



# The Flying Wire



**July 2025**

**Volume 64 Issue 7**

## **Chapter 124 Experimental Aircraft Association**

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

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

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# Program: July 2 Meeting

## **SPEAKER: Gregory "Wired" Colyer**

Please join EAA Chapter 124 in welcoming our July 2025 speaker, **Gregory "Wired" Colyer.**

Greg is the founder and owner of "Ace Maker Aviation." Greg and his team specialize in flight training and airshows in the Lockheed T 33 'Shooting Star.' He and his aircraft have been frequent performers in past Santa Rosa airshows.

Greg has had a long and winding road to get to where he is today. He'll discuss his journey from a young man learning to fly, to his 27 years as an ATC controller with Oakland ARTCC, to becoming a Corporate Pilot, Test Pilot Instructor, Aerobatic Pilot and the owner of Ace Maker Aviation... flying Airshows and training pilots to push the envelope in these incredible flying machines.

We're very excited to welcome Greg and hear his story. Please join us for what's sure to be a dynamic evening!

To learn more about Greg, check out his website at <https://acemakeraviation.com>



## **Dinner Menu:**

Hamburgers and hot dogs with lots of fixings. Baked Beans and Cole Slaw. Ice cream and cookies for dessert. **All this for only \$10!!**

# News and Updates

## Welcome New Member Jack Scott

Jack is a newly minted private pilot, a new EAA 124 Chapter member, and out flying multiple times a week getting his hours! It's great to have Jack and his smiling face and great attitude around the Chapter! Welcome, Jack!

*Chapter member **Jack Scott** having a good time cleaning the "Sky Watch" Cessna 172 he's been flying!*



## Are Landing Fees Coming to Santa Rosa?

Rumor has it that they may be. The tracking technology known as ADS-B was not originally intended to facilitate the collection of landing fees, but some airports are using it to do just that, including several in California. STS has not confirmed that they plan to do this, but we know they've implemented the technology, in something of a stealth mode...

Right now, two bills together known as The Pilot and Aircraft Privacy Act are currently working their way through Congress that aims to put a stop to this. AOPA explains what's in the proposed legislation [here](#).

## Request for Static Display – South Lake Tahoe Community Day, 7/3

We've received an urgent request for some aircraft to support this Community Day event at the South Lake Tahoe Airport. The organizers are looking for static displays from 10am-2pm on this THURSDAY 3 July 2025. They have a secure airport for the display and the event is DD2535 approved.

They'd appreciate any help to spread the word of the event and see if they can get a few more aircraft. Military or civilian are welcome to attend. They are also looking for classics and warbirds, and have some hotel rooms and rental cars available.

If you're interested, please contact David Schultz at [airboss@schultzairshows.com](mailto:airboss@schultzairshows.com) or on his cell: 610-724-3300.

## Archer begins piloted operations of its flagship Midnight electric aircraft

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

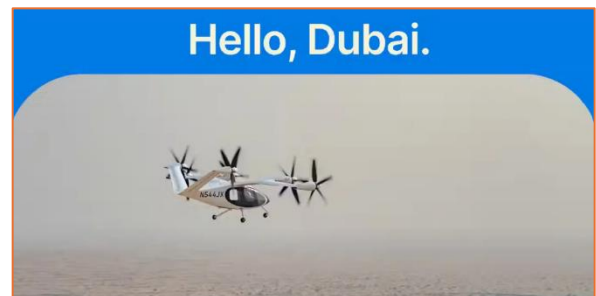


All-electric aircraft developer Archer has entered a key development phase ahead of full-fledged flight certification and commercial operations. This article describes its recent piloted flight in its flagship Midnight aircraft, including a flight video. Fascinating stuff! Click [here](#) to read.

## Joby Aviation (JOBY) begins piloted eVTOL flights in the United Arab Emirates

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

International eVTOL developer Joby Aviation has hit a key milestone overseas, as it moves closer to commercial air taxi operations. The company has now shared news that it has begun eVTOL flights in the United Arab Emirates with a pilot onboard, a key step in the necessary certification process. This article includes a video of the flight footage. Click [here](#) to read.



## Facilities Chairman Update

After nearly 50 years of dedicated service to EAA Chapter 124 and its members, **Larry Rengstorf** has stepped down from his position as Facilities Chairman. **Michael Tovani** will now fill that role. Larry did not take his responsibilities and dedication to the chapter lightly, but it was time for a change. Michael will be in charge of the maintenance responsibilities, and the airport and TSA badging.

