



# The Flying Wire



**October 2026**

**Volume 65 Issue 10**

## **Chapter 124 Experimental Aircraft Association**

**Next Chapter Meeting: Wednesday, October 7**

**Dinner – 6:15 pm \$15**

**General Meeting – 7:00 pm**

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# Program: October 7 Meeting

## **SPEAKER: CORY LOVELL**

This month - Cory Lovell! Cory is an accomplished instructor and airshow performer with thousands of flight hours accumulated across a diverse range of aircraft and disciplines. Having begun flying at the age of 12, Cory has dedicated his life to mastering the art and science of aviation.

He is an Advanced Flight Instructor with specialized expertise in aerobatics, formation flying, and Upset Prevention and Recovery Training (UPRT). Throughout his career, Cory has trained with some of the most respected names in aviation, including world-renowned competition aerobatic pilot Sergei Boriak and Sean Tucker, and completed formation aerobatic training under legendary airshow pilots Bill Stein and Randy Howell.

Today, Cory serves as the #6 pilot for the Patriots Jet Team, one of North America's premier civilian jet demonstration teams, performing precision formation maneuvers before audiences across the country. His unique combination of operational experience, instructional expertise and high-performance flying provides a rare perspective on aviation safety, discipline, teamwork and continuous learning. He also teaches with the Patriots Jet Team UPRT program in the L-39 and Sabreliner 60.

Cory will share lessons drawn from years of teaching UPRT, precision formation flying and airshow operations—offering insights into the value of getting aerobatic or UPRT training. He will also discuss what it's like flying in close formation with five other jets during the 28-minute Patriots routine, and how the Patriots were involved in filming "Top Gun Maverick."

It's gonna be a great night! See you there.



## **Dinner Menu:**

It's Oktoberfest Time Again! Traditional German Sausage, Rot Kraut (Red Cabbage), German Hot Potato Salad, 5-Bean Salad and Brownies, if you still have room! BYOB \$15



# News and Updates

## 2027 Chapter Elections

Chapter Elections are coming up! The 2027 Board of Directors elections will be held at the beginning of our November Chapter meeting. Directors serve a two-year term, and multiple terms are allowed. We've got many positions turning over and the election committee has been working hard searching out possibilities. They have identified candidates for the upcoming officer positions, but all Chapter members are welcome to throw their hats into the ring.

This time around, the positions open for election are:

- Secretary. Currently occupied by **Dave Franco**
- Vice-President. Currently occupied by **Marlon Young**, who wishes to step down
- Board Member: Currently **George Marshall**, who will be stepping down
- Board Member: Currently **John Fluno**, who will be stepping down
- Board Member: Currently **Jeremiah James**, who will be moving into the Facilities Director role

In addition, our long-serving Treasurer, **John Whitehouse**, who has been in the role since around the turn of the century (not sure which one), is looking for support and for someone who will be able to take over from him in the future. John has done a great job for Chapter 124 but it's high time we got him some help and found him a successor. Looking for someone with financial and accounting/bookkeeping experience who will be able to help and deal with some of the new electronic payment systems Chapter members increasingly want to use.

Anyone with interest should direct inquiries to **Paul Hollingworth** via email at [paul@bayareagyro.com](mailto:paul@bayareagyro.com)

## YES, it's that time again! Membership Fees Are Due by January 1, 2027

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, 2027. So that we can include your details in the 2027 Membership Roster, you must pay your dues 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!

~ **John Whitehouse**, Treasurer - [jmw@sonic.net](mailto:jmw@sonic.net)

## FOR SALE: CHAMPION 7FC-59, 1957 TRI-CHAMP, C90-12F \$51,000

With 783 hrs. Since Frame-Up Restoration, TT-3893 Oshkosh winner, all logs, detailed/complete restoration records, hangared since restoration. Rare aircraft gets attention wherever it goes. Aircraft is economical to maintain and operate. Great fun to fly. Hours are approximate as it's flown regularly.



Interested? Contact **Michael Tovani**, Owner 707-321-2740  
Located at Charles M. Schultz Airport Santa Rosa.



## And That's a Wrap for Young Eagles 2026!

Our Young Eagles on Saturday September 26 was another successful event, thanks to great weather and great volunteers. The number of ground volunteers was greatly increased with the number of YAK members who turned out. We flew 61 YEs and from all reports everyone had a great time. Lots of enthusiasm all around ... Young Eagles, pilots and ground volunteers.

