



# The Flying Wire



**April 2025**

**Volume 64 Issue 4**

## **Chapter 124 Experimental Aircraft Association**

### **Next Chapter Meeting: Wednesday, April 2**

**Dinner – 6:15 pm \$10**

**General Meeting – 7:00 pm**

### **Contents**

Program: April 2 Meeting .....	2
News and Updates.....	3
California Capital Airshow 2025.....	6
On The Shelf.....	10
Member Profile: Dwayne Green.....	11
EAA Chapter 124 General Meeting Minutes.....	15
Chapter 124 Contact Information.....	16
How to Submit an Article to the Newsletter .....	17

*\*\*control & click on each line to go directly to the page !*

## Program: April 2 Meeting

### **SPEAKER: Captain Mike Cingari – A Life in Aviation**

Please join us this coming Wednesday April 2<sup>nd</sup> to welcome our monthly speaker, **Captain Mike Cingari**.

Mike started flying when he was seven years old. Recently, he retired at age 65 as a Captain with American Airlines.

From his roots at a little podunk field in Connecticut to Captain of a 787 Dreamliner - it's a fascinating story and a rare retrospective of a life lived in aviation. From here to there... and everything in between!

We look forward to his story and to seeing you there!



### **Dinner Menu:**

Hamburgers and hot dogs with lots of fixings. Baked Beans and Super Salad. Brownies for dessert. **Only \$10!!**

## News and Updates



### EAA Chapter 124 is looking for a 2025 Ray Scholar!

The Ray Scholarship is a program administered by the EAA which awards up to \$12k towards the achievement of a private pilot's license. Our Chapter, EAA124, has secured one of these prestigious awards. If you know someone who could be a prospective candidate and meets the following criteria, we want to hear about it as soon as possible. The candidate should be:

- ▶ Aged 16-19 and keen to learn to fly
- ▶ Prepared and able to put in the significant amount of time and effort this will take, within the next 12 months
- ▶ Already experienced in some aspects of aviation and working on their written test
- ▶ A Young Eagle who has flown at Santa Rosa or other local Young Eagle events
- ▶ The holder of a student pilot certificate and an FAA medical

If you know someone who meets all or most of these criteria (some are flexible, some are not), we are interested to hear from you as soon as possible.

Candidates must register their interest within the month of April. A candidate will be chosen during May and must have their student pilot and medical by then. Preference will be given to students who have completed their written test.

Beyond the Ray Scholarship funding itself, the Chapter is committed to helping the student complete their private pilot license within 12 months. Mentoring, ride-along learning, oversight and other considerable help will be offered in order to aid the candidate in achieving the goal.

Please contact EAA 124 Scholarship Coordinator **Paul Hollingworth** via email at [paul@indiesemi.com](mailto:paul@indiesemi.com) with any questions or candidate recommendations you have.

### Where are the Technical Counselors?

*by Andy Werback*

One of the great resources available through EAA is the Technical Counselor and Flight Advisor program. The people that sign up for these positions have been there, done that, and are happy to provide free advice, additional points of view, technical expertise and

other assistance in the pursuit of safe flying and building.

When I talked with **NTSB Chairman Deborah Hersman** on the EAA flight line some years ago, we specifically discussed the Technical Counselor program and how it served to improve safety. At that time, the NTSB was working on their Experimental Amateur-Built Safety Study, NTSB/SS-12/01 available at:  
<https://www.nts.gov/safety/safety-studies/Documents/SS1201.pdf>



We've recently updated the list of TCs and FAs in The Flying Wire, based on the 2025 EAA Chapter 124 Roster (Thank you, **Mike Tovani**). If you should be on the list or have special skills that should be in the Roster, please note it in the mark-up copy of the Roster or let Mike know.

If you are interested in becoming a Technical Counselor or Flight Advisor, please check out the EAA information and application:  
<https://www.eaa.org/ea/aircraft-building/volunteer-assistance/ea-technical-counselors>  
<https://www.eaa.org/ea/aircraft-building/volunteer-assistance/ea-flight-advisors>

## Looking for a Job?

*by Andy Werback*

How often do you get a letter from Los Angeles County Sheriff Robert G. Luna, at the Hall of Justice?

