



# The Flying Wire



**May 2025**  
Volume 64 Issue 5

## Chapter 124 Experimental Aircraft Association

### Next Chapter Meeting: Wednesday, May 7

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

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## Program: May 7 Meeting

### MOVIE AND SOCIAL NIGHT!

It seems we never have enough time to get together, eat, have fun and socialize. This month to kick off the good weather and season change we're having a relaxing Social and Movie Night at the Hangar! In addition to the fabulous dinner we always serve, we've arranged a special showing on our new hangar projector of one of the great aviation films of all time: "The Great Waldo Pepper."

Made in 1975 by famed director George Roy Hill, "The Great Waldo Pepper" was Hill's homage to a world from which he emerged and was fast disappearing: the great era of freedom, barnstormers, and the wild spirit of the world and early aviation. Starring Robert Redford and Susan Sarandon, the movie takes place on the razor's edge of time, when big government and big business began the slow corruption of the great American spirit, the bravery and bravado of early aviators began to fade, and the world we live in today began to dawn! It features some of the greatest real-life flying and stunts ever performed on film – no special effects or computer graphics, just hair-raising good old stick flying! Come witness the spectacle that is "The Great Waldo Pepper."

**SPECIAL BONUS!** Chapter member **Brent Mone** is bringing one of the actual aircraft from the film! His 1932 Garland Lincoln Nieuport 29 (pictured below) will be on display in front of the hangar and he'll give a short talk on its history and its intimate connection to his family.



Bring your own comfortable camp chairs and any special drinks you may want to have on hand. We'll provide the popcorn!! It's sure to be a great night!!

### Dinner Menu:

Make Your Own Super Burritos with all the fixings, Salad, Rainbow Sherbet and cookies.  
**Never mind the tariffs – it's still only \$10!!**

## News and Updates

### 2025 Santa Rosa Airport Chili Cook-off: EAA Chapter 124 wins the popular vote again!

This past March 30<sup>th</sup> saw the annual Santa Rosa Airport Chili-Cook Off at the historic and fabled Redwood Hangar located at the Sonoma Jet Center facility. Competitors and participants arrived in the morning to be greeted by grey rainy skies threatening to quiet attendance and put a dampener on the day. But it was not to be!

Despite the weather, hundreds of people braved the storms to come out and participate in the event. 16 teams competed over the course of the day, each serving over five gallons of chili to the many attendees. It turned out to be a stellar day! The teams competing were from all over the county, with many of our airport's businesses and facilities throwing their hats into the ring for the coveted prize.



Last year, EAA 124 emerged victorious, walking away with the coveted championship ladle, a couple of bucks to bolster the Chapter coffers, and bragging rights among KSTS community. This year, the participating cast of characters was out for revenge and looking to dethrone the reigning champions! With high expectations and a different culinary team, EAA plunged once again into the fray in a quest to best all comers and emerge victorious.



Special thanks to Chapter board member **Jeremiah James** and his girlfriend **Rio Govea** who took on the monumental task of creating the Chapter's Chili. They labored for days and their secret recipe - dubbed "Lean of Peak" - looked to be a serious contender. But the real test lay ahead. The action was hot and heavy with the whole five gallons of chili served within a few hours. New additions this year were a panel of judges and the creation of a Chef's Choice category, in addition to the standing People's Choice. But as Sean Connery once said, "There can be only one!"

When the dust settled, once again EAA's Chili Worx emerged victorious and walked away as the People's Choice winner, with the coveted Championship Ladle, a variety of prizes, a few bucks cash, and the bragging rights among the airport community for yet another year..

Over \$4,200 was raised by the event! The funds will be divided among the airport's non-profit organizations, EAA 124 being one of them! The complete list of winners is below:

**Winners:**

*People's Choice:*

1. **Lean of Peak Chili by EAA 124 Chili Worx**
2. Chili Chili Bang Bang by the Tingley Family (SJC family)
3. The PCAM BAMFs

*Chef's Choice:*

1. Chili Flies Free by Alaska Airlines
2. Danger Zone Chili by Linda Gray (SJC family)
3. Great Bowls of Fire by Matt Gray (SJC family)

## The Tree that Built an Air Force

From **AIR & SPACE QUARTERLY**, submitted by Larry Rengstorf

To manufacture thousands of airplanes for its World War I allies, the United States would fell acres of spruce. In this article, Preston Lerner spotlights the lesser-known story of the Army's Spruce Production Division (SPD).



