



The Flying Wire



August 2025

Volume 64 Issue 8

Chapter 124 Experimental Aircraft Association

Next Chapter Meeting: Wednesday, August 6

Dinner – 6:15 pm \$10
General Meeting – 7:00 pm

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

Program: August 6 Meeting

OSHKOSH 2025!!

Please join us for our August Chapter Meeting this coming Wednesday, August 6th at 6pm. This month is sure to be a great night! It's an evening heavy on the socializing, with members and guests getting together to share their Oshkosh 2025 stories and photos!

As an added bonus, there will be a special recognition for one of our long-time Chapter members!

Come on out, have a fantastic dinner, see some friends, and find out what happened at OSHKOSH AirVenture 2025! We look forward to seeing you!



Dinner Menu:

Our Amazing August Dinner is BBQ Tri-Tip, Corn on the Cob, Super Salad with Grilled Garlic Sour Dough. Top it off with a Hot Fudge (homemade) Sundae!

Still only \$10!!

News and Updates

Paul Hollingworth, newly qualified CFI!



Congratulations to **Paul Hollingworth**, our resident Gyroplane pilot who is now a Certified Flight Instructor!

Here he is at the Magni Gyro booth at OshKosh in his other new role – as the Magni dealer for the Bay Area.

AOA Badges

We recently had a matter with the County of Sonoma on how questions and issues on AOA badges need to be dealt with. If you obtained your AOA badge through EAA Chapter 124, ALL questions and issues need to go through the Facilities Manager **Michael Tovani**. Do not contact the County directly. The Chapter Facilities Manager is the authorized signatory and as such is responsible for the AOA badges issued through the Chapter.

Spare C-182 Parts

Some of you may know that long-time Chapter member **Brian Cluer** is moving up to Idaho. He has some C-182 parts that he can't take with him and has offered them up to Chapter members. Michael Tovani will try and have them on a table at the next meeting. If you feel the item is valuable, please donate to the Chapter (there will be a coffee can on the table).



Greg Colyer – hear more!

If you enjoyed Greg's inspirational presentation at the July Chapter meeting (or if you missed it) you may be interested to know that he recently shared many of his fascinating stories on a podcast episode.

Listen at: <https://www.flycoolshit.com/episodes/episode-190-greg-colyer>

Archer begins piloted operations of its flagship Midnight electric aircraft

From **Electrek.co**, submitted by Paul Hollingworth

All-electric aircraft developer Archer has entered a key development phase ahead of full-fledged flight certification and commercial operations. In late May, Archer completed a piloted flight in its flagship Midnight aircraft, demonstrating a conventional takeoff and landing instead of vertical (it can do both). You can watch the very cool flight video by going to the article – click [here](#)!



Calling all Sport Pilots - MOSAIC is here!

If you're an EAA member, you will have received an invitation via email to a webinar about MOSAIC (or Modernization of Special Airworthiness Certificates). Here's what the email said:

"It's done and signed. MOSAIC! The FAA's new rule expands what sport pilots can fly and supports innovation in light aircraft, all while maintaining safety and eliminating the need for an FAA medical certificate."

*Join us on **Thursday, August 7, at 7 p.m. CDT** for a webinar where EAA Advocacy staff will explain this monumental rule change that delivers Sport Pilot 2.0. EAA has been leading the charge on this rule and is excited to share the new opportunities it brings."*

Register for the webinar by clicking [here](#)

Read the latest from the EAA about MOSAIC [here](#)

See and Avoid

By Andy Werback

As pilots, we all know about “see and avoid” in all phases of flight. From engine start to taxi, takeoff and climb, cruise, descent, pattern and landing. It doesn’t always end well.

Two recent accidents, currently in preliminary stages of investigation, highlight the care needed in busy areas around airports. Both accidents were mid-air collisions, and one involved fatalities.



The first accident occurred February 19, 2025, KAVQ, Marana, Arizona. A Cessna with pilot and instructor was doing a stop-and-go on the runway while a Lancair 360 was approaching for landing. The Lancair was apparently doing a low pass in preparation for a go-around, while the Cessna was just taking off. They collided over the runway, with the Lancair sustaining major structural damage and crashing. Fortunately, the Cessna was able to land safely.

