



The Flying Wire

**Chapter 124
Experimental Aircraft Association**

**Volume 52 Number 2
February 6, 2013**

Board Meeting - 5:30 pm

Dinner – 6:15 pm

General Meeting – 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

February 6, 2013 Program

The Majesty of Colorado

Bob Gutteridge and Steve Smith took a flight to Colorado last fall, and this will be their retelling of the trip... with lots of pictures and Google Earth... as we know Steve Smith can do!

Events Calendar

Please send us 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

Upcoming Events

February 6: Our Chapter 124 Monthly meeting: Board Meeting at 5:30, dinner at 6:15, general meeting at 7pm

February 15-16: *Climb Aboard* at the Pacific Coast Air Museum – [Click Here](#) for more info.

April 26-27: CAFE Electric Aircraft Symposium VII, Flamingo Hotel, Santa Rosa. [Click Here](#) for more info.

May 6-24: SLSA/ELSA Repairman Maintenance Course. Corning Muni Airport (004), CA

May 11: Chapter 124 Young Eagles Flights at Cloverdale Airport open house

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

Chapter 124 Newsletter, 1982

Editor's Note: This was sitting in my newsletter folder – a photocopy of a hand typed article full of chapter tidbits after Chapter 124's inception through its first 20 years. I thought, given the recent 50th anniversary, it might be of interest to our members. The author is a mystery, so maybe he or she will surface at the February meeting! Here it is...

Welcome to Chapter 124 of the Experimental Aircraft Association. This pamphlet was written in the hope of answering some questions and acquainting you with our club.

"124" was started in the early 1960's by a few people with one common interest – building and flying aircraft. In its infancy, the club meetings were held at members' homes, with as few as two or three people present.

By 1967, the Chapter started to grow and become an organization. More people were coming to meetings, and some members were starting to build aircraft.

In 1969, the Chapter became incorporated with the State of California as a non-profit organization. The Chapter was starting to pick up momentum; meetings were held in more spacious surroundings – Coddington Airport hangar, the old Nation Air building, and finally at Santa Rosa Junior College.

In 1971, three major things occurred: the monthly newsletter was started, the introduction of a new set of by-laws, and the first club fly-in held at Healdsburg airport.

After the December, 1971, meeting, a few members got together and started talking about the possibility of having a permanent home for "124", but this could only be a dream.

The year 1972 was the introduction of the Board of Directors as an effort to streamline the operation of the Chapter. In February, a committee was appointed by the president to look into the possibility of finding a home for "124".

This committee looked at a number of airports as possibilities, but none could offer the security of a long term lease. Finally the manager of Sonoma County Airport was approached and was very receptive to the idea. The committee was told there were three locations on the airport that might be suitable; they decided that the northwest side of the airport would suit the needs of the Chapter. Further discussion with the manager disclosed that the area could be leased on a long-term agreement. The findings were presented to the general membership, a vote was taken, and the

committee was given the go-ahead to work out the the terms of the lease. In April, the lease was signed for 3.25 acres with paved taxi-ways, until the year 2002.

The facilities committee was formed to handle the improvements needed at the site to make it usable. Work parties were started and, by the 3end of April, twelve tie-downs were installed. On May 1, several planes were moved out to the new Chapter home. Two weeks later the planes were broken into and the dream bubble burst. If the area could not be secured, the home was lost.

At the May general meeting, the members were asked for any suggestions they may have to secure the site. A member and his wife offered to move their mobile home out to the site if the Club would install the utilities needed. The Chapter had been saved, but how would the money be raised for the utilities?

About this time, a noted member of air racing fame needed a home for his warbird. He made the Club an offer – if the members would provide the labor to build a hangar for his plane, he would pay for the materials for the needed utilities. The members accepted the offer and work would start as soon as possible after the fly-in.

Our 1972 fly-in had been moved to Cloverdale and was a success and an improvement of our first; we were learning.

Months later, the County codes and paperwork were settled, and the materials for the hangar and utilities were purchased; finally construction began. By then, it was fly-in time again.

The June, 1973, fly-in was again held at Cloverdale and was again a success. For a small fly-in, we were drawing a number of aircraft as our reputation was growing.

After the fly-in, the Chapter crew began to work every weekend. The metal skeleton started to look like a hangar. The well was dug, electrical wiring done and septic tank installed. September, 1973, saw the mobile home moved to its permanent site and in October the hangar was finished.