Read the full article [HERE](#)

## For Sale RV-8A \$175,000



RV-8A N418RF, 2020 Show Planes Fastback, Titan IO-370 with 9.6CR pistons, rated 200HP, Silver Hawk Fuel Injection, Dual LSE PIII electronic ignitions, WhirlWind Aviation RV200 composite prop, 290 TT hours to date. B&C 30 amp gear drive alternator. Vetterman exhaust with mufflers. Dual PC-680 batteries.

Dynon SkyView HDX Touch 10-inch with Dynon peripherals:

- Radio and Intercom
- Engine monitor
- Auto pilot, 2 axis and AP-Panel with auto trim
- Transponder mode S
- ADSB—in and out
- SkyView Knob Panel

ELT 406 ACK, Tosten 8 function stick, Whelen Micro Burst lighting, Show Planes FPS

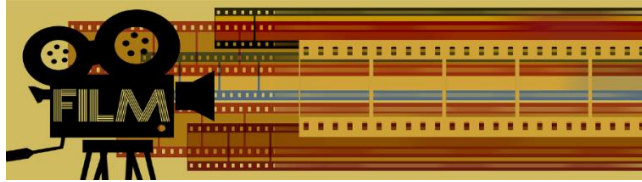
For the Savvy Aviation link, click [HERE](#)

Contact **Bob Ferguson:**

[catdream@pacbell.net](mailto:catdream@pacbell.net) or (707) 695 3830



## On the Screen



In honor of this month's screening of *The Great Waldo Pepper*, we thought we'd see what else is available to watch this month from the comfort of your armchair.

There are some terrific aviation movie classics: *The Battle of Britain* starring Laurence Olivier and Michael Caine; *The Spirit of St Louis* with James Stewart; *Midway* with Charlton Heston and Henry Fonda, to name a few. And who could forget *Those Magnificent Men in Their Flying Machines?*

Unfortunately, it's hard to find a way to watch these golden oldies, unless you were smart enough to hold onto your DVD player! But here are a few gems you can stream at home:

### **The Cold Blue (2018 documentary)**

In 1943, Hollywood director William Wyler and his film crew flew combat missions on B-17 bombers to document the air battles of World War II. When the footage was recovered over 70 years later in the vaults of the National Archives, this extraordinary documentary was created. *Available on (what used to be HBO) Max*



### **One Six Right: The Romance of Flying (2005 documentary)**

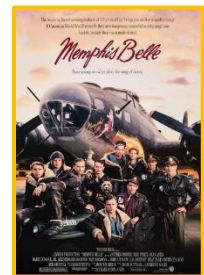
This independent documentary shows the general aviation industry as seen through the unsung hero of aviation – the local airport (specifically, Van Nuys Airport). Featuring some amazing aerial photography, it sets out to dispel common misconceptions of General Aviation airports.

*Available on APPLE TV*

### **Memphis Belle (1990)**

This story of a B-17 bomber crew during World War II is a gripping tale of courage, sacrifice, and survival in the face of overwhelming odds.

*Available on Amazon (to buy or rent)*



### **The Aviator (2004)**

Leonardo DiCaprio plays legendary business magnate and aviation pioneer Howard Hughes in this absorbing biographical drama.

*Available on Amazon (to buy or rent)*

### **Top Gun Maverick (2022)**

*Top Gun Maverick* won multiple awards for its depiction of what it's like to be inside the cockpit of the fastest jets on the planet, as well as its stunning aerial displays. *Available on Paramount.*



## Loss of ABSD-1 Section C

*Part 2 of the history of the Advanced Base Sectional Dock, a Wonder of World War II*

**By Andy Werback**



*USS Iowa BB-61 Drydocked in ABSD-2, December 1944*

The Bureau of Yards and Docks, a major command in the US Navy, commissioned several large floating dry docks early in 1942, just after Pearl Harbor and the start of World War II for the United States. This was the ABSD – Advanced Base Sectional Dock – program. They were intended to be assembled and operated at remote locations in the South Pacific, near the battle zone.

Seven large floating dry docks were built. The first three to be completed could lift the largest US Navy Iowa-class battleships of up to 55,000 tons. These three were known as “ABBD” (Advanced Base Battleship Dock) and consisted of 10 pontoon sections, welded side-by-side.

The next four had a slightly different configuration that enabled them to lift cruisers and aircraft carriers. These were labeled “ABCD” (Advanced Base Cruiser Dock), composed of seven sections.

Altogether, a total of 58 sections were built by six different shipyards to complete all seven dry docks. Together, they were known as “ABSD” (Advanced Base Sectional Dock).