Last time I was by the Hall of Justice, there were a bunch of long-haired young people sitting around on the front steps. Turned out it was for the trial of Charles Manson.



But here we have a letter – is this a Citation? Under Arrest? Order to Appear? Is my Probation expiring? Well, just open it and find out...

The Los Angeles County Sheriff's Department is hiring

**HELICOPTER MECHANICS**

**Annual Salary \$113,576.40**

**Additional Bonuses for Helicopter Mechanics**

Turns out they're looking for helicopter mechanics. 3 years' experience with an Airframe and Powerplant rating and a few other things like experience with turbine-powered helicopters. Taking care of piston engines and carbon fiber doesn't quite cut it. But who knows. This might be your ticket. Or maybe you know someone who'd be perfect.

Find out more at:

<https://www.governmentjobs.com/careers/lacounty/jobs/4650239/helicopter-mechanic>

## Update - Young Eagles

The previously published **APRIL 26** event has been canceled. Below is the up-to-date schedule. All events will take place at Sonoma County Airport.



**Young Eagles**   
**Rally Schedule 2025**

**MAY 17**  
**JUNE 7**  
**AUGUST 16 \***  
**SEPTEMBER 20 \*\***  
**OCTOBER 18**

\* *National Aviation Day*  
\*\* *Girls in Aviation Day*

## Reminder - 3rd Annual Challenge Air Fly Day, May 3



**PILOTS AND VOLUNTEERS  
NEEDED TO HELP FLY KIDS  
WITH DISABILITIES!!**

**SATURDAY  
MAY 3RD**

Challenge Air for Kids and Friends, a national children's nonprofit organization, is recruiting volunteers, and pilots for its third annual Sonoma County "Fly Day" event.

The 3rd Annual Challenge Air Fly Day is on Saturday, May 3 at the Sonoma Jet Center.

**Challenge Air** is a non-profit organization that flies kids with disabilities. For this special event, they are looking for pilots and ground volunteers to help give these children an unmatched experience they will never forget.

For more information or to volunteer for Young Eagles and Challenge Air Fly Day, contact Chapter President **Dominic Antonio Cerniglio** via email ([dcerniglio@mac.com](mailto:dcerniglio@mac.com)) or phone (310 628 9008).

# California Capital Airshow 2025

**By Paul Hollingworth**

In March, I attended the California Capital Airshow at Mather Airport, Sacramento. It was my second year there as a fly-in pilot and another great experience.

Making sure I arrived before the 11 a.m. cut-off time, I flew over the airfield before landing and was rewarded with a spectacular view of the whole show, with the Blue Angels already lined up on the ground. Around 35-40 private aircraft flew in, ranging from my gyrocopter to a 9-seater Pilatus.



Once checked in, I saw some fantastic displays from **The Blue Angels, F-16 Vipers, a Lightning II F35-B, and C17s** – altogether representing the U.S. Airforce, Navy and Marines. As well as admiring their performance, I had a memorable chat on the ground with the pilot of the **U-2 Dragon Lady** and many other pilots intrigued by the gyro.

One of the star attractions was the **De Havilland Mosquito**, one of only four flying in the world today. Made of wood (because the British were short of metal at the time) with twin Merlin engines, this high altitude reconnaissance plane flew at 30,000 ft.



The **Mosquito** performing a simulated attack run.



It was also great to see a late model **Mark XVI Spitfire** next to the Mosquito and flying in the show.



A variety of **WW2-era planes** (bonus points for anyone who can identify all five!)



The Air Force was running one of its very popular heritage Flight demonstrations, featuring a **Mustang** and the **F-16 Viper**.







A **Lightning II F35-B** showing off its impressive hovering skills

Last but not least, the **Blue Angels** never get old! This was only their 3<sup>rd</sup> performance of the season...



... but their formation was already incredibly tight.