The work crew could now stand back and take a look at what they had accomplished. Two years ago this had been a dream; now it was becoming a reality. All the blistered hands from digging ditches and running jackhammers, and aching backs from lifting metal beams and paneling had been worth it. These people should be proud of what they had done.

After everyone had finished the backslapping, it was realized that the Club needed a hangar for its own use. There was the same old problem: Where would the money come from? One member came up with the idea of selling stock to the membership to raise

the money needed. Another daydream perhaps, but it worked. The building package was ordered in June, 1974.

Construction was not started until after our fly-in, and what a fly-in. Cloverdale '74 was our biggest and best to date. Over 8.000 people were there, and planes as far away as Idaho attended.

Building of the hangar started on September 17, 1974, with the same dedicated people doing the work. The foundation was laid, metal skeleton erected and roof and sidings put on; all under the watchful eyes of several experienced people in the Club.

By mid-November, major construction had been completed and, on November 17, the first plane was moved into the hangar. A red Pitts Special, which seemed appropriate (an experimental plane), was the first in our hangar. It was three years since the dream had started and the Chapter had accomplished an unbelievable amount of work. "124" had been able to do what other chapters in the United States seemed only to dream and talk about.

The 1975, 1976, and 1977 fly-ins were held at our own site. Although only members of the flying community were invited to these gatherings, the response was excellent, and a great time was had by all of the participants and guests. The 1978 fly-in was again held at Cloverdale. This one drew a large crowd and many participants and turned out to be as successful as our previous Cloverdale fly-ins.

In 1979 it was decided to hold a swap meet in lieu of a fly-in, due to the rising costs of insurance, etc. This turned out to be suck an outstanding success that another swap meet was held in 1980, and it looks as though this will become a yearly Chapter 124 effort.

In 1979, the machinery was put into motion for our next building phase at the site. A plan of action was devised for the financing of four forty feet by forty feet hangars, and 1980 saw the culmination of these efforts. The financing and work required for all of the Chapter properties has all come about through the efforts of Chapter members, and they are self supporting.

In 1981, June brought the first CAFE 250. Many members spent hours planning the great event. The race was a huge success and will be run in June, 1982 as the CAFE 400.

The Spring of 1982 brought the completion of the hangar doors. 147 members in this roster, and the anticipations of a great year.

You are invited to visit the chapter hanger and to participate in all of your Chapter's activities. You'll most always find members out there working on their airplanes, and they'll be more than happy to show you around. *(end of original article)*

Fly Mart

For Sale: Jeff Rose electronic ignition system for six cylinder aircraft engine. Never used, new in 1998. Complete with Plugs, wiring and all tech data. \$100. Call CJ @ 799-2878

For Sale: Satellite Phone: (12-12) Iridium 9500 Satellite Phone with 2 batteries, 12v and 120v chargers, case, accessory pouch, reference card and deactivated SIMM card. \$400. Contact Bob, 707-483-1985

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.

For Sale: (9-12) Corbin Baby Ace N5233: \$8,750. Built by John Lunsford in 1978-9, registered as a Lunsford Baby Ace ELSA. Engine: A-75-8 1418 SMOH. Runs Smooth. Bendix Mags. New oil temp gauge, new 600-6 tires, June '12 annual at Jet Center. March '12 recovery with Stewarts. Hand starts easy. Selling Ace in favor of Ercoupe. Hangar 254 Gun Club. Email stephen@pizzo.com 707-829-7038.

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.

For Sale: (4-12) RV 6 kit and engine \$25,000. Fuselage is a factory built Quick build. All wings, empennage, control surfaces and some other items are built. Engine was removed from a certified plane in Santa Rosa due to airframe corrosion. The engine is a O320 A2B Lycon rebuild with 250 hours. Has all airframe kit parts except finishing kit. Steve Barnes (707) 972-3582

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**

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: 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](#)

News/Notes From the Editor...

Jerry Beer Passes (thanks for the note, Larry Rengstorf)

Jerry was one of the early EAA Ch 124 members and had his plane here at the site for a few years. He was Art Beer's brother.

He also helped with the electrical wiring on site many times, as late as a couple years ago.

He owned a beautiful Stinson 108 with a Franklin engine, but had not flown it the last couple years.

Here is the Press Democrat article... [Click Here](#).

60 Years of EAA National – January 26, 2013

On January 26, 1953, Milwaukee resident Paul Poberezny - recently returned from service in Korea - gathered about three dozen fellow aircraft builders and restorers at Curtiss-Wright Field (now Timmerman Airport) in that city to form a local club where they could share information and talk about airplanes. Read More – [Click Here](#).

