



The Flying Wire

**Chapter 124
Experimental Aircraft Association**

**Volume 54 Number 5
May 6, 2015**

Board Meeting - 5:30 pm

Dinner – 6:15 pm (\$7 donation)

General Meeting – 7:00 pm

Table of Contents

May Program	1
Events Calendar	1
All-Attitude Flight Training at Delta	1
Fly Mart	4
News/Notes from the Editor	5
Trivia	6
Wing Tips	6
Board Minutes	6
General Minutes	7
Contact Information	8

www.EAA124.org

www.CafeFoundation.org

www.EAA.org

EAA Chapter 124
5550 Windsor Road
Windsor, CA 95492

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

May 6, 2015 Program

John Schosanski – The Cozy MK IV

John is a Cozy MK IV builder who will be visiting us from Napa. He plans to arrive a little early so you can get an up-close look at his creation while it's still light. His project is powered by a Mazda rotary engine, and he will be discussing what it took to get this airplane in the air and results to date

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

May 6: EAA Chapter 124 Meeting and Dinner, 6:15 pm

May 16: Friends of the Rancho Tehama Airport – 7th Annual Fly-In and BBQ (see the News/Notes section)

May 16: AOPA Fly-In at Salinas airport, CA. [Click Here](#)

May 29: EAA Chapter 124 Movie Night, 7:00 pm – at HQ

June 6: Hayfork Flyout, meet 10AM at EAA 124 Hangar, contact Mike Shook if you plan to fly or ride.

June 12-14: Sunday – Bellanca-Champion West Coast Fly-In at Columbia, CA – [Click Here](#)

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

All-Attitude Flight Training at Delta

(Unknown Author – Thanks for the story, Larry Rengstorf. One reason Larry submitted this is because Mike Tovani's Brother Jon is featured)

Delta Air Lines is giving its senior instructor pilots a one-week all-attitude flight-training immersion to help the carrier develop new full-stall and upset-recovery training programs for line pilots. The upset-prevention and recovery-training (UPRT) course includes ground, in-aircraft and full-motion simulator instruction aimed at helping the airline better prepare its line pilots to avoid loss-of-control (LOC) accidents, which are often preceded by stalls or upsets.

The move comes ahead of a FAA mandate that will require airlines to provide pilots with UPRT as well as full-stall recovery demonstrations by March 2019. Delta's pilots now receive approach-to-stall and upset-recovery training in simulators, but the rule will require deep-stall demonstrations up to an angle-of-attack of 10 deg. beyond the stall, requiring a companion upgrade to simulator aerodynamic models. "Given the FAA's new pilot qualification rules and the extended simulator envelope for full-stall training, we wanted to make sure we were out in front of this," says Jon Tovani, the airline's managing director of flight training. "This is very exciting training for the industry because, to date, everybody is pretty squared about what has to happen as the aircraft approaches a stall, but we've had some unfortunate real-world occurrences that suggest pilots are less able to recognize fully developed stalls and then recover from them."

The mandate, finalized in 2013, is one of several rule changes spawned in part by the 2009 LOC crash near Buffalo, New York, of a Continental Connection Bombardier Q400 turboprop operated by Colgan Air. The training has also been identified as a key LOC intervention by the Commercial Aviation Safety Team (CAST), which is asking for airlines to provide UPRT and approach-to-stall recovery procedures using realistic scenarios, including situations where the pilots are reading unreliable airspeed on the instrumentation and the aircraft approaches a stall with the autopilot engaged.

Delta Air Lines is sending its senior simulator instructors to a one-week school for upset training, including 4 hr. of in-aircraft experience and two full-flight simulator sessions. Credit: Aviation Performance Solutions



So-called Safety Enhancement 196 is one of 19 interventions that the government and industry team determined would have helped avoid 18 fatal LOC commercial aviation crashes between 2003 and 2012. The group identified training as a significant theme in nine of those accidents. The FAA recently released an Advisory Circular detailing the recommended training needed for an effective airline UPRT, based in part on the CAST analysis and the findings of an international LOC avoidance and recovery training group.

Delta, the first U.S. major to announce third-party training services for its instructors ahead of the mandate, plans to develop its own in-house type-specific full-stall and upset-recovery program after all 16 of its senior instructors—two instructors per aircraft type in the fleet—have completed the nontype-specific program this summer. “Each of these teams of two will come back and elevate their programs to new levels,” says Tovani. “Our training and everyone else’s will change in that we will show pilots what a stall looks like if the aircraft were to enter a stall and what to do to get out of that.”

To date, four instructors have completed the one-week Jet Upset Simulator Instructor course offered by Aviation Performance Solutions (APS) near Dallas.

The course includes 10 hr. of ground training, four 1-hr. flights in an Extra 300 tandem-seat aerobatic aircraft and two sessions in

a Level D transport-category full-motion aircraft simulator. The Extra 300 in-aircraft training is used in part to introduce pilots to the visual sensations, G-forces and control inputs experienced during all-attitude maneuvers and various upsets and recoveries in aircraft that are economical to operate and built to safely withstand high G-loads. Tovani says most of the instructors being sent to APS do not have previous all-attitude flight training, which is typical for civilian-trained pilots.

