



The Flying Wire

**Chapter 124
Experimental Aircraft Association**

**Volume 54 Number 7
July 8, 2015**

Board Meeting - 5:30 pm

Dinner – 6:15 pm (\$7 donation)

General Meeting – 7:00 pm

Table of Contents

July Program	1
Events Calendar	1
Reminiscence	1
Fly Mart	3
News/Notes from the Editor	4
Trivia	5
Wing Tips	6
Board Minutes	6
General Minutes	6
Contact Information	8

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EAA Chapter 124
5550 Windsor Road
Windsor, CA 95492

--- Mail ---
PO Box 6192
Santa Rosa, CA 95406

July 8, 2015 Program

Stephen Robinson – Shuttle Astronaut

NASA Astronaut Stephen Robinson (ret) will be speaking at the July 8th meeting. His topic will be "NASA's Amazing Flying Machines", featuring homemade photos and videos of flight from ground level all the way up to the International Space Station.

Dr. Robinson is a veteran of 4 Space Shuttle missions, including the STS-114 Return to Flight mission on Columbia in 2005, where he had several spacewalks to repair Discovery's heat shield. He is currently a professor of mechanical and aeronautical engineering at UC Davis. Please bring your friends and help welcome him to EAA 124!

Events Calendar

Please send info about upcoming events!

Please send us information if it comes your way!

Bob Gutteridge: bob_gutteridge@pacbell.net

John Palmerlee: jbpalm@sonic.net

July 8: EAA Chapter 124 Meeting and Dinner, 6:15 pm

July 31: EAA Chapter 124 Movie Night, 7:00 pm – at HQ

July 20-26: EAA Airventure OshKosh – [Click Here](#)

August 8: 16th Annual Boonville Aviation Knowledge and Folklore Convention (Airport Day) Saturday 12 noon, potluck at 5. Early arrival party Friday pm.

September 5: Wings Over Watsonville Fly-In - [Click Here](#)

September 17-20: EAA Chapter 1027 - "Aluminum Overcast" tour stop at Ukiah Airport.

September 26-27: PCAM Wings Over Wine Country Fly-In at KSTS. [Click Here](#)

September 25-27: Clear Lake Splash-In - [Click Here](#) for info

October 17: Golden West Fly-In at Marysville – Chapter vs Chapter competition.

Reminiscence

(By Remo Galeazzi – Reprinted from the Chapter 124 Newsletter dated April 2004 – Thank You, Remo!)

The ink is faded some, but the entry on the top line of the second page in my old logbook is still legible. It's dated 1/8/47 and states "First solo, T.O. and landing." It says all that it's supposed to say and nothing else more. But even as I'm reading the entry my mind is traveling back, back, and I am reliving every moment as though it had happened only yesterday. I can, in my mind's eye, recall in exquisite detail the sounds, the smells, the elation, and yes, even the fear. That cold morning in January will live in my memory as long as I'm alive.

Sonoma County Airport was a hustling, bustling beehive of activity in those days immediately after the big war. Mr. Piper was exerting every community to meet the challenge and build its own airport, and every journal predicted that in a few years there'd be an airplane in every garage; and do you know, for awhile there it really seemed that this prediction would indeed become a reality. There were four flying schools on the airport, all going full steam ahead. The largest of them had one hundred twenty-five students, the one that I was taking instruction from had seventy-five, and the other two had between fifty and seventy-five each.

The preponderance of these students were being underwritten by the GI Bill, as I was, so that meant that each student was taking at least three lessons per week which added up to a very busy airport – it was unusual to be taxiing out without at least four or five airplanes being ahead of you waiting to takeoff. But everything went smoothly. No tower in those days, you understand. The tetrahedron was tied so that only one runway would be in use, and by everyone flying a very precise pattern it was no problem knowing exactly what the fellow in front of you was intending to do. From the very first hour of instruction you were expected to learn that forty-five degrees meant forty-five degrees and that six hundred feet, which was the pattern height, meant exactly that. You were shown that a pattern was a rectangle with ninety degree corners and right from the beginning that was the way you were expected to fly. So it worked.

