The Flying Wire

October 2025
Volume 64 Issue 10

Chapter 124 Experimental Aircraft Association

Next Chapter Meeting: Wednesday, October 1

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

Contents

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

Program: October 1 Meeting

SPEAKER: Otis Holt – A Rookie's Gambit Pays Off!

def: GAMBIT "gam-bet"- noun: The taking of a deliberate, calculated risk in hope of gaining an advantage.

6 years ago, EAA 124 Chapter Member Otis Holt was a pilot with about 38 years' experience who had not ventured much into aerobatics. In 2018 he acquired an RV-7A and decided to take a few aerobatic lessons in it. Since then, you can regularly find Otis doing loops, rolls and wingovers whenever he's out flying. He tries to make a point of pulling at least 3.5 G's somewhere during each solo flight! But inside, a nagging need to expand his personal envelope kept pulling at him.

A couple of months ago he stumbled upon a promotional YouTube video made by Jared Sebesta, owner of Gambit Aviation in Aurora, Illinois. Jared calmly invited viewers to come for instruction in the unlimited aerobatic Extra 330LX while simultaneously performing Lomcevaks and other tumbling airshow maneuvers in the airplane solo. Otis was hooked!

At the age of 74, with no experience in inverted flight or extreme aerobatic maneuvers, he decided to take his 'Gambit'! He committed to a 20-hour round trip to Illinois in his RV-7A for two full weeks of intensive aerobatic training in the Extra, and some aerobatic instruction in the RV! Come listen to Otis' tale of adventures in the Extra 330LX and more. He's got a great presentation of his incredible experience. *Hint: the gambit paid off, big-time!*

BONUS ROUND - Otis has graciously donated a few flights with him in his RV-7A to experience some of these maneuvers! **We'll be having a raffle as well as some bidding to raise funds for the Chapter!** Go for a flight with Otis and his new skill set in the RV-7A!! He's armed with a whole new level of skill and his RV-7A is truly an incredible machine.

If you haven't seen it or flown in it - you have to!!

Help us raise some funds and go for an unforgettable experience! Bring some extra cash to bid on the prize!

Look forward to seeing you there.

Dinner Menu: It's Oktoberfest Time!

Traditional German Sausages, Rot Kraut (Red Cabbage), German Hot Potato Salad, 5-Bean Salad and (if you still have room) Brownies. BYOB!
At only 8.5 Euros ($10) **it's a Schnäppchen!** (Bargain!)

News and Updates

Chapter Elections – it's that time of year again!

It's time for elections here at EAA Chapter 124! Every year, our members vote for Chapter officers and members of the board of directors. As always, we've formed an election committee to select candidates and manage the process.

This year, there are two board positions opening up, plus the offices of Chapter President and Chapter Treasurer are up for grabs. If you fancy yourself ready to jump in and help steer the Chapter, or know someone you think might be a good candidate for one of these positions, please contact committee chairman **Mike Tovani** by phone at 707 321-2740 or by email at mtovani@pacbell.net. **Chapter elections will be held during the November monthly meeting.**

Otis Holt: new tech counselor!

Congratulations to **Otis Holt,** our new tech counselor! Talk to Otis if you want to know more about: electrical systems, lithium batteries, electron-dependent aircraft, glass panels, IFR considerations, LOP operations, boroscopic analysis, weight and balance, drag reduction and, naturally, aerobatics!

Special Flag for our Hangar

EAA Chapter 124 had a lovely surprise recently. During our September Chapter meeting, **Amber Tansey** gifted the Chapter one of her incredible pieces of art to hang in our hangar. Amber is the daughter of longtime Chapter and Board Member **Mike Tovani** and attended our Ground School last September. It's been great having her around and this gift was truly a highlight of the evening! Take a look next time you're at the hangar!

Amber's work began in 2007 during her early days with EMS. That time inspired her to create these unique American Flags, made out of repurposed local fire hoses which she saves from the landfill and turns into something beautiful. They are displayed at many of our local Fire and Police stations, and she gifts them occasionally to these organizations for charity drives, where they typically bring in a tidy sum! EAA Chapter 124 is proud to display her flag and is truly grateful for her time, thought and gift to us. Check out Amber's art at tanseylimited.com. (And thanks to **Jeremiah James** for hanging the flag in our hangar!)

Ground School is Back (and it's still FREE!!)

For the second consecutive year, EAA Chapter 124 in Santa Rosa is offering a FREE private pilot ground school! What's that you say? Nothing is Free in this world?? Well, we're here to prove you wrong!