In the few minutes preceding the accident, the pilots were in communication, but still the faster Lancair overtook and impacted the Cessna at about 150’ AGL.

You can download the NTSB Preliminary Investigative Report [here](#). It has a lot of good information, particularly Figure 2.

The second accident was also very dramatic, but fortunately there were only injuries. A Vans RV-8 was taking off from Runway 31 at KCVH Hollister KCVH. A Cirrus was coming in to land on the same runway, colliding just as the RV was taking off. It’s not clear if the RV was announcing its intentions on the radio, but it was able to land safely. The Cirrus sustained major damage and a serious leg injury. Here’s a video (it’s on Instagram but you don’t have to have an Instagram account – just click the X and it will take you to the video):

https://www.instagram.com/reel/DMc2GBvM_jV/

And a bit more from KRON4:

<https://www.kron4.com/news/california/pilot-hospitalized-after-2-plane-crash-at-hollister-airport/>

Other Sources: Aviation Safety Network <https://asn.flightsafety.org/wikibase/528586>

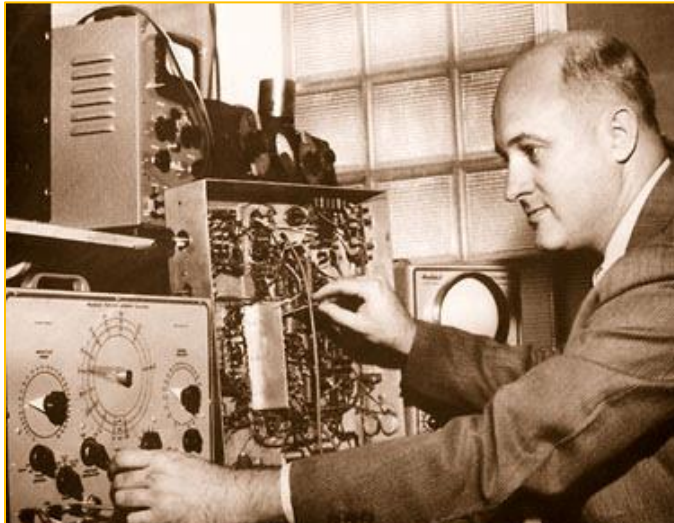
Summary: Both airports are uncontrolled, but the Common Traffic Advisory Frequency is published and should always be used. Listen for other traffic. Announce your intentions. **See and Avoid.** Stay clear of an active runway until you are in a position to land safely. Inspect the approach path prior to taxiing onto the runway. All things we’ve been trained to do and need to practice consistently.

Edward Bayard Heath – postscript

By Andy Werback

An astute reader (Thank you, John W.) of last month's article about Edward Bayard Heath noticed that although he was killed in an airplane crash in 1931, Heathkit wasn't started until 1947.

So, what happened between 1931 and 1947? Well –



Heathkit, the electronics kit company, was developed by Howard Anthony, an enterprising engineer who purchased Edward Heath's airplane parts company in 1935 out of bankruptcy.

In 1947, Anthony's vision was to develop electronic kits based on the availability of lots of cheap parts left over from World War II).

Howard Anthony's first Heathkit was an oscilloscope

Heathkit became a very popular source of hobbyist kits and lasted until 1992, well into the personal computer age. They were initially based in Niles, MI and then relocated to nearby Benton Harbor, MI where Anthony had many business contacts. Heathkit was especially well known for good documentation and service. Kits and parts can still be found on eBay.

Unfortunately, Mr. Anthony died in an airplane crash in 1954. The company then went through a succession of owners – Daystrom Inc. and then Schlumberger Limited.

On The Shelf



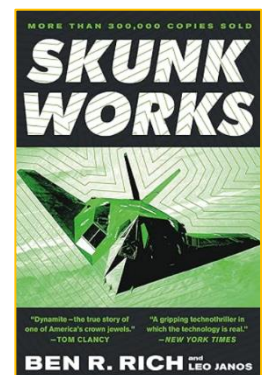
We thought it would be fun to occasionally share some aviation-themed books recommended by our members. This month we're featuring three we think you'll enjoy if you're looking for some light summer reading.