**Thank you to our event pilots:** Bob Edwards, Bob Leach, Marielle Coeytaux, Martyn Lewis, Otis Holt, Paul Doto, Paul Hollingworth, Rick Beach, Steve Crawford.

**And as many thanks to all the ground volunteers:** Jenny Hollingworth, Sonja Ottolini, Darrell Ottolini, Mikey Ottolini, Rosa Turner, Sam James, Koy Mayer, Sam Levy, John Swanstrom, Rich Rossi, Avielle Enochian, Gary Enochian, Wyatt Kirby, Alyssa Lane, Callie Strika, Justin Shein, Amber Dhiman, Ross Wilcox, Jeremiah James, Bryce O'Neal, Darrell O'Neal, Kristin Nagata, Walker Alecock, Brayden Hall, Meg Hurt, Sue Sarmir, Kevin Quirk, Jesy Strika, Tim Peterson, Sam Werback, Andy Werback, Dominic Cerniglio, Mendy Tuthan, Antonia Cerniglio.

## And what a Year We've Had!

Chapter 124 held three Young Eagle events in 2026 – unfortunately, weather concerns cancelled our planned fourth one. Nevertheless, in total we flew 168 Young Eagles, with 10 or 11 pilots generously giving their time at each event. Each event had 10 or 11 pilots/planes. A foggy late start limited our first event to 38 YEs. The August and September events ran very smoothly and flew 60+ YEs. At all three events we had many fewer 'no shows' than in prior years...down from over 30 per cent to just under 10 per cent. We must be doing something right!

**Kudos to the organizing team:** Jenny Hollingworth, Kristin Nagata, Dominic Cerniglio, Mendy Tuhtan, Jeremiah James and Sam Werback.

P.S. Here's our favorite picture of the year – Pilot Martyn Lewis with Young Eagle Gabriel in his much prized Captain's Uniform!



On a last note, EAA124 Young Eagles will have a booth at the Petaluma Display Day on October 17, in partnership with the Petaluma Area Pilots Association. If you're interested in offering your services as a pilot once again, we'd love to have your support. Please contact **Paul Hollingworth** at [Paul@bayareagyro.com](mailto:Paul@bayareagyro.com) or **Jenny Hollingworth** at [jennyhollingworth14@gmail.com](mailto:jennyhollingworth14@gmail.com) for more information. Or check out the PAPA website [here](#).

**PAPA DISPLAY DAY**

A FIRST FLIGHT CAN CHANGE EVERYTHING

# YOUNG EAGLES

**SATURDAY, OCTOBER 17**

Petaluma Municipal Airport | Free flights for ages 8-17



## Light Sport Repairman Course in Oakland (5/6 Dec)

*Submitted by Christopher Guarente, Intrepid Aircraft*



In conjunction with the Oakland EAA chapter, we have coordinated to offer a Light Sport Repairmen Inspection course in Oakland on Dec 5th and 6th near the Oakland Airport. This two-day course (8am-5pm Sat and Sun) allows participants to complete their own yearly condition inspection on their Experimental Amateur Built airplane as well as Experimental Light Sport Aircraft. We provide significant hands-on practical portions in our class that help individuals with very little maintenance experience to safely determine if their aircraft is in condition for safe operation.

The course costs \$750 and registration can be completed easily online at our website: [intrepidaircraft.com/light-sport-repairman-course](http://intrepidaircraft.com/light-sport-repairman-course).

Contact Chris "Duff" Guarente with any questions at [duff@intrepidaircraft.com](mailto:duff@intrepidaircraft.com) or [661-221-1866](tel:661-221-1866)

## YAKS Aviation Club – The Higher Altitude Club



September's YAK meeting was our third and once again we had a good turnout.

We started with some YAK facts - they are a very suitable symbol for our aspiring aviators in that they thrive at high altitudes and are well adapted for them.

The Points-for-Flights system is now up and running and available to all YAKs online, so they can track their points and request flights from participating pilots. We'll be updating the list each month.

YAK Walker took on the challenge last meeting of presenting on Aerodynamics, and he gave an excellent presentation to a very attentive audience about why aircraft fly.

We also discussed the details of airspace and the different types in the USA. This knowledge is vital to becoming a pilot and is a major part of the FAA's knowledge test. We'll be revising this topic again in the future, and next time there will be a quiz on what we've learned so far.