Last year's Ground School was a smashing success. We had 55 students attend the class at the Chapter, with many going on to take their FAA written exam and begin pursuing their Pilot License. We're shooting to outdo ourselves this year!

The first of 13 Thursday-night classes will be held on October 9th at 7pm here at the Santa Rosa hangar - a great spot for teaching people how to fly. As you may have noticed, we've recently upgraded our projector, screen and sound system. Plus, our historic EAA124 hangar is steeped in all things Aviation, encouraging a hands-on approach to learning about flying, aircraft and aircraft systems, and the fabled history of aviation.

We are incredibly lucky to have **Campbell Potter** as our ground school instructor again this year. A member since coming to Chapter meetings as a boy with his father **Mark Potter**, Campbell attained his CFI & CFII ratings and is now the head instructor over at Mike Smith Aviation in Napa. Mike Smith Aviation won AOPA's Flight School of the Year in 2024 and Campbell has been awarded AOPA's distinguished flight instructor. He's truly an amazing teacher, combining a deep understanding of the material and rigorous academics with fun and passion for aviation. Campbell elevates our Chapter to another level by donating his time to teach this class and enabling us to sponsor this Ground School free for the community.

We're proud to be able to offer such a great resource to the local community and look forward to the coming year! If you're a little rusty and want a refresher, or know anybody that wants to learn how to fly, pass the information along and have them come down and join the class. (Pick up a flier from Dominic if you need one.)

Did we mention it's FREE??

Students who attend all classes and demonstrate satisfactory scores on the practice tests will be given an instructor's sign-off to take the FAA's Private Pilot knowledge written exam.

Young Eagles – Girls in Aviation Day 2025

On September 20, we hosted our biggest Young Eagles event of the year, coinciding with national Girls in Aviation Day. And when we say big, we mean BIG!

Thanks to the support of record numbers of pilots (25) and ground volunteers (44), we were able to fly **88 Young Eagles**!! Several additional organizations came to tout their wares and services in support of Girls in Aviation Day, including the Civil Air Patrol, the 99s, Alaska Airlines, the Robert Ferguson Observatory, and the Ham Radio Group. Chapter Board Member Dave Franco set up his special wind tunnel, local author Nancy Hayssen promoted her aviation-themed book for kids, and Antonia Cerniglio and her friends set up and manned an excellent coffee and cake stand! We were also able to offer enthusiastic Young Eagles additional flying time on a flight simulator and plenty of games for younger kids.

Thanks to our wonderful pilots, some of whom generously came from other Chapters to support EAA124: Ben Pahlavan, Bill Conklin, Bob Leach, Campbell Potter, Dan Wood, David Klein, Dominic Cerniglio, Doug Lumgair, Greg Murray, John Fluno, Ken Kirill, Lew Peterson, Logan LaFranchi, Marielle Coeytaux, Mark Potter, Martyn Lewis, Matt Cronin, Mike Jones, Mike Vinson, Paul Hollingworth, Rick Beach, Scott Holder, Steve Crawford and Susan Hollander. *Extra thanks for the delicious homemade pastries,* ***Bill Conklin****!*

And thank you to our driven (or is that soaring?) ground crew - you rocked! Cassidy Dalton, Sam Werback, George Marshall, Andy Werback, Sam James, Rich Rossi, Kristin Nagata, Walker Alecock, John Palmerlee, Rosa Turner, Meg Hurt, Haley Pleasant, Jim Bond, Amber Dhiman, Kelly Knapp, Bob Gutteridge, Naomi Titus, Wyatt Louisy, Gary Enochian, Kevin Quirk, Tim Wayman, Colin Rennard, Tim Van Raam, Alyssa Abbey, Wayne Cook, Tim Obitts, Tim Peterson, Jessica Arciero, Jay Delaney, David Heal, Marlon Young, Linda Vinson, David Franco, Sally Parks, Michael Tovani and Carol Lawson. *Special shout-out to* ***Bailey Caldwell*** *who single-handedly ran the ground school in John Swanstrom's absence.*

Pictures speak louder than words – but as you can see, it was a pretty fine day!

Our last Young Eagles event of the season is on **October 18**. If you haven't signed up already to volunteer, but would like to, please reach out via email to Chapter President **Dominic Cerniglio** (dcerniglio@mac.com) or **Jenny Hollingworth**, our Young Eagles Coordinator (jennyhollingworth14@gmail.com).