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

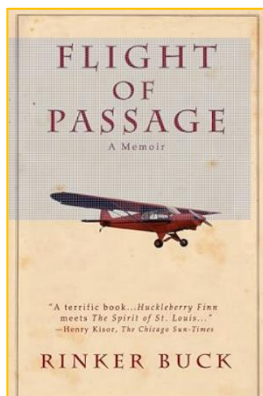
Skunk Works by Ben Rich (publ. 1996)

Written as a personal memoir of the author's years at Lockheed, *Skunk Works* tells the fascinating true story of America's most secret and successful aerospace operation, from the development of the U-2 to the Stealth fighter.

"A riveting portrait of the most spectacular aviation triumphs of the twentieth century."



Flight of Passage by Rinker Buck (publ. 1998)

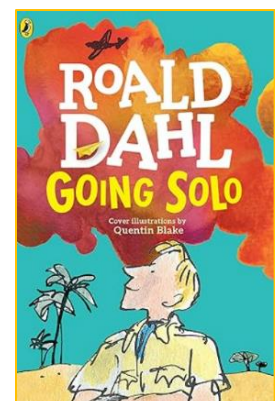


Rinker Buck looks back to the summer of 1966 when he and his brother, at ages 15 and 17 respectively, became the youngest duo to fly across America, from New Jersey to California.

In search of adventure, the two boys bought an old Piper Cub, restored it themselves, and set out on their grand journey.

Going Solo by Roald Dahl (publ. 2009)

An autobiographical account of the author's exploits as a World War II pilot. Dahl's stories of his travels and encounters with the enemy are always colorful, often bizarre and occasionally terrifying. A story of adventure, told with the easy writing style that made his children's books best sellers around the world.



Member Profile: Marlon Young



"I plan to fly until I'm 90."

Current Chapter Vice President Marlon Young has been around planes since the day he was born.

His father and grandfather were both loggers in Central and Northern California, and bought an airplane and learned to fly to travel between sites. His father then became a licensed aircraft mechanic and frequent restorer of planes. One of Marlon's earliest memories is of helping his father retrieve a Champ out of the Weaverville landfill (at the end of the runway) and putting the wings on top of the station wagon and towing them back to Redding to be rebuilt. He also remembers playing with his siblings in a wrecked airplane fuselage in their backyard.

Despite his upbringing, Marlon never assumed as a child that he would become a pilot. In fact, he was something of a nervous passenger when he flew with his father. His parents used to say that he was "all mouth" about flying until the engine started, and then would sit still, staring ahead, until the plane was safely back on the ground!

But he did want to be like his dad. So when the opportunity to learn to fly came early, he took it.

Like his father before him, Marlon attended Monterey Bay Academy, a boarding school that offered a class in aviation – not to mention a plane available for rent at \$17 per hour, a landing strip on campus (CA66) and an agreement with a local flight instructor! The school also had a requirement that students work on campus to help finance their tuition.

Marlon took the aviation class, earning credits towards graduation and his private pilot's license. To help pay for the rental of the plane, he did maintenance work at the school and then became a dorm monitor, taking on extra shifts whenever he could. He still had to conquer some nerves in the cockpit, but he loved flying over such a beautiful area – and the sense of freedom he felt from the usual confines of school.

He achieved his private pilot's license in 1981, one week after his high school graduation. After graduation he went back to his parents in Redding and attended Junior College while holding a line service job at Redding airport. He also helped his father with his aviation projects whenever he had time.

Three years later, Marlon applied for a line service job with Redwood Aviation (now Sonoma Jet Center) and moved to Santa Rosa, where he completed his final degree year at Sonoma State University. He then went to the University of the Pacific at Sacramento to study law.

In the fall of 1985, just three weeks into law school, his father called him with an offer. A family friend was selling his **Cessna 195** for \$18,000. If his father put down \$10k towards it, would Marlon be interested in contributing the rest? Marlon had money saved from his line service job to help finance law school tuition... but the offer was too good to refuse.



Together Marlon and his father bought the plane, and he subsequently completed law school with the help of a small student loan.

He still flies the 195 – thanks in large part to the amount of work his father put into it. He considers it a great plane for any pilot wanting to hone his skills, and has flown it all over the Western states, as well as to Oshkosh (twice) and to Wichita, KA for a 195 fly-in.