On this particular morning I had started out from my home in Healdsburg with a funny feeling in the pit of my stomach. I knew that I was getting close to soloing, and the anticipation of this momentous event was beginning to tell on me. Would it be today? The blatting from the ruptured muffler on my 1929 Chevy wouldn't

drown out these thoughts as I passed Windsor on the way to the airport. Nope, I wouldn't be soloed today, I reasoned, as I really had blown it yesterday on the last landing. There had been a hefty crosswind blowing, and about halfway through the landing roll I began to realize that something peculiar was happening, and to fix it was beyond anything that I was capable of doing at this point. Nothing broke, but we did end up in the vineyard that was planted between 14 and 19. Oh no, I thought, no need to be apprehensive today, I'd probably get some more crosswind instruction before he let me go. I calmed down a little.

As I turned off the old highway towards the airport the right folding seat went careening to the rear of the car making a helluva racket. Some time back the bolts had sheared that held it in place and rather than go to the trouble of fixing it, I just left it that way, which in turn prompted me to give the old buggy a new name. I called it my "sporting car" because I could, with only a slight unnoticed shove, cause the seat to tip suddenly backwards thereby instantly putting the occupant at the great disadvantage. It only worked out once, however, and it was always in doubt whether the seat had anything at all to do with the outcome, anyway. The next couple of times I tried this skullduggery I was threatened with great harm unless I ceased and desisted, so I just gave up. I finally wired it down.

I pulled up to the large hangar, got out of my "sporting car", and seeing that the door was already open to the office, went directly to the counter. Clara Fay looked up, and seeing who it was, pushed the logbook towards me that she had already prepared. "You are flying with Jack again this morning," she said, smiling a little too broadly. I could tell. I could tell the way she smiled that she had been apprised of what I had almost done to the airplane yesterday. I tried to act like I didn't know that I knew that she knew, and walked into the hangar with as much bravado as I could muster, knowing in my heart that none of it was really fooling anybody.

Jack was waiting for me outside and had already wheeled the Chief to the front of the hangar. I knew that I was expected to take over from there, so trying to act as though I knew what I was doing, I began the extensive preflight ritual. After checking the oil and sticking my fingers in the gas tank I indicated that I was ready, knowing that if he really knew how I felt inside he would no doubt have thrown his hands up in despair and hastily departed the scene. Jack had been a P-38 pilot with two victories credited to him and was the epitome of the classic flight instructor. His demeanor had always instilled confidence in me, so down deep I knew that no

matter what I was about to do, he could probably handle it to perfection. It did give me cause to wonder, though, when I saw him pick up a seat pack chute and put it on his side of the seat. I couldn't believe that he would consider his life all that much more valuable than mine, but in those days you didn't question your instructor, so I prudently kept my mouth shut.

The instructor pulled the prop through, and when the engine caught, climbed into the right seat sitting on top of his parachute. He motioned for me to start taxiing, so I opened the throttle slowly just as I'd been taught, and began to move over the tarmac towards the taxiway that led to the apex of 14 and 19. We were required to "s" turn whether we could see over the nose or not, and I did this carefully, trying to make each half of the "s" as symmetrical as possible. If the instructor caught you using the brakes to turn you could expect a quick reprimand, and the sky was sure to fall in if you were caught using the brakes to slow down, for that meant you were taxiing much too fast. Brake repairs cost money, and they were to be used only for running up the engine for your mag check. Period. Anyway, I did all of the things I had been taught to do, after which I managed to get the Chief into the air without breaking anything of major importance. My instructor told me to leave the pattern, so when I reached 400 feet I made a precise (as precisely as I could) 90-degree turn to the left, and then made a precise (as precisely as I could) 45-degree turn to the right, and then took a heading in the direction of my instructor's outstretched arm.