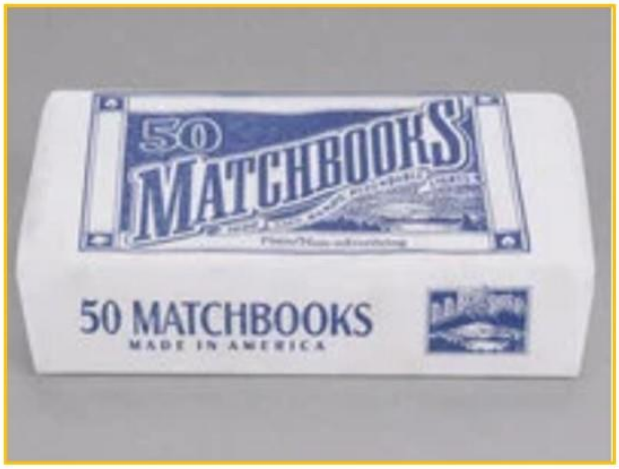
Match Books

By Andy Werback

Or, a Book of Matches. Why do they call them "books?" They are very difficult to read, but they might help you read by candlelight. The matches might be loose in a box, or they may have a couple of layers and a cover, much like a book. Who knows.

You used to be able to find them many places – restaurants, golf courses, bars, hotels – any place that wanted a little advertising on the book of matches. People even collected matchbooks of fancy restaurants and exotic places. People who did that are called phillumenists ("lovers of light"). I don't think they suffered much.

Matchbook using a "matchcover."
Close the cover before striking for safety.



Sometimes the packaging even said "Matchbooks"
but in reality, it's a "Matchbox."

Which brings us to Air Force One.

In 1976, having just earned my private pilot's license, and gotten checked out in the UC Davis's Cessna 172, N3598Q, we started to get serious about a crosscountry trip. A decent one. To Chicago and back. The warm-up trip was a flight to Medford, Oregon (MFR at the time).

As we passed over Ashland inbound to MFR, we made contact with the Medford tower, and they asked us if we would be landing immediately or waiting until Air Force One had landed. My first response was "Who is aboard?" "The President." Duh. (If the President is not aboard, it's not Air Force One). Oh, OK, we would like to land.

Shortly thereafter, Air Force One landed and taxied to the terminal. President Ford came down the air stairs and met a whole bunch of people. Meanwhile a very nicely dressed woman introduced herself to us and others nearby – "I'm Mrs. Jimmy Carter." And there she was, out campaigning for future President Jimmy Carter. But we got close to the Boeing 707 that was Air Force One at that time.

Some years later, 1987 or 1988 or so, we were making frequent trips to Naval Air Station Point Mugu, CA in Ventura County. This was in support of some of the avionics on Navy and

Marine fighter aircraft, like the F-14 and F/A-18, A-6 and EA-6B. Lots of fun. When Ronald Reagan was President (1981-89), he spent a lot of time at his ranch, about 60 miles up the coast from Point Mugu. Vandenberg is actually much closer, only 30 miles, but Air Force One stayed at Point Mugu. A lot closer to Hollywood.

One afternoon, I had some spare time, and wandered by the hangar with Air Force One inside, surrounded by a bunch of orange cones, but no perimeter of armed guards. I walked up to the two guys on watch and said Hello, and they asked who I was – a Defense Contractor. OK, and what? Well, just wondering if there might be a photo or souvenir or something? Of course, they pretty much just wanted me to go away, but one of the guards pulled out an Air Force One Matchbook and handed it to me. Mission accomplished. Time to get back to safer territory.

The Clark "Y" Airfoil

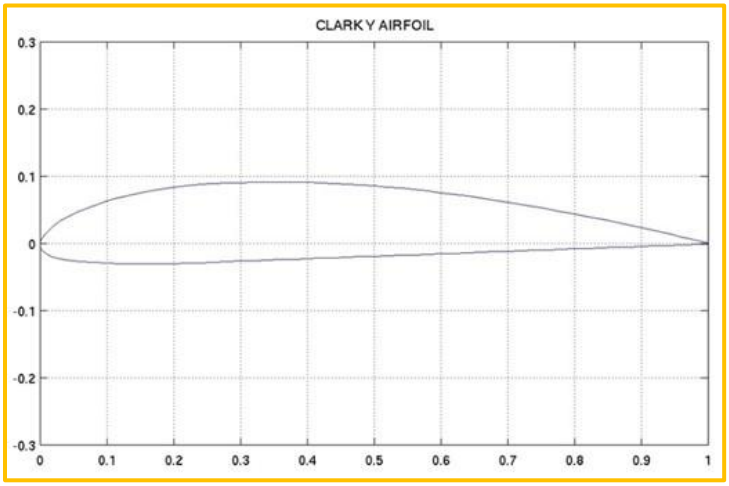
By Andy Werback

When we were building model airplanes out of balsa sheets and sticks, every model seemed to use the Clark "Y" for an airfoil. Many classic airplanes also used the Clark Y - including the Lockheed Vega flown by Amelia Earhart, Charles Lindberg's Spirit of St. Louis, and other aircraft built by Ryan Aircraft in San Diego. Even today, the stealth technology demonstrator "Tacit Blue" uses it, as does the Heath Parasol and probably many of the older amateur-built experimental airplanes.

