



The Flying Wire

**Chapter 124
Experimental Aircraft Association**

**November 2, 2011
Volume 50 Number 11**

**Board Meeting
November 2, 2011 - 6:30 pm**

**General Meeting
November 2, 2011 - 7:30 pm**

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www.EAA124.org

www.CafeFoundation.org

www.EAA.org

EAA Chapter 124
5550 Windsor Road
Windsor, CA 95492

November 2, 2011 Program

To be Announced!

At the time this newsletter was posted, the November program was still in the oven. Join us for food and hangar talk before the surprise program.

The December 7th meeting will be our 50th year Founder's Celebration.

Events Calendar

A note from VP Bob Gutteridge...

Our 2011 calendar has been placed on the website with a request for your help in filling in important events (click [Here](#)). If you are aware of an aviation event which has significance for our group, please email that info to me for inclusion. Thanks!

Bob Gutteridge, VP, email: mailto:bob_gutteridge@pacbell.net

Upcoming Events

November 5: EAA 124 Celebration Preparation. 9Am to 1+pm.
Chapter Hangar, Maintenance and Cleaning Help needed!

November 5: Young Eagles Rally at Watsonville. 10Am to 2pm.
EAA Chapter 119.

November 10: Porsche Aircraft Experience at Sonoma Jet Center.
10Am to 4pm. This is a well attended annual Aviation technology show!

December 2-3: Repairman (LSA) Inspection - Airplane, Corning, CA. Call: 530-824-0644

December 7: EAA Chapter 124 - 50th Birthday and Founder's Celebration. Information and help is needed.

January 14-15: Repairman (LSA) Inspection - Airplane Workshop, Watsonville, CA. Call 800-967-5746

Saturdays - Noon to 1:30pm BBQ at Sonoma Skypark, Chapter 1268

Restoration Reflections of a Champion

(by Jim Duvander)

As my Champion project nears completion, I have come to reflect on what it means. I bought the project at an auction almost 9 years ago for \$4,500. That's about all I could afford at the time and I saw it as an affordable way to get back to regular flying. I had no clue that it would cost me an additional \$50,000 and about 2,500 hours of time to get it back together.

It's kind of like having children. If we knew ahead of time the challenges and expenses we'd encounter, we might not have had them. But once we do, the rewards make the personal sacrifices all worth while. This is about how I feel about my Champion. There are a dozen ways I could have done this faster, more efficiently, cheaper and easier, but there is some kind of satisfaction in taking something almost worthless and creating a thing of beauty and usefulness. Here are some of the things I learned along the way.

I learned how to weld 4130 steel, cover using Poly Fiber, how to overhaul a Lycoming, wire electrical, Firewall Forward, rebuild wings with new spars, build control cables and rig them, and build a new instrument panel. (below, Jim uses the "right tool" :-)



But most of all I learned how to be patient and persistent, to pay attention to details, small and large. And how to work. Most mistakes happen when tired. Knowing when to quit is important. Another skill, often underestimated, is how to order parts from suppliers. It took me a while to understand the different bolts, lengths, grip and fasteners of dozens of kinds. Just when I thought I knew my AN bolts, I found engine bolts are a whole different system.

But now I know every nut, bolt, wire and cable in this craft. If something needs fixing, I will likely know how to fix it and how to work with the IA or A&P.

Is this a perfect airplane? No, of course not. All airplanes are compromises. We choose where to compromise. I chose to make safety and mechanical integrity my highest priority. How the airplane looks was second. If you get close, you will see things that you might have chosen to do better. I have flaws all over the place. Some bother me and some do not. But I am confident in the structural integrity of this airplane.

My biggest challenges were painting and the FAA paperwork. The Poly Tone paints are easiest of all. The enamel used for the aluminum was much more of a challenge. It cannot be top coated after it dries, otherwise it orange peels terribly and I had to strip it off to re-coat. It also does not match the polytone very well.

The paperwork for a certified airplane can seem endless. It must be put back to factory condition or documented with 337's or STC's. Any changes must be dealt with using paper and the blessing of an IA, A&P, and the FAA.

In spite of all that I did on my own, I have not completed this airplane alone. I owe a lot to members who have helped me along the way with either physical help or moral support.

My biggest thanks goes to Cory Wheeler for his IA skills and constant insistence on getting this plane done right. Being almost 30 years in the company of EAA'ers, I found myself wanting to get creative and make solutions that weren't in the factory airplanes. Cory's constant reminders to stay original have been necessary to keep me focused and make this airplane legal.