It was a fantastic day out, and I've already put the 2026 dates on my calendar (10/10/26-10/11/26 at Mather (KMHR) in case you're interested.) I also made a 7-minute video of the event which you can watch on YouTube: <https://www.youtube.com/watch?v=GJ26H2keq3I>

## On The Shelf

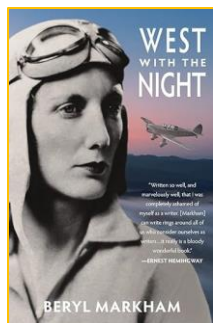


*We thought it would be fun to occasionally share some aviation-themed books recommended by our members. First on the bookshelf are three much-loved classics - always worth a read, or even a re-read!*

*If you have a favorite book you'd like to recommend, let the newsletter editor know!*

### ***Wind, Sand and Stars* by Antoine de Saint-Exupéry (publ. 1949)**

A story for young and old, *Wind, Sand and Stars* captures the grandeur, danger and isolation of flight. Its exciting account of air adventure, combined with lyrical prose and the spirit of a philosopher, makes it one of the most popular works ever written about flying.



### ***West with the Night* by Beryl Markham (publ. 1942)**

Markham's autobiography tells of her extraordinary life growing up in Kenya in the early 1900s and her twin careers as a racehorse trainer and bush pilot. Markham was also the first woman to fly across the Atlantic from east to west in a non-stop solo flight.

### ***Fate is the Hunter* by Ernest K. Gann (publ. 1961)**

A memoir of Gann's career as a pilot at American Airlines in Douglas DC-2s and DC-3s when civilian air transport was in its infancy, his wartime flying in C-54s, C-87s and Lockheed Lodestars, and finally at Matson Navigation's short-lived upstart airline and various post-World War II "nonscheduled" airlines in Douglas DC-4s.



## Member Profile: Dwayne Green



***"I never thought I wouldn't fly"***

Long-time EAA124 Chapter member **Dwayne Green** was born in 1934. Growing up in Antioch, he says he was attracted to aviation as a very young child, when a kind neighbor gave him the airplane cards from his packs of Kool cigarettes. By the age of six, Dwayne was helping his uncle build airplane models. "I never thought I wouldn't fly," he says.



*Kool cards and U-Control Kit instructions*

Dwayne built models all through his school years, including the popular U-control kits that became available after World War Two. His Junior High model airplane club flew their models in the local park at weekends, and he remembers large crowds of people coming to watch.

In 1953, Dwayne joined the navy. He completed his basic training and was two weeks into his Airman Primary School training, when a bout of rheumatic fever landed him in hospital for six months. By the time he'd recovered, the Korean war had been terminated, the POWs were coming home, and he was discharged.

He decided to return to education and became a student at Diablo Valley College. There he was taught algebra by **Coral Bloom**, who had previously been a flight instructor for a government-sponsored civilian pilot training program (part of Roosevelt's initiative). Aware

of her student's interest in aviation, Coral shared her experiences with Dwayne and took him for flights in her club plane.

After three semesters, Dwayne took a break from his studies to travel around Europe. When he returned in 1956, Coral Bloom had set up a ground school class which Dwayne joined. He made his first solo flight in January 1957, taking off in an **Aeronca Champion** from Buchanan Field at Concord, where he remembers being able to rent a plane for a mere \$7 per hour!

Not long afterwards, he moved to Long Beach to work as a tool design draftsman at Douglas Aircraft. In an era when everything was done by hand, Dwayne helped build the wings of a **DC8** – he says that all his years of model building helped!

He also worked on the **Douglas C133 Cargomaster**, a large turboprop cargo aircraft used by the U.S. Airforce. The C133 was large enough to transport an Atlas ICBM, but it wasn't originally designed for this use and needed its rear cargo doors modified. Dwayne was involved in the tool design for the tail section, changing the existing doors to clamshells which opened to the side and made ICBM loading possible.



*C133 Cargomaster over San Francisco Bay*



*A Luscombe Model 8*

After four months of working at Douglas, Dwayne had saved enough to buy his first airplane – one of the early **Luscombe Model 8s**, built in 1946. He made many flights from Long Beach to his parents' home in Antioch, where he was dating a young woman named Dorine. In December 1957, Dwayne and Dorine were married and established their home in Long Beach.