APS has contracts for similar training for South African Airways instructor pilots and those of three other airlines which the company has not identified. “We are either scheduling, or have proposals out to 17 other airlines,” says APS President Paul “B.J.” Ransbury. Competitors for the third-party services include Flight Research of Mojave, California, and Calspan of Buffalo, New York.

Tovani says Delta has a “long-term relationship” with APS that will include Ransbury’s UPRT experts conducting interim audits of the final program the airline deploys. “They’ll make sure we’ve stayed within the bounds of what they know to be the actual science behind upset recovery,” says Tovani.

Fly Mart

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
ellinsearby@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...

Audio/Visual Work at the Chapter HQ

Thanks to Steve Smith (and our Board members) for going beyond the call of duty to get the Chapter audio/visual system revamped. I'm sure I'll miss something here... but I do know the new screen, projector, Blue Ray video player and wiring is up. Also, there are new roll down shades for the windows, a new shelf for the center speaker, and a dimmer for the overhead light.

The two big TV displays will be removed at the May meeting. If you come early you may be able to give a hand with that job.

Rancho Tehama Airport Fly-In Saturday May 16, 1:30 PM
(thanks for the notice, Bill Massey)

Where: At Woody and Carol Harris' Hangar on the north side of the airport, about mid-field.

Agenda: There will be a short business and information session, with food, fun, and camaraderie to follow. If anyone has an item they would like included please let Bill Massey know. Currently there are several exciting things that will be shared.

What Else: This meeting will be right after the 7th annual "Red Neck Rubber Ducky Derby" held in the park down by Elder Creek. The day will start with an "all you can eat" Fireman's Pancake Breakfast at the Rec Hall. The breakfast is from 8:00AM to 10:00AM. Following the breakfast, the derby will be going on down at the park from 10:00AM to 1:00PM.

More Fun: Of course there will be a BBQ at our meeting! We will be at Carol and Woody Harris's hangar on the north side of the airport. If you drive in, take a left off Stagecoach to Wilco up to the airport. Flying in, you will see aircraft parked on the north side of the runway at mid-field. (Runways 9/27, radio 122.90)

More Info: Bill Massey 585-2115 or Darrell Behney 585-3487

CAFE EAS IX Successful

Last Friday and Saturday was CAFE's ninth annual Electric Aircraft Symposium – a great meeting of advanced technology in the aviation industry.

Topics ranged from how batteries destroy themselves and how to minimize damages, to high lift para-sails to detailed analysis of how the albatross flies without flapping in the boundary layer above the ocean. Truly Awesome.

Many EAA members from 124 and other Chapters were among the 160+ attendees.

For more info from the AVweb site, [Click Here](#).

Hayfork Flyout Date June 6

Just a reminder - Please contact Mike Shook if you plan to attend so that riders and seats can be paired up.

Interesting Aviation Links

(thanks Larry R, Brien S, Gail V,)

Warbirds News Commemorative flight – [Click Here](#)

The Myth of Gross Weight – Flying Mag – [Click Here](#)

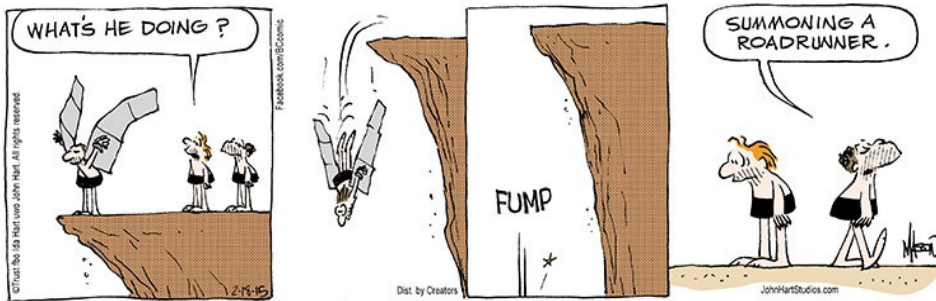
Boeing 737 Fast Built – [Click Here](#)

Lark of Deluth – benoist XVI – [Click Here](#)

Spitfire Documentary – [Click Here](#)

Perfectly Timed Military Photos – [Click Here](#)

News Story with "Lady Jo" - [Click Here](#)



(Reprinted with permission of John L Hart FLP)

Trivia – The Vertol VZ-2

The Vertol VZ-2 (or Model 76) was a research aircraft built in the United States in 1957 to investigate the tilt-wing approach to vertical take-off and landing. The T-tail incorporated small ducted fans to act as thrusters for greater control at low speeds.

[Click Here](#) for the Wiki address with more info.



Wing Tips

Adel Clamps

In the April edition of Sport Aviation, there were a few tips about using Adel Clamps. You may have found them difficult in the past – particularly when in tight spaces.

One tip I liked was to use a small gauge safety wire to hold the clamp closed while getting a screw through the hole in a tight place. Once in place, the wire can be removed and the screw tightened.

