



The Flying Wire



June 2026

Volume 65 Issue 6

Chapter 124 Experimental Aircraft Association

Next Chapter Meeting: Wednesday, June 3

Dinner – 6:15 pm \$15

General Meeting – 7:00 pm

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Program: June 3 Meeting

Speaker: Rick Beach

Rick Beach is the former Safety Chair for COPA (Cirrus Owners and Pilots Association) and the current Safety Officer for Scanlon Aviation in Novato, the local Cirrus Training and maintenance facility here north of the bay. He's a wealth of knowledge on all things Cirrus, an experienced Cirrus Aircraft pilot, and an avid fan. So much so that he's owned two of them... er... better make that three!

Last year, Rick bought his 3rd Cirrus Aircraft! A brand new 2025 Cirrus SR20 G7. In April it was ready to bring home from the Cirrus facility in Knoxville, Tennessee. Cirrus has been the best-selling aircraft for decades, and there's a reason why! This is the story of what it's like to buy a new airplane from one of the premier aircraft manufacturers making airplanes today, and the journey to pick it up from the factory and fly it on a cross-country adventure back home to California. The delivery experience, the transition training, and how much things have changed since his first Cirrus purchase way back in 2001!

Rick's a great presenter and it's sure to be a great night! We look forward to seeing you!



Dinner Menu: World-famous Paella, Caesar Salad and Texas Sheet Cake. \$15

Sam and Andy are taking a well-deserved break from it all this month! Last word is, they're somewhere on a boat in Europe living the proverbial good life! We're all wishing them the best and a relaxing time away! In their absence, **Bill and Julie Conklin** are filling in as Guest Chefs for our June meal (THANK YOU!!)

Bill is cooking up his world-famous Paella and Julie is hard at work beside him putting together a mean Caesar Salad and Texas Sheet Cake for dessert! If it's anything like the times past, it's sure to be an exceptional meal!

(It might be a good idea to bring some extra cash - word is Bill's making a ton of Paella and if there's any left, we're taking donations in exchange for 'to go' boxes to raise funds for the Chapter!)

News and Updates

Bob Leach: Self-built RV14A shows off its final colors!



Bob and grandson in the freshly painted RV14A

Longtime member **Bob Leach** has finally been able to bring home his almost completed and newly painted RV14A!

Bob finished the build a year ago, but he hasn't had the chance to do much flying in it yet. Right now, he's still doing a condition inspection and a new weight and balance which includes rebalancing the elevator to take into account the weight changes made by the coats of paint.

He's also re-installing the upholstery and working on many miscellaneous details to create his perfect airplane. Check it out next time Bob brings it to the Chapter hangar (hint: it may be at our June meeting)!

First Young Eagles Event of the Season!

We held our first Young Eagles event of the season on Saturday, May 2. Despite a foggy start, which kept some of our registered kids away, we were able to fly 43 Young Eagles (and one Adult Eagle!).

BIG THANKS to the many pilots and ground volunteers who showed up to give those kids a day to remember!

Our next event is on **Saturday, June 27**. If you'd like to volunteer either in the sky or on the ground and think we don't already have you on our volunteer list, please contact Young Eagles Coordinator **Jenny Hollingworth** at jennyhollingworth14@gmail.com and come join the fun!



Happy Young Eagles with Pilot Lew Peterson



Last month we announced that we had a new Ray Scholar for 2026, **Brayden Hall**. We're happy to report that things have been moving quickly and on Wednesday 20th May, Brayden solo-ed for the first time! Using **Dave Franco's** colorful AirWatch plane and under the direction of CFI **Colin Rennard**, Brayden successfully navigated a very challenging first solo - including multiple jets arriving and departing, being sent on different patterns, and even an emergency medical priority cutting in front of him while he was on final!

A good group turned out to watch - **Chapter President Dominic Cerniglio**, **Secretary Dave Franco**, last year's Ray Scholar **Sam James**, board member **Jeremiah James** and Ray Scholar Coordinator **Paul Hollingworth** were all present and cheering, plus of course Colin. Special kudos to **Koy Mayer**, who was one of the other Ray Scholar applicants this year and who lost out to Brayden, but who showed up anyway to offer support and wish him well for the solo. That's aviation spirit!