Dwayne was laid off at Douglas after 18 months and joined **Aerojet General**, a rocket propulsion company based in Azusa. Aerojet General had made the jet-assisted takeoff (JATO) rockets in WW2 to provide an extra boost for aircraft taking off from short runways with heavy loads. Now in the post-war era, the company wanted to convert the JATO rocket to a submarine-seeking torpedo. Dwayne was responsible for drawing the JATO's 'sungear' gear box. He then transferred to **Aerojet Nucleonics**, which had a contract to build a nuclear power plant. The plant was being designed in San Ramon and Dwayne worked on developing a nuclear reactor which would fit into a C130.

He also had a brief stint at **Lockheed** before deciding once again to take a break and indulge his love of globetrotting – this time traveling around Europe with Dorine and meeting for the first time many of Dorine’s relatives in Italy and France.



On his return, he joined **United Technology Center** (part of United Aircraft) in Sunnyvale, where he was on the team that designed the **Titan IIIC** motors – a multi-stage solid propellant rocket motor whose design is still used today.

Dwayne, whose remarkable memory is diamond sharp when it comes to names and dates, recalls that the rocket’s first flight was in June 1965.

*Titan III*

During this time, Dwayne took up his education again, completing his Industrial Arts degree in 1967 and then qualifying as a teacher. He taught Vocational Drafting at **Santa Rosa Junior College** from 1968-73. In 1969, he began work on a new family home in Santa Rosa, where he and Dorine raised two daughters and still live today.

Five years after buying the Luscombe, the airplane was grounded because of extensive inter-granular corrosion inside the fuselage spar carry-through structures and wings – a problem he says is undetectable by external inspection. He stored the aircraft in his Santa Rosa garage and in the meantime flew occasionally with friends.

In 1974, Dwayne bought an **Aeronca Model 7 Champion**. “Champs” were built with wooden spars, a design feature that often led to the development of bad spars, and Dwayne’s was unfortunately no exception. He stripped the airplane down and it now lives in his garage alongside the Luscombe.



*Aeronca Model 7 Champion*

Dwayne has spent many hours working on the Luscombe and recently completely reskinned a wing. It’s been a while, but he still hopes to fly it again one day. If you ask him how it’s going, he likes to joke: “You know what they say, 90% done, with 90% to go.”

In the meantime, he has a 1971 **Cessna 182**, which lives in the Santa Rosa EAA hangar. He flew the Cessna across country to Oshkosh for the first time in 1995 and has made that trip a further 17 times in the intervening years. He's also made multiple trips to Colorado, Oregon and Washington to take his mother and sister to family reunions.



**Dwayne stands next to his Luscombe 8 in his garage at home. Next to the Luscombe is the stripped down Aeronca Model 7, including the newly re-skinned wing.**



### **Dwayne and Chapter 124**

Dwayne first found out about EAA124 when he saw it on a bumper sticker! He talked to the car owner, who introduced him to then President **Rex Cantrell**. He attended his first meeting in January 1968 and has been a member ever since (that's 57 years!!) In the early days, Chapter meetings were typically held at a member's house but as the membership increased a larger venue was needed. Dwayne arranged to use the drafting classrooms at SRJC for meetings. He was also one of the key group of members who worked to get the current space at the airport, and he drew the foundation plans for the hangar.

### **Dwayne's top three pieces of advice for aspiring pilots:**

- Yes, money is a problem, but it's surprising how many grants there are out there. You have to hunt for them - many are available through the EAA, but not all. You do have to be dedicated to succeed, but plenty of other people have done it!"
- "Find yourself a taildragger to learn in."
- "Read all you can find - aviation history, aerodynamics, the Airman's Information Manual (AIM). Get up to date and stay up to date - the accumulation of knowledge is invaluable to any pilot."

### **Next time you see Dwayne, ask him to tell you about...**

His aviation adventures abroad, which include traveling around Kenya with his daughters Michele and Carrie in a rented Cessna 182, and attending the Amicale Jean-Baptiste Salis (AJBS) fly-in near Paris in 2004.

