

# The Flying Wire



## Table of Contents

<a href="#">February Program</a>	.....1
<a href="#">Dinner Menu</a>	.....1
<a href="#">Parts</a>	.....1
<a href="#">Aviation Links</a>	.....2
<a href="#">Notes from the Editor</a>	.....2
<a href="#">Board Minutes</a>	.....2
<a href="#">General Minutes</a>	.....3
<a href="#">Contact Information</a>	.....4

**Chapter 124  
Experimental Aircraft Association**

**Volume 63 Number 2  
February 7, 2024**

**Board Meeting (Quarterly)- 5:30 pm**

**Dinner - 6:15 pm \$7**

**General Meeting - 7:00 pm**

[www.EAA124.org](http://www.EAA124.org)

[www.CafeFoundation.org](http://www.CafeFoundation.org)

[www.EAA.org](http://www.EAA.org)

EAA Chapter 124  
5550 Windsor Road  
Windsor, CA 95492

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

## February 7, 2024 Program

**Presentation:** EAA Chapter 124 member and local pilot **Dane Jasper** will discuss his transformation from flying a Piper Cub to flying Warbirds over a 36 month period, and give us the historic background of his aircraft.

### Dinner Menu:

Our February dinner is Lasagna, Grilled Garlic Bread, Super Salad, Swiss Chocolate Hearts (it is Valentine's Day this month isn't it?), and Vanilla Ice Cream! Only \$7

---

### Airplane Parts

By Stuart Deal

I work for a company that makes airplane parts. I never see them unless I'm flying commercial because the parts they make go on the landing gear of commercial and military aircraft. If you ever look at the landing gear of a commercial airliner you've probably seen the product that we make.

When you look closely, you see more than big tires. There are sensors and brakes and you may notice some electrical boxes and some cable runs that go down to the wheels. We make wiring harnesses that connect control and sensing circuits on the landing gear. As you may guess, this is a somewhat hostile environment, so these wiring harnesses are "rugged".

This little company that I work for started out in San Jose as a company called Intraco. I first met up with them long after they had moved to Santa Rosa, right across from the airport office. That was 2009. At the time was called Icore International.

When I joined they had a whiny, easily offended CEO that fired our main military sales guy over a joke of some sort, sales flagged and so they started going downhill and about 20 of us were laid off.

Not too long after I left, one of my previous co-workers died so a

four person IT group was down to two. At the time, it was called Zodiac Aerospace. Zodiac is better known for inflatable boats. It was a dark period at Icore.

My next gig was working for Bell Helicopter in Hurst, Texas. They were using the software I had learned at Icore (Zodiac Aerospace) and they had a big project making it do what they wanted and were flush with V-22 cash to pay for the room full of programmers making it happen. Commuting to Texas was very weird but soon I was commuting to Wichita Kansas to work at Cessna that was using the same software.

When I got back to Icore (Zodiac Aerospace), about 9 years later, it had been bought by a bigger French company named Safran. Safran is more single minded in its acquisitions as they are all aviation related. Safran had also bought one of our competitors named Labinal in Texas. When I started back at Icore, it was more or less an independent entity in 2018, and in the five years since then it has been renamed and moved to Texas with the large personnel changes you might expect where only the younger employees moved and the rest of us either left or somehow stayed in California.

What you can glean from all of this is that making kit planes is much more "hands on" than making parts for commercial and military aircraft. My connection to building planes is that I support software that enables the engineers that make the designs that are built by "Team Members" that are sold to customers that put them into aircraft designed and built by that customer.

What I hope is that I am making it just slightly clearer how much goes into making airplanes. We should not be shocked that Vans is going into Chapter 11 bankruptcy because it just takes so much to make great aviation products.

When I read Warren Buffet's biography, he pointed out that airlines have a very hard time making money as the costs are high and the competition is fierce.

So if you actually have a plane or have completed one it is a pretty big deal and I hope when you get into it, you have a big smile on your face!

---

(Reprinted with permission of John L Hart FLP)



---

### Interesting Aviation Links

Blue Side Up [Click Here](#)

Pilot Debrief [Click Here](#)

Bob Pardo [Click Here](#)

---

### Newsletter Editor Shared Space:

**From your Facilities Committee** as sent by Larry Rengstorf

We are cleaning out the Gray lockers in the rear of the Shade Hangar. If you are using one - Please write your name on the tape on the front of door!

All of the lockers not named will be cleaned out and scrapped at the end of the month! Please claim your locker!

**If you have a locker with no name and a lock the lock will be cut and cleaned out April 1**

---

## EAA Chapter 124 Board Meeting Minutes January 3, 2024

Meeting Convened 5:05 pm

Board members in attendance; Dominic Cerniglio (President) Marlon Young (Vice President) John Whitehouse (Treasurer) David Franco (Secretary) Larry Rengstorf, Mike Cingari, Jeremiah James, John Swanstrom, Kevin Quirk

### New Business:

Presentation committee assignments. The board would like to have greater input in presentation topic selection. The Vice President Marlon Young will coordinate with other board members to create more lively aviation related speakers and presentations. The board will collaborate during the upcoming four months, and present topics for the Vice President's consideration. The motion was made to support the initiative. 6 members voted in favor and 2 abstentions. The motion carried.