Chapter 124 New Year's Day Flyout

Thanks Bob Gutteridge for setting this up and handling communications for the event. This was a big one – 10 planes from Santa Rosa, and 2 from Rancho Tehama. Over 20 of us and a bunch of others from around the area filled Nancy's to the brim. (not "rim" even though there were lines into the restroom).

We had a snappy headwind on the way up, so the slower ships really needed that head start. Tovani's Tri-Traveler did indeed get him there for lunch! Air was fairly smooth except for turbulence coming back over Mt. Saint Helena. Headsets became crash helmets for a few seconds there!

Thanks, John Whitehouse, for flying David Lynch to Willows in David's RV. What a treat for him... and all of us to see him flying.

This was a lively event, a growing attraction – Nancy's is just gonna have to build an addition!

EAA Chapter 124 Dues for 2013

Pay at the meeting to guarantee your name will show in the 2013 Roster. See Treasurer John Whitehouse.

EAA 124 Meeting Dinner – Help Needed

Liz Cook has asked for help preparing for and cleaning up from the dinner she prepares at the meetings. Please show up early if you can to help out. Thanks!

Interesting Aviation Links (Donna T, Bob G, Larry R, Jason W)

Museum SinSheim – cars, planes, trains – [Click Here](#)
Glider Pilot Arrested for nothing... [Click Here](#)
Kites: "Romancing the Wind" [Click Here](#)
FAA Safety Briefing Newsletter – [Click Here](#)
Boeing 314-B Slideshow – [Click Here](#)
Aircraft Parts Made into clocks – [Click Here](#)
Old Aviation Movies Galore! – [Click Here](#)
Virgin Galactic Launches in 2013 – [Click Here](#)
EAA Zenith 750 Project Blog – [Click Here](#)
"Flying Couch" video - Ha! – [Click Here](#)
Webinar: Fuel System Testing – Feb 27, 5pm – [Click Here](#)

Trivia – The Navion Returns

Chris Gardner of Sierra Hotel Aero bought the Navion's type certificate with hopes to bring it back to production in the next two to three years.

The new Navion will have 310 HP compared to 185. Original factory fixtures will be used to maintain compatibility with older models so they can keep the existing Navion fleet of 1,200 flying.

(see photo below) [Click Here for more information](#)



Wing Tips

Torqued!

Bolt and nut torques are important for maintaining assembly pre-load and minimize bolt stretch and thread failure over the assembly maintenance life.

Here are some notes from available documents to keep in mind when tightening/torquing fasteners.

Unless specified by the part manufacturer, all threads must be clean and dry. On rare occasions, threads will be lubricated. Torque values will be specified for this case, typically lower than dry.

Torque charts are usually for the bolt material. Be sure that the female thread material matches in strength. Weaker materials like non-treated steel or aluminum will strip before reaching the rated bolt torque.

Torque wrench calibration. Who does it? Well, the government says we all should. Makes sense, too – clicker type wrenches use a spring for measuring torque, and if left in a loaded state for a long period, the spring will compress. Also, internal wear will cause a reading offset over time. Dropping a wrench can cause stress that would lead to inaccuracy. When calibrating, make a chart for the correction – similar to a compass correction card. Maintenance shops should have calibrators, and hopefully they would allow you to run a test or do it for you.

When using a nut with a locking mechanism (nyloc, crimp, etc) then it is important to know what the friction torque is for the nut. Run the nut down just before contact, and measure the friction. Add this value to the prescribed torque to get the proper final torque. This will be a small factor in most situations.

If you aren't sure the correct torque was reached, back it off until free and try again. Avoid second tries without loosening, and avoid jerky movements.

If you are using any adapter that extends the torque wrench (like a crows foot), do the math to get the right torque or you will be over-torquing the assembly. Measure extensions from center-to-center. Even using a socket extension can cause errors if the wrench is pulled off center, or if you use a universal joint, which can bind when at an angle.

Torque stretches bolts. Over-torquing stretches bolts beyond their design limit, and they will take a set at that length, reducing their strength.

If you remove and torque a bolt often, inspect the threads for wear, and even check it's length over time for critical assemblies.

Case and cylinder bolts will have specific torque values provided by the engine manufacturer. Don't use standard torque tables for these or other critical assembly bolts that have specific torque values.