Since they were so large - 825-927’ long and 256’ wide - the docks were built in sections, each 80’ or 101’ wide, which allowed them to pass through the Panama Canal.

Frantic activity was directed towards locating sites for new shipyards (six were specifically chosen for floating dry docks and floating cranes); developing plans under the Bureau of Yards and Docks at the engineering design firm Frederic R. Harris Inc. in New York; hiring and training shipyard workers; organizing a floating drydock crew training facility at Paradise Cove, Tiburon, CA; and providing materials and expertise to organize and assemble the variety of equipment – including over 170 floating dry docks of various types, many of which were destined for the South Pacific. This activity coincided with the delivery of large numbers of new naval warships, including the Iowa-class battleships and the Essex-class aircraft carriers.

In late 1943, the individual sections of ABSD-1 had been completed and were towed to Pallikulo Bay (now “Palikulo”), Aessi Island, near Espiritu Santo, New Hebrides (now Vanuatu). The sections left San Francisco on 28 August and arrived on 24 September, averaging 6.84 knots. Assembly of the sections into a large floating dry dock began, section by section. (Each section consisted of a pontoon and two large wing walls and were shipped out with the wing walls lying on the pontoon deck to reduce wind resistance.)



*Pontoons at Pallikulo Bay, Aessi Island awaiting assembly*

To erect the sections, the wing walls were raised with large jacks, assisted by a 15-ton electric whirly crane from the deck of one of the pontoons. When the wing walls of two of the sections were upright, they were joined together by aligning two pairs of gudgeons and pintles (pins and sockets), after which large plates were welded across them to connect the sections. Once a pair of sections had been joined, they were submerged so that the crane could be moved from the deck of a pontoon onto the top of the wing walls (55’ higher!) of the submerged sections. After pumping out the sections, a fair fraction of the overall assembly would be complete. This process took well over a month.





*Whirly crane (Section C or D) assisting raising of the wing walls*

For the first several weeks, the deck log shows Section C was being used to assist other sections in raising their wing walls (<https://catalog.archives.gov/id/136033131>). The following is retyped from the official National Archives records for ABSD-1 in 1943. Some details have been omitted as indicated by (...), mention of Section C is in **bold** for emphasis:

2 Oct Sections A, C, D, E, F, H and J and I of USS ABSD-1 arrived PALLIKULO by convoy, comprising (...). Enroute 34 days from San Francisco CA, 6.84 kts. Ships present upon arrival, Sections B and G of USS ABSD-1.

4 Oct Sections I and E shifted berths

8 Oct Unloading cargo, Raising Wing Wall Section A

9 Oct Anchored in PALLIKULO Bay off west side of AESSI ISLAND, NEW HEBRIDES. Grouped in four nests as follows: Sections E and I berth #15, Sections G, H and J berth #19, Sections A, D and F berth #15, **Sections B and C** berth #17. Ships present (...).

Moved Section B alongside **Section C** in order to have use of crane on **Section C** for placing wingwall raising gear on Section B. Move Section H alongside Section G. Both transfers by (...). Commenced unloading 1600 tons of cargo to USS ABSD-1 from USS TRIANGULUM.