Other classic and modern airplanes that use the Clark Y, or a slight modification of the Y, include the Beech Staggerwing C17, Aviat A-1A Husky, several models of Aeronca, Spartan, Stinson, Waco, Yakolev and Monocoupe, and the Culver Cadet. Even some gyrocopters and helicopters. Also, many aircraft built by Consolidated, such as the PT-1 or PT-2, and the Consolidated 23 (amphibian) included the Clark Y. They all had good reason to do so.

First, though, what is the Clark Y?

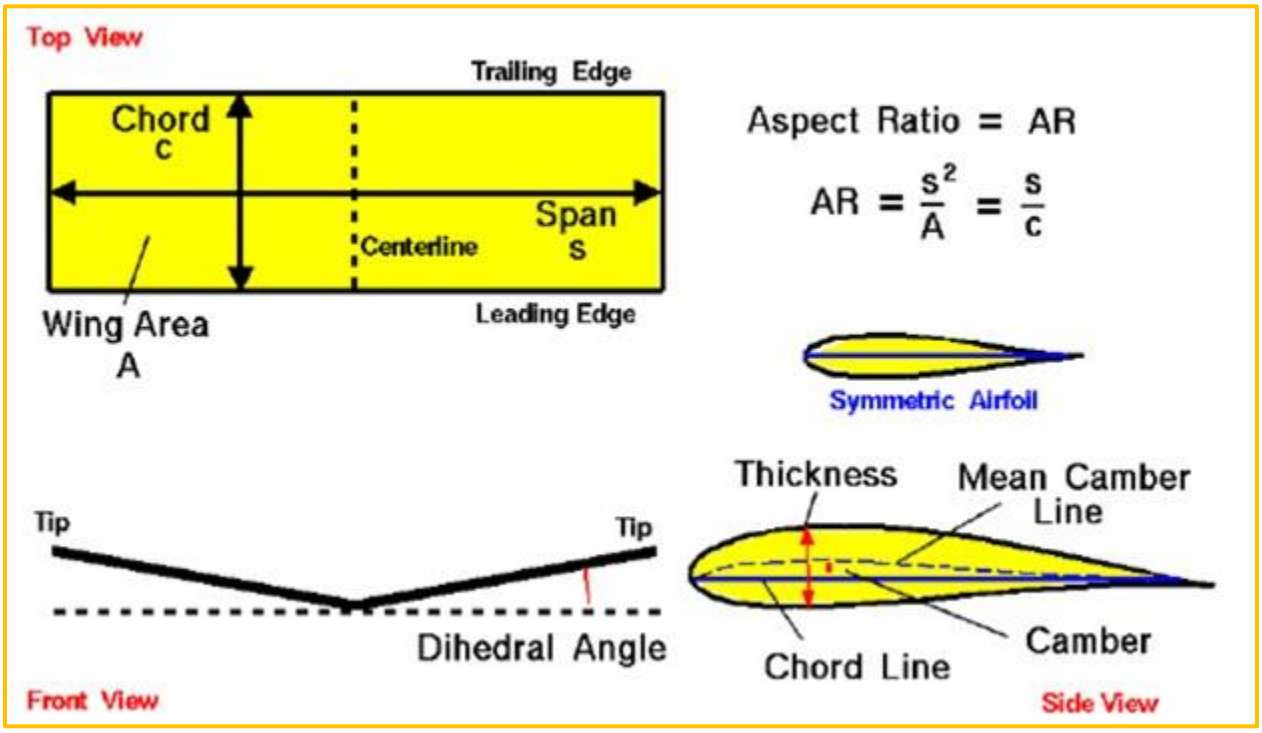
Basically, the Clark Y is a fairly simple airfoil with generally good flight characteristics. However, it is not optimal for high-performance applications. The airfoil is shaped as shown:



Its characteristics are:

