



# The Flying Wire

**Chapter 124  
Experimental Aircraft Association**

**Volume 56 Number 9  
September 6, 2017**

**Board Meeting - 5:30 pm**

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

**General Meeting - 7:00 pm**

## Table of Contents

<a href="#">September Program</a>	.....1
<a href="#">Dinner Menu</a>	.....1
<a href="#">Events</a>	.....1
<a href="#">Pilgrimage</a>	.....1
<a href="#">Design Goals</a>	.....4
<a href="#">President's Piece</a>	.....6
<a href="#">Fly Mart</a>	.....7
<a href="#">News/Notes from...</a>	.....8
<a href="#">Aviation Links</a>	.....9
<a href="#">Board Minutes</a>	.....9
<a href="#">General Minutes</a>	.....9
<a href="#">Contact Information</a>	.....10

**[www.EAA124.org](http://www.EAA124.org)**

**[www.CafeFoundation.org](http://www.CafeFoundation.org)**

**[www.EAA.org](http://www.EAA.org)**

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## September 6, 2017 Program

**Bruce and Marcia McGlochlin:**  
**Long time Sonoma County Fliers**

Small Airports and GA in Europe during the Cold war;  
Adventures Flying an AN2 under the radar in the Czechoslovakian Republic;  
Special bonus, The Brodie landing system "runway on a rope"

## Dinner Menu

Dinner – Hamburgers, desert is Fiddle Faddle, \$7

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## Events Calendar

**Please send info about upcoming events!**

Please send us information if it comes your way!

**Clear Lake Splash and Fly In:**

[Thursday thru Sunday Sept 14-17](#)

**Nut Tree Fly-In:** [Fourth Saturday Each Month](#)

Bob Gutteridge: [bob\\_gutteridge@pacbell.net](mailto:bob_gutteridge@pacbell.net)

Stuart Deal: [eea124newsletter@sonic.net](mailto:eea124newsletter@sonic.net)

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## Pilgrimage by Air and Land

**(Thankfully, not by sea!)**

by John Palmerlee

Astronomy has become a hobby for our son Michael. He is a 22 year old solar electric draftsman and a part-time student at the JC. Early this spring, Michael said he planned to travel to Oregon to see the total solar eclipse, and we talked about the trip. At first he wanted to travel with a friend, but a few months ago, when I suggested we go together, he took me up on it.

This was significant. Michael has not always included me in his plans – taking a somewhat quiet approach to our relationship - so this open door was great. It was a chance for us to work together on a common goal and spend considerable time together.

We both thought flying up to Oregon in our Cessna 170A would be great. As plans formed up, rumors of traffic jams and filled campgrounds made flying seem like teleportation in contrast. My job was to figure out where we were going and set up reservations if needed for flying in.

Madras, Oregon was right on the center of the total eclipse path – a swath of real estate arcing across the USA from Oregon to Florida extending only about 35 miles above and below the absolute center. That is a fairly small path, considering the size of the sun and moon. Also, because the shadow of the moon moves so fast over the Earth, at any one spot the total eclipse would last only about two minutes.

Reality kicked in when I made some calls a month prior to the August 21 date. Madras was going to be a human zoo: live bands, food vendors, airshow like events, excessive parking fees... all suggesting it was a place we didn't want to be. So, I started looking at private airstrips further east. The best option was Lands Inn. It is a cute, old fashioned looking airport with a manicured grass runway and little cabins. Looked great until I went on their website and saw that the eclipse reservations were sold out!

Couldn't be true, I thought... and called up. They told me that some entrepreneur had reserved the entire airport for the eclipse, and was turning it into a holiday spot including meals and festivities for people in a select group willing to pay substantially for the option. I asked, "Can my son and I just come up and camp in a tent?" What a thought. "We'll get back to you on that," was the reply.

OK. Hopes getting dashed, I broadened the alternatives. Eastern Oregon seemed great because it was dry and high – most likely above low stratus that plagued the Willamette valley (Eugene and north), and it would be a flight reminiscent of many vacation trips with the family over the years to Sunriver. But there just weren't that many airports in the eclipse path, and both phone calls and rumors suggested that the whole area was going to be like Burning Man or Woodstock. I wondered if this time with Michael was going to be some frenetic commercialized nightmare.