After climbing to 2000 feet, we did some 90-degree and 180-degree turns, then some glides and a few stalls after which my instructor shouted for me to return to the pattern. I entered at a precise (as precisely as I could) 45-degrees and flew downwind pulling the carb heat out about halfway down the runway and cut the throttle when I was opposite the touchdown point, then set up my glide speed of 60 mph. My other instructor always covered up the airspeed, but this one didn't bother. I had made up my mind that I wouldn't look at it, thereby impressing the instructor with my superb prowess as an aviator, but my eyes kept being drawn to it as though it was a magnet. I just simply couldn't resist it. I was careful to clear the engine after each turn and soon found myself on final, apparently in pretty good shape, which was, at this stage of my flying experience, purely accidental. I did get the machine on the ground reasonable well as the wind, luckily, was right down the runway.

The instructor motioned for me to pull over to the side of the runway and stop, and I thought that for sure I was in for a dandy

of a chewing out, although I wasn't really clear on what I'd goofed up on. He suddenly opened the door, and when I realized that he was getting out, I raised my eyes heavenward and fervently beseeched the Almighty to make this crazy fool get back in! Well, I guess no one was listening, because he turned around, and with a slap on my thigh, said "Go ahead, take it around." I remember asking him in an impassioned voice if he really knew what he was doing. He answered that yes, he felt that he kind of knew what he was doing, at least up to this point. He slammed the door.

The moment of truth had been thrust upon me, and even though I had a tremendous impulse to open my door and run like hell, I made a quick decision to stick it out. I wasn't that important in the scheme of things, I figured, so if I killed myself it wouldn't be such a grave loss to the world anyway, so I opened the throttle and went.

I honest to God can't tell you one single thing that I did on that first circuit. I guess the airplane got me around regardless of how I abused it. When I landed, the instructor motioned for me to go around again, and this time the adrenaline flow started to subside - he motioned for me to go around a third time, and by the time I had finished with that circuit I was convinced that I was God's gift to aviation.

Well, I had done it. I had finally, after a fashion, flown an airplane all by myself. Fifteen whole minutes of solo Flight! What I had dreamed of ever since I was a kid finally had come to pass, and I was almost an aviator! Oh yes, I darned near forgot. I did indeed find out why the instructor had taken that parachute aboard the plane; he sat on it while he waited for me to make those three circuits.

Fly Mart

For Sale: (7-15) Seat Parachute - needs a fresh repack but otherwise in very good condition. Will sell it cheap to a member if interested \$350. Steve Pizzo, 707-829-7038

For Sale: (7-15) RV-6A Tricycle, Less than 80 TT, 180 HP - \$79,900. See Flickr link below. Ogden Utah. Call Angelo at 801-391-3873 <https://www.flickr.com/photos/angelosrv6a>

For Sale: (7-15) Two Bendix magnetos for 4-cylinder Lycoming (O or IO 320); converted Falco to dual electronic ignition. 1 left, 1 right rotation; both with impulse couplings. Harness, impulse coupling adapters, long mounting studs included. Time in service: 344 hours. Also available: 4 new Tempest massive electrode spark plugs, 4 well-used Champion fine-wire spark plugs, 1 brand-new TSO'd magneto noise filter. \$250 each, \$450 for both. Peter Lert, peter.s.lert@gmail.com, 707-508-7500.

For Sale: (7-15) Garmin D2 pilot watch with GPS, worldwide airport database. Bought for Atlantic ferry flight that was canceled; worn 1 day to prove it works great, so basically new. Original box and all accessories included. New \$450, will sell for \$375. Peter Lert, peter.s.lert@gmail.com, 707-508-7500.

For Sale: (5-15) 1947 8E Luscombe, 85 hp Cont. Engine and airframe TT 1907, 836 SMOH. Annual 2/2015. 800 x 6 tires. Apollo SL60 GPS Receiver and VHF Comm Transceiver. Worn paint. New battery. Ellen Jori (707) 823-7150 ellnsearby@aol.com

For Sale: (3-15) Looking for a partner in a PA24 Comanche. Please contact Don: Donm@mackenziesystems.com

For Sale: (11-14) Aero Tug E-200 with New Batteries - \$800 - contact Bill at (707) 938-1465

For Sale (11-14) Engine Stand for Lycoming and Continental engines - \$250 - contact Bill at (707) 938-1465

Share For Sale: (11-13) A 1/3 share of an RV-9A is available, hangared at KSTS. TT on 942WG is about 850 hours. There is now about 30 hours on a brand new Lycoming O-235-L2C engine, which was installed in March, 2014. 2WG was a "Best of Show Monoplane" award winner at Capital Fly-in (2008). Full Garmin Stack Including a 430 GPS, 2 axis auto pilot, Catto Composite Prop, Electric pitch and flaps, Slider Canopy, Leather seats, dual controls, nice hangar, and much more. For Details Contact: Mike Shook 707-838-2829, mfshook62@yahoo.com

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

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.