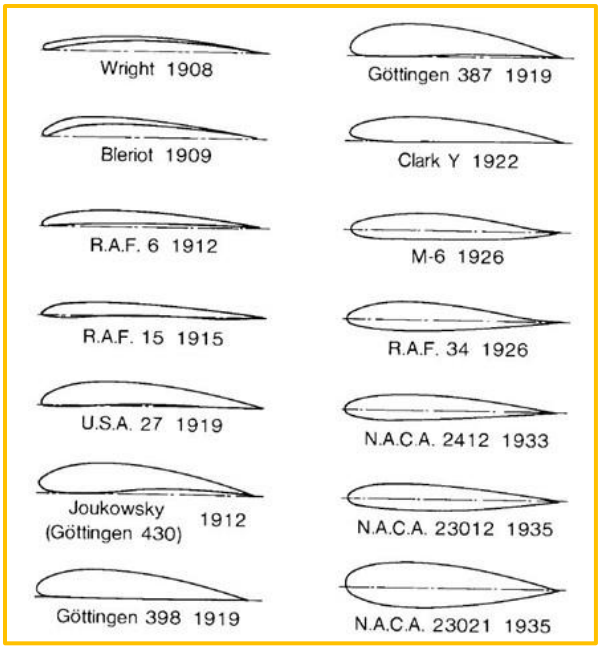
- Good Lift-to-Drag ratio, especially at moderate speeds
- Mild stall characteristics
- Mostly flat lower surface aft of 30% of the chord (easy to build, and good stealth characteristics)
- Thickness of 11.7% of overall chord

To put this in perspective, the airfoil is one of the main elements of an aircraft wing, but the overall shape and aspect ratio (ratio of span to chord) and other characteristics are also important:



But not every designer used the Clark Y. Most models of the Piper Cub use the USA 35B, The American Champion (Bellanca) Citabria and related models use the NACA 4412. The P-51 uses the NAA/NACA 45-100 (famous for laminar flow at high speeds), and the Boeing B-17 (Model 299) uses the NACA 0018. All of these are designed (optimized) for different purposes and requirements. There were a number of Clark airfoils (K, V , W and X are also known), probably part of a series of experiments, but the Clark Y (and a couple of variants) was the only production airfoil.

Further, there are literally thousands of airfoils – NACA (National Advisory Committee for Aeronautics, established in 1915, now NASA) is one of the best-known sources, but there are many others, especially in Europe, and some proprietary. The Lancair Legacy uses the "GC10" and "GC11" – named by Greg Cole, the designer of the Legacy, and designed for efficient operation up to 230 kts (Vne 274 kts) and a large rib area for significant fuel capacity and range. The B-24, on the other hand, used the "Davis Wing" – a very long wing (high aspect ratio) with a special "Davis" airfoil, similar to the RAF-48, to give it excellent lift and long range.



Evolution of early Airfoils (Note the influence of a bird's wing profile to very early airfoils)

As noted, there are a couple of variants of the Clark Y, with the "YH" having a slightly up lifted trailing edge, and the similar CYH, which were meant to reduce pitching moments with flaps.

But who was Colonel Virginius Evans Clark?

Virginius E. Clark was born in 1886 in Uniontown, PA. He graduated from the US Naval Academy in 1907 and made the round-the-world voyage with President Theodore Roosevelt's Great White Fleet in 1908-09. But then he transitioned to the US Army and was assigned to the Coast Artillery for a few years, before transferring to the Signal Corps, Aeronautical Division in 1913.

He learned to fly at San Diego, earning FAI certificate #273. In addition to flying, this experience also exposed him to the details of aircraft maintenance and repair. His big break in aeronautics came in 1914 when he attended the Massachusetts Institute of Technology for their first-of-a-kind (in the US) Aviation Engineering course. Clark was the first to graduate from that course (which he self-funded), and it added greatly to his resume.

Air Corp training at San Diego – 1913. 2nd Lt. Clark is on the far right

Clark then had a succession of increasingly challenging assignments and jobs:

- Commanding Officer McCook Field and Chief Aeronautical Engineer (Dayton OH, home of the Wright Brothers, which evolved into present-day Wright Patterson AFB and Aeronautical Systems Division, USAF), 1917
- Member of NACA, 1917
- Chief Engineer at Dayton-Wright aeronautical company, 1920
- Vice President of the Society of Automotive Engineers (SAE), 1922
- Vice President and Chief Engineer of Consolidate Aircraft (San Diego), 1923-27
- Possibly with North American Aviation in 1935
- Fairchild Aircraft, Duramold (1938), designing the Fairchild 100 and 150
- Hughes Aircraft, consultant on the Duramold process for the Spruce Goose

During WWI, in July 1918, Clark was part of the Bolling Commission, led by Major Raynal Bolling, another early pilot who had been in charge of pilot training with the 1st Air Reserve Squadron. Bolling's group was sent to France to investigate which airplanes should be manufactured for the Air Corps. At that time, American manufacturing was far behind compared to European (French, Italian and British) designs.