My wife, Robin, talked with some close friends in Corvallis, Oregon about what they were doing for the eclipse, and an open invitation resulted. A call came in from Lands Inn airport, and they

offered us a "deal" whereby we could camp there for one night at \$200 a head. I said no - the sound of money sucking away was just too loud :-). Besides, the Corvallis option was free, and friends were welcoming us with open arms. We let go of the central Oregon "crazy," and our plans shifted to the west.

Calls to an FBO and the city of Corvallis were a pleasant relief. Maybe it wouldn't be so nuts there. No landing or tie-down fees, and estimates of available tie-down spots if we got there a day early. Done. I bought some screw-in stakes for the plane in case we had to use a spot in the grass, and started planning the flight.



For about two weeks, Michael and I pieced together plans for the trip. I went over the airplane: replaced the battery to make engine starts reliable, checked the space to fit Michael's telescope, bought new sectionals (it had been a long time, frankly!), and got my flight review signed off.

It all seemed figured-out by Friday before the Eclipse. Mornings in Santa Rosa were foggy every day the week before, so we

planned for a noon departure on Saturday.

Weather had looked great from the iPhone and AOPA prognostics pages. There was a drought in Oregon, and from a weather perspective, that seemed good. Dry conditions meant less low stratus for the Eclipse. But when I called to file my flight plan, I got a shock.

I've never had a briefer give me a list of TFR coordinates so long that I could not possibly write them down. Somewhere in the middle of the briefing, he asked me if I wanted him to list any more: navaid radial and distance #1, to radial and distance #2, ... etc. I told him, "Frankly, it's too much information for me to copy down, and I'd spend all day laying out the outlines, probably making multiple errors."

The Temporary Flight Restrictions were for fire-fighting operations in northern California and southern Oregon. Almost all of them extended to 11,000 feet. So, the drought had its consequences. By the time he stopped reading off data to me, the briefer had listed about ten TFRs. I said, "Do you know of any online tool that depicts the TFRs so I can plan my flight around them." He did: Skyvector.com... but the disclaimer was that if I trusted a visual tool and entered the TFR, I'd be held liable for interrupted flight operations.

I had more faith in the visual tools than my ability to accurately chart the TFRs by hand. Skyvector.com was perfect - all the TFRs depicted in red overlaying a continuous sectional chart. It was immediately clear how to safely navigate around them, so I made some changes and called back with a plan. In retrospect, I find it odd that the briefer didn't say anything about flight and ground visibility, and I was so relieved to find an easy route north, I didn't ask. Oops.

We topped off the tanks at Sonoma Jet Center and took off northbound for Redding, our first waypoint through the simple maze. A few miles out, the Sonoma County tower gave me the radio handoff and I called flight service to open our plan. After his "open" confirmation, the controller told me about a VFR flight that just terminated due to IFR conditions north of Redding. What? I thought... this was noon on a clear, hot day.

The pilot report read back over the radio left a pit in my stomach. "Pilot reported loss of horizon at 7,500 feet in the smoke, and reversed direction." I looked over at Michael as we climbed. He didn't really know the implications, so I thought a minute and then we talked about it on the intercom. He is pretty level headed, and simply said "Do what you think is best."

We'd put so much into this flight that aborting based on one pilot's opinion about weather on a route I was familiar with was something I'd regret without at least investigating. We pushed ahead, telling the controller we'd give a pilot report once we got to Redding.

As we climbed above the mountains near Clear Lake, the information started to validate. It wasn't until 10,500 that we were on top of the smoke layer that was intensifying along our route to the north. To the west, it got denser and rose above us. The clear "on top" experience was encouraging, and landmarks were still visible beneath us, so we forged ahead.

Slowly worsening conditions made the decision at Redding really difficult. I had drifted east about 10 miles to avoid worsening smoke layers to the west. Foothills were turning into mountains underneath us, and I knew we had to turn about 20 degrees to the west to join our next leg inbound to Medford. The cone of visibility beneath us was pretty small – maybe 2 miles to either side, which made verifying our position from landmarks difficult.

