



# The Flying Wire



**November 2025**

**Volume 64 Issue 11**

## **Chapter 124 Experimental Aircraft Association**

**Next Chapter Meeting: Wednesday, November 5**

**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: November 5 Meeting

**SPEAKER: Captain Heidi Porch**



Please join us in welcoming our November meeting's presenter, **Captain Heidi Porch**.

Heidi is a retired Delta Air Lines Pilot with a career spanning 35 years. Her wings were truly earned the hard way! She's flown everything from DC-9s to Airbus jets to the iconic Boeing 747-400 and everything in between. In her recent book "Ditching the Sky," she recounts her early experience with a pilot's worst fear: losing her engine, 540 miles from land, surrounded by the endless Pacific Ocean!

Heidi's exciting water landing, surviving nine hours at night in a tiny raft amidst 10-foot swells, and eventual rescue is a gripping and often funny story. She'll share details of this experience and other adventures chasing up flight time and working her way up the ranks the scrappy way!

Heidi will have copies of her book "***Ditching the Sky: A Memoir of Triumph Against All Odds***" for sale at the meeting so you can read her amazing story.

Please join us for what's sure to be a memorable evening!

### **Dinner Menu:**

Our November Dinner is Traditional Thanksgiving: BBQ Turkey, sliced, and all the fixings – Garlic Mashed Potatoes, Gravy, Green Beans, Cranberry Salad, Pumpkin Pie and Whipped Cream. **Give thanks that it's still only \$10!!**

# News and Updates

## **Dues Are Due! Please Renew Your Membership by January 1**

With the arrival of harvest time, another autumn upon us is a reminder of another year closing and a new year coming soon. It's also a reminder to please renew your Chapter membership and thanks for supporting our vital Chapter.

**Your \$50 membership fee is due by January 1, 2026. So that we can include your details in the 2026 Membership Roster, your dues must be paid by the February meeting at the latest.**

Also, a reminder that to be a full contributing member, you should be a member of EAA National as well. Of course, we are always happy to have you as a supporting member if you choose.

Please bring me your payment to one of the upcoming meetings, or mail to our PO Box 6192, Santa Rosa 95406, or contact me for arrangements.

Thanks to all you fine folks supporting EAA Chapter 124! Working hard to keep the lights on  
- John Whitehouse, Treasurer - [jmw@sonic.net](mailto:jmw@sonic.net)

## **Chapter Members with Aircraft on Site – Parking Rates Increase**

After increases in the Chapter's lease with the County of Sonoma, property tax, utilities and insurance, the Board voted at its July 7, 2025, meeting to raise aircraft parking rates.

The new rates start January 1, 2026, following the lease increase with the County on July 1, 2025. All airplane owners must sign an updated rental agreement for every parked aircraft. Each aircraft must have a registration card, insurance certificate, and signed lease as required by the Chapters Officers Manual.

### **New rental rates starting January 1, 2026:**

- Tie-Downs - \$40.00/month, plus \$100.00 deposit
- Shade Hangar - \$85.00/ month, plus \$200.00 deposit
- Enclosed Hangers - \$130.00/month, plus \$200.00 deposit
- Club Hangar - \$85.00/month, plus \$200.00 deposit
- Project (Old Café) Hangar - \$200.00/ month, plus \$200.00 deposit

Send funds to: John Whitehouse, Treasurer, EAA Chapter 124, P.O. Box 6192, Santa Rosa, CA 95406

## **Additional Facility Notes from Michael Tovani, Facilities Manager**

**Aircraft Parking** - I am currently in the process of updating the "Bump System," as required by the Chapters Officers Manual.

**Members with aircraft parked in the Shade-Hangars** - There are two garbage cans placed in the shade hangar for convenience. Please empty these garbage cans from time to time into the garbage can near the gate. There is no janitorial service that empties these garbage cans; users are responsible for disposing of their own waste.

## 100+ People Attend Our 2025 Ground School!!!

As you may remember, last year we hosted our first ever Private Pilot ground school. Held in our historic hangar and completely free to the public, it was a huge success with 55 people attending the 13-week course and many going on to take the written exam and move forward with their flying goals.