From the Air Force Life Cycle Management Center's historical note:
"The technical portion - which aircraft and engines to build back home - was led by Lt Col Virginius Clark, the only qualified aeronautical engineer in the Aviation Section at the time. He returned to the United States to become the first head of the Engineering Division at the new McCook Field - AFLCMC's first predecessor - in Dayton, which was established to execute all of these plans."

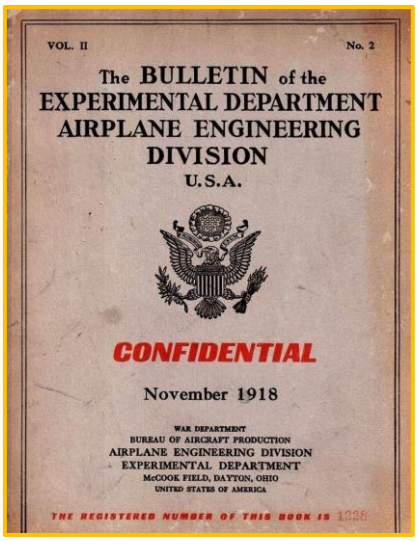
This Commission led to the use of the DH-4, still seen today at EAA Oshkosh, having been produced in large numbers in the US:

"The first British DeHavilland DH-4 biplane arrived in US and was sent by rail to Dayton for reverse engineering. When the United States entered World War I in April 1917, it had no combat-worthy aircraft in its fleet. As a result, it sent a group of experts, dubbed the Bolling Mission, to Allied countries that summer to choose aircraft to purchase for immediate use and designs to convert for American production. Lt Col Virginius Clark, one of the few aeronautical engineers in the Air Service, chose the DH-4 as the standard utility aircraft to build back home. The British provided this example and drawings for them to copy. Thousands were eventually built by the Dayton-Wright Company."

(Note – Col. Bolling was on his way to a front-line squadron when his car was ambushed by a German patrol. Raynal Bolling was killed in action defending his group. He was the first high-ranking officer US killed in WWI and was posthumously awarded the Distinguished Service Medal. Bolling AFB was named after him).

Clark was also instrumental in investigating and resolving various problems with early Army aircraft, particularly those provided by Curtis – propellers that disintegrated, doped fabrics that leaked water and rotted the wooden structures. Things like that needed a proper resolution. After all, there was government money involved.

Some of the other work at McCook involved the adaptation of the DeHavillland DH-9 Bomber to USD-9A American design, including a revised airfoil and the use of the Liberty 400 HP engine.


VOL. II No. 2

The BULLETIN of the EXPERIMENTAL DEPARTMENT AIRPLANE ENGINEERING DIVISION U.S.A.

CONFIDENTIAL

November 1918

WAR DEPARTMENT
BUREAU OF AIRCRAFT PRODUCTION
AIRPLANE ENGINEERING DIVISION
EXPERIMENTAL DEPARTMENT
McCOOK FIELD, DAYTON, OHIO
UNITED STATES OF AMERICA

THE REGISTERED NUMBER OF THIS BOOK IS 1228

This work was detailed in the November 1918 Bulletin and is quite extensive – structural analysis, aerodynamics, fuselage and wing structures, engine installation, fuel system, controls, chassis (landing gear) and instruments.

The Clark "Y" was designed in 1922 - just after WWI, and while Clark was at Dayton. A time when funding for research and military projects was close to an all-time low. But the US Army was doing some basic research and development, and evaluating various designs that might be of military interest. Clark was the head of Aircraft Design at McCook, and presumably had access to a wind tunnel and was able to make accurate measurements. There may have been earlier research airfoils, but the Model Y is the one that survived the test of time.

According to a NASA paper, the Clark Y was designed "simply by deploying the thickness distribution of a Gottingen above a flat undersurface; he chose the flat surface feature only because it was a highly desirable reference point for applying the protractor in the manufacture and maintenance of propellers". ("Gottingen" likely refers to a study at the University of Gottingen Aerodynamic Laboratory (Germany) that measured the distribution of pressures at various angles of attack.) Interestingly, further research was done by NACA engineers in 1934 (Report 519) to investigate the spin characteristics of the Clark Y on a monoplane wing.