I still had the Magellan GPS 310 handheld I got years back on recommendation from Paul Reinders, and a reliable VOR and basic gyro instruments in the 170. Could we climb above or descend below this smoke and make the trip? The pilot report echoing in my mind was at 7,500 feet, so who knows.

We climbed. But not really... The 170 was feeling the heat of the day over Redding at 10,500 feet. We made it to 11 plus a little more while we passed Redding but visibility had worsened, and our rate of climb was only 200 feet per minute.

Clock ticking and heart beating, it was decision time. I pulled the throttle and started a circling descent. Too many factors in agreement: worsening visibility, flight over the mountains, IFR like conditions with no reliable emergency plan... beloved son aboard. Yep, really only one option.

Strangely, the ground visibility didn't improve with descent. 5,000 feet and I still couldn't see more than a couple miles ahead and behind. So, the smoke was denser near the ground, and that suggested it was worse over the mountains to the north, closer to the fires.

I didn't know exactly where I was... maybe 10 miles northeast of Redding. The ground was no help. I had the VOR tuned in, so I set it up for a DIY VOR approach... and that worked quite well. My rusty instrument ticket cleaned up surprisingly and I flew inbound almost

like it was zero-zero. The ground wasn't much help anyway – and there was no horizon (not a surprise :-).

Redding was reporting 3 miles in smoke, which seemed generous. They may have been accommodating a bit of traffic from pilots coming to the same realization about trips north.

We landed, taxied and tied down at Redding Jet Center. Michael and I stepped out into smoke that we hadn't smelled in the cockpit for some reason. The sky was bright everywhere and short horizontal distances revealed the insidious brown of smoke.

We walked toward the buildings and stopped in our tracks, shocked to see my cousin Hart coming out to greet us. Hart and I took our first flight together in 1972, and since then have been very close. Seeing him there was like receiving some message from another plane (geometry, not aircraft!) – verifying we'd made the right decision to land. Hart was there with a couple of Aero Commanders ready to support air attack efforts to the north. We chatted for a while and then walked out to the 170 for a return flight to Santa Rosa.

The smoke was bad all the way home. We flew lower this time – climbing for the short flight seemed futile in the heat. Streams of smoke ran south into Sonoma County, but we landed in fairly good visibility. Michael and I were both a little subdued and quiet as we unloaded the carefully packed plane and loaded up the truck – every move a reminder of how backwards our path had become.

We both knew the options, and on the way home, I said to Michael, "Well, do you want to go or stay... I'll do whatever you want." Didn't take long for him to say he wanted to drive up. I replied by saying I wanted that too.

We shifted plans. Ground vs air, slow vs fast, food and gas stops, traffic and safety, books on tape for entertainment, check Michael's car over for the long haul and drive all night. We worked well together making the switch at home, and drove off at 6:30 pm.

We shared driving all night and arrived in Corvallis at 5:00 am, and slept until 9. The sun was out... no smoke and no clouds... 24 hours until the eclipse on Monday. Yes! Michael set up his telescope mount in the field above our friends' house that night so it could track the sun during the eclipse. It was clear – the Milky Way filled the sky north to south.

We watched the eclipse with a group of six friends. Quite casual compared to what we knew was going on in central Oregon. The less than 2 minutes of "totality" went by too fast. My only regret is that I wished I'd taken it all in without trying to take pictures. The



direct visual image of long wispy hairs attached to the sun is burned into my memory (but not my retinas!). That was what this whole event was about... being there to see IT. The only time I will get to see a total eclipse in this life, and I did it with my son. Sweet!



The drive back was an odd combination of crazy and awesome. Three hours from Corvallis to Eugene began the trip. I felt like a red blood cell in an artery. Packed in, waiting for the pressure release at some unseen capillary. That didn't come until we got onto highway 80 heading southwest, and the final leg on highway 12 into Santa Rosa was strangely empty.

We stopped in Redding to get a burger, and so did everyone else. We stood in line sharing eclipse stories, and the reality set in about this pilgrimage we were all finishing, a collective trip to experience something fleeting, awesome, and yes... spiritual. On the final legs through California, I sensed the collective power of shared purpose in the flowing mass of cars. Much more shared compassion than malice, and possibly a silent, mutual recognition that lofty goals can, indeed, be met.