11 Oct Completed raising first Section A Wing Wall; Moving anchors from Section A.

12 Oct Burned up clutch on anchor windlass; Out of commission

14 Oct Start jacking after wing wall, Section A; laying in anchors; air raid alert.

15 Oct Completed wing wall Section A, start forward wing wall Section B

17 Oct Completed laying transverse anchor A-2

18 Oct Completed raising forward wing wall Section B

19 Oct Completed laying transverse anchor A-1

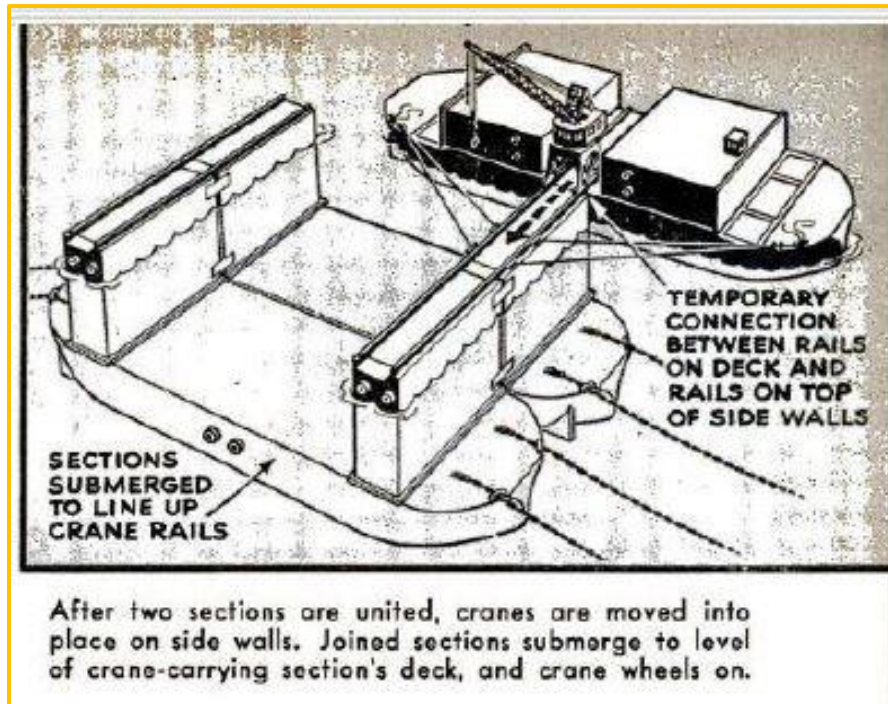
20 Oct Anchoring, unloading cargo, moving Sections to permanent anchorage

21 Oct Anchoring, moving Section B from alongside **Section C** (crane) to alongside Section A

22 Oct Jacking aft wing wall Section F; move Section I alongside **Section C**

23 Oct Start operations for securing Sections A and B together

24 Oct Start raising aft wing wall Section F  
 25 Oct Start raising operations on forward wing wall Section F  
 26 Oct Complete more anchors, unloading cargo  
 29 Oct USS POGATUCUT went aground; freed; Start raising forward wing wall Section E  
 30 Oct Complete securing Sections A & B; Complete submergence test Section A and B  
 31 Oct Shift Section D to port side of Section B for purpose of placing gantry crane on Sections A and B; Raising operations completed forward wing wall Section E  
 1 Nov – no remarks

