



The Flying Wire

Chapter 124
Experimental Aircraft Association

Volume 55 Number 9
September 7, 2016

Board Meeting - 5:30 pm

Dinner - 6:15 pm (\$7 donation)

General Meeting - 7:00 pm

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www.EAA124.org

www.CafeFoundation.org

www.EAA.org

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September 7, 2016 Program

Beth Stanton

Beth Stanton is a pilot, aerobatic competitor, editor and writer, and is currently President of IAC Northern California Chapter 38. She will be talking about her favorite subject - Aerobatics and IAC 38. She flies a Lazer 210 aerobatic aircraft, and is the 2014 Intermediate category Western Regional, South West Regional, and California Sportsman Champion.



Dinner Menu

Hamburgers, Hot Dogs, and the fixings.

Fiddle Faddle for desert. \$7 at the door, please.

Events Calendar

Please send info about upcoming events!

Please send us information if it comes your way!

Bob Gutteridge: bob_gutteridge@pacbell.net

Stuart Deal: eaal24newsletter@sonic.net

[Benbow Inn Brunch Fly-out II Sept 11](#) (scroll down in page)

[Willits Airport Day Sept 18](#)

[Wings Over Wine Country September 24 & 25](#)

Flying for Tacos

(from Ron Cassero)



We met up at EAA at 11AM on Saturday morning. Three airplanes for a taco run to Ukiah. Bluebird skies welcomed us as we headed up yonder!

We were communicating air to air and the flight was short as entered a left 45 for runway 15. Out the gate and across the street, in the market, we paid for the taco's (\$2 each) and walked next door to the covered patio area and placed our order.

By then I was pretty hungry and ordered 4. The kind ladies asked if we wanted grilled onion and roasted jalapeno peppers. I said yes, Larry said No. Then the Salsa! The avocado relish was awesome! After eating, we walked to the terminal and talked to a couple of visitors before climbing back into our flying machines.





After pulling ahead of the pack, I called out, doubled back and joined up for some cool air to air photos. It's cool to see these planes flying up close. Dave reported I had my cowl flaps open. I found my Mooney did not like to slow down, even after pulling on the reins, WoooHHH.

Short and sweet fly out!

Looking forward to the next one, Ron



Mooney and the guys by Larry Rengstorf

The Makings of a Test Pilot: Solo Flight

(from the personal papers of Lt Colonel Oliver E. Deal, USMC)

A quick reminder of the background for this story: In 1942 my father, Oliver Deal, was doing Civil Pilot Training at a large grass field in near Omaha, Nebraska. No pavement or "strips". Now, his story:

I like to recall my first solo flight. I guess this because I look forward to the opportunity to prepare and launch my own sons on their first solos -- each in his turn. (ed. This did not happen. This was written at an idyllic time. My older sister was sheltered and annoyed by this traditional view)

I had four hours -- the log book says I had eight, but this was written after the fact to comply with regulations -- and not to disclose my instructor's own philosophy. Several times I have reflected on what would have happened if I had met a fatal accident on that first solo -- I suppose my log would have still shown eight hours.

Vinton Jones and I had taken off on what was to be a routine dual flight. After twice around the field and two landings, Jones let the airplane come to a halt on the grass.

"Hell, if you can't fly any better than that, I'll be damned if I'll fly with you!" he said. He opened the awkward doors of the cub and stepped out. I sensed that I was about to be on my own, and my excitement began. He reached back to pull his parachute from the front seat. "Take it around twice and make two landings, and if you make it, come back and pick me up. Otherwise, I'll just walk back." I waited until he had walked past the right wing tip, then I taxied 180 degrees to the left and, as I had been taught, slowly advanced the throttle.

As I gained speed, and thence rudder control, I gradually let the stick forward. Then when I had reached the proper airspeed and attitude, I pulled back on the stick and was airborne - alone - for the first time.

One's first solo flight in any aircraft is a tremendous test. I am in fact grateful that I have not had to take more than nominal dual instruction in any aircraft since the PBJ (Army's designation - B-25). The other aircraft have all been single-piloted, and I have been able to study the handbook, take a cockpit check and then meet the aircraft alone and on my own terms. One performs far better this way. I dare say that no aircraft by itself has ever daunted me as much as does an instructor. It might be said that Vinton Jones is responsible for this reaction, but this is hardly fair, since instructional techniques were poorly developed when he and I first

met. It is simply better, in my eyes, to prepare with care and then meet the new aircraft alone.