The trip wasn't what I expected, but it was certainly much

more. Michael and I have this experience forever, and I ask myself: *Had I magic, would I make anything different?* Doesn't take long to realize that I would not.

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## Designing An Aircraft

(By Stuart Deal)

The urge to design and build an aircraft burns in the heart of many an aviator. Any number of people have an idea for an airplane that they think would be cool, but finalizing it in flyable form takes resources of skill, time, effort and finance that make it quite a challenge.

Of course, there are a huge number of starting points or inspirations from "I like that wing, but it would be simpler with ailerons instead of flaperons." to "How do you get a helicopter to fly like an airplane?" Some could only be government sponsored military aircraft and some you could make from materials found at your "Home Center".

The availability of fiberglass and resin and later carbon fiber make it so almost any shape you can imagine can be built. aluminum, Dacron, wood, foam, steel tubes and all manner of engines, motors and manufacturing technologies are widely available. The question of possibility has been answered. The remaining questions are "Will it fly?" and "Should you get in it?"

This all assumes that the need to design something is greater than the need to build a "dependable" design that is tried and true. This need may or may not be accompanied by the knowledge of how best to implement an aircraft. Maybe you have had the experience of viewing a builders forum for a plans-built design. After reading a few entries you start hoping that some of the participants have inspectors or friends that will get them on the right track.

There are several tendencies that may be "human nature" that need to be kept out of the design process. One is the tendency to overestimate one's skill level and ability. We have heard cases where people who should have known better overestimated the strength of the materials they used and did not survive it. How do you deal with this?

As a software guy, you can believe that every final product I turn out has been tested to show that it does what I want. However, this is normally built in in every part of the project. Small

testable sections are easier to create in the first place and my practice is to only use tested and well known parts. How does this compare to aircraft building?

When you build a part of an airplane what does it take to test it? What would be a successful test? I have seen videos of an expert welder smashing his weld joint with a sledge hammer to confirm weld penetration, but this guy did not show the calculations of how thick the wall of the tubing had to be and what loads it would undergo.

The tests most often seen on YouTube are static wing stress tests. Okay, so you have your wing built and your airplane is upside down on a stand. Lets say you have all the heavy bags of sand or quick mix concrete to lay on the wings for a test. How to distribute them? Does Bud Evans "Aircraft Engineering" booklet lay it out for you?

The point being that brushing over the details may make a physical test a waste of time, and resisting the temptation to believe things are easy may be an essential part of the toolkit when it comes to aircraft design.

Another harsh reality of large projects is that it is hard to think of everything. This may also fit "the devil is in the details". I have most of a fuselage in my garage that came from the "Double Eagle" I was building. After building the conventional landing gear I went to Oshkosh and met the designer. Come to find that he put brakes on his prototype and when he landed and applied the brakes during a demo of the plane the tail lifted unexpectedly. After that the plans changed to have the wheels further forward of the center of gravity.

So even if your airplane is basically a derivative of a another plane, as the Double Eagle is, it could be that different materials and different proportions fly and land and taxi in ways that you can't predict just by borrowing from a plane that already works. We do have an example of the Legal Eagle from the same designer, Leonard Milholland, flying at STS so that counts as a success. Leonard does not claim to be an engineer, but states that the plans have been reviewed by an engineer. Being a master of practical application of the VW type I engine and well liked by his builder community, Leonard proves that one person can develop a plane that helps a group of builders get in the air.

Certainly, there are other solo practitioner models. If somebody is in a position to have solid experience in the process of starting from scratch and finishing fresh and viable aircraft, they may have what it takes. This is the "retired engineer, why not design a plane" Bud Evans model. A deeply experienced engineer on a solo mission that pulls it all together for a specific audience. The original photo of the the team has Evans the designer,

Ackerman the engine guy and Beatty the test pilot. Even a plane that is considered to be simple to build often has a team behind it.

On a different track, there is the Solar Impulse example of a concept plane whose design evolves from its purpose and the technical advise of individual contributors and corporate sponsors. Answering the question of what would work to meet the goal of making a privately funded solar powered airplane that could fly a pilot around the world slowly. It takes visionary patience and cooperation to develop a large project, basically to make a point, that aligns strongly with the marketing and green washing needs of enough sponsors to pay the costs and inspire millions in the process.