Continued facility upgrades- The incoming president would like to make upgrades to the facility. Solving the leaks in the main clubhouse hangar is his first priority. Pricing replacement roof fasteners and abating rodents will be investigated.

Cleaning and removing surplus sheet metal brakes and wood working tools from the hangar- The board has made a motion to give the sitting President authority to liquidate tools and equipment at his discretion.

The motion carried unanimously

Abandoned Onsite Possession Removal- Steps are going to be made to force plane owners to keep current with their rental payments. More proactive measures will be instituted to motivate responsible parties to pay promptly. The Vice President will review the hangar and tie-down leases to assess what measures the chapter can institute to further that aim.

Increasing Club Activities- Fly-outs, fly-ins, movie nights and more activities will all be encouraged. The President would like fundraising to play a more central role in our activity calendar.

Material improvements to our food prep are also being considered.

Sam Werback Recognition- A motion was made that Chapter 124 grant her a Lifetime EAA Membership. A Springtime breakfast will be held as a fundraiser to reimburse the extended expense. The motion carried unanimously.

Cafe Hangar- The President would like to see that chapter asset be used as a build space meant for educational/mentorship programs. The present tenants are on a month to month basis and their tenancy can be ended at the board's discretion.

A motion was made to give the Cafe hangar tenants 30 day notice. The motion carried unanimously.

Chapter Build Projects- The President would like to encourage a weekly build night. Several projects are under consideration.

Treasurer's Report- Chapter coffer's remain in a healthy state. Our year end report indicates a small deficit, due to material hangar improvements.

Meeting Adjourned- 6:20

---

## **EAA Chapter 124 General Meeting Minutes January 3, 2023**

Meeting Convened- 7:15

The new incoming EAA Chapter President Dominic Cerniglio welcomed newcomers and shared with the group some of his plans for increasing chapter activity. He hopes to see more organized fly-outs as well as host most fly-in events! He hopes to host movie nights as well as other fund raising events. He then honored Sam Werback for her exceedingly delicious chapter dinners. She will be granted a lifetime membership to EAA National. It was revealed, by her husband, that not only is she a fabulous kitchen magician, but she is also a skilled airplane builder. She has worked laying up composite structures, and can also work with aviation fabrics!

Treasurer's Report- Chapter coffers remain healthy. A year over year comparison shows no appreciable drop in chapter reserve funds.

Roster Updates- Members are encouraged to notify the secretary if

there are changes in their mailing or email address status. Forward all changes to David Franco [dffranco2@gmail.com](mailto:dffranco2@gmail.com)

Presentation Topic- Members Robert Leach and Don Mckee talked about the difficulty of building their RV's during Van's Aircraft Chapter 11 restructuring.

Each of the men shared individual stories about the challenges they are facing. Both seem philosophically upbeat about the prospect that their projects will reach completion. They explained that separate and apart from the issue of potentially compromised laser cut parts which were included in some kits, they revealed that the company had suffered from fiscal mismanagement and poor accounting practices, which concealed their unprofitable operations.

John Fritsch- Homebuilt Solar Powered "Gas Station" update.

Since delivering his original presentation, Tesla has finally revealed the battery capacity of the the Cyber-Truck battery pack. With this number in hand John was able to calculate the total amount of energy he would be shuttling back to his home. Knowing the battery's storage capacity will allow him to refine his calculations. He is looking forward to using the extra battery stored energy to power his home, and thereby lower his utility bill.

Meeting Adjourned 8:25

The chapter welcomes new member Bob Rumold to the club!

---

## Chapter 124 Contact Information

**President:** Dominic Cerniglio  
**Vice President:** Marlon Young  
**Secretary:** Dave Franco (707) 494-4259  
**Treasurer:** John Whitehouse (707) 539-5549

### Board:

Mike Cingari  
Kevin Quirk  
John Swanstrom  
John Fluno  
Jeremiah James

**Membership:** Dave Franco (19) (707) 494-4259

**Facilities Chairman:** Larry Rengstorf (22/23) (707) 570-5267

**Facilities Committee:** Dwayne Green (707) 544-4539

Mike Fenn (707) 481-5791

Mike Tovani (707) 838-1891

Dominic Cerniglio (310) 628-9008

**Webmaster:** John Palmerlee  
[jbpalm@sonic.net](mailto:jbpalm@sonic.net) (707) 566-8560

**Newsletter Editor:** Stuart Deal (707) 328-4206  
[ea124newsletter@sonic.net](mailto:ea124newsletter@sonic.net)

### 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) 364-7935

**Flight Advisers:** CJ Stephens cell: (707) 799-2878  
David Heal home: (707) 838-0261  
cell: (707) 953-5021

**Young Eagles:** Josh Hochberg (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 sometimes \$10) AND SOCIALIZING (free) from 6:15 to 7:00 pm. 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: eaa124newsletter@sonic.net  
or mail to: Stuart Deal  
430 Secretariat Ct  
Santa Rosa, CA 95401

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.