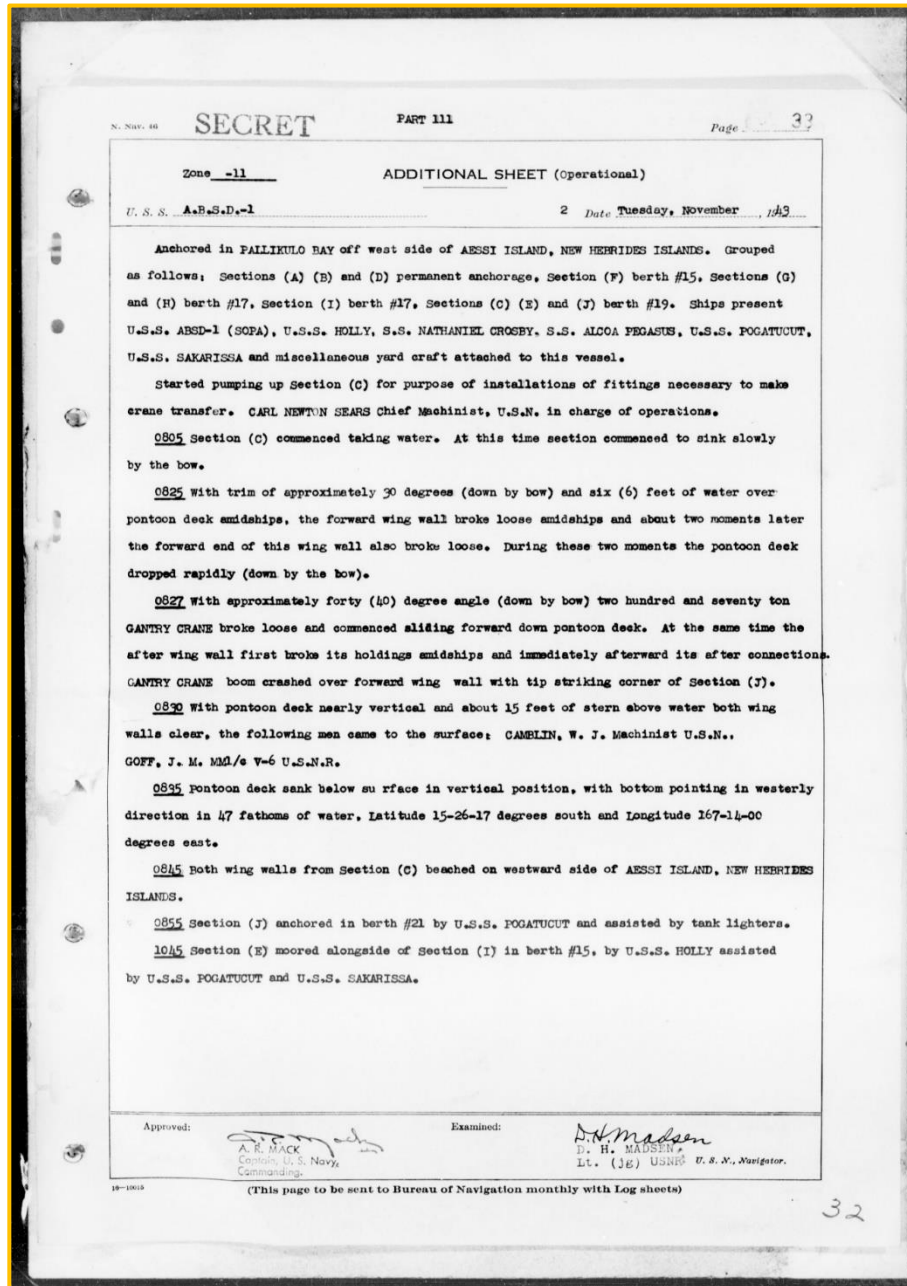


(Captain W. Mack Angus, CEC. November 1944 Popular Science)

Unfortunately, on 2 November, one of the sections being erected had a major accident and sank, taking with it one officer and 12 enlisted men. The cause of the accident is briefly described in two documents. The first is from the Decommissioning Ceremony program from November 1956:

*“With each of her sections under tow by cargo ships, the ABSD-1 left San Francisco, 28 AUGUST 1943. By 2 OCTOBER, all sections of ABSD-1 had arrived at Pallikulo Bay, Espiritu Santo, New Hebrides and assembly of all the sections into one unit was commenced. The job was unique as it was the first time a project of this type was ever attempted. On 2 NOVEMBER, one of the compartments of Section C was flooded and the pontoon section sank with one officer and 12 enlisted men trapped inside. As a result of the loss of this section with the gantry crane, a substitute section was supplied by the ABSD-2, then staging at San Francisco. This section arrived at Pallikulo Bay, on 2 FEBRUARY 1944, and the ABSD-1 proceeded to become one unit.”*

So, from this we know that Section C flooded and sank. It was replaced with a similar section from ABSD-2 that arrived a few months later. (That Section C was hull ID #29, built by Chicago Bridge & Iron at the Eureka, CA, shipyard.) In the overall scheme, Sections C and D carried the whirly cranes to the assembly site, one crane for each wing wall.



This information is confirmed by a fellow ABSD researcher, Andrzej Demus, of Poland.

He has looked at many of the ship's logbooks and other materials available on-line at the National Archives and given me great incentive to go back and look again.

Andrzej pointed out that ABSD-2 provided the replacement section for ABSD-1, and ABSD-3 subsequently donated a section to ABSD-2 (and was completed with only nine sections).

On the left is a copy of the text of the November 2 incident.

But why did this section flood? When the ballast tanks are empty, the 28' high pontoon sections are very buoyant, rising 22' out of the water and 6' under water. They're a bit tippy, however, and with the wing walls in the upright position (55' above the pontoon deck), the center of gravity is fairly high.

The Deck Log for 2 November gives few clues. As you can see, this is most interesting but very clinical. There was a follow-up investigation, but it appears to be hidden away... somewhere... There's nothing except the Decommissioning Program's statement about a

compartment flooding, which tracks with the visual description. No root cause, lessons learned, or things that might or should have been done (Abandon ship? Counterflood? Secure all hatches?). Also, we don't know for sure the condition of the section and the completion state of the wing wall raising at the time. But based on the daily logs, we can surmise that the wing walls on Section C were not raised. Fortunately, two men were saved, but 13 men lost their lives. The lat/long location is in the middle of the channel between Aessi Island and Espiritu Santo Island, in deep water.

The remainder of the logbook entries for November only mentions Section C regarding the convening of a Board of Investigation and the salvage of the separated wing walls. Section D (the other section with a whirly crane) was put to immediate use in raising the wing walls of additional sections. In addition, Admiral Halsey, Commander Pacific Fleet, made a 40-minute visit to the assembled sections on 16 November 1943.