As anyone who has been through this knows, doing a first solo as a pilot is a BIG DEAL and not something you ever forget, no matter the extent of your flying experience afterwards. Please join us in congratulating Brayden and wishing him well as he pursues the next steps in his training!

Ray Scholar Brayden Hall Makes His First Solo Flight



In Memoriam: Gay Barner

It is with great sadness that we must let all our members and community know that longtime EAA 124 Chapter Member **Gay Barner** has passed away.

Anyone who attended our monthly meetings knew Gay. She helped often with our Young Eagle rallies. She was a fixture on our meal crew and meal line and was always on hand to help Sam and Andy in the preparation, serving and cleaning up of the meals. She had a wonderful smile and kind eyes and would go out of her way to connect and engage with all our members as they passed through the line. She was always cheerful, always helpful, and always had a kind word and knowing look.

Many people gathered to honor Gay at a memorial service in Santa Rosa on May 2nd, including her son Peter, who got his pilot's license here at KSTS and joined the Chapter because of his mother's involvement.

We will miss Gay's presence tremendously here at Chapter 124.



To Fly or Not to Fly?

By John Fritsch

Oftentimes, a student sets aside the teachings of an instructor and charts their own course. More mature reflection? Possibly. Reckless abandon? Possibly. A grave mistake? Time will tell.

So it was on the morning of April 25th, that Marguerite Nelson's handy little card came out and as I peered through it, I saw nothing but gray dirty cotton blanketing the sky at 1,200 feet above my hangar as far as my eye could see, while visibility was a murky six miles except for a lightening patch of sky far down the Sonoma Valley. MVFR.

Marguerite's words echoed in my mind: "DO NOT FLY!" when the card's gray matched the sky. Shucks, Marguerite would certainly disapprove, and probably with good cause...but the burning question in my mind was: is this murk going to keep Steve's friend Margy and me from Steve's ice cream social meet-up at his hangar at the Greater Rancho Tehama Airport?

The same controller working both ground and tower got us airborne on 14 and into a gentle left turn down Sonoma Valley and towards that patch of lightening sky. Keysight, Highway 12 and Sugarloaf passed by in the murk, and finally, lo and behold: a shallow left turn took us over the southern end of Lake Berryessa, and into sunshine and blue sky. We sailed up into that sky and bent our course to the left to a northerly heading with a dark reef of clouds near the coast and above a thin scattered layer in the valley.





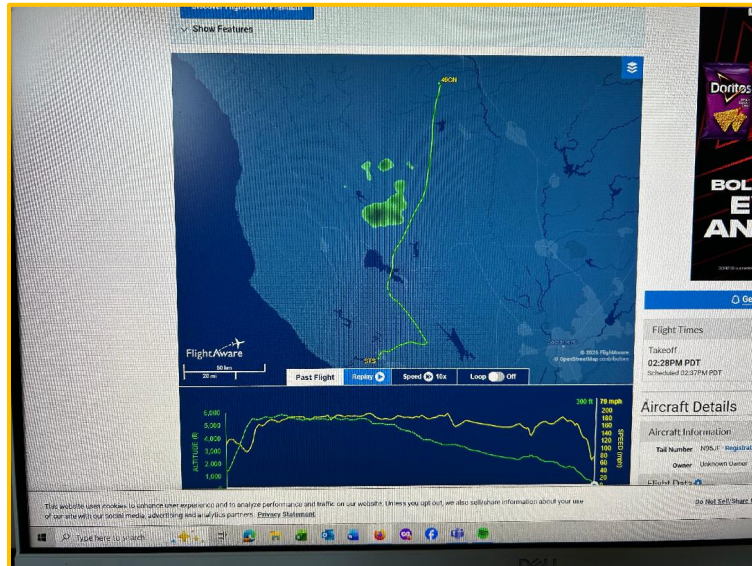
After 30 minutes or so, we dove down across the Rancho runway well above the pattern and took a quick turn to pick up the windsock and report in the blind before settling on to Runway 9.