This year more than 100 people are attending for round two! We were overwhelmed by the turnout - but very pleased! **Campbell Potter**, Chapter member and head flight instructor at Mike Smith Aviation, is once again helping the class, graciously donating his time and expertise.



A few key members have helped to organize and administer the class and meet early before every session to transform the main hangar into a first-rate classroom. Special thanks to board member **Jeremiah James** for spearheading these efforts, and to **Sam James** and new member **Darrell Ottolini** for all their work and preparation. Thanks to them, students are surrounded by photos of our amazing history, flying aircraft, fuselages, control surfaces, motors, props, charts, projectors, PA systems, white boards, tools and more. In this rich and fertile milieu, 100+ people are receiving the gift of discovering the world of flight.

If you're not busy on a Thursday night, come down and observe the class. The energy is electric and it's a great way to see the vibrancy of EAA 124 on fully display. You can join the class for the night or sit in for as many as you like. We're not turning anyone away and it's completely free to all comers. It's truly a unique experience and something you'll not soon forget. We hope to see you there!

## Doug Lumgair and the Recreational Aviation Foundation

Chapter 124 member **Doug Lumgair** is mentioned in a recent Recreational Aviation Foundation (RAF) newsletter for California – click [here](#) to read!



The Recreational Aviation Foundation (RAF) was founded by a group of Montana pilots who realized that the threat of recreational airstrip closure was of national concern. They also recognized that there was the need for a unified effort by pilots everywhere to protect public recreational opportunities. The RAF is dedicated to preserving existing airstrips and creating

new public-use recreational airstrips throughout the United States. Find out more [here](#).

As the newsletter article explains, Doug is the Liaison for Project on two airfields, Happy Valley (Klamath River) and Walker Ridge. If you would like to get involved with either of these projects, contact Doug at [dlumgair@gmail.com](mailto:dlumgair@gmail.com) or call him at 707-484-6418.



## Young Eagles Update

We held the last of our 2025 Young Eagles events on October 18. After our huge September Girls in Aviation Day, we were glad to have a smaller but still popular event with 64 Young Eagles flown and no fog to delay us. Thanks to everyone who took part on the day – and to all the pilots and volunteers that have helped make our 2025 season such a success!

**Our wonderful pilots on October 18:** Campbell Potter, Dominic Cerniglio, Ken Kopilevich, Mark Potter, Martyn Lewis, Mike Jones, Otis Holt, Paul Hollingworth, Peter Gordon, Scott Holder and Steve Crawford.

**And our hardworking crew on the ground:** Rosa Turner, Jenny Hollingworth, Kristin Nagata, Tim Wayman, Mendy Tuhtan, Darrell Ottolini, Ross Wilcox, Andy Werback, Sam Jones, Josh Hochberg, Jeremiah James, Sue Samir, Rich Rossi, Amber Dhiman, John Swanstrom, Gary Enochian, Sam Werback, Tim Obitts, Wyatt Kirby, Ambar Hernandez, Wayne Cook, Julia Hochberg and Michael Tovani.

Looking forward to some more great events in 2026!



## For Sale: 1962 Cessna 172C and Hangar

Longtime EAA Chapter 124 member **Ron Cassero** is selling his 1962 Cessna 172C and hangar at the Gun Club.

This beautiful Cessna is super-clean and has been well-loved and taken care of. It has no damage history or flight school use, and a host of upgrades including thicker windscreens, new carpet, high back seats, ADS-B and exceptional condition paint. Recent Annual - October 2025.



Also for sale is Ron's "T" hangar at the KSTS Gun Club - a great location!

If you or anyone you know is interested in either of these, please contact Ron directly on his mobile number at 707 291 8958, or via email at [roncassero@yahoo.com](mailto:roncassero@yahoo.com)

## For Sale or Trade: Various Parts/Tools for Airplane Project



Rivet guns, Greenlee punches, VDO engine gages, exhaust heater, fittings, airspeed indicators, C2400 Compass, small parts, sealants, fabric covering tapes, Garmin GTX 327 transponder with mountings, RCA 2600-3 Attitude Indicator.