### **As a reminder...**

Our Youth Aviation club is open to anyone aged 10-25 yrs with a keen interest in aviation, with a special focus on 14-18 yrs.

**Next meeting: Wednesday, October 21, 7pm at the hangar (5550 Windsor Road).**

**October Discussion topics:** Aviation News, Points earned so far, the Airspace quiz and pilot stories from two EAA124 members.

We'll also have a special guest, the ATC Tower Manager from KSTS airport, Conor, who will be talking about Air Traffic Control and careers in the service.

*If you're a young person wanting to learn more about aviation, we'd love to have you join us! You can just show up on the day. Or contact **Paul Hollingworth** at [Paul@bayareagyro.com](mailto:Paul@bayareagyro.com) or **Jenny Hollingworth** at [jennyhollingworth14@gmail.com](mailto:jennyhollingworth14@gmail.com) for more information.*

# Did You Ever Wonder – Elastic Stop Nuts

**By Andy Werback**

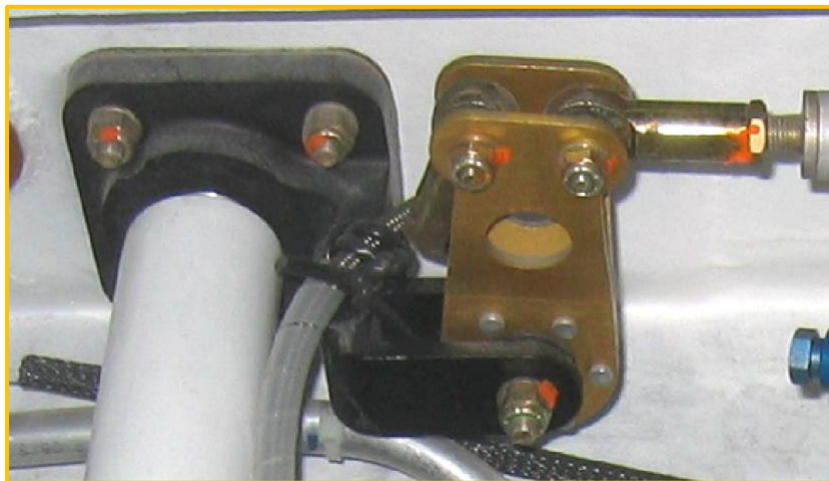
Elastic Stop Nuts – or Nylon Lock Nuts - “Nyloc” nuts – have been used in airplanes for many years. A 1940’s advertisement by the Elastic Stop Nut Corporation, Elizabeth, New Jersey, says they are available in “any size and material! More than 700 combinations.” But before Nylon, a fiber material locking insert was used. The fiber was paper, treated with zinc chloride and vulcanized, making a hard, dense material.

Elastic Stop Nuts are mainly available today in two styles – regular, and low profile, conforming to Military Standard AN365 and AN364, respectively. They can be supplied in steel with Cadmium plating for corrosion resistance, or in Stainless Steel, also corrosion resistant, but at higher cost for specific applications.

Sizes vary from 4-40 (about 1/8”), to 5/8-18, with most popular sizes being 10-32 (3/16”) to 5/16-24 (5/16” diameter, 24 threads per inch, conforming to American National Standards Institute specification for Unified National Fine threads (UNF, as compared to coarse thread specification UNC).

These nuts are ubiquitous in aircraft construction – anything that requires a semi-permanent fastener will likely use an elastic stop nut for its ease of installation. No lock washers are required, just a simple flat washer. They are not, however, recommended for high temperature applications, as in the firewall forward/engine area, or areas where movement is required, such as for flight controls or hinges.

They can be re-used, but in some critical areas, such as propeller installations, a single-use is recommended. They normally require a wrench to install, so a worn-out elastic nut that goes on relatively easily must be replaced. The final turns are done with a torque wrench to the desired specification, with a minimum of 2-3 threads showing beyond the top of the nut.



Elastic stop nuts used to secure landing gear mounts and movable rod ends (with ball bearings). “Torque Seal” orange marks indicate that the nut has been torqued to specification. Note that the rod-end jam nut (aka check nut) is also torqued and marked.

The 1940 Aerosphere, a comprehensive publication about airplanes, engines, materials and facilities, has a brief entry in their manufacturer's section.



## ELASTIC STOP NUT CORP.

1001 T Newark Ave.,  
Elizabeth, N. J.

**PERSONNEL:** C. A. Swanstrom, pres.; H. B. Thomas, v.p. in charge of sales; K. A. Swanstrom, v.p. in charge of mfg.; W. F. McGuinness, treas.; D. C. Hungerford, ch. eng.