Steve knows how to put on an airplane party. Even with the coast socked in, look at all these birds!



There were even a couple of ancient geriatric airplanes basking in the sun! Hey, one of them has an engine for sale!

But too soon, Margy and I were headed back into the murk. The ceiling in the Clear Lake basin had lifted a bit, so we headed (kinda) direct KSTS, only to run into an impenetrable wall of cloud west of Mt. Konocti, so direct was not to be. Instead, we turned southeasterly, keeping the distant blue sky on the left wing and the cloud reef on the right:



Middletown, Aetna, Pope Valley passed, and then finally the northern bay on Lake Berryessa came into view:



Just then and just a little north of where we passed eastbound earlier, the overcast lifted and gave us a wide open view all the way to the hills west of STS, a nice clearance for 3 mile left base entry for 20, and finally a nice dry hangar for the bird. Yay! Home at last, home at last....



EAA Chapter 124 Board Meeting Minutes

May 11, 2026

Members in attendance: Dominic Cerniglio (President), Marlon Young (Vice President), John Whitehouse (Treasurer), David Franco (Secretary), Mike Tovani (Facilities) George Marshall, Jeremiah James, Campbell Potter, Paul Hollingworth, John Fluno.

Agenda Item (1) Wayne Cook's demand for enclosed hangar based on the Aircraft Storage Protocol Points System. Given that Wayne had another pressing issue, he asked to bring his demand up before any other Chapter business. The board agreed to his request, and he read a prepared statement which he did not submit for the record. In summation: Wayne outlined his contribution to the chapter which included two terms as president. He emphasized that the aircraft storage protocol points (Bump System) has been a feature of the Chapter since its founding. He did acknowledge under questioning that it's seldom used and even his tenure as president was devoid of aircraft parking points disputes. Wayne Cook nonetheless demanded he be given priority occupancy in a recently vacated enclosed hangar.

After delivering his statement Wayne was challenged on some factual points enumerated in a letter sent to Dominic Cerniglio the sitting president of EAA Chapter 124. Wayne was asked if he still intends to pursue legal recourse and sue EAA Chapter 124 and board members individually if he does not get his desired hangar occupancy. In addition to gaining access to the enclosed hangar Wayne Cook made his intentions clear, in the same letter, that he also intends on displacing the present occupant of the shared hangar, who is a member in good standing, and claim all the hangar for himself. When asked pointedly about his intention of pursuing legal redress he said it is, "a possible course of action." He was also asked to cite where in the bylaws there is authority to hold vote on the issue which he claimed could be adjudicated in his favor by a 2/3rds vote.

Before taking leave, Wayne Cook was informed he would be notified of the board's decision following deliberations.

Agenda item (2) In preparation of George Marshall assuming some treasurer duties he has been granted co-signer access to the Chapter account.

Agenda item (3) A movie night held in concert with PCAM is still being pursued but seems less likely.

Agenda item (4) 501 C3 re-classification: Campbell Potter will inquire how Sonoma Skypark navigated regulations to have a separate by affiliated entity gain that status.

Agenda item (5) Chapter Workday- The board established June 6 & 7th as facility voluntary workdays.

Agenda item (6) Treasure's Report- The Chapter coffers posted a modest gain for the month, largely due to the liquidation of a Chapter asset.

Agenda item (7) Deliberation on Wayne Cook's above enumerated demand regarding hangar occupancy. A motion was made regarding a resolution on the matter. The motion was seconded.

RESOLUTION OF THE BOARD: Based upon the Chapter's Aircraft Storage Protocol, the purpose of the point system as stated in the Protocol is to establish a list of priority for placement onsite of Chapter members aircraft, and not a priority system to select a specific Hangar space or to displace one member/tenant from one location to another. Additionally, the Protocol states in part four that the Board of Directors shall have final authority as to the final number or priority allocated to each Chapter member and the final list, and that the Board has authority to adjust or modify the percentage points allocated and calculating to resolve disputes or anomalies.