Inch pounds, foot pounds, newton meters – all very different. Best to use a wrench reading the units needed. Calculate conversions in a pinch.

Type of metal, pitch of thread, bolt diameter, application, torque wrench accuracy, wrench adapters, lubrication, and even temperature... will all have an impact on the end result. Thank goodness most torque charts and manufacturer specs provide a torque range!

Here are some references for further reading:

AC 43.13-2b Paragraph 7-40 and on - [Click Here](#)

www.boltscience.com

Aviation Pros - [Click Here](#)

... some fun anonymous sayings:

Flying isn't dangerous. Crashing is what's dangerous.

The ONLY time you have too much fuel is when you're on fire.

Learn from the mistakes of others. You won't live long enough to make all of them yourself.

You know you've landed with the wheels up if it takes full power to taxi to the ramp.

EAA Chapter 124 Board Meeting Minutes

January 2, 2013 (Ray Shipway, acting Secretary)

Chapter 124 Board Meeting Jan. 2, 2013

1740 Meeting Called to Order - Wayne Cook

Discussion - Lease talks progressing with the Airport and County. The meetings have given the impression of an improvement to our current lease. Pres. Cook suggested a separate meeting to discuss the lease talks with the board. No time or date set at this time. Pres. Cook requested an updated hanger list.

Discussion - Vice Pres. Mike Tovani welcomed the new and returning board members for 2013. He wants members to be aware that the roster will be finalized in March and that dues must be tendered by then for members to be included in the 2013 roster.

Discussion - Is the weed abatement program doing an effective job? Larry Rengstrof and Mike Tovani will check into the situation.

Tabled- The issue as to purchasing new tables and chairs was tabled.

Adjourned 1825 - Wayne Cook

EAA Chapter 124 General Meeting Minutes

January 2, 2013 (Ray Shipway, acting Secretary)

1913 Call to order - Wayne Cook

Our thanks to the cook Liz, the meal crew and shoppers for a great warm meal on a very chilly evening. And a big welcome to our guests.

An overview of the club lease was discussed by Larry R and Wayne. Larry R gave us an update on the Schellville fence problem (on going).

Mike Tovani reminded the membership to make any changes to the roster before the printing and to be included everyone must pay their dues before March.

Service Awards were distributed to those wonderfully, talented, loving, dedicated members serving the general membership and the club.

Bob Gutteridge related the New Year's Day Flight. 10 aircraft from Santa Rosa and 2 from Rancho Tehama flew to Nancy's at the Willows Airport. Clear blue sky with one hundred plus miles of visibility made the chill worthwhile.

Sher Shipway reported our next Young Eagle event will be the open house at Cloverdale May 11, 2013. Volunteers are welcome to sign up to help. She has had no contact from the Willits Chapter yet.

Larry Ford, CAFE, announced that the Electric Airplane Symposium will be held at the Flamingo Hotel, Santa Rosa, again this year on April 26/27. EAA Members will be given a substantial discount to attend this incredible event.

John Palmerlee requested anyone interested in having an article posted in the newsletter to call him and then he bragged about his new Nissan Leaf. Gotta love those Electric vehicles. John now has two!

CJ Stephens related a recent event which held us spell bound regarding a blown cylinder on his aircraft. Happening on take-off provided an interesting test of ability, experience and guts. Wow! Actually making "The impossible turn".

We were delighted to see David Lynch and hear his happy tales regarding his plane, his lady Gay and his health. Keep at it Dave!

The evening speaker was again Mike Tovani presenting part two of his Oshkosh Trip

2012 Adjourned - Wayne Cook

Chapter 124 Contact Information

President: Wayne Cook (11/12) (707) 217-4439
Vice President: Mike Tovani (10/11) (707) 321-2740
Secretary: Austin Rennard (10/11) (707) 326-4452
Treasurer: John Whitehouse (11/12) (707) 539-5549

Board: Ray Shipway (11/12) (415) 999-0949
Kevin Quirk (11/12) (707) 539-8589
Mark Tuma (12/13) (707) 953-2403
Jason Wildman (12/13) (707) 523-4361
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Gail Vann (12/13) (707) 827-3660

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

Facilities Committee:

Dwayne Green, Dale Wittman, Jim Long

Technical Counselors:

Bob Gutteridge (707) 539-5188
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Kevin Quirk (707) 539-8589
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Newsletter Editor, Webmaster: John Palmerlee
jbpalm@sonic.net (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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