The deck log does mention the name of the senior enlisted man on-board at the time – Chief Machinist Carl N. Sears. It was determined that he had attempted to prevent the sinking by plugging ventilation ducts with wooden blocks, and was awarded (posthumously) the Navy and Marine Corps medal:

**Bureau of Naval Personnel Information Bulletin No. 331 (October 1944)**



*The President of the United States of America takes pride in presenting the Navy and Marine Corps Medal (Posthumously) to Chief Machinist Carl Newton Sears (NSN: 310116), United States Navy, for heroic conduct during the sinking of one of the pontoons of a floating dry dock at an advanced naval base in the South Pacific Area on 2 November 1943. Chief Machinist Sears procured wooden plugs after all men had been ordered from the engine and pump rooms and returned to the living compartments in an attempt to seal the leaks in the ventilating system. Determined to check the flooding, he persisted in his hazardous task, sacrificing his life in his efforts to prevent the vessel from sinking.*

*Chief Sears had joined the navy in 1917 and was from North Carolina. He left a wife and two children.*

From this Citation, it's possible that the navy did send divers down to investigate the sunken pontoon and recover the bodies. That would have been a challenge, as the last comment says that the section sank vertically with 15' out of the water, which would leave about 240' underwater. Diving at that depth would have been a challenge in any event. Or perhaps the actions of Chief Sears were reported by the two men who survived. And we have no information as to whether valves, hatches or other openings were open or closed or whether pumps were operating or not.

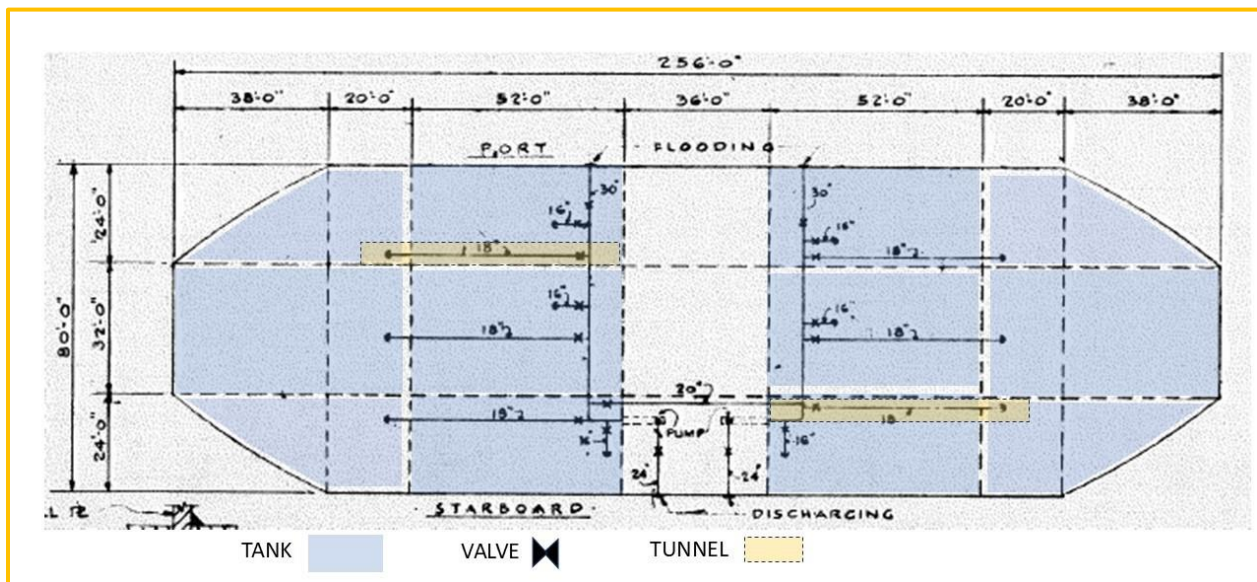
But it does indicate that the emergency was recognized, and the crew was ordered to leave the engine and pump spaces. However, with water pouring in through the ventilation ducts, it's very likely that the passageways were also flooding. Climbing up a ladder to the crew deck and then another ladder to the outer deck would have been very difficult against water pouring in and perhaps loss of engine power and lighting. If hatches and deck openings had been closed, the central buoyancy chamber (80' wide, 28' high and 36' long) would have provided about 2,500 tons of buoyancy - nearly enough by itself to keep the section afloat and a key aspect of the pontoon design. (A "section" is a pontoon with the two wing walls).

In any event, a compartment or perhaps several compartments flooded (there are six ballast tanks on each end of the pontoon). The bow end of the pontoon sank, going nearly vertical, and in the process the two wing walls broke off from their massive hinges.

The other daily deck logs show that the raising of the wing walls was a slow process – a day or two per wall, and Section C was assisting other sections in this process. There's no indication that Section C was even intended to be submerging as that was not part of the process for the section carrying the crane. That would have occurred after the crane was transferred to a wing wall and the section had been mated to another section.

