tool helps

pilots open many types of aircraft fuel caps, doors and latches. Contact Ryan Beck, ryan.beck1@yahoo.com for information.

For Sale: Taylor Titch project: (11-12) \$2,500/best offer. 60% complete by master craftsman. Covered in fabric silver painting nearly complete. The wings were damaged in two places during a move, [Click Here](#) for pictures. Free delivery in the greater Bay Area. Contact Jenny Hayden 415-308-5944 or ejennyhayden@gmail.com. Project is located at South County Airport, San Martin.

Help Wanted: (6-12) Building a discontinued Falcon 80% build kit, complete. Seeking experienced Falcon Builders for support. [Raymond Hillcrest](#) (707)-963-9281. Angwin Airport.

Wing Rack: (2-12) 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: RV6A - Half partnership available. See it [Here](#). Call Chris Wallner at **364-1195**

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**

News/Notes From the Editor...

David Lynch Memorial August 10, 1-4 pm

There will be a memorial with Missing Man formation at the EAA hangar on August 10, from 1:00 to 4:00 pm.

If you plan to come to the event, please let me know at the meeting – so we can have a head count. Many have replied via email already.

EAA 124 is helping to put on the event, so if you are coming and can help, please let us know. Liz Cook will be preparing food :-).

Note the following Press Democrat guest book link if you feel inclined to share memories about David.

Click [Here](#) for the PD Guest Book.

Tovani in the News! (Go Mike!)

Mike opened up the General Aviation News email on July 28th to find a picture of the Tri-Champ he and Joe Wiegand own. Here's the picture of his beast after arrival at Oshkosh 2013. He's behind the plane unloading (see his feet?).



Janine Shepherd: A Broken Body Isn't a Broken Person

(Thanks for this great tip, Brien S)

This is a really great TED talk by an athlete coping with major injuries after a bicycling accident. Watch it to the end! If the link doesn't work for you, search on YouTube for the title above.

[See it Here.](#)

James Kunkle, WWII Fighter Pilot – Still Dancing and Flying!

I took a trip in the C-170A down to Santa Ynez (KIZA) on July 20, a 2 hour 30 minute flight at 9,500 that was smooth as glass. A good friend I met in '76 at the Sacramento City College Aviation Maintenance Technician program lives there, and I don't often visit. It was a small party celebrating his recent marriage (#2) and most of the people were pilots, of all ages... *including 92.*

James Kunkle flew numerous fighter missions in WWII. He still flies a Cub, and watching him dance, I marveled at his agility. He is

a recipient of the Legion of Honor medal and was honored by President Obama and French President Sarkozy at Normandy, France in 2009, as seen in the picture below. The following image and citation are from an article found on the Museum of Flight website ([Click Here](#)).



"The President of the United States takes pleasure in presenting the Distinguished Service Cross to James K. Kunkle (0-763232), Second Lieutenant (Air Corps), U.S. Army Air Forces, for extraordinary heroism in connection with military operations against an armed enemy while serving as Pilot of a P-38 Fighter Airplane in the 401st Fighter Squadron, 370th Fighter Group, NINTH Air Force, in aerial combat against enemy forces on 16 September 1944, during an air mission over Aachen, Germany. On this date, while flying as rear man in a squadron on an armed reconnaissance mission, Lieutenant Kunkle noticed that his squadron was about to be surprised by a vastly superior force of enemy aircraft. Unable to summon his leader on the radio, he alone unhesitatingly pulled away from his formation and vigorously attacked the enemy, immediately destroying one of his aircraft. In so doing, Lieutenant Kunkle placed himself in a position to be attacked from the rear and above. When this attack materialized, many hits were registered on his aircraft which caught fire burning

his face, neck, and hands. Despite his burning plane and the gunfire from enemy planes, Lieutenant Kunkle continued his attack against the vastly superior enemy force and succeeded in destroying a second enemy aircraft, breaking off combat only when forced to parachute to safety when his left fuel tank exploded. Second Lieutenant Kunkle's unquestionable valor in aerial combat is in keeping with the highest traditions of the military service and reflects great credit upon himself, the 9th Air Force, and the United States Army Air Forces."