Larry will remain a valuable member of our chapter and remains on site as the Facilities Monitor. Larry wanted to express his appreciation to the members of the chapter who helped him build the hangar and maintain the site and our standing as one of the best EAA chapters; Larry's guidance with the help of the chapter members over the last 50 years is what made it possible. Be sure to show your appreciation to him the next time you see him.

Moving forward you should contact Michael Tovani or the president with any facility concerns, and be especially responsive to him with issues related to your access badge and site security. Our airport has been elevated in TSA rankings. Their watchful eye is present around the airport and our facility falls within their influence and we must be diligent to our responsibilities.



## Young Eagles – Another Great Event!

Our Young Eagles event on June 7 started late due to fog. Fortunately, only a few of the YEs were unable to stay. We were still able to fly 40 Young Eagles. Over half of these were first time flyers. Pretty impressive!



A huge **THANK YOU** to all our volunteers... in no particular order: Scott Holder, Paul Doto, Otis Holt, Martyn Lewis, Mark Potter, Jack Scott, Lew Peterson, Brian Hauck, Campbell Potter, Dan Wood, Dominic Cerniglio, Bill Conklin, Dave Ford, Andy Werback, Kristin Nagata, Rosa Turner, John Swanstrom, Joseph Miller, Tim Peterson, Jenny Hollingworth, Mendy Tuhtan, Sam Werback, Josh Hochberg, Davy Khoury, Jeremiah James, Wayne Cook, Yael Hochberg, Julia Hochberg, Colin Rennard, David Heal, Antonia, David Franco, Alyssa Abbey, Michael Tovani, Amber Tansey, Kevin Quirk, Sue Samir, Sam James.



## P.S. Aviation Magazines Wanted for Young Eagles Events!

*Do you have any recent aviation magazines that you no longer need? We'd love to offer them to parents and aspiring pilots to read at our Young Eagles events – especially when we're waiting for the fog to clear! Please bring your magazines to any Chapter meeting and give them to Dominic Cerniglio, Jenny Hollingworth or Sam Werback. Thanks!*

# Edward Bayard Heath

*By Andy Werback*

When I was in high school, they offered an electronics class – basic electrical concepts, how electrical parts work in direct current and alternating current circuits, and some training with soldering parts to make a complete circuit that might actually do something. Interesting stuff. We used surplus manuals from the US Navy, since we were at the Naval Ordnance Test Station (NOTS), China Lake, CA.

At that time, there were a variety of products on the market for people interested in amateur radio and audio systems. Hi Fi (High Fidelity) was the big thing in home audio – and especially stereo – everything your ears could appreciate.

Of particular interest were the Heath company products – “Heathkits.” These boxes of parts with a nice pictorial manual were pretty exciting. Theoretically, if you put them together exactly as indicated by the manual you could make your own equipment. And, assuming you didn’t skip a step or mix up a part, that’s pretty much what happened. Plus, you got to learn how it all worked and figure out how to fix it if needed.

Some of the students in this class were offered a chance to assemble some of these kits – the employees at the Navy base didn’t have a lot of spare time, but we students could build them and get some valuable experience. A typical kit was a vacuum tube FM stereo receiver, the AJ-13.



The AJ-13 came with all the hardware, vacuum tubes, diodes, transformers, resistors and capacitors that were needed.

Just add some time and soldering skills (this was before printed circuit boards – it was all “point-to-point” wiring, one wire and one component at a time). Lots of fun.

Heathkit started in 1947 (lots of cheap parts left over from World War II) and lasted until 1992, well into the personal computer age. The company was based in Benton Harbor, MI and was well-known for good documentation and service. Kits and parts can still be found on eBay.

But there was more to the story. Borrowing freely from Wikipedia...



*Edward Bayard Heath*

Who would think of risking his livelihood on kits? Or airplanes? Well, Edward Bayard Heath wasn't a newcomer to risk-taking. He was born in Brooklyn, New York in 1888 and started building airplanes in 1909, inspired by the Bleriot monoplane. This was fancy stuff, a real flying machine with an airframe, controls, engine and propeller (it was not a kit).