News/Notes From the Editor...

Recovery Wishes to Larry!

Glad to hear Larry Rengstorf is back on his feet after surgery. Welcome back, Larry!

HQ Grass Mowing News

Even though Larry was out of commission for a while, the grass team handled a lot of mowing. Mike Tovani and Bob Nichols did the mowing and possibly others. Thanks!

Member Email Addresses

(John Palmerlee)

In order to be sure I have the correct email address for all members, it will help me considerably if you can let me know at the July meeting if you are not receiving regular emails about Chapter business and fly-outs.

For those of you not receiving chapter emails – simply write down your name and email address clearly on a piece of paper and hand it to me, or just tell me at the meeting and all will be well. The same holds for changes – just let me know. Thank You!

Aluminum Overcast coming back to Ukiah

(thanks, Paul Trexel)

In an unexpected turn of events, Willits EAA Chapter 1027 will be hosting the EAA B-17 "Aluminum Overcast" this fall for a four day tour stop at Ukiah September 17 -20; that's a Thursday, Friday, Saturday, and Sunday, with the plane departing Ukiah Monday

morning the 21st. Oshkosh will announce the Ukiah tour stop publicly Monday, June 22nd.

The plane is on a north coast tour, and Oshkosh called and asked us if we wanted to host it for a weekend 4 day stop before it turns east; of course we agreed to host it, so it will swing down for a one day stop in Redding, then at Ukiah for 4 days, then on to Carson City and east.

Over four days, it takes a number of volunteers to make this run smoothly. We'll need 4 at a time to man positions in and around the B-17 for ground tours and enplaning and deplaning passengers. We will also need two at a time to man the merchandise trailer assisted by a rep from Oshkosh. All volunteers will have an opportunity to have dinner with the crew Saturday night at a B-17 crew meet 'n greet dinner.

Also, as another incentive for the volunteers, there will be 10 seats on the B-17 for volunteers to ride it to Carson City for free. We are planning to have a few pilots fly up to Carson City to bring back the B-17 riders if their gas is covered. When we did this in 2013, each of the riders got some stick time in the right seat of Aluminum Overcast, (hush hush.)

The pecking order for the volunteers selection to ride the B-17, if we can't accommodate all that wish to go, will be based on number of volunteer hours worked.

We need volunteers, so if you want to help out, let me know what your available days and times are, thanks.

Golden West Fly-In

(by Jim Booth, Thanks for forwarding this, Mike Tovani)

The Golden West Fly-In will be at the Marysville Airport on Saturday, October 17, 2015. The hope is for cooler weather and subdued winds for this year's gathering. The format for Golden West 2015 will change this year to a one day Fly-In, Display Event which is open to the public. EAA Chapters will have a larger role this year with the inclusion of Young Eagle Flights, seminars, and the annual EAA Chapter vs Chapter competition which will include traditional aircraft judging, as well as a Spot Landing and Bomb Drop contest. There will be no aerobatic performances this year so the sky will be ours!

The winning Chapter will be awarded a 1st Place Photo/Plaque plus Prize Money, which has been increased to \$350 for 2015. Each Competitor (and their passengers) will receive a breakfast voucher courtesy of Golden West. A Saturday Fly-Out with a free breakfast and a possible fund raiser for your Chapter. Sounds like

a winner to me! As an additional bonus, Golden West is negotiating for a fuel discount for all aircraft that attend this year's Fly-In.

Please distribute the enclosed attachment (*not in the newsletter*) to your members and encourage them to participate at this year's event. The direction this year is to promote General Aviation through the EAA Chapters, with special emphasis to encourage our youth to become more involved. I hope your Chapter will join us in October.