Call for appointment! Andy: 408 802 5393

## Chocoholics Unite!



Any Chocoholics around? Late every year **Sam Werback** compiles a *See's Candy Friends and Family Discount* order. This is not a fundraiser for anyone. If you participate it gives you a good discount on See's candy and/or gift cards. Orders will be delivered early in December, probably at the December meeting.

Email Sam [samwerback@earthlink.net](mailto:samwerback@earthlink.net) for an order form and explanation or call her at 408-621-8025 (note: please leave a message if no one answers!). A printed copy of the order form will also be available at the November Meeting.

## KSTS-KPSP Direct (more or less) in an Ancient RV4

*By John Fritsch*

Tuesday evening, October 7th, a friend asked me what was going great in my life. We were outside under an inky black sky, and I thought to tell her that I was flying to Palm Springs the next morning, and that pushing the plane out of the hangar early in the morning under that same inky black sky, and launching when the eastern horizon was just beginning to glow was one of my favorite things to do. Lisa, my passenger for the return trip, was already down there working, and she reported super-hot temps, so I was looking forward to an early departure to beat the heat.

But the best laid plans were not to be. At 6:00 a.m. the next morning, the inky dark sky of the night before had turned to a dark gray marine layer with a lumpy bottom. KSTS, KAPC and O69 all reported low overcast, but VFR and decent visibility. By 7:00 a.m., KCCR was in the clear, so I headed to the hangar and said "Hi. Bye" to the tower folk, and launched close to 7:50 a.m. under the overcast and headed for KCCR via Petaluma.



*Benecia and the reserve fleet and out from beneath the overcast*

My plane and I are very familiar with flying the Valley, and the usual wind aloft from the northwest. Not Wednesday: we are truing the usual 166-167 KTAS with the Catto (my old Pacesetter 200 actually was a couple knots faster, but it wound up to 2850 to do so), the ground speed was 151-152 knots.

The overcast started to break up at the Reserve Fleet, and above it was a dome of blue, so up to 9,500 at full throttle for the trip down. OAT was 44F and because of the early hour, the sun was low and I was in the shadow from the neck down: perfect flying weather for me.



*Climbing southerly as diablo pokes above the marine layer*



*166 ktas and 150 ground no bueno*

Grrr: a nasty quartering headwind from the south made for a slog southbound. And the radio and controllers were not interesting: except for Southwest, Skywest and Alaska, there was very little traffic until Bakersfield Approach where there were 3-4 GA folks on frequency. Oddly, the surface light wind was northwesterly, so I noodled on the idea of descending, but never took the plunge since I had to have some altitude to cross over Tehachapi into the Mojave basin so any descent would have meant a climb back up.



My favorite KSTS-KPSP route is usually direct through the heart of R2515 that is the Edwards complex. I used to be cleared "same heading, same altitude" through it, but I think something is in the water down there. For the second time recently, after my check in with Joshua Approach, I received the Mojave altimeter, and then the dreaded "remain clear of the R2515" before I could even ask for a direct clearance. As far as I could tell, the controller had two F18s at 21,000 and that was it. I pay a lot of federal tax, so it makes me grumpy. Sigh. Skirting R2515 meant a detour southerly close to Palmdale, and then back to a direct heading that took me over Big Bear and then a couple of miles north of Mt. San Geronio.