However, from my experience and watching others, it seems that fascination with airplanes can lead to a playful interaction with the idea of designing them. I know because I am that guy, and I recognize that gleam in the eye of others. At some team level with a strong engineering approach, I do believe that a group may be capable of developing something new.

Here is the case that I am making: As complexity increases in the "homebuilt" sphere, the need for "factory assistance" and design teams pushes the individual designer/engineer to choose between faster and more complex airplanes that rely on kits exclusively or simpler and cheaper airplanes that can be built from plans. If you include the LSA's in the mix, a professional aircraft engineer that has to "follow the money" is likely to follow it to manufactured and kit aircraft. Amateur designers who have money may focus on fantasy or "concept" planes incubated on computer screens while amateur and "by example" designers with less money use pencils and copy centers to release plans.

When I went to Oshkosh, I was impressed by the number of airplanes that were actually signs of future development displayed in booths. The distinction between "we trucked it here" and "I flew it here" has a big impact on the imagination of kit and plans buyers, I would have thought, but the many images and videos on the Internet of incomplete aircraft displayed at EAA fly-ins and events, that do not appear to be flyable, mean that I underestimate the marketing value of showing SOMETHING that illustrates the potential coolness factor of the plane that is "coming soon".

This speaks to the sheer optimism or fascination (or disposable cash) levels that accompany aircraft development. Anybody who ever completed a set of aircraft plans, let alone built the prototype no doubt discovered a plethora of details it takes to turn the concept into reality. To put in that kind of effort takes a single minded dedication bordering on obsession or time on your hands that is way beyond typical. Once you have three of four of these "concepts" in your head, look out! You may never be the same.

## President's Piece

(By Andy Werback)

Now that it's sunny and warm, I'm kind-of missing the long stretch of foggy mornings...a couple of weeks ago, we were planning on going to Sutter County for their pancake breakfast, but the fog just wasn't letting up. As it didn't seem like we would have much company from other Chapter 124 members, we just had breakfast at Kaffe Mocha. It was pretty quiet there, too.

Going back to Oshkosh, I met David Leiting at the Blue Barn. He was recently an intern at EAA, now a member of the EAA Chapter office as an Outreach Specialist. We talked a little more about having a northern California chapter leader's seminar at our hangar sometime early next year. It turns out that he is also coordinating the EAA Chapter Survey, which we will mention a few points at the meeting. Some important stuff to be aware of.

We received a donation of plans and some parts for a Bearhawk LSA - Mark (I need to get his last name) did some pretty nice work, but decided he couldn't finish it. It is a pretty impressive project, the result is a very nice airplane (witness the couple that brought their pair of Bearhawks to Oshkosh last month). If anybody is interested, please let me know.



Dean Ayres and his fully restored and functional Link Trainer

I mentioned that we had stopped in Ft. Leavenworth, Kansas on the trip to Oshkosh, and met Dean Ayres, a man of many talents. He has possibly the only operating Link Trainer in the world that visitors can log some time in (another one is in the Smithsonian, but you can't get in it).



All operated by vacuum air motors and cams. It has a valve to adjust the airspeed indication to show that you are in icing conditions





The Instructor's Station and plotting table. The vacuum tube electronics are in the desk drawer, below.



[Here's the link to the article in AOPA magazine](https://www.aopa.org/news-and-media/all-news/2004/august/pilot/the-leavenworth-link)  
(<https://www.aopa.org/news-and-media/all-news/2004/august/pilot/the-leavenworth-link>)

## Fly Mart

### For Sale: (8-17)

Glasair 2 FT serial#1077 Wing closed, control surfaces all completed, future vision instrument panel, kit was inspected by Al Negrin about 12 months ago when I bought it and found to be in excellent condition with good build logs and excellent craftsmanship. Wing and fuselage separated for shipping. Asking \$10,000 for the kit.

Also have a Lycoming IO-360-B1E 0 hrs since rebuild by Dick Demars Aero. chrome lined cylinders, slick mags, plate says 200hp because it has 9:1 or 10:1 compression (I have to check the build logs). Built a long time ago, but recently inspected with cylinder #2 removal and boroscope.