For more info about competitions at the airshow [Click Here](#).

Interesting Aviation Links

(thanks Brien S, Jim B,)

VTOL History – Discovery Channel Video – [Click Here](#)

Electric Flight Magazine (German helps... :-) - [Click Here](#)

Remove Cat Before Flight – YouTube Video – [Click Here](#)



(Reprinted with permission of John L Hart FLP)

Trivia – What and Who is this?

I never knew this plane was so small. Looks like a homebuild, but not really... here's the link:

<http://jalopnik.com/5737721/the-weirdest-plane-ever-created-by-nasa>



Wing Tips

My heartfelt wish for you this month is this: Use Those Wings! Many are, I know – flying to Oshkosh.

I took another flight up to visit my mom in Chico, and it was so hot that when I took off in the afternoon from CIC, the controls in the 170 were so hot I couldn't touch them for very long. Cockpit temperature was showing 47C in the sun. Ouch.

The headset was so hot it hurt, so I cooled it off in the airstream (using my sweat) before taxi.

However – The air was smoother than I can recall on the way home over the Sacramento valley – maybe no moisture left to evaporate (not true, really, since the rice fields were all a beautiful green). Flying is a great way to travel even in extremes from the environment.

Also – it was a pleasant surprise to discover a free loaner car from Northgate Aviation, and free hot-dogs, chips and Arizona to honor the 4th of July. Nice (hot) day!

Happy Flying!

EAA Chapter 124 Board Meeting Minutes May 6, 2015

Call to order by the President – 1738 Hours

Roll Call of Officers:

President Jim Boyer – Present

Vice President Andy Werback – Present

Treasurer John Whitehouse – Present

Secretary Mark Tuma – Present

Board Quorum Present

New Business:

Removal of old televisions – Steve Smith and Andy Werback will handle this.

Discussion held on Andy Werback's suggestion to establish a scholarship for college students involved in aviation careers. No action taken at this time.

Mike Tovani reports that the 2015 rosters have been completed and are on-site for distribution to members.

Discussion held on dead battery in chapter owned sweeper. Motion Andy Werback, 2nd by Dave Heal to replace the battery. Motion

carried by voice vote.

Larry Rengstorf gave a short report on the status of the fire extinguishers.

Sher Shipway reported that 17 young eagles were given flights at Cloverdale. Fog that did not lift until almost 1100 hours caused the cancellation of more flights.

Meeting adjourned - 1800 hours

Respectfully Submitted,

Mark Tuma – Secretary

EAA Chapter 124 General Meeting Minutes May 6, 2015

Call to order by the President – 1905 Hours

Roll Call of Officers:

President Jim Boyer – Present, Vice President Andy Werback –

Present, Treasurer John Whitehouse – Present, Secretary Mark

Tuma – Present

President – Thanked the cooks and helpers. Welcomed guests who introduced themselves.

Approval of the minutes – April 1, 2015. Motion made by Larry Rengstorf, seconded and passed by voice vote.

Treasurer – red month – details on board outside door.

Vice President – Attended the electric flight symposium – Kudos to CAFE for a great event.

Facilities – Larry Rengstorf – grass was mowed. Sale of parts and items from Art Baer's hanger totaled \$606.00 which Sandy Baer then donated back to the Chapter. Thank you Sandy!

Young Eagles – Sher shipway reported 17 youths given rides at Cloverdale open house on May 2nd. Everything was fogged in until almost 1100 hours, so several flights were cancelled.

CAFE – Brian Seeley reported best event ever. Several Chapter members who attended stood up and spoke on their impressions of the event. New designs, batteries, motors are all coming along to make electric flight practical. Next Green Flight Challenge is in the works.

New Business:

Steve Smith reports new Audio-Visual system is up and working!

Ron from Sonoma Jet Center reports the Collins Foundation will be there May 27th to the 29th giving rides in a P51, B24 & B25 if members are interested.

Mike Tovani reports that the 2015 rosters have been completed and are on-site for distribution to members. There are a couple of typos that will be fixed next year.

Flyouts – Rancho Tehema on May 15th, Hayfork on June 6th.