After his Army service, Clark ("Ginny", to his friends), joined the staff of Dayton-Wright Company as its chief designer. Dayton-Wright had produced thousands of DH-4s for the war and was later acquired by General Motors. But that particular job didn't last long. At about the same time, Gallaudet Aircraft (Gallaudet was also an aviation pioneer, inventing wing warping in 1896, becoming pilot #32 in 1911) in Rhode Island was being liquidated. Reuben H. Fleet (another Army pilot, in charge of setting up the first scheduled air mail service) formed Consolidated Aircraft from the merger of Gallaudet and Dayton-Wright, soon relocating from Buffalo to San Diego. This was an up-and-coming company, a pioneer in flying boats and amphibious aircraft. The PBY "Catalina" and the B-24 long-range bomber were developed and produced by Consolidated. Clark and Fleet were about the same age and had worked together at McCook field. Fleet felt that Clark would be just the right person to handle aircraft design with his McCook engineering background.

Early on, Clark worked on Consolidated's PT-1 "Trusty" tandem trainer. Both Fleet and Clark felt that the Army training aircraft left over from WWI were dangerous – as indicated by the training accident rate. The Fleet PT-1 incorporated the Clark Y airfoil and was designed to be safe and predictable. In replacing the Curtis Jenny, the training accidents and fatalities were greatly reduced. He continued as the Chief Engineer on the PT-3 trainer.

Clark's relationship with Fleet was sometimes rocky – both men had high standards, but different perspectives, and Clark was a bit frustrated. His work on trainers wasn't particularly interesting or challenging, and the company at that time wasn't doing basic research. Clark offered to resign many times, and Fleet referred to him as a very brainy engineer that needed a little hand-holding. But on the 7th resignation, in 1927, Clark left for good, selling his stock in Consolidated.

Clark earned twelve patents (one as co-inventor) covering his career. Some examples are:

- U. S. Patent 1,462,533 - Fuselage Construction for Aircraft, 1922
- U. S. Patent 1,552,112 - Molded Airplane Wing, 1925
- U.S. Patent 2,018,546 – Aileron Control, 1935
- U. S. Patent 2,258,134 - Aircraft Wing Structure, 1941

Most of his patents were in the period 1923 to 1927, while at Consolidated. After leaving Consolidated, his next 10 years are somewhat difficult to trace. His 1935 patent on Aileron Control was assigned to North American Aviation, but very little is known about him during that period. The 1941 Wing Structures patent is related to Hughes Tool Co. and the development of molded wood components.

Sometime around 1938, Clark worked at Fairchild Aircraft, inventing and developing the Duramold process. This process could mold complex curved shapes out of sheets of wood in a heat and pressure process. The Fairchild 46, 100 and 150 were Duramold airplanes, and

Howard Hughes licensed this process for the Hughes H-4 – the Spruce Goose. (Note – the DeHavilland Albatross and Mosquito used a similar molded wood process, but DeHavilland used a sandwich of birch skins and a balsa core).

Spruce Goose at McMinnville (8 Pratt-Whitney R-4360's!) (photo by author)

Not much is known about Clark's family life. According to the Air Force Life Cycle newsletter, "Clark was an outstanding engineer but an indifferent leader and officer with a questionable personal life." That may reflect his marriage to Rose Stoll in 1917, where he was court-martialed for conduct unbecoming, as his fiancé's divorce had not been finalized. He passed away in 1948 at age 61 in Santa Monica CA. His wife Rose lived until 1976.

References:

Reuben H. Fleet – The Story of Consolidated Aircraft, William Wagner, Aero Publishers, 1976
Very interesting Catalog of aircraft and airfoils:
https://m-selig.ae.illinois.edu/ads/aircraft.html
Article on the Clark Y and slotted lift devices (1932):
https://ntrs.nasa.gov/api/citations/19930091481/downloads/19930091481.pdf
Clark YH and CYH:
https://ntrs.nasa.gov/api/citations/19930081439/downloads/19930081439.pdf
NASA article on wing geometry:
https://www.grc.nasa.gov/www/k-12/VirtualAero/BottleRocket/airplane/geom.html
NASA Variable Density Wind Tunnel:
https://www.nasa.gov/wp-content/uploads/2023/03/sp-4305.pdf
More information on the Davis Wing:
http://airfoiltools.com/airfoil/details?airfoil=davis-corrected-il
Duramold Process:
https://en.wikipedia.org/wiki/Duramold
Wiki article on Virginius E. Clark:
https://en.wikipedia.org/wiki/Virginius_E._Clark
Brief Bio:
https://www.earlyaviators.com/eclark.htm