So, it's possible that the deck hatches were open at the time, as this was not a scheduled submergence event. Since the wing walls were stowed, additional flooding would take place through the spiral staircase – a 6' diameter hole in the pontoon deck leading to the crew spaces and engine room. This hole also had a 1' diameter pipe for engine exhaust air. In addition, the watertight doors in the crew section were probably open and could not be closed, along with the watertight hatches in the machinery deck.

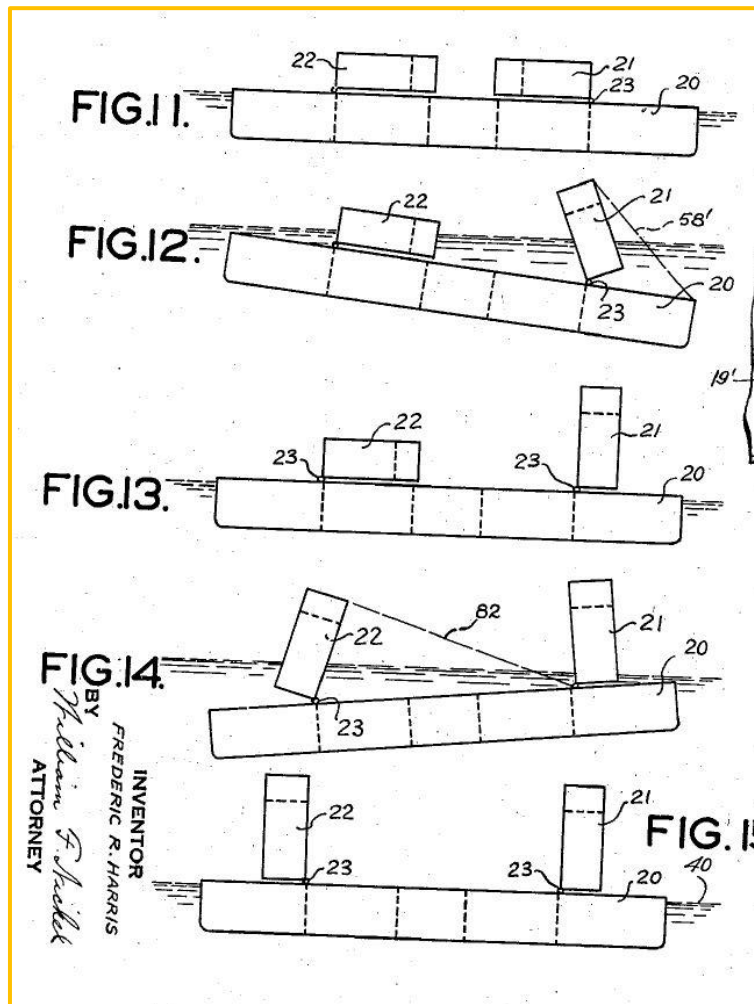
Could this have been an electrical malfunction? Operating procedure? Miscommunication? The valves to the ballast tanks were opened and closed by electric motors. But it takes two valves to flood a tank – a 30" diameter main gate valve and a 12" or 18" gate valve for each ballast tank.



Given the buoyancy of each of the tanks – 1,200 to 1,500 tons – it would require many, if not all, of the tanks on one side (actually, more likely, both sides – the pontoon can lift its own weight of 3,800 tons plus a load of 10,000 tons) to be flooded to sink the pontoon. Note from the above diagram the TUNNELS – these are 10' high by 4' wide access tunnels to connect the spiral staircase in the wing walls to the central crew and machinery section. Normally, they would be open when the wing walls are down. There are also two large hatches on the deck above the crew section that would be open when the pontoon is pumped out and floating high. Of course, these access hatches would be closed before any planned flooding down would occur.

So, exactly what happened? Many possibilities, perhaps something significant not mentioned in the daily logs, and still a mystery. Fortunately, this was the only major accident that resulted in the loss of life and one of the 58 sections.

It is interesting to note, however, that the original patent by Frederick R. Harris, envisioned raising the wing walls by a submergence method. This method was very much like what happened with Section C – ballasting down one end to float the wing wall up on its hinges and then hold it in place while the section is pumped out and the wing wall is bolted down. The process is repeated for the other wing wall:



Harris Patent, USPTO 2,379,904 April 1943

Besides the risky nature of this operation, another reason for the navy's use of large jacks to raise the walls (they weigh 400 tons apiece) was that the air inlets and exhausts for the diesel engines that ran the pumps would have been under water. So, this method was pretty much hypothetical.