Builder reports taken

Meeting adjourned (break for program)- 1955 hours

Program – John Schosanski brought his Cozy MK IV powered by a Mazda rotary engine.

Respectfully Submitted,

Mark Tuma – Secretary

EAA Chapter 124 Board Meeting Minutes June 3, 2015

Call to order by the President – 1730 Hours

Roll Call of Officers:

President Jim Boyer – Present

Vice President Andy Werback – Present

Treasurer John Whitehouse – Absent

Secretary Mark Tuma – Present

Board Quorum Present

New Business:

Removal of old televisions – Steve Smith removed the old TV's...

Thanks Steve! New video equipment has been tested and ready to go.

President sent a thank you letter to Sandy Baer for her donation from the parts sale. Felt it was more sincere to send a hand written letter so that is what he did.

Past due rent letters were sent to members in arrears on their rent for hangers and tie-downs. Discussion held on importance to enforce airworthiness and insurance requirements for all members renting tie down and hanger space.

Larry Rengstorf reports the lawn mower broke down and is at John Deere repair facility being worked on.

The president, vice president and treasurer will be meeting with CAFE to discuss the rent payments and payment of property taxes on their hanger.

Secretary Tuma announced he has retired as the Police Chief and Airport Manager in Cloverdale and is planning on moving to the Chicago area next spring and will not be seeking re-election as Secretary next November. Just a heads up at this time.

Meeting adjourned - 1800 hours

Respectfully Submitted,

Mark Tuma – Secretary

EAA Chapter 124 General Meeting Minutes May 6, 2015

Call to order by the President – 1905 Hours

Roll Call of Officers:

President Jim Boyer – Present, Vice President Andy Werback –

Present, Treasurer John Whitehouse – Present, Secretary Mark

Tuma – Present

President – Thanked the cooks and helpers. Welcomed guests who introduced themselves.

Approval of the minutes – May 6th. Secretary Tuma apologized that the minutes are not completed but will be available at the July meeting along with tonight's minutes.

Treasurer – red month – details on board outside door.

Vice President – No report

Facilities – Larry Rengstorf – brought several items from the airplane "Stedfast" that are on loan to the Chapter.. Including photos, awards, plaques etc.

Young Eagles – Sher shipway reported 17 youths given rides at Cloverdale open house on May 2nd. Everything was fogged in until almost 1100 hours, so several flights were cancelled.

CAFE – no report

New Business:

John Palmerlee reports he will be retiring as the newsletter editor and webmaster in the next month or so and is looking for someone to step up and fill those positions.

Mark Tuma announced he retired as Police Chief and Airport Manager in Cloverdale.

Flyouts – Frazier Lake – West Coast Pietenpol June 6th, Chapter fly out to Hayfork on June 6th – 10 am and August 8th is Boonville's open house.

Builder reports taken

Meeting adjourned (break for program)- 1947 hours

Program – Member Jim DuVander will speak and show slides of his restoration of his Aeronca Champion.

Respectfully Submitted,

Mark Tuma – Secretary

Chapter 124 Contact Information

President: Jim Boyer (15/16) (707) 571-8001
Vice President: Andy Werback (15) (707) 823-5616
Secretary: Mark Tuma (14/15) (707) 953-2403
Treasurer: John Whitehouse (15/16) (707) 539-5549

Board: Ray Shipway (15/16) (415) 584-9682
Ben Barker (15) (707) 838-0238
David Heal (14/15) (707) 953-5021
Steve Smith (14/15) (707) 538-4522
Sher Shipway (15/16) (415) 584-9682
Ron Cassero (15/16) (707) 291-8958

Facilities Chairman: Larry Rengstorf (14/15) (707) 575-0331

Facilities Committee:

Dwayne Green, Dale Wittman, Jim Long

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jbpalm@sonic.net (707) 566-8560

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Rolf Unternaehrer (707) 763-7729

Flight Advisers: CJ Stephens home: (707) 836-1458
cell: (707) 799-2878

David Heal home: (707) 838-0261
cell: (707) 953-5021

Young Eagles: Sher & Ray Shipway (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) 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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