# Chapter Business

## EAA Chapter 124 General Meeting Minutes

**March 5, 2025**

Meeting Convened: 7:36pm

**General Updates:** **Dominic Cerniglio** (President) graveled the meeting to order. He thanked **Sam Werback** for another beautiful corned beef and cabbage meal. Several people announced themselves as first-time visitors. Dominic then expressed thanks and appreciation for the efforts of CFI and ground school instructor **Campbell Potter**, who has spearheaded the Chapter's first ever ground school instruction program. He additionally thanked **Jeremiah James** for also making the ground school possible. The president then thanked **Jenny Hollingworth** for enlivening the Chapter 124 newsletter as editor. **Andy Werback** gave a brief presentation regarding a fellow Lancair builder who was involved in an unfortunate midair collision.

**Presentation:** Topic- Rotax Engines

Longtime EAA Member **John Swanstrom** shared his insights and experiences regarding Rotax engines. He shared the history and development of the Rotax engine company. The company was founded in Germany in 1947, and later re-located to Austria. The benefits of Rotax engines are that they run on automotive unleaded fuel, are liquid cooled and have a proven history of reliability. Part of their reliability comes from using an electronic ignition system and sequential computer-controlled fuel injection. Each of those systems are electrically dependent - for that reason there is a redundant dual alternator. Their power to weight ratio gives them an advantage over standard Lycoming and Continental engines, even though they employ a radiator and gear reduction propeller drive. Their greater efficiency allows them to generate 1.2 hp per cu. inch, while standard certified air-cooled airplane engines produce .5 hp per cu. inch.

As an owner of an experimental RV plane that is fitted with a Rotax engine, John wanted to learn all he could learn about the engine. This led him to attend a four-day Service Technical Course and Maintenance Technician level course. The instructional courses allowed him to get a complete understanding of all the engine systems. He feels that the familiarization and certification he acquired will serve him well as a Rotax owner.

Meeting adjourned: 9.00 pm

## Chapter 124 Contact Information

<b>President:</b>	Dominic Cerniglio (24/25)	(310) 628-9008
<b>Vice President:</b>	Marlon Young (24)	(707) 479-9994
<b>Secretary:</b>	Dave Franco (23/24)	(707) 494-4259
<b>Treasurer:</b>	John Whitehouse (24/25)	(707) 217-2687
<b>Board:</b>	Mike Cingari (24/25)	707 280 0159
	George Marshall (23/24)	707 293 4583
	John Swanstrom (24/25)	707 758 9017
	John Fluno (23/24)	707 315 5524
	Jeremiah James (24)	707 291 8445
<b>Membership:</b>	Dave Franco	(707) 494-4259
<b>Facilities Chairman:</b>	Larry Rengstorf	(707) 570-5267
<b>Facilities Committee:</b>	Dwayne Green	(707) 544-4539
	Mike Fenn	(707) 481-5791
	Mike Tovani	(707) 321-2740
	Dominic Cerniglio	(310) 628-9008
<b>Newsletter Editor:</b>	Jenny Hollingworth	<a href="mailto:jennyhollingworth14@gmail.com">jennyhollingworth14@gmail.com</a>
<b>Technical Counselors:</b>	Bob Gutteridge	(707) 539-5188
	David Heal	(707) 953-5021
	Andy Werback	(408) 802-5393
	Dominic Cerniglio	(310) 628-9008
	Kevin Quirk	(707) 539-8589
	Rolf Unternaehrer	(707) 364-7935
<b>Flight Advisers:</b>	CJ Stephens	(707) 799-2878
	David Heal	(707) 953-5021
<b>Young Eagles:</b>	Jenny Hollingworth	(650) 483-5203
<b>Chapter Roster:</b>	Mike Tovani	(707) 321-2740



**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 (\$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.

## **How to Submit an Article to the Newsletter**

Members are invited to submit articles of interest. You will be notified whether or not an article will appear in the current issue.

Email your article to: [jennyhollingworth14@gmail.com](mailto:jennyhollingworth14@gmail.com)

Deadline for newsletter submissions is the 20th of each month. Articles submitted 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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EAA Chapter 124  
5550 Windsor Road, Windsor, CA 95492

--- Mail ---

PO Box 6192, Santa Rosa, CA 95406