# Chapter Business

## EAA Chapter 124 Board Meeting Minutes

**April 2, 2025**

Meeting Convened: 6.35 pm

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

A motion was made to approve the previous minutes. Minutes were approved.

**Updates:** Updates were provided on the ongoing improvements, tool and equipment installs, and on the clean-up of the former CAFE Hangar as plans progress towards making it a Chapter build facility and Chapter tool corral. Vice President **Marlon Young** made a motion to rent the hangar on a non-exclusive use, month-to-month basis at \$400 a month to the first Chapter build project participants, until such time as the build program can cover the rent. The motion carried 6 in favor, 1 opposed.

**Young Eagles:** The EAA National Young Eagles program has awarded the Chapter \$1200 for its continued efforts in flying Young Eagles. Proposed use is to install a projector in the main hangar for events and rallies.

**Delinquent Tenants:** The president proposed that the tenant lease agreement needs to be re-written to include a penalty and enforcement mechanism for failure to pay promptly. No motion was formulated.

**Chili Cook-Off:** A motion was made that the expenditures for the Chili Cook-off be reimbursed and notice was given that the Chapter's chili entrant won first place. Notice was also given that the Chapter will be the recipient of the proceeds from the Chili Cook-off and that winnings more than doubled the expenditures. The motion carried unanimously.

**Website:** The president made mention that the website is due to be upgraded by the volunteer efforts of new member **Conner Cummings**.

Meeting adjourned 6:05 pm

## EAA Chapter 124 General Meeting Minutes

**April 2, 2025**

Meeting Convened: 7:15pm

The president called the meeting to order, and thanked **Sam Werback** and her loyal sous chef (husband **Andy Werback**) and assistants for another great meal. The president then asked any new visitors to share their interest in aviation. Several people enthusiastically described their reasons for attending.

**Chili Cook-off:** It was announced that EAA Chapter 124 won the 2<sup>nd</sup> annual Chili Cook-off! Congratulations went out to **Dominic Cerniglio** and **Jeremiah James** for bringing the coveted award back to the Chapter.

**Young Eagles:** Our Chapter will host several upcoming Young Eagles events on the following dates: May 17, June 7, August 16, September 20 (Girl's in Aviation Joint Celebration), October 18.

**Ray Scholarship:** The Chapter was the recipient of the EAA-sponsored Ray Scholarship. The funds will be allocated to qualified youths interested in pursuing their private pilot's license.

**Roster:** The latest Chapter roster is now available in hard copy.

**Andy Werback** proudly shared the fact that his plane has finally earned its due recognition. His plane is the feature aircraft in the April issue of Sport Aviation.

**Presentation topic:** Recently Retired Commercial Pilot **Mike Cingari** shared his lifelong journey in aviation. His interest in aviation first started by building RC airplanes with his father. This interest soon merged with general aviation when he began traveling to RC gatherings in other people's planes.

To gain greater exposure to general aviation, he began working as a plane cleaner which led to doing general maintenance. He then fully immersed himself in aviation and in short order got his CFI, CFII and ATP licenses. He went on to get his A&P mechanic's certificate. All of this was achieved by the age of 21!

Mike then moved on to flying commercial planes. He began by flying Twin Otters and Embraer turboprops for a regional carrier, before applying to Georgia Pacific where he flew their corporate Learjet. American Airlines hired him at 25 years old as a flight engineer, and he was then fast-tracked, becoming a first officer on a DC10 within a year.

After a few years Mike was trained to handle the MD11, which he said had several idiosyncrasies. He explained one of the most comical events of his career flying a 727, which involved a fellow commanding pilot who inadvertently dropped the air masks over the Pacific Ocean. Mike subsequently moved up to first captain of a Boeing 767 and had nothing but praise for the plane's power and braking.

After a few years of globetrotting adventures, he began working with a friend who had private jets as well as other high performance single engine planes. While still flying as a commercial pilot he acquired an RV10 and fell in love with the plane's many fine qualities. He also built an RV8 project plane.

Mike's professional career earned him the privilege of piloting the Boeing 787 Dreamliner, which he flew for 10 years. Altogether, he spent almost 40 years in the cockpit and enjoyed every minute of it. His inspirational experience highlights how profession and passion can be artfully merged.

Meeting adjourned 8:32 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>	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) 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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EAA Chapter 124  
5550 Windsor Road, Windsor, CA 95492

--- Mail ---

PO Box 6192, Santa Rosa, CA 95406