Since 1990, he has also owned a **1967 Citabria**. The same family friend who sold them the 195 bought the Citabria as a rebuild project, but ill health prevented him from finishing it. Once again, Marlon bought the plane and although he was now practicing law in Santa Rosa, he was able to spend most of his weekends in Redding helping his father complete the build within six months. While the 195 is still his first choice for traveling and overall comfort, he says the Citabria is great for light aerobatics, such as positive rolls, figures of eight and wingovers.

There are a couple more planes in Marlon's hangar these days, too...



One is an **RV-4**, with a great Chapter-related story behind it. Marlon had helped his father rebuild several planes, but he still hadn't built one by himself – and he wasn't certain he had the dedication to do it. But when Chapter member **Dwayne Green** told him about an interesting project, he decided to put his commitment to the test.

Another Chapter member, **Donna Turrenten** (sadly no longer with us) had an abandoned, half-built RV4 that hadn't been touched in 15 years. It needed a lot of cleaning, but it was in good shape underneath. Marlon bought the plane from Donna, transported it to his hangar and challenged himself to complete the build before he turned 60 – 16 months away. Clearly, his level of dedication turned out to be just fine - he completed the RV-4 in a mere 14 months and flew it before his birthday. He was also able to take Donna for a ride, fulfilling his promise to her to finish her airplane and take her for a flight.



BEFORE: bringing the RV-4 to the hangar for renovation and **AFTER:** taking Donna Turrenten for a ride

Having passed his own 'commitment' test, Marlon is now in the middle of building an RV-8, which he hopes will be ready to fly by mid-2026. But he says that although he is enjoying the build, it's a means to an end. The RV-8 will be what he calls his "long term old man airplane" – at 20% bigger than the RV-4 and with more sophisticated avionics, he compares the two models "like a 1964 Porsche 911 to a modern-day Carrera."

There's a 5th plane in the hangar too, although this one he didn't build and has yet to fly. It's a 1960's blue and yellow **Stits Playboy** which he bought a year ago as part of a hangar deal. It's in good condition, and he's currently talking to PCAM about moving it to their site, perhaps as part of a bigger display to promote Chapter 124.

Still a practicing attorney, Marlon spends every spare hour either flying or working on his planes. A long-time member of the EAA, he joined the Chapter 10 years ago, and has previously served as president. Several members have given him helpful build advice over the years, including **Mike Cingari** (who told him "Every part has to be built three times to get it right"), **Dave Heal**, **Steve Barnes** and **Rick Dabner** - not forgetting **John Swanstrom** for encouragement and help with the FAA inspection and paperwork!



Balancing Prop with Andy Werback

He's pleased to see younger Chapter members at meetings these days, and would love to see service projects that could bring young people to the hangar at weekends, such as painting or refurbishing planes. His advice to young would-be pilots is "Be there, show up, say yes. Don't be afraid to ask."

And yes, he says he plans to fly until he's 90. Why? "I enjoy the freedom and the sense of control, and also the connection to my father" (who is still alive at age 89), "and to the people I've met at the airport."

Here's to many more years of flying and making great connections, Marlon!



Chapter Business

EAA Chapter 124 Board Meeting Minutes

July 2, 2025

Meeting Convened 5:35 pm

The meeting was called to order by Board Members.

In Attendance: Dominic Cerniglio (President) Marlon Young (Vice President) John Whitehouse (Treasurer) David Franco (Secretary) Mike Tovani (Facilities Manager), Jeremiah James, Mike Cingari, John Swanstrom, George Marshall

Revision of Aircraft Parking Lease Agreement. Vice President presented general terms on an informal basis to gain board feedback. The intent of the undertaking is to get greater member participation from those who are enjoying the benefit of on-site aircraft parking, which would include requiring a certain number of volunteer hours. The expeditious removal of untimely paying tenants will also be addressed in the newly drafted lease.

Treasurer's Report: The Treasurer stressed the need for timely reports. Doing a year-over-year comparison, the Treasurer identified a diminishing fiscal trend. The trend is largely the result of deferred facility maintenance. A motion was made that \$10k be moved from the CD to cover the upcoming expenses. The motion was carried unanimously.