But this obviously cannot be done on the first solo of all -- I imagine that fewer than a score of men have ever soloed for the first time without having received dual instruction. I suppose that in the long run, instructional techniques of 1942 were designed to prevent students from becoming too cocky -- this was undoubtedly one of the primary fears of the instructor when the war started. Things have changed mightily, now that pilots are no longer regarded as mere thrill-seekers, which perhaps they were in the "barn-storming" days of the thirties

Today aviation shows evidence of great technical development. (ed. best guess for "today" 1960's) Today, the instructor and student can and should meet on a level of mutual respect which wasn't possible when cockiness was a severe problem. Today, the student can be taught to be respectful of his machine without the continual demeaning embarrassment to which earlier students were subjected -- and without risking the "I'll show that son-of-a-bitch" attitude that marked my first solo.

I was airborne, and as on many occasions since, the psychological pressures of the task at hand were in fact useful to me, in that they prevented a sense of well-being which might have led to error. I had that "Well, I've got it up here -- now I've got to get it down" sensation that has become so familiar after years of meeting new airplanes. I climbed to 500 feet and turned smartly to the left to enter the cross-wind leg. Then came another smart turn down-wind.

I was aware that my mother was watching - with pride, I hoped. I wondered if Jones was watching; I presume he was more worried than I was. I turned on the base leg, and at what I felt was precisely the right point, retarded the throttle to idle. Turning final, I blimped the engine briefly to prevent its loading up. By this point I felt confident of my landing.

I approached the field on the heading on which I had taken off. As I crossed the boundary of the field, I became aware of another Cub to my right, slightly ahead, approaching for landing on a heading about 45 degrees to mine. We were on a perfect collision course.

I was sure that my heading was correct for the existing wind. I watched the other plane briefly to see if its pilot would change his heading. He did not. As the other plane came closer, I observed that it held a solo student. I don't believe he ever saw me. I advanced the throttle positively and pulled up. The other cub passed underneath and I climbed out again without landing. As I climbed out I observed the tetrahedron wind tee. It showed clearly that my heading had been correct.

Now here was clearly "a case not covered by instructions." It could, of course, be argued that since the other plane was on my right, I was constrained to give way. This is the international "rule of the road", applying on land, sea and air. But I was unaware of this. Often a young pilot (or driver), having a given goal, is so single minded that turning aside from that goal doesn't enter consideration.

I had never thought before of going around without landing - I had never heard of what the Navy calls a "wave-off". In that moment of uncertainty as to what to do, in the stressful situation of a first solo, it is a wonder to me that the right action entered my consideration. For I am frequently confounded by a decision which must be made rapidly - or perhaps after the decision is almost automatically made, I am upset and erratic.

I had missed my first chance at my solo landing. My turn crosswind was made early and less smartly than before. My turn down wind was sloppy, and my altitude control as I turned base leg was erratic. I made a long gradual turn to the final approach, withdrawing the throttle only about half-way.

I pulled the throttle to idle late, and floated far beyond my normal landing point, leveled off high by several feet, stalled and dropped the Cub in to the hardest landing I had thus far made. I rolled a few feet in the sheer relieve of being ground-bound again, then added throttle again for the next take off.

The next takeoff, pattern and landing were almost acceptable in my eyes. I attempted smart turns, but lost some altitude on the downwind leg. I cut the throttle at the prescribed point on base leg, but neglected to blimp the engine. I landed fairly smoothly and taxied back to where my instructor stood waiting. He climbed in and taxied back to the line without a word.



Andy Werback flipping out

Fly Mart

For Sale: (10-15) Stainless Steel firewall material. 26 gauge 4ft X 7ft. \$90 for all or \$50 for half. Jim Duvander 707-953-0129 jim@duvander.com

For Sale: (8-15) disassembled continental A65 - needs crank and camshaft. New engine gauges, ammeter, airspeed indicator, new aluminum prop extension and new brake actuator. Paid \$400 - Byron Barnes 707-980-4818 barnesbyron75@gmail.com

For Sale: (7-15) Seat Parachute - needs a fresh repack but otherwise in very good condition. Will sell it cheap to a member if interested \$350. Steve Pizzo, 707-829-7038

For Sale: (7-15) RV-6A Tricycle, Less than 80 TT, 180 HP - \$79,900. See Flickr link below. Ogden Utah. Call Angelo at 801-391-3873 <https://www.flickr.com/photos/angelosrv6a>

For Sale: (7-15) Two Bendix magnetos for 4-cylinder Lycoming (O or IO 320); converted Falco to dual electronic ignition. 1 left, 1 right rotation; both with impulse couplings. Harness, impulse coupling adapters, long mounting studs included. Time in service: 344 hours. Also available: 4 new Tempest massive electrode spark plugs, 4 well-used Champion fine-wire spark plugs, 1 brand-new TSO'd magneto noise filter. \$250 each, \$450 for both. Peter Lert, peter.s.lert@gmail.com, 707-508-7500.