The board determined Wayne Cook's demand that he be allowed to move his aircraft into an enclosed hangar versus the spot he has been allocated and used for quite some time, is not supported by the point system in place. His aircraft shall remain in its present shade hangar location for the time being.

The motion carried unanimously 10-0.

Meeting Adjourned 6:15 pm

EAA Chapter 124 General Meeting Minutes

May 6, 2026

The president called the meeting to order and thanked the culinary crew for all their delectable offerings! The president then asked for any new attendees to share their interests in aviation. Two inquisitive members shared what drew them to the Chapter meeting. We were happy to share their company. The president also briefed the attendees on the successful Young Eagles event that was held a few days prior.

Presentation: Carl Molesworth and the history of the Curtiss P-40

The design of the P-40 owes everything to Glen Curtiss, an early aviation pioneer. The company developed its first design in 1907. The company's rousing financial success was due to the Curtiss Hawk biplane, unveiled in 1920, followed by the successful Curtiss Hawk 75 in 1938.

The iconically recognizable WW2 fighter, the Curtiss P-40, was the company's signature contribution to the war effort. The P-40 design was so successful that it found a ready export market. The plane would come to form the backbone of the Flying Tigers, which was the Chinese nationalist airwing formed to counter Japanese expansionism. Although the English would also use the plane in many other theaters, they dubbed it "Tomahawk."

The design was so adaptable that it was fitted with Merlin engines as well as the standard Allison powerplants. As a result of many hours of pilot feedback, the fuselage was lengthened by 20in, gaining the designation P-40M. In order to gain slightly better lateral stability, a tail strake was added to the vertical stabilizer. By November 1944, the production run was ended, after producing 15,000 units. To expand into the jet age Curtiss offered XP87 Black hawk in 1946-7. However, this was an anemically under-powered airplane that was rejected by military procurement.

Carl's mother, who was born in China to American parents, surrounded his upbringing with Chinese decor, so it was only natural that a boyhood fascination would develop around the design associated with the Chinese-based squadrons that flew the snarling Curtiss P-40s!

Meeting adjourned: 8:00 pm

Chapter Business

Chapter 124 Contact Information

President:	Dominic Cerniglio (26/27)	(310) 628-9008
Vice President:	Marlon Young (25/26)	(707) 479-9994
Secretary:	Dave Franco (25/26)	(707) 494-4259
Treasurer:	John Whitehouse (26/27)	(707) 217-2687
Board:	George Marshall (25/26)	(707) 293 4583
	John Fluno (25/26)	(707) 315 5524
	Jeremiah James (25/26)	(707) 291 8445
	Paul Hollingworth (26/27)	(408) 802 9242
	Campbell Potter (26/27)	(707) 396 8042
Membership:	Dave Franco	(707) 494-4259
Facilities Chairman:	Mike Tovani	(707) 321-2740
Facilities Committee:	Jeremiah James	(707) 291 8445
	George Marshall	(707) 293 4583
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	Rolf Unternaehrer	(707) 364-7935
	Otis Holt	(707) 953-3946
Flight Adviser:	David Heal	(707) 953-5021
Young Eagles:	Jenny Hollingworth	(650) 483-5203
Chapter Roster:	Mike Tovani	(707) 321-2740

**EAA Chapter 124
5550 Windsor Road
Windsor, CA 95492**

Chapter meetings are held on the first Wednesday of each month at 7:00 pm. FOOD (\$10) AND SOCIALIZING (free) from 6:15 to 7:00 pm. **EVERYONE IS WELCOME!**

Directions: The site is located on the west side of Sonoma County Airport. Take the Shiloh Road exit from Highway 101 in northern Santa Rosa. Turn left at the stop light (west) and continue to a "T" intersection. Turn left again and follow the road to the EAA sign on the left.

How to Submit an Article to the Newsletter

Members are invited to submit articles of interest. You will be notified whether or not an article will appear in the current issue.

Email your article to: jennyhollingworth14@gmail.com

Deadline for newsletter submissions is the 20th of each month. Articles submitted will be included in the newsletter at the discretion of the editor. All articles are copyrighted. To reproduce any article, please contact the editor.

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