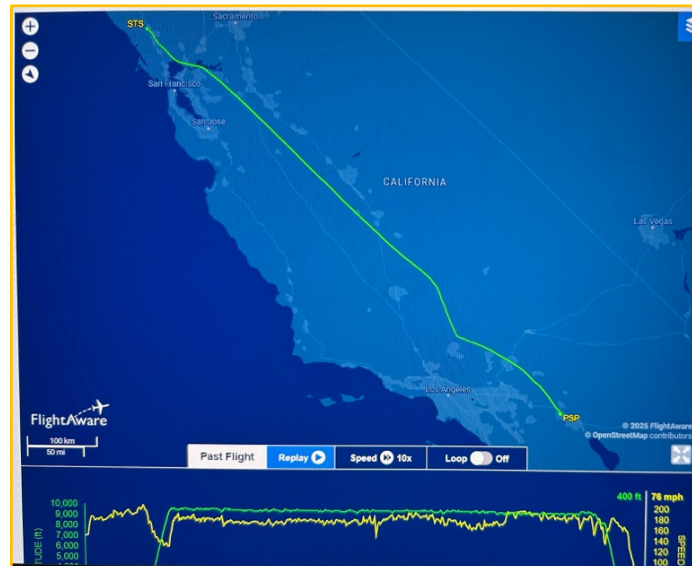
*View easterly of Edwards complex and R2515*

In the mountains at 9,500, I was in the lee of higher terrain, so there was a rotor, downdraft and some big thumps. Approach gave me opposite direction Bonanza traffic at 9,200 that the controller thought was headed to Big Bear. I never saw it, but if the Bonanza was loaded, it would have been pretty close to the terrain, headed into higher, heavy, hot, in a rotor, and in a narrow canyon...not my cup of tea.



*Big Bear from a 133 heading*

And the coolest part of the trip a minute later was the controller's hand off to the tower to the effect "airport at your 12 o'clock, expect right downwind entry for 31R. contact tower 119.7"...and I was about 23 miles from the airport descending out of 9,500 to a direct entry downwind at pattern altitude of 1,500. Fun, speedy descent and approach!



*Flight Aware for this Trip*

Well, the trip did not begin with one of those perfect inky dark skies; silence at the airport except for the crunch of the tires on the pebbles; firing up the engine and then turning on all the lights, and finally launching down the path between the runway lights. Instead, shades of gray and the fun of doing a mini cross country at low altitude and high speed to find a hole to climb out of into the cloudless sky. All in all, though, doing all of this in my own plane for the past 39 years that came together in my garage and driveway has been a lot of fun with lots of gorgeous flights, and this flight was no exception.



*About to fire up at KPSP for flight home. Backdrop is Mount San Jacinto*

# How to Save \$2250.00 Overnight

*By Andy Werback*

I needed to get to LaGuardia Airport in Queens, New York. But first, I had a few questions.

*Why is it called "Queens"?*

Apparently, that goes way back, not quite to the Pilgrims, but 1683 is pretty far back for most of us. Turns out, it was named in honor of Queen Catherine of Braganza, wife of King Charles II of England. OK, fine. What or where is Braganza? Well, that's a little more interesting – it is the Most Serene House of Braganza, a "dynasty of emperors, kings, princes and dukes of Portuguese origin." I kid you not. Alfonso I of Braganza (1377- 1461) started it off (he lived to be 84, a bit of a record in those days). He was the first duke of Braganza and the eighth count of Barcelos, and they spread to the Americas in Brazil due to Pope Alexander VI's papal bull Inter Caetera of 1493. King John II of Portugal had some concerns about this division of Spain and Portugal's exploration boundaries that were resolved in the Treaty of Tordesillas in 1494 –that gave everything 370 leagues west of the Cape Verde Islands to Spain (as in Mexico, North America and most of South America) and everything east of that (Brazil to the East Indies) to Portugal. It paid to have a royal interest in exploitation in those days and to have the Pope as your friend.

*Anyway, why was I interested in LaGuardia?*

Well, in the beginning, there was no airport in Queens. But there were plans for it. Juan Trippe (a graduate of Yale University where my great-great-...great grandfather Abraham Pierson the Younger was a founder) took over what became Pan American Airways in 1930. Trippe developed a network of over-water routes using the largest flying boats of the time (Sikorsky S-40, S-42, Martin 130 and Boeing 314).



Even the Sikorsky S-38 (beautiful examples of which are seen at Oshkosh) was used for route surveys by Charles Lindbergh and Anne Morrow Lindbergh - Anne served as the navigator and radio operator.