Interesting Aviation Links (thanks Larry R, Brien S, Mike T, David H, Donna T)

AVweb about Engines (old but good) - [Click Here](#)
Small Airplane Revitalization Bill - [Click Here](#)
FAA Safety Briefing - Preparedness - [Click Here](#)
GA Safety Alert Video - [Click Here](#)
50 Years of Air Racing - [Click Here](#)
Guide for Aviation Medical Examiners - [Click Here](#)
Jay Leno Tours a B-17 - [Click Here](#)
Rope-Starting a Crop Duster - [Click Here](#)
NASA Zero G Coffee Cup - [Click Here](#)
Snowbirds Cold Lake 2013 - [Click Here](#)
FAA - Learn about Runway Status Lights - [Click Here](#)
Great Fire Attack Bombardier footage - [Click Here](#)

Trivia – Burnelli CBY-3

The CBY-3 was first registered as a CF-BEL-X and had a cargo carrying center section that was shaped as a high lift airfoil. It had a 17,000 lb empty weight and a 10,000 lb payload.

It was used as an airliner and cargo transport. Range was 1000 miles and was once equipped for carrying a north pole expedition of 20 passengers, 41 sled dogs and all their equipment. Despite excellent performance and safety record, the aircraft never saw production, and the prototype is now in the New England Air Museum in Connecticut, where it is being restored.



Wing Tips

Cell Phones and Lost Communications at STS

Keep the tower number on your phone in case you have a radio failure in flight. Even though using cell phones from the air is discouraged, a call to the tower can get clearance in a minor emergency. I've done it, and it's a relief to have this as a backup.

Sonoma County Tower: 546-4294
Sonoma County ATIS: 545-2847

Consider Parked Aircraft on Start-Up and Shutdown

This may seem obvious and basic to many of you, but on a recent flight, I was reminded how a little awareness and thought can save a mishap on the ground.

Aircraft aren't designed to have much airflow in the reverse direction over control surfaces. If your aircraft is parked outside, gust-locks serve to protect the plane from tailwinds, however most aircraft I see tied down outside don't have much protection –

particularly rudders.

When down at Santa Ynez recently, I parked the 170 tail-to-tail behind a Long EZ. I saw the aircraft there, shut the engine down facing perpendicular to the parking spot, and got out to look. It was tied down loosely and was raised off the ground on jack stands with the main Gear extended (no nose gear). The canard had been removed and was resting on blocks on the ground.

It was clear to me that I could have caused numerous issues if I allowed my propwash to hit the Long EZ. On departure, I rolled the plane out to perpendicular again, and started it there.

I could pass judgement against the owner of the Long EZ for being careless, or just take a few moments of care to avoid damage. Simple choice.

So, the old news is this: With aircraft parked tail-to-tail outside, keep in mind how your propwash can force unlocked control surfaces to reef against their stops or even worse: cause an aircraft or airframe parts to move on the tarmac, causing serious damage.

Try out FlyQ on your iPhone/iPad or Computer

I have very little experience with this app, but it looks promising to me. AOPA has invested in this free app as a member benefit. Enter departure and destination airport identifiers, and it calculates times and fuel burn for you based on your configured aircraft specifications and winds aloft for the date. It also gives nearest airport information with details like a Flight Guide record.

The iPhone app is called FlyQ Pocket. Information for download can be found on the app store or on the web. [Click Here.](#)

There is also a browser based version at the following address: <http://www.aopa.org/flightplanning/flyqweb/>

EAA Chapter 124 Board Meeting Minutes

July 10, 2013 (Austin Rennard, Secretary)

- Called to order 17:49 by Wayne Cook.
- Attendance: Wayne Cook, Mike Tovani, Austin Rennard, Tim Peterson, Ray Shipway, Mark Tuma, Jim DuVander, Frank Higdon, Larry Rengstorf
- EAA 124 will have a presence at PCAM airshow again, fill out forms now to have your aircraft on display at the airshow.

- Oshkosh is next month (August).
- PCAM's Hotdog Thursdays are going on the first Thursday of the month.
- Adjourned 18:20 by Wayne Cook

EAA Chapter 124 General Meeting Minutes

July 10, 2013 (Austin Rennard, Secretary)

- Called to order 19:21 by Wayne Cook.
- Thank you Liz for shopping and cooking another great dinner.
- Welcome guests.
- Name tags and roster are in.
- PCAM is hosting Hotdog Thursdays the first Thursday of every month.
 - July 14, 2013 Wings and Wieners Fly in Ukiah (hosted by Willits EAA chapter).
 - Wings Over Wine Country Air Show August 17 and August 18.
 - EAA 124 will have a presence at Wings Over Wine Country Air Show, anybody looking to put their airplane on display please fill out your form as soon as possible.
 - Contact John Palmerlee with stories about memorable flights or tips for working on planes or anything else that may go well in the newsletter.
- Adjourned 20:00 Wayne Cook.



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Chapter 124 Contact Information

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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
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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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