The Treasurer reminded the board that revenue needs to increase to keep pace with the impending county rent increase. A motion was made to increase rental rates on the following basis: \$40 for tie-downs, \$85 for shade hangars, enclosed hangars \$130. The motion was seconded. The motion passed unanimously.

As part of a compensation for the recently added projector, some monies were needed above and beyond the EAA Young Eagles cash grant to finalize the installation. A motion was made to reimburse the President in the amount of \$400 expenditures. The motion was seconded and passed unanimously.

The Treasurer is exploring electronic payment systems which would link to systems like Venmo and Zelle. Revenue earnings opportunities: pancake breakfasts, poker nights are all under consideration. The option of partnering with other aviation-related groups and doing fundraisers is going to be explored.

Resolution of donated Zenith project: The board assented to the Chapter president's action of giving the problematic Zenith project to the Cloverdale-based Zenith distributor in hopes it would be put to good use.

Bob Nicolas Offer: The board took under consideration the formally submitted offer by Bob Nicolas, the owner of Prop-Jet, to pay \$1400 mo. to house two of his private airplanes. The offer included an offer to pay one year in advance amounting to \$15,600. The lump sum offer includes a slightly reduced monthly rate. The board, in unanimous fashion, declined the offer.

Meeting adjourned 6.45 pm

EAA Chapter 124 General Meeting Minutes

July 2, 2025

The president called the meeting to order and recognized the efforts of the culinary crew led by Sam Werback for yet another wonderful meal! The president then asked any new attendees to share their backgrounds and aviation interests. Several people shared their experiences and reasons for coming.

The president then called **Sam James**, the winner of the EAA Sponsored Ray Scholarship, to the podium to report on his progress. Sam announced that the experience has been thrilling, and thanked the Chapter for the opportunity to receive instruction for free. The president also recognized **Colin Reynard**, Sam's volunteer flight instructor, for his selfless contribution of time and expertise.

Presentation- Gregory "Wired" Colyer (Founder/Owner Ace Maker Aviation)

Greg wowed the crowd by sharing the details of his uncanny aviation success, which culminated in becoming an airshow performer demonstrating the capabilities of the T-33 Shooting Star. His path to towering success was not linear or even strategically thought-out. His story is best characterized as a series of happy accidents that coalesced around his preparedness. After becoming a private pilot, he needed a steady income and became an air traffic controller operating out of Oakland center. That security allowed him to pursue one rating after another, leading to getting an Airshow Jet Performer Rating.

As it turned out, being in airshows only came about because he had purchased his first jet and realized performing could be a way to fund his jet habit. In signature Greg Colyer fashion, he found a way to make it pay for itself - improvising solutions and being unafraid of the unknown are the defining hallmarks of his success. In conjunction with his burgeoning airshow business, he found a way to become a contract trainer for the US military. Whether his success could ever be replicated in the present aviation environment is unanswerable, but what he imparted to the audience was the importance of saying "YES" to the opportunities that come your way.

Meeting adjourned 8:30 pm

Chapter Business

Chapter 124 Contact Information

President:	Dominic Cerniglio (24/25)	(310) 628-9008
Vice President:	Marlon Young (24)	(707) 479-9994
Secretary:	Dave Franco (23/24)	(707) 494-4259
Treasurer:	John Whitehouse (24/25)	(707) 217-2687
Board:	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
Membership:	Dave Franco	(707) 494-4259
Facilities Chairman:	Mike Tovani	(707) 321-2740
Facilities Committee:	Dwayne Green	(707) 544-4539
	Mike Fenn	(707) 481-5791
	Mike Tovani	(707) 321-2740
	Dominic Cerniglio	(310) 628-9008
	Jenny Hollingworth	jennyhollingworth14@gmail.com
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	David Heal	(707) 953-5021
	Andy Werback	(408) 802-5393
	Dominic Cerniglio	(310) 628-9008
	Kevin Quirk	(707) 888-3263
	Rolf Unternaehrer	(707) 364-7935
Flight Advisers:	CJ Stephens	(707) 799-2878
	David Heal	(707) 953-5021
Young Eagles:	Jenny Hollingworth	(650) 483-5203
Chapter Roster:	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

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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