**REPRESENTATIVES:** S. W. Anderson, 565 W. Washington Blvd., Chicago, Ill.; H. J. Wood, 2112 Westgate Drive, Houston, Texas; Collins-Powell Co., 1206 Maple Ave., Los Angeles, Calif.; Jas. W. Pyke & Co., Ltd., 388 St. James St. West, Montreal, Can.

**PRODUCTS:** Nuts, Self-locking nuts, Torque-limiting wrenches.

But their advertising was quite the thing for the expanding aircraft industry.



### A GOOD NUT ALWAYS HOLDS

• When a nut slips it falls down on the only job it has to do.

When it shakes loose it fails in its sole purpose.

It takes a good nut to hold fast and stay put against stress and vibration.

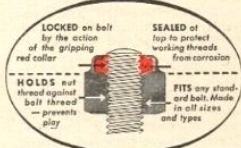
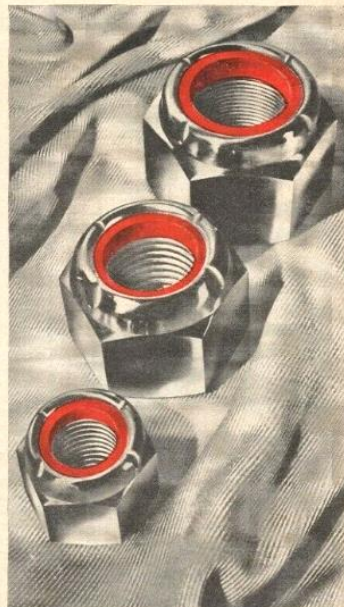
The Elastic Stop Nut does.

In its top is a red elastic collar. This collar molds itself tightly to the bolt. It keeps the nut and bolt threads in pressure contact. The nut can't wiggle or turn.

This is what makes the Elastic Stop Nut stay tight.

We've been making Elastic Stop Nuts for years. Millions of them every day go into war production. Some of our planes take as many as 50,000 in a single ship.

Yet of actual billions in use, we have never heard of one of these nuts that has failed to hold better than any other similar fastening.



### ELASTIC STOP NUTS

*Lock fast to make things last*



ELASTIC STOP NUT CORPORATION OF AMERICA  
UNION, NEW JERSEY AND LINCOLN, NEBRASKA



In the 1930's, before nylon, manufactures used a fiber insert. Nylon came into use by the 1940's and was a much more stable and reliable material. Nylon was approved for use in US military aircraft in 1943.

**Note:** The Galloping Ghost (a modified) P-51 crash at Reno, NV Air Races in 2011 had many contributing factors. And high on the list was “the condition of the trim tab attachment screw’s locknut inserts, which showed evidence of age and reuse, rendered them ineffective at providing sufficient clamping pressure on the trim tab attachment screws to keep the hinge surface tight”. Amazingly, these were the old-style fiber stop nuts! The nylon ones are much better, but it is still necessary to understand the implications of the intended use of any aircraft fastener. Image from NTSB report. You can read more [here](#).

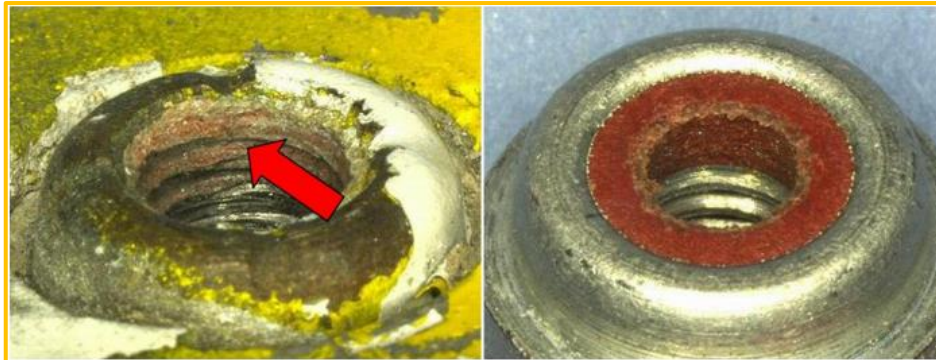


**Figure 14.** Locknut in the left elevator trim tab outboard hinge.  
Red arrow indicates red insert material (left) and an exemplar new locknut shows intact fiber insert material (right).