Others who have helped along the way are: Jerry Rice, Steve Barnes, Jim Boyer, Bob Gutteridge, Mike Tovani, Mike Shook, Frank Higdon, Bob Nickolas, Dave Barron, and CJ Stephens. I thank them for their help, encouragement, inspiration and perspiration.

Would I do another one? Jeez, I don't know if I have that much time left! But it does seem a shame to acquire all these skills, tools, shop and supplies and to let them just sit there.

When will it fly? Since I wrote this, I have had to cut into the

top of the fuselage after a champion expert in Santa Paula discovered some compromised tubes. Also he discovered that the airworthiness certificate was surrendered after an accident. So to get a new one, I have to get a compliance inspection from the FAA. (below, note the center section cut from the fuselage for the repair)



Young Eagles! October 15, 2011

(thanks, Ray and Sher for the great event!)

On October 15th, EAA Chapter 124 Young Eagles coordinators Ray Shipway and Sher Miersemann put on a great event in conjunction with the Sonoma Jet Center's fall open house. Pacific Coast Air Museum had their "Climb Aboard" event on the ramp as well, and from a distance it looked like an air show. Seems like Ray and Sher may have broken a record on this one: 64 Young eagles flew in our chapter aircraft. Wow!

Thanks to the following essential team for making this event such a success:

Pilots flying Young Eagles:

Ron Alvestal	Steve Barnes
Larry Ford	Bob Gutteridge
Erik Peterson	Tim Peterson
Kevin Quirk	Mike Shook
Rolf Unternaehrer	Tim Wayman

Ground crew for the event:

Jim Boyer	Sandy Hubbard
Elen Jory	Lauren Mackey
Dennis McGuire	Sher Miersemann
Austin Rennard	Tam Shook
Ray Shipway	Joanne Shook
Jim Saltzer	John Swanstrom
Mike Tovani	

Also, a big thanks to the Sonoma Jet Center for all their help.

Below is an after-shot of Bob Gutteridge with his Young Eagle. Mike Tovani took several great shots. Click [HERE](#) to see these pictures on the Chapter 124 website (Thanks, Mike!).



Fly Mart

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**

Help Needed: (volunteer preferred) Fiberglass work on a very special Newport 28 – fairings for wings and empennage. Gun Club, Sonoma County Airport. Contact Brent Mone if you have experience and are interested: **799-5130**

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](#): **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](#) 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 707-**895-2949**. Flyer at the following link: [Aeronca Chief Flyer](#)

For Sale: Starduster Too, SA-300. Beautiful! \$30,000 Cloverdale. Contact Monique Boucher **707-490-4270**, 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...

Member Projects Page is Growing!

Bob Ferguson is tackling the job of photographing all the member projects and planes and placing them on the web site. Take a look at the progress and come back as it grows. Click [HERE](#).

Bob may hunt you down and shoot you (a picture!) one of these days. He got me this weekend :-)

Thank you, Bob!

Founder's Celebration – put December 7 on your calendar!

This will be a big event for the chapter - Fifty years and going really strong, our chapter deserves to celebrate. There will be some discussion and planning at the November 2 meeting.

EAA Chapter 124 Dues – Due now for 2012

John Whitehouse is ready to take dues payments for the coming year (still \$30). The November meeting will be a better time to pay your dues than December – who knows how available our Treasurer will be during the Founder's Celebration!

EAA Chapter 124 Name Badge Order in November

We have enough name tag requests to make an order, and will place it soon after the November meeting. Please contact Larry Ford (or me) at the meeting if you want a tag or if you have instructions for what your new tag displays (e.g. name, aircraft, N number).

EAA Chapter 124 Board Meeting Minutes

October 5, 2011

(Jim Boyer, Secretary)

Board Meeting: President Wayne Cook called meeting to order at 6:36PM.

Board members present were John Whitehouse, Bob

Gutteridge, Jim Boyer, Mike Shook, Rolf Unternaehner, Ray Shipway and Kevin Quirk.

Jim DuVander brought up a concern about the electric service for the chapter. Since CAFÉ now has a good service it might be an ideal time for the chapter to hook on and upgrade our electric service so the lights don't go out or flicker, and we have enough current to handle heaters for the winter meetings. Jim is willing to take on this project to study the electrical service versus the chapters needs compared to what service we now have.

Facilities: After the GFC site has been cleaned up, took three days. Also do not park on the South side of the entrance road due to soft dirt. Due to rains we cannot park along the road until next spring (March 2012?).

Treasurers Report: John said the parking rent has been coming in so revenue is up a little bit.