*Sikorsky S-38, now owned by Kermit Weeks, occasionally seen at EAA Air Venture*

But he needed a place to base a terminal in New York. The then Mayor, Fiorello La Guardia, was also very interested in putting New York on the map and was a visionary when it came to infrastructure. Together, they worked out a deal to base the Pan Am terminal on a bay next to what would become LaGuardia International Airport (LGA). By the way, LaGuardia is the airport, La Guardia was the mayor.

*That still doesn't answer the question. But it's close!*

Pan Am developed several notable terminals in the 1930's and early 1940's, up until just before World War II. In the Bay Area, they were initially located on Alameda Island (which became Naval Air Station Alameda), and then to Treasure Island after it was developed for the 1939 Golden Gate International Exposition. The Art Deco style was widely adopted by Pan Am for the design of their buildings. The terminal at LaGuardia was designed by William Delano of the firm Delano & Aldrich, opening in 1940.

The LaGuardia terminal is the only surviving Pan Am terminal in the Art Deco style. So, I had to go there and see it for myself. There is a really nice [website](#) about the Treasure Island terminal and there used to be a small display in the 2<sup>nd</sup> level of SFO on the Pan Am Clippers. But when I tried to visit Treasure Island some years ago, the San Francisco Police/gate guard was most un-welcoming!



*Boeing 314, part of Pan Am Display at SFO (2012)*

*Pan Am Globe from the same SFO display, probably made by Rand McNally. Pan Am was big on globes, symbolizing their routes to the orient, South America and Europe/Africa*



Unfortunately, there are no surviving pre-war Pan Am Clippers, but there is a full-scale mockup of the Boeing 314 at the Flying Boat & Marine Museum in Foynes, Ireland, which was the first base for the Clippers heading to Europe. There's also a large flying boat on display at the Oakland Air Museum – *A Short Solent III*, produced in the late 1940's. Not as big as the Boeing 314, but still impressive.

*So how did we save \$2250?*

Well, a round-trip ticket on American Airlines was about \$1680 coach or coach plus. Not too bad. Departing conveniently from Santa Rosa for a 2-day trip, arriving in the late evening and returning a day later. Then add in the cost of a hotel near the airport. Ouch. Hampton Inn says its best deal is \$530 per night, plus \$85 in taxes. Comes to \$2910. Breakfast extra. Apparently, there are some cheaper places at maybe \$200, but fighting through all the so-called best deals is painful. One place shows the Hampton at \$188. Maybe so.

*But I only needed to be there a few hours. How about a red eye flight?*

SFO has a late evening departure arriving at 9a.m. and a return flight at 2p.m. Perfect. Just need to walk a mile or so and have a quick visit. \$642. A clear saving of \$2250, even with a bit of driving and parking at SFO. *And there's the answer!*

I arrived at LGA early Friday morning, stepped out into the bright sunlight and started a quick walk around the end of Runway 4 over to what is now known as Terminal A, where Spirit Airlines currently resides. And walked back about 75 years at the same time.

The first part of the walk was around the end of Runway 4 to the little reddish orange round building (just left of the Google tag). There was sidewalk most of the way, but it ended with a "No Pedestrians Allowed" sign, which I ignored. (Coming back, it turns out that this is Terminal A and there is an official shuttle bus back to Terminal B. Much better).



This circular building has an Art Deco entrance, surrounded by "Flying Fish" in terracotta frieze. Pan Am used the allegory of flying fish as it relates to the flying boats. The Pan Am logo is part of the entryway.



*Terminal A – Pan Am Art Deco, with Flying Fish. The ornate doors include the Pan Am logo.*

The entire second level interior of the circular building is covered by a large mural by James Brooks, depicting a history of aeronautical aspirations – from Icarus and his wax wings melting in the sun, to Leonardo DaVinci and his flying devices, to the Wright brothers at Kitty Hawk, to the modern era and the Boeing 314. Scenes also focus on the Great Depression and the efforts to provide employment through various government programs (CWA, CCC and WPA, which funded this mural).