## EAA Chapter 124 Board Meeting Minutes

**September 9, 2026.** Meeting convened 5:08 pm.

**Members in attendance:** **Dominic Cerniglio** (President) **Marlon Young** (Vice President) **John Whitehouse** (Treasurer) **David Franco** (Secretary) **Paul Hollingworth, Jeremiah James**

**Board Member Recruitment:** A motion was made to nominate **Jeremiah James** and **Paul Hollingworth** to the nominating committee for future board member recruitment. The motion carried unanimously.

**AOA badge indemnification agreements:** A motion was made to have **Jeremiah James** take the lead on drafting AOA badge holder indemnification agreements.

**Treasurer's Report:** Chapter coffers remain largely stable, with the exception of this August, which posted a slight negative.

**Non-profit 501 C3 entity:** It was confirmed that a retired member of the legal profession has offered to help craft the required documents to create a non-profit entity should it be deemed by the board to be a worthwhile effort.

Meeting adjourned 5:30 pm

## EAA Chapter 124 General Meeting Minutes

**September 3, 2026**

The president called the meeting to order at 7:00 pm.

He then thanked **Sam Werback** and her supportive culinary crew for pulling together another fabulous meal. The president went on to report the successful Young Eagles event that that was hosted the previous weekend. The event saw 69 participants take to the sky!

**Andy Werback** rose and addressed the assemblage regarding the availability of KR2 plane that belonged to Jerry Rice a long-time Chapter member.

The president then promoted a poker tournament fundraiser sponsored by The 99's, a club devoted to the promotion of aviation for women.

**Paul Hollingworth** revealed the details behind the Youth Aviation Klub or YAKs as we are calling them. The idea is to foster mentorship opportunities and encourage Chapter engagement. Points will be given for volunteerism which will be redeemed for airplane rides with participating pilots. The group meets at the main clubhouse hangar the 3rd Wednesday of the month at 7:00 pm. Upcoming presentations will focus on an analysis of aerodynamics and possible career paths in aviation.

The current Ray Scholar **Braydon Hall** announced that he is very close to scheduling his private pilot check-ride and feels quite comfortable after completing his long cross-country solos.

The floor was then given to our featured presenter **Doug Lumgair**, who spoke about back county flying.

Doug has been a member of RAF for a number of years and described the mission and accomplishments of the organization. The Recreation Flying Foundation is a group that has pioneered partnership with private individuals and governmental agencies to both improve existing back-county airstrips, as well as develop new ones. He outlined the recent achievements of the 14,000 member strong organization, which included developing an abandoned airstrip on Lake County called Walker Ridge. The strip is at 2221 feet elevation and 1800 ft. long. Doug and other volunteers have pridefully cooperated in the rehabilitation and improvement of the airstrip, which Doug described as one the best Dark Sky destinations in Northern California. He shared pictures of another successful project the organization completed in Montana called Ryan Field. The group constructed an event center as well as four cabins which can be reserved through an online portal. Doug counts it as one of the finest experiences in back-county flying! The group is very much safety-oriented, and fly-ins always require pilot briefings on situation awareness and local geographical and climate-related hazards. Doug's enthusiasm for the expanded freedom that back-county flying enables is infectious!

Meeting adjourned 8:30 pm



# Chapter Business

## Chapter 124 Contact Information

|                              |                           |                                                                                  |
|------------------------------|---------------------------|----------------------------------------------------------------------------------|
| <b>President:</b>            | Dominic Cerniglio (26/27) | (310) 628-9008                                                                   |
| <b>Vice President:</b>       | Marlon Young (25/26)      | (707) 479-9994                                                                   |
| <b>Secretary:</b>            | Dave Franco (25/26)       | (707) 494-4259                                                                   |
| <b>Treasurer:</b>            | John Whitehouse (26/27)   | (707) 217-2687                                                                   |
| <b>Board:</b>                | 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                                                                   |
| <b>Membership:</b>           | Dave Franco               | (707) 494-4259                                                                   |
| <b>Facilities Chairman:</b>  | Jeremiah James            | (707) 291-8445                                                                   |
| <b>Facilities Committee:</b> | George Marshall           | (707) 293 4583                                                                   |
|                              | 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                                                                   |
|                              | Otis Holt                 | (707) 953-3946                                                                   |
| <b>Flight Adviser:</b>       | 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 (\$15) 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 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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--- Mail ---

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