“Adel Pliers” can be made from long nosed vice grips by welding a flat on each jaw with a slot. They hold the Adel Clamp closed and the slot allows for starting the screw and removing the pliers once started.

A hemostat can also be used to hold a clamp in place while inserting a screw.

And, you can easily resize an Adel Clamp by trimming and drilling an oversized one. Cut the flat end and keep the bent end intact.

EAA Chapter 124 Board Meeting Minutes April 1, 2015

Present Jim Boyer, Andy Werback, Ben Barker, David Heal, Ron Cassero, Steve Smith, Ray and Sher Shipway.
Also, Steve Barnes, Larry Rengstorf, and Mike Tovani

Meeting called to order by President Jim Boyer at 5:33

Jim B. will be absent 7 to 20 April, call Andy W if needed

Issued Chapter Manuals to Ron C, David H, Sher S.

Mike Tovani – request to use hangar 18 April, OK by prior email votes.

Mike notes that the Chapter Directory is in preparation – with possibly 10 new members.

Martha Curoso notified us that there are only 12 places for airplanes for the Sept 25-27 PCAM airshow.

Tiedown Issues – Kevin Counter, Al Vega – lease/tiedown issues (dues, insurance, EAA national).

Ron volunteered to call Al. Back rent for several others noted.

Motion to send compliance notification letters by David Heal, second by Steve Smith, motion passed with one exception – issue with what's stated in the rental agreement vs bylaws (insured, airworthy and registered, rent up to date). Ben B. recommends focusing on the rent issue first. Letters will be sent after review by Treasurer John W. and Jim B.

Andy W reports that Bob Nicholas – Propjet Aviation – Will be teaming with a new organization near the old shade hangars; shouldn't need to share with us.

Ray Shipway reports Clearlake Splash-In 25-28 Sept (week after Wings over Wine Country), and Young Eagles May 2 in Cloverdale. Will need help. 7:30 start.
Commercial Tenants meeting – Friday 9AM. Jim B. plans to attend.
Meeting adjourned 6:10
Respectfully Submitted,
Andy Werback for Secretary Mark Tuma

EAA Chapter 124 General Meeting Minutes April 1, 2015

President Jim Boyer called the meeting to order at 7:15.

Jim and the members thanked the cooks and everyone who helped with preparations. Jim welcomed visitors – Jim Thomas from Chapter 1337

Minutes – All in favor, approved.

John Whitehouse – Treasurer's Report – we were positive last month. Will post results.

Andy Werback – Report on the RSAT meeting results (issues such as taking off on 14 instead of 20, taxiing on Zulu to 32 instead of turning left on Alpha, update to hotspots...)

Mike Tovani – New member badges are available; We are working with PCAM for aircraft displays (limited to 12 total this year.. possibly more to come on that); Invite to Mike's birthday 18 April!

Brien Seeley – CAFE – EAS May 1 and 2 – busy program, expecting lots of attendees. Discount for Chapter 124 members. CAFE's Mooney aircraft is being sold after 12 years – engine started after 2 blades, not too bad! It's leaving with 257 modifications that raised the cruise from 179 mph up to 216 mph!

Steve Smith – Reported on new A/V system to be purchased and installed. We will keep the old projector but donate/scrap the TVs and screen.

Kevin Quirk – FAA just announced that EAB aircraft can use Non-TSO'd ADSB equipment to meet the 2020 requirement.

Peter Lert – Was custodian of Falco over the winter, now sold to a person in England, planning a ferry flight in May.

Doug Dugger – Water landings with Zodiac went well. Open house May 2

Sher Shipway – Young Eagles in Cloverdale, May 2, need ground support and pilots, please sign up (Ray will be out of town at a light sport maintenance course).

Steve Barnes – Almost finished with RV-4!! Yay! Will be making parts for RVs. Lots of aluminum/small stuff available, so stop by.

Jim DuVander – Lost a cylinder on his O-290, got a new one back on, running great!

C J Stephens reported on his engine failure and successful landing at Lampson. Nice work! Good lesson in managing the problem and safely landing.

Jim Thomas, from Pine Mountain Lake, EAA 1337, presented an

outstanding program on racing his Lancair Legacy in the AirVenture cross country races and one Fuel Venture race. He also showed highlights of his airplane racing in the Sport Class at Reno Air Races.

Flyout Schedule – Bill Massey, Rancho Tehama - May 15
Doug Dugger - Cloverdale Open House – May 2
Mike Shook – Hayfork – June 6

Respectfully Submitted,
Andy Werback for Secretary Mark Tuma

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

Newsletter Editor, Webmaster: John Palmerlee
jbpalm@sonic.net (707) 566-8560

Technical Counselors:

Bob Gutteridge	(707) 539-5188
David Heal	(707) 953-5021
Jerry Rice	(707) 431-0206
Kevin Quirk	(707) 539-8589
Doug Dugger	(530) 526-4997
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.

EAA CHAPTER 124 is not responsible for any modification or maintenance items appearing in the newsletter or in any other correspondence. It is the responsibility of the reader to get approval for such items from the appropriate A&P, FAA or other government official.