*The spacious Art Deco interior*



*Spirit Airlines keep the terminal open.  
There is also an FBO.*



*Leonardo Da Vinci*



*Daedalus and Icarus*



*Wright Brothers and Kitty Hawk*



*The Modern Era: Pan Am and Boeing 314*

The rest of the trip was uneventful, but it was an interesting 27 hours from start to finish. The airlines seem to be very busy, as all the flights were full to overflowing. LGA offers a very convenient way to get around the eastern half of the US, and it is a very nice terminal.

*Is that the end of the story?*

Well, maybe someday, I'll make another try at visiting the Treasure Island Pan Am building.



***Then:*** Pan Am Boeing 314 Clipper at Overseas Air Terminal...

***Now:*** the cove is still there,  
but no Clippers here



**Note:** Pan Am is famous for its “Clippers” – invoking memories of the days of the fast sailing ships. They trademarked the name in 1931 coincident with the introduction of the Sikorsky S-40, and pretty much applied it to all their aircraft after that. But it appears that an earlier flying boat, the Consolidated Commodore, operated by the New York, Rio, and Buenos Aires Line (NYRBA) which was acquired by Pan Am (via a forced merger - Trippe could be a hard man to deal with), was not given the Clipper tag.

**Credits:** Lots of great tidbits and good reading: Pan American CLIPPERS The Golden Age of Flying Boats” by James Trautman, 2nd edition, 2019. Available at the SeaTac Airport, near to where the Boeing 314s were built.



# Chapter Business

## EAA Chapter 124 General Meeting Minutes

**October 1, 2025**

The meeting was called to order by club president **Dominic Cerniglio** at 7:00 pm.

The president made a point of thanking **Sam and Andy Werback** for putting together a fabulous Oktoberfest-inspired feast!

The president asked any new attendees to announce their interest and background with respect to aviation.

He then recognized the contributions of several club members who have taken responsibility for specific tasks. **George Marshall** was lauded for taking on the job of replacing all the screws holding down the corrugated roof panels over the main clubhouse meeting hangar. **David Franco** was recognized for fabricating sheet metal replacement fascia eave panels for all the hangars.

The president announced the upcoming start of the Chapter-sponsored ground school. The program will be led by CFI **Campbell Potter**, lead instructor at Mike Smith Aviation.

The president outlined the upcoming Chapter elections which include openings for officers and board members.

The president recognized the nomination committee made up of **Mike Tovani, Jeremiah James** and **David Franco** for their efforts in compiling a slate of candidates that will be published in the upcoming newsletter.

### **Presentation Topic- A Rookie's Gambit Pays Off**

Long-time chapter member **Otis Holt** shared what it was like to fulfill his lifelong ambition of learning to fly aerobatics! The realization of the dream owes everything to stumbling upon a YouTube video posted by Jared Sebesta owner of Gambit Aviation in Aurora, Illinois. In the video he offered two-week intensive aerobatic instruction in his unlimited Extra 330LX. Otis simply couldn't resist the challenge! He scheduled his slot and prepared to fly his RV7A directly to Aurora. His instruction included getting checked out, not only in the 330LX, but also included experience flying a Pitts; as if that wasn't enough, Otis was also able to get instruction in his own plane!

His presentation was enlivened with stunning Go-Pro videos capturing every stomach-churning spin and snap roll. Otis likened this aerobatic instruction to a transformation phenomenon. It was the coalescing of a lifetime of flying experience with unrivaled professional instruction. His only regret is that it took him so long to take the thrilling plunge- but he's certainly hooked.

Meeting adjourned 8:25 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                                                                   |
|                              | CJ Stephens               | (707) 799-2878                                                                   |
| <b>Flight Advisers:</b>      | David Heal                | (707) 953-5021                                                                   |
|                              | Jenny Hollingworth        | (650) 483-5203                                                                   |
| <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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[www.EAA124.org](http://www.EAA124.org)  
**www.EAA.org**

EAA Chapter 124  
5550 Windsor Road, Windsor, CA 95492

--- Mail ---  
PO Box 6192, Santa Rosa, CA 95406