Asking \$15,000 obo

Call Owen Fredericks 530-591-7554 [owenfred@gmail.com](mailto:owenfred@gmail.com)

### For Sale: (12-16)

Tripacer wings- need recovering. \$2500

Lycoming O-320, 1230 SMOH Last annual: 2014

Strattus II \$500

Engine mount for Piper Pacer. \$150

Call Jim DuVander 707-953-0129 [jim@duvander.com](mailto:jim@duvander.com)

**For Sale: (11-16)** 1974 Starduster too O-360 180 hp - Hartsell Constant Speed Prop - Icom 250 - Intercom - Transponder - 642 TT In Annual - Same owner for the last 16 yrs Contact Ray or Sher 707-584-9683 or 415-999-0949

**For Sale: (10-16)** 2009 Van's RV-9A TTSN 590 hours. Engine is a Titan O-320 with dual Light Speed Engineering Plasma II+ ignitions systems, and Sterba prop. Instruments include-- Dynon D 100 EFIS, Dynon D120 EMS, Dynon 2 axis auto pilot with AP74 panel, Garmin 196 GPS, Garmin GTR 225 comm radio, Narco AT50A transponder, Byonics APRS tracking system. Asking price is \$70K. Bob Ferguson 707-539-5665

**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](mailto: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](mailto: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](mailto:peter.s.lert@gmail.com), 707-508-7500.



(Reprinted with permission of John L Hart FLP)

## News/Notes From...

### The ILS System Explained

(with thanks to Larry Rengstorf)

Here is a video, showing aircraft landing, using a Category III ILS system.

Here is my simplified version of how the ILS system works. There is a Glide Slope, used for vertical guidance, that operates in the UHF radio band of frequencies. There is a Localizer, used for lateral guidance, that operates in the VHF band of Frequencies.

Both the Localizer and Glide slope creates a complex modulated waveform, created by using 3 antennas on the Glide slope antenna system, and up to 16 antennas on the localizer antenna system. Both systems are modulated with 90 and 150 Hertz audio wave forms.

The signals are mixed and fed to the Antennas, where exacting wave lengths of Radio frequencies are electronically phased with each other to create this complex wave form. the Glide slope creates a 150 Hz pattern below a 3 degree glide path, and 90 Hz above the glide path.

The Localizer antenna system creates 150 Hz modulated signal on the right side of the center line of the runway, and a 90 Hz modulated signal on the left side of the runway centerline, while on approach to the runway.

The Localizer or Glide slope has a term used, called DDM Difference in Depth of Modulation. At a specified distance from the centerline of the runway, there will be created a DDM of .155 DDM, which when translated into an aircraft receiver, will cause a full scale deflection to the edge of the meter. 150 Hz on the right, 90 Hz on the left. As the aircraft gets towards the centerline the needle will move towards the center on the indicator.

The system was developed by some very smart engineering designers, and it has worked so well for so many years.

The second video offers more technical details, that most technically minded folks could understand, but it is there for the interested.

Cat III only means there are two transmitter systems at work, with one system on hot standby, being fed into dummy loads, while the other system is being fed into the antenna system in operation. If a fault is detected in the monitoring system, the standby transmitter will switch into service, by the transfer of a relay system. This transfer is very fast, and the pilot landing, and using

the system, would not notice the transfer. CAT II, means the standby system is cold, and will take a few seconds to warm up, and stabilize, and the guidance needles may deflect for a moment.

So if you are ever landing in bad weather, you can know how your pilot is guiding your aircraft in for a safe landing, down to the runway. There are better systems being developed today.

[The ILS Explained Video](#)

[How the ILS works in technical details](#)

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### Interesting Aviation Links

(thanks to Larry and David)

Seaplane Worries - [Click Here](#)

Avemco News - [Click Here](#)

## EAA Chapter 124 Board Meeting Minutes August, 2 2017

Meeting was called to order at 5:25 pm by Pres. Andy Werback.

Present: John Whitehouse, Marlon Young, Steve Waite, Dave Heal, Ben Barker, Dan Steinhoff, Steve Barnes, Josh Hochberg, Larry Rengstorf, Bob Gutteridge. Brien Seeley arrived at 5:53.