For Sale: (7-15) Garmin D2 pilot watch with GPS, worldwide airport database. Bought for Atlantic ferry flight that was canceled; worn 1 day to prove it works great, so basically new. Original box and all accessories included. New \$450, will sell for \$375. Peter Lert, peter.s.lert@gmail.com, 707-508-7500.

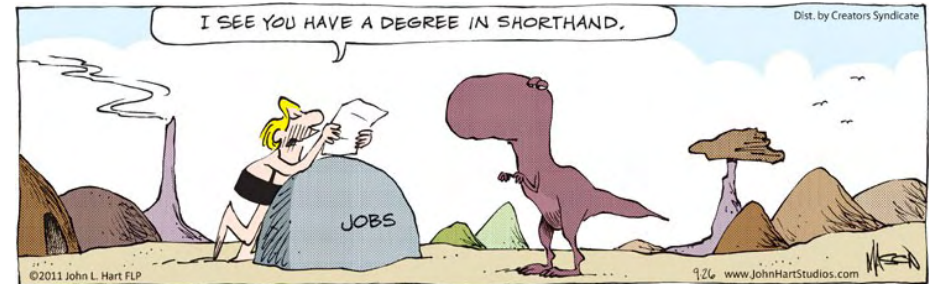
For Sale: (11-14) Aero Tug E-200 with New Batteries - \$800 - contact Bill at (707) 938-1465

For Sale (11-14) Engine Stand for Lycoming and Continental engines - \$250 - contact Bill at (707) 938-1465

For Sale: (8-13) RV8 - 1/3 Share. Superior IO 360/9.5 pistons, Hartzell Blended Airfoil C/S Prop, IFR Equipped all Glass Panel, Auto Pilot, Smoke System, Approx. 300 hours total time,

Contact: Carl von Doymi, cvondoymi@gmail.com, (415) 845-6448

For Sale: (3-13) AirTech Fuel Cap Tool. This high tech tool helps pilots open many types of aircraft fuel caps, doors and latches. Contact Ryan Beck, ryan.beck1@yahoo.com for information.



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News/Notes From the Editor...

C J Stephens offered this note:

We are up and running with the PCAM "Virtual Reality Flight simulator". It is available to members and public who want to try an amazing Virtual Reality experience. We charge \$ 10 for a 30 minute flight. Our hours are 12 - 4 Pm on Wed thru Sunday. We have instructors standing by for your flying pleasure. In time the prices will be raised but for now it is an excellent value and experience. It is located in the gift shop at the Museum as you enter Knob Hill on the airport.

Come on by and fly all of the latest fighters.

Bob Gutteridge forwarded the [VOR Policy Statement from the FAA.](#)

STS VOR is on the list for Phase 2 of shutdowns 2021-2025. I guess there will be room in that panel for your cassette player now.

Interesting Aviation Links

(thanks to Larry Rengstorf, David Heal)

Flying America- [Click Here](#)

Staying Legal - [Click Here](#)

EAA Chapter 124 Board Meeting Minutes August 3, 2016

Called to order at 5:35 PM by Pres. Jim Boyer.

In attendance: Jim Boyer, Andy Werback, Ben Barker, Steve Waite, Marlon Young, Dave Heal, Ray Shipway, Sher Miersmann, Ron Cassero, Mike Tovani, Bob Gutteridge and Larry Rengstorf.

Steve Waite arrived at 6:00.

1. The minutes of the July 6 meeting were approved unanimously.

2. Pres. Boyer announced he will appoint a nominating committee this week. The committee will be tasked with presenting a slate of suggested Executive Officers and Directors to the membership for the election on November 2.

3. Steve Waite is planning for the WOWC Airshow exhibit and said he will test the condition of the Chapter's pop-up tent on a Sunday at the main hangar. He will also work with Ben to send an appeal for volunteers to the newsletter email list. Andy Werback is working on the Saturday night dinner for WOWC volunteers and related that it will be a tri-tip BBQ. More volunteer spots need to be filled for the airshow and Anita Forbes is in charge of assignments.