Vice President: Bob said a nominating committee is needed now (actually a month late). Committee report next meeting in November and election in the December meeting. Jim Boyer, Jim DuVander, and Steve Barnes will work as the nominating committee.

Young Eagles: A young eagle event will be held October 15, 2011 in conjunction with Sonoma Jet Center's Open House. Ray and Sher asked for volunteers both for ground and pilots with airplanes.

CAFE: Steve Williams ran Wi-Fi to the EAA site. Password is GFC 2011. Will be announced to all members. Electric charging station is operational at CAFÉ.

New Business: Hooking up to new septic system at Bob's hanger. Special board meeting Sunday at 4PM to discuss this hookup to his septic system.

Wayne also feels it is time for a new lease meeting.

Board meeting adjourned at 7:25PM

EAA Chapter 124 General Meeting Minutes

October 5, 2011

(Jim Boyer, Secretary)

General Meeting was called to order at 7:37PM.

Wayne welcomed all the members and thanked the cooks,

especially his wife Liz. Brownies will be available at the break for the program.

Guests: were welcomed and signed in: Guests present were Loren Betts, RP, CA; Mark Potter, SR, CA; Campbell Potter, Mark's son; and Lee Donham, SR, CA.

Reno Air Races: Larry Rengstorf gave a general talk about the air race, the planes from Santa Rosa area and those at Reno. Quoted NTSB as saying they will not stop the Reno Air Races.

Treasurer: John said Meg is taking money and names now for new name tags. Parking rent is coming in so finances are good. Parking list routed around members. 2012 Dues are accepted now; dues are \$30.

Facilities: Do not park beside the entrance road; especially on the South side. You will sink in and be responsible for fixing up the ruts you leave.

Vice President: Bob Gutteridge asked for another member to work with Jim Boyer and Jim DuVander on the nominating committee. Steve Barnes volunteered.

CAFE: Brien Seeley spoke on the Green Flight Challenge; called it the dawn of electric flight. Fourteen sign ups were narrowed down to 4 aircraft. Two aircraft were completely electric. You can see all the details on the CAFÉ web site.

All of the chapter members who worked the GFC were given an opportunity to discuss their part and their impression of the GFC.

Kevin Quirk had the RV-12 on exhibition at the GFC and gave rides to several NASA people who had never been in a small aircraft.

Young Eagles: A young eagle event will be held October 15, 2011 in conjunction with Sonoma Jet Center's Open House from 10AM to 2PM. Ray and Sher asked for volunteers both for ground and pilots with airplanes. A sign up sheet was passed around.

Builders Reports: Jim DuVander took his champion down to Santa Paula, will be bringing it back next week. Has to do a conformity inspection.

David Heal has his RV-12 well along and just ordered the finish kit. Then he will need the big bucks kit; i.e. engine and prop.

Les Goldner just about has the second wing done. He said electric motors are available but finding the right batteries is a problem.

Alan Judd has the program on APRS; Amateur Packet Radio System.

Meeting adjourned for break at 8:50PM

Respectfully submitted, Jim Boyer, Secretary

Trivia – Irving – Around the World in a Columbia 400

Barrington Irving flew around the world in a Columbia 400 named *Inspiration* between March 23 and June 27, 2007. His 97 day flight will now be listed in the 2012 Guinness Book of World Records as the "Youngest person to fly solo around the world." The purpose of his flight was to inspire young people, particularly disadvantaged, on the opportunities and joy of aviation.

His love of aviation started when he was 15, while living in the inner city of Miami. Now he runs an organization, [Experience Aviation](#), dedicated to inspiring youth.



Chapter 124 Contact Information

President: Wayne Cook (11/12) (707) 217-4439
Vice President: Bob Gutteridge (10/11) (707) 539-5188
Secretary: Jim Boyer (10/11) (707) 544-5594
Treasurer: John Whitehouse (11/12) (707) 539-5549

Board: Ray Shipway (11/12) (415) 999-0949
Dennis McGuire (09/11) (707) 824-9948
Mike Shook (10/11) (707) 838-2829
Rolf Unternaehrer (10/11) (707) 763-7729
Kevin Quirk (11/12) (707) 539-8589
Austin Rennard (11/12) (707) 326-4452

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

Facilities Committee:

Dwayne Green, Dale Wittman, and Jim Long

Technical Counselors:

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Kevin Quirk (707) 539-8589
Doug Dugger (530) 526-4997
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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 7:30 pm. FOOD (\$5) AND SOCIALIZING (free) from 6:30 to 7:30pm. 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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