And a bit more Bio:
https://www.aflcmc.af.mil/NEWS/Article-Display/Article/2917851/this-week-in-aflcmc-history-january-31-february-4-2022/
Signal Corps Monograph:
https://apps.dtic.mil/sti/tr/pdf/ADA439945.pdf
This Week in AFLCMC:
https://www.aflcmc.af.mil/NEWS/Article-Display/Article/3492599/this-week-in-aflcmc-history-august-14-20-2023/
This Week in AFLCMC (DH-4)
https://www.aflcmc.af.mil/NEWS/Article-Display/Article/3127835/this-week-in-aflcmc-history-august-15-21-2022/
Bolling Commission:
https://roadstothegreatwar-ww1.blogspot.com/2023/10/how-bolling-mission-helped-create.html

Chapter Business

EAA Chapter 124 Board Meeting Minutes

September 10, 2025

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

The president introduced copies of the new lease agreement for the board's approval. Board members have three days to make formal objections; should none be noted, the lease as drafted will go into effect 1/1/2026, along with the new increased rate structure. A main feature of the new lease requires those members enjoying the benefit of on-site plane storage be "Members in good standing," which requires increased Chapter participation.

Chapter Elections: A formal nominating committee comprised of Mike Tovani, David Franco and Jeremiah James has been formed to recruit candidates for the upcoming open seats for officers and board member positions. A formal presentation of the open positions and the list of nominees will be made public at the upcoming meeting.

Hangar Allocation: The board decided that both newly signed-up members will be granted hangar space. In consultation with the board and the Facilities Director, it was agreed that a Cessna 210 will be placed in the shade hangar and a newly arrived Cessna 182 will be housed in the main facilities hangar in order to generate more revenue.

Treasurer's Report: The Treasurer expressed some concern regarding the increased pace of expenditures and how it is reflecting on Chapter coffers. While most of the expenditures can be attributed to deferred maintenance and property tax bills, it is nonetheless a concern and highlights the need for more fundraising opportunities.

EAA Chapter 124 General Meeting Minutes

September 3, 2025

The president called the meeting to order and thanked **Jeremiah James** and **Marlon Young** for pitching in and organizing the chili dinner. The president then asked new attendees to describe why they came to the meeting.

Newsletter editor **Jenny Hollingworth** asked the attendees to submit articles and stories to her for publication.

Facility Manager **Mike Tovani** announced that his daughter has gifted the Chapter one of her artisanal handcrafted American flags. These are fashioned from retired fire hose and show great attention to detail.

Jenny Hollingworth announced that volunteer AOA badge holders are needed for the upcoming Girls in Aviation/Young Eagles event on September 20th.

It was announced that the Ray Scholarship recipient **Sam James** has soloed! He is

progressing right along and enjoying every bit of the adventure.

Long time member **Otis Holt** then announced that he is fulfilling a lifelong desire to get aerobatic training. He is traveling to Illinois to get experience in several aerobatic aircraft.

Treasurer's Report: The treasurer reminded people that Chapter dues and renewals are due.

Presentation Topic: **Elaine Gee** spoke about completing the Cub Crafters NX that she and her husband built together. She shared the details of her own journey from reluctant flier to student pilot and now successful airplane builder! Her own build path involved taking advantage of the factory assist build program organized by the manufacturer.

During the final phase, she assembled the cowl components that had been made months earlier. The same procedure was done with respect to the pilot's seat. Elaine shared pictures of manufacturing the control rods along with the support struts, as well as installing the control stick assemblies. The assembly included paying special attention to the landing gear and brakes and horizontal stabilizer. By all appearances the manufacturer has created a thoroughly professional and informative process.

Part of the procedure culminates with a FAA Interview. Elaine relayed that the DAR (Designated Airworthiness Representative) had actually been a former Cub Crafters employee. She went on to describe the FAA 51% rule. A table of task assignments is formulated and by that calculation the two builders had performed 51.3% of the tasks. Part of the adventure of building involved taking possession of the plane and immediately flying off into the backcountry.

Elaine and her husband left the factory and flew to the 45 Ranch private airstrip in the Owyhee River Canyon in Idaho. The pair flew with a friend of theirs (Bill Conklin) who also owns a Cub Crafters NX. So far, the experience of building and flying the plane has exceeded all their expectations.

Meeting adjourned- 8:35 pm

Chapter Business

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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

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