The first flight resulted in a broken landing gear, but after repairs, it was flown 3' above the ground on some photographic demonstration flights for \$200. That was a lot of money at the time, and this was before the requirement for "commercial" pilot licenses.

Heath then worked for Glen Curtiss as a motorcycle mechanic (1911) and built a second aircraft with Walter Eales. Not much is known about that venture, but in 1912 he purchased the Bates Aeroplane Company – originally formed by Carl Bates in 1911 (things happened fast in those days!) who designed and built a monoplane with an engine of his own design.

Now the proud owner of an actual airplane company, months later Heath founded the E. B. Heath Aerial Vehicle Company, which later became the Heath Airplane Company, based in Chicago, IL.

Heath built several small airplanes, including the Heath Feather and Heath Favorite after WWI. After that, with the assistance of Claire Linstead, he designed and built the Heath Parasol, a small single-seat "parasol wing", powered by a Henderson Motorcycle 4-cycle engine. There were several versions manufactured from 1926 to 1931. The basic Parasol used wings from a Thomas-Morse S-4, a WWI fighter trainer.

A "Parasol" (French or Italian) is a light umbrella or sun shield. The Heath Parasol was an open-cockpit aircraft with the wing above the fuselage, offering good visibility and less weight. A lot like an open-cockpit biplane with a "cabane," but no lower wing.





With a wingspan of 31' and empty weight of 450lb, the Heath Parasol was known to be easy to fly. It had a cruise speed of 62 mph, a landing speed of 32 mph and a range of about 330 miles.

The Heath Parasol sold nearly 1,000 kits on an installment basis, with about 50 more being factory-built. In fact, it's estimated that several hundred were completed and flown by homebuilders in the 1930's - sort of the dawn of the experimental amateur-built age!

A later version (LNB-4 with a Continental 40 hp engine) was even certified in the standard category.



Besides his legacy of airplane and electronic kits, Edward Heath was also known for air racing. Unfortunately, he was fatally injured in a crash of a new experimental low-wing aircraft in 1931, near Chicago, IL.

*Sources:*

Wikipedia – Edward Heath; Heath Parasol; Heathkit. You can read more about Heath [here](#)



# Chapter Business

## EAA Chapter 124 General Meeting Minutes

**June 4, 2025**

Meeting Convened 7:15 pm

The meeting was called to order by the president (Dominic Cerniglio) He thanked the two guest chefs for crafting a flavorful dining experience. Members **Marlon Young** and **Bill Conklin** teamed up to make whiskey glazed short ribs and polenta. Our meeting drew several new attendees who stood up and announced their interest in aviation.

The president took a moment to announce the EAA National sponsored Ray scholarship winner **Sam James** will begin taking flight training lessons. Members **Colin Reynard** (CFI) and **David Franco**, owner of the legendary C172 dubbed Airwatch, are collaborating to make this ambition possible.

The meeting quickly moved on to the featured presenters. **Robert Leach**, builder of a newly fledged Van's RV14 shared, through pictures and words, the triumphant experience he's savoring after building and flying his plane. He graciously thanked each Chapter member in turn for their guidance throughout the undertaking. Despite building in the midst of a Van's corporate reorganization, Robert's plane was completed in near record time. His exacting craftsmanship and attention to detail has resulted in a true showpiece, worthy of a fitting paint job. He explained that he has shopped all over the county and has decided to have the custom job done by a paint shop in Idaho. He is unable to find fault with any part of the plane's flight characteristics - which is high praise indeed!

Eager to share his own recent achievements, **Marlon Young** shared pictures and stories about how he completely overhauled his box hangar which is located at the Gun Club area of the Santa Rosa airport. He seems to derive a special enjoyment sourcing reasonably priced materials and re-purposing them. He spent hours stripping metal I-beams for his mezzanine/office and could hardly restrain his glee at showing off a cast-off industrial metal staircase that just happened to have the exact rise that was needed. He warned that he had only planned to sheet-rock and insulate, but by the time it was done many amenities were added. Each man succeeded in inspiring awe and inspiration in the attendees.

Meeting adjourned 9:45 pm.

# Chapter Business

## 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>	Mike Tovani	(707) 321-2740
<b>Facilities Committee:</b>	Dwayne Green	(707) 544-4539
	Mike Fenn	(707) 481-5791
	Mike Tovani	(707) 321-2740
	Dominic Cerniglio	(310) 628-9008
	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) 888-3263
	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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