4. Larry Rengstorf succeeded in persuading the airport to restore a unique lock code for the EAA124 pedestrian gate. This was in the wake of several items reported missing. He also reported that the club table and Steve Barnes' personal property are back in their proper places.

5. Bob Guttering reminded us of the Booneville Fly-In on August 13 and said others will be posted outside the club meeting room.

6. The Treasurer's report was deferred until John's return. Jim Boyer stated that he continues to accept checks for rent and dues.

7. Ron Cassero and Jim Boyer reported on a Young Eagles

meeting at Sonoma Jet Center on July 19. Josh Hochberg agreed to serve as Interim YE Coordinator. The next YE event was scheduled on October 8 with the following day as a rain date.

8. Bob Guttering and Larry Rengstorf stated that a member had told each of them about missing avgas from his aircraft. Larry said this has happened a few times over the years but he has not recently observed any suspicious activity.

9. Ray Shipway said the Cloverdale Airport supporters are holding their own in public meetings. The skydiving operations have moved from the trailer office into space in a hangar.

Meeting adjourned 6:12 PM.

Respectfully submitted,

Ben Barker, Secretary

EAA Chapter 124 General Meeting Minutes August 3, 2016

Meeting called to order by Pres. Boyer at 7:16 PM.

1. Pres. Boyer thanked the cooks, Andy, Arlene, Jerry and Mike. Three visitors were welcomed for the first time.

2. The Booneville Fly-In and the posted list of other events was highlighted by Pres. Boyer.

3. Pres. Boyer introduced Josh Hochberg as the Interim Young Eagles Coordinator to fill the remaining term of the Shipways in that capacity. Josh invited all interested members to attend a YE planning meeting at the Jet Center on August 23. He announced the next YE flight day as October 8, with October 9 as the rain date.

4. In his President's Report, Jim reminded members of the online volunteer signup site for the WOWC Airshow and his impending appointment of a Nominating Committee. He also urged members to read Andy Werback's piece in the July newsletter on the need to keep the premises and aircraft shipshape and rents up to date. Jim requested and got a hearty round of applause in appreciation for Stuart Deal's newsletters.

5. John Whitehouse gave the treasurer's report, saying that the Chapter was in the black for June and July and that rentals are closer to current than they have been in some time. The discrepancies are noted on the posted list.

6. The July 6, 2016 minutes were approved unanimously.

7. The CAFE Foundation report was given by Yolanka Wulff. She spoke about the PADA awards presented by CAFE at Oshkosh and electric aircraft projects being supported by

NASA.

8. Brien Seeley reported on a meeting in D.C. at which he was a panelist on the subject of autonomous flight. He also noted that ASTM has taken up writing standards for electric motors for aircraft use.

9. Andy Werback moderated the program of reports from Oshkosh attendees. Andy, Wayne Cook, Dwayne Green, Steve Smith and Steve Barnes shared stories and pictures of fine adventures.

Meeting adjourned at 9:03 PM.

Respectfully submitted,

Ben Barker, Secretary



[Fairchild VZ5](#)

Chapter 124 Contact Information

President: Jim Boyer (15/16) (707) 571-8001

Vice President: Andy Werback (16/17) (707) 823-5616

Secretary: Ben Barker (16/17) (707) 838-0238

Treasurer: John Whitehouse (15/16) (707) 539-5549

Board:

Ray Shipway (15/16) (415) 584-9682

Marlon Young (16/17) (707) 479-9994

David Heal (16/17) (707) 953-5021

Steve Waite (16/17) (707) 837-9354

Sher Shipway (15/16) (415) 584-9682

Ron Cassero (15/16) (707) 291-8958

Facilities Chairman: Larry Rengstorf (16/17) (707) 575-0331

Facilities Committee:

Dwayne Green, Dale Wittman, Jim Long

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Doug Dugger (530) 526-4997

Rolf Unternaehrer (707) 763-7729

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	David Heal	home: (707) 838-0261 cell: (707) 953-5021
Young Eagles:	Sher & Ray Shipway	(415) 999-0949
Librarian:	Walt Ferris	(415) 482-8331

**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 (\$7) 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.

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

Please email articles to: eaa124newsletter@sonic.net
or mail to: Stuart Deal
430 Secretariat Ct
Santa Rosa, CA 95401

Deadline for newsletter submissions is the 20th of each month. Articles submitted after that date 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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