



The Flying Wire



June 2025

Volume 64 Issue 6

Chapter 124 Experimental Aircraft Association

Next Chapter Meeting: Wednesday, June 4

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

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Program: June 4 Meeting

TOPIC: Building an RV

Please join EAA Chapter 124 for our June Chapter meeting and dinner this coming Wednesday June 4th at 6pm!

Chapter members **Bob Leach** and **Marlon Young** will be the evening's presenters, discussing and showing photos of the progress they've made on their RV builds to date.

On a recent flight over Healdsburg, we were lucky enough to hear Bob on frequency during his maiden test flight! It was a great feeling and we're really looking forward to hearing how the flight testing is progressing and how the latter stage of his build progressed.

A recent visit to Marlon's hangar and a tour of his avionics suite was equally as impressive.



Bob Leach's RV-14 in progress

These amazing planes are really shaping up and we're lucky to be able to share in the build experiences here at Chapter 124. There's a lot of exciting flying and comradery happening here at 124 and some great aircraft building going on. And there's more to come! Please come out and join us! Look forward to seeing you.

Dinner Menu:

Irish Whiskey Glazed Short Ribs, Baked Polenta, Salad, Bread and Julie's Famous Texas Sheet Cake. **All for only \$10!!**

News and Updates



New Cart for the Chapter

EAA124 member **Tim Petersen** shows off the fancy new cart he bought and donated to the Chapter!

No more hauling the steel rim stanchions and security items around by hand during events! Tim has made it easy for all of us!

Tim is always active and present with the Chapter and our events. In addition, he helps every month with the after-dinner cleanup and kitchen duties for our monthly meetings, allowing the rest of us to enjoy the time together while he's hard at work.

We appreciate everything you do for us, Tim!
Thank you!!

Home from Italy

Bailey Caldwell is back from her Italian semester abroad and flying a lot! She's hot on the trail of her upcoming private pilot checkride! Here she takes a few minutes after some practice flying to hang out in the Chapter Hangar and spend some time with **Brent Mone's** Garland Lincoln Nieuport 29!

(The Nieuport was leaving the hangar this day - going back home after Brent brought it over to display at the May Chapter meeting and Movie night. Thanks Brent!!)



First Solo Flight

EAA124 Board member **Jeremiah James** made his first Solo flight!! Chapter members **Dave Franco, Dwayne Green, Dominic Cernigio**, and Jeremiah's CFI **Campbell Potter** were on hand to cheer him on.



Congratulations to both Jeremiah and his instructor Campbell Potter on this momentous achievement! Looking forward to his checkride!!



Congratulations to our 2025 Ray Scholar – Sam James!

This year Chapter 124 applied for, and was awarded, a \$12k scholarship by the EAA and the Ray Foundation. This is intended to allow a young person (16-19) to get their Private Pilot Certificate and become a pilot.

Having identified several excellent candidates for the scholarship, the Ray Scholarship committee interviewed the top four at the last Chapter meeting. All have excellent potential, but after some discussion, the committee decided on the top candidate and put him forward to the EAA for official approval (a required formality).

We're very pleased to announce that Chapter 124's Ray Scholar for 2025 will be **Sam James**. You will have seen Sam around the Chapter recently, volunteering at Young Eagles events, helping Chapter members like Bob Leach with his RV-14 build, and cheerfully jumping in any plane where someone left the doors open and suggested a flight might be a possibility!

The Chapter wants to make sure that our first Ray Scholarship is a big success, so please help Sam with his journey and congratulate him on his scholarship.



Congratulations, Sam!

Young Eagles – A Great First Event for 2025!

Our first Young Eagles event of the season took place on May 17. We had good weather and everything went smoothly, thanks to the large number of folks who came to help, either in the air or on the ground! We flew 37 kids, giving each one a thrilling ride - and perhaps the start of a lifelong love for aviation.



Huge thanks to all our Young Eagles volunteers: Austin Backholm, Bailey Caldwell, Dominic Cerniglio, Bill Conklin, Wayne Cook, Gary Enochian, Stella Enochian, Fronco Filice, John Fluno, Larry Ford, David Franco, David Heal, Josh Hochberg, Julia Hochberg, Jenny Hollingworth, Otis Holt, Jeremiah James, Sam James, Martyn Lewis, Kristin Nagata, Peter Newmann, Tim Peterson, Campbell Potter, Mark Potter, Kevin Quirk, Colin Rennard, Michael Tovani, Andy Werback and Sam Werback.

*The next Young Eagles event is on **Saturday, June 7**. If you haven't signed up already to volunteer, but would like to, please reach out to Chapter President **Dominic Antonio Cerniglio** via email (dcerniglio@mac.com) or phone (310 628 9008).*

Cross-Country Adventure

Paul Hollingworth announced at a recent Chapter meeting that he was planning another big cross-country trip in his gyroplane, this time to Salt Lake City via the national parks at Zion, Bryce Canyon, Monument Valley and Arches. He completed his trip in May and was very happy to discover that his cameras had worked correctly, capturing some pretty amazing video and photos! Paul will give a presentation at a forthcoming Chapter meeting, but meantime, below are a couple of “teasers” from Zion and Monument Valley.



Zion National Park



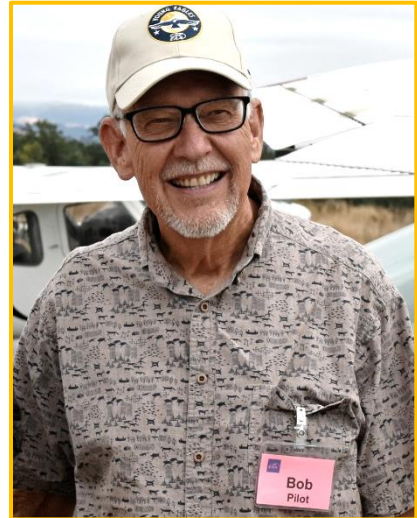
Monument Valley

A Maiden Flight - and Many People to Thank!

by Bob Leach

Finally, my RV-14 build is complete. The inaugural flight in May was a great day for me! My grandson Alex and I have since been flying it a lot. We are well into phase one testing and should be into phase two in a week or so. I'm looking forward to presenting my experience at the June 7 Chapter meeting.

But the main thing I would like to emphasize here is the tremendous help and encouragement my friends at our EAA Chapter have given me through the whole process.



Dave Franco helped me find an incredible number of tools for a very good price. **Kevin Quirk** has been my technical advisor and has traveled to my home many times to help solve problems, buck rivets and many other things, as well as answering numerous phone calls from me.

David Heal always has a reasonable answer and great advice. His sharp eye on the engine compartment found several tweaks that needed to be made. And what a treat when he flew into KHES and surprised me just as I was trying to trouble shoot a problem! **Bob Ferguson** took me for a ride in his 14A - a great inspiration to hasten completion. **Don McKee** and I talk often as we are "brothers" in the construction process. He provides me with many links to internet information that is apropos to our planes.

Kristin Nagata and **Mendy Tuhtan** brought their children to see the plane a couple of times. When we all got distracted at our pond one day, Kristin was in the barn and inventoried a whole kit that had just arrived.

Sam James was a huge help in riveting. He has rubber arms that can go through an access panel, then through a lightening hole and then back to the narrowest part of the wing and hold a bucking bar at just the right angle to drive the rivet. **Mike Shook** was kind enough to show me his electrical tool set-up in his garage and demo-ed how to butt solder two wires together.

Then there was **Paul Hollingworth**, whose consistent interest, great lunches and gyro rides also included an introduction to his friend Mike, who was such a great help with the wings. I'm especially grateful to **Mike Seager** who, on the morning he came to do my

transition training, wanted all the inspection plates, cowling and fairings that were left off after the DAR inspection so that he could also conduct an inspection. That was smart since the plane had never flown and he had no idea what my building skills might be. And then, a few minutes after we began the inspection, **Mike Jones** arrived and stayed the whole morning helping to reassemble the aircraft for its maiden flight.

All of you, and everyone who asked how the build was going, made the frustrations bearable. Without you all, who knows if I would have persisted through the long wait for kits, and the bankruptcy of Vans with the loss of a \$3000 credit plus having to divey up more money to stay in the queue for the additional kits and engine that still have not arrived. But it is worth it. As fun has the flying is and will be, it is the friendships that count. Thank you all. I am looking forward to many more good times together.

Petaluma Airport Bash

At the May Young Eagles event, we had welcome help on the ground from a Petaluma pilot. In the same spirit of community, we're happy to promote Petaluma's upcoming Airport Bash on June 21. Together, let's make aviation fun for people across our beautiful county!



PETALUMA AIRPORT BASH!

CALLING ALL PILOTS!

Fuel up and fly in for a day of fun at our Airport Bash! Share your passion for aviation and show off your aircraft to an enthusiastic public. Join helicopters, public service vehicles, and fellow aviators as we open the airport gates for a hands-on, family-friendly celebration of flight. Let's inspire the next generation together—your airplane could be the highlight of someone's day!

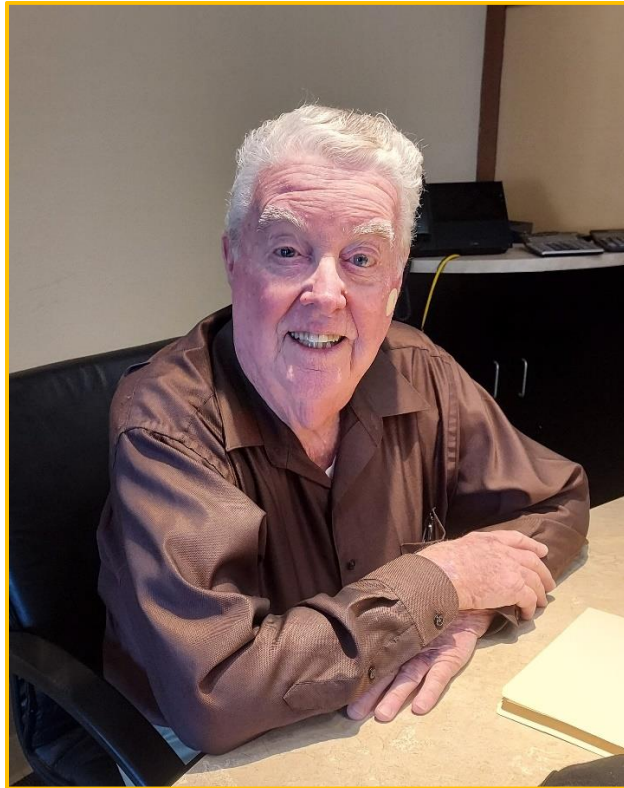
Saturday June 21, 2025 10am - 3pm
- Pilots and planes show up at 9am for staging

FEATURING

EDDIE ANDREINI'S
P-51
"PRIMO BRANCO"

Contact Us: **707-235-3839**

Member Profile: Kevin Quirk



"Building a plane is a community enterprise"

If you've ever been to an EAA124 event, you've almost certainly met Kevin. A frequent attendee at Chapter events, he's one of our highly valued technical counselors and a regular Young Eagles pilot. He's been immersed in aviation for many years – but that wasn't always the case.

As a child, Kevin enjoyed building scale model planes, but he suffered from short-sightedness. Not knowing that his sight could be corrected, it never occurred to him that he could be a pilot.

In 1964 he joined the navy for four years as a radio operator. After a year of naval training, he was stationed in Japan for two years, after which he spent a further year on a patrol ship within the Vietnam Theater of War. In the fall of 1968, he used the GI Bill to attend Hayward State College (now East Bay State University), where he gained a degree in Psychology.

He then joined the Sonoma County probation service, where he worked for eight years as a Probation Officer before switching roles to become an Alcohol Counselor, a job he held for 22 years. Kevin retired from the service in 2001.

The aviation bug had bitten him by then, mainly thanks to his dad. Kevin's father had wanted to become a pilot ever since his World War II experiences as a staff officer in the Pacific. He finally realized his dream at the age of 56, when he was able to find the time and

money for flying lessons. By the time Kevin turned 40, his father was the proud owner of a Piper Warrior and keen for his son to learn to fly too. To nudge Kevin into making the commitment, he made his son an offer he couldn't refuse: if Kevin paid the cost of getting his license, he could fly the Piper Warrior for \$5 per hour towards its maintenance, plus fuel.

The nudge worked! Also encouraged by his first wife (a pilot from the age of 27), Kevin took to the skies, finding an instructor and taking ground school classes at Santa Rosa Junior College. At 41, he became a certified pilot and a partner in his father's plane.

Soon after qualifying, he joined EAA124. By then, he'd started to think about building his own plane. He knew he enjoyed working with his hands - something he didn't have the chance to do in his day job. But he also knew he'd need plenty of support.

At a Chapter event, he met Steve Barnes, another EAA124 member and a big proponent of VANS kit aircraft. Under Steve's mentorship, and with the help and encouragement of many other Chapter members, Kevin took the huge step of building his first plane, an RV-6A trigear.

As a working man with a family, Kevin's first task was to create a realistic build schedule. By allocating three hours 3-4 evenings per week plus all day on Saturdays, he completed the RV-6A in three years (a total of 2,000 hours).



Kevin stands proudly next to his second build, the RV-6A

Kevin sold the RV-6A to fund the building of his second plane, an RV-6 tailwheel with controllable pitch propellor. He'd learned the advantages of a controllable pitch propellor from Steve, who had frequently taken him up in his own RV-4, plus he knew the RV-6 had an exceptional performance record. The build also took three years, but this time Kevin partnered with another Chapter member, Jose Caubet. Jose was looking to gain experience and happy to pay half the build costs, even though Kevin had already completed the wings and tail before Jose joined him.

Next up was an RV-8 tailwheel. This was Jose's project, with Kevin assisting. Once it was built, they agreed that Jose would take the RV-8 while Kevin would keep the RV-6. Over the next eight years, Kevin made countless flights in the RV-6, including the longest trip he has ever made – flying with a co-pilot to an RV gathering in Las Cruces, New Mexico.



But that wasn't the end of Kevin's building projects. He went on to build an RV7-A trigeared under contract for a local businessman, before tackling his next personal project: an RV-12. This is the plane he has now been flying for 15 years, having bought out his original partner (EAA124 member John Swanstrom) to own it outright. He also built a second RV-12 for a customer.

Kevin's 7th and most recent build was a Sonex Onex single seat tailwheel model. Sadly, he never flew it. Having completed the build just before the Covid pandemic, he was unable to find an instructor to train him in how to fly it (and get the necessary insurance). Nevertheless, he enjoyed building it, especially because of its unusual folding wings. He has since sold it.



Unsurprisingly after all this experience, Kevin is in high demand as an EAA Technical Counselor and currently advises several members on their builds - including Bob Leach, who recently completed his RV-14 inaugural flight! Being a counselor means giving his time and extensive knowledge for free, but Kevin really enjoys it. "The EAA is a fraternity," he says. "We help, support and encourage each other."

For those thinking of building a plane, Kevin recommends starting with a VANS kit. He also offers these pieces of advice:

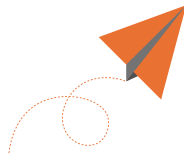
- Ask yourself, 'Am I ready to take on such a time-consuming project?' Building a plane can easily take over your life, and isn't for everyone
- Find somewhere to build: bear in mind, it's much more convenient and time-efficient if you can build it at home
- Consider the cost: but also recognize that kit planes are still significantly cheaper than factory-built planes
- Reach out to the EAA124 community as often as you need – there are plenty of people to help!

Besides being one of our technical counselors, Kevin is a popular pilot at our Young Eagles events, together with his second wife Sue, a pilot herself who kindly manages the pilot and volunteer sign-in desk. To date, he's taken up more than 200 Young Eagles in his RV-12 and says he loves to see the thrill on their faces when he hands over the controls and they feel the movement of the plane.



He's also been a PCAM volunteer for nearly a decade, assisting with its aviation merit badge program for scouts, summer school and the ever-popular Hot Dog Thursdays.

With his 80th birthday approaching, Kevin says that he's now "getting ready" to retire from aviation. But we hope and expect he'll be a familiar face around the Chapter for many more years to come!



Chapter Business

EAA Chapter 124 Board Meeting Minutes

May 7, 2025

Meeting Convened: 5.40 pm

Members in Attendance: Dominic Cerniglio (President), Marlon Young (Vice President), John Whitehouse (Treasurer), David Franco (Secretary), George Marshall, Jeremiah James, Mike Cingari, John Fluno.

Agenda: The president addressed whether the acting Facility Operations Manager's term will be renewed. The floor initiated an inquiry into the duties, obligations and job description of the Facility Operations Manager, which have grown over time. A vigorous discussion took place regarding the increasing workload required of position holder.

After much back and forth, the Facility Operations Manager on his own terms rescinded his interest in retaining his position. **Larry Rengstorf's** contributions over many years of service is truly immeasurable. Several board members lauded Larry's stewardship of the facility grounds. No amount of thanks can adequately capture the debt gratitude the Chapter owes him for his years of service. His position as on-site Facility Watchman remains unchanged by this decision.

A motion was made to appoint **Mike Tovani** to acting Facility Operations Manager. The motion was carried unanimously.

Meeting adjourned 6:15 pm

EAA Chapter 124 General Meeting Minutes

May 7, 2025

Meeting Convened 7:15 pm

The president again thanked **Sam Werback** and the culinary crew for orchestrating another wonderful meal. He then invited visitors to share their interest in aviation. An impressive number of new visitors of diverse background were welcomed by the attendees. The president then announced several facility improvements, including the refurbishment of the restrooms. He also announced that a new projector had been installed, just in time for the Chapter premiere of Movie Night. The cost of the projector was offset by EAA National cash award for EAA Chapter 124's Young Eagles program.

The president asked if there were any builder's reports. Member **Robert Leach** announced that his RV-14 is just about ready for its maiden flight!

Presentation: Chapter member Brent Mone shared the family story behind his 1932 Garland Lincoln Nieuport airplane. The plane had actually been used in the shooting of the evening's feature film "The Great Waldo Pepper." A screening of the movie followed his presentation. The smell of fresh buttery popcorn wafting through the hangar perfectly complimented the cinematic atmosphere.

Meeting adjourned 9:45 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
Technical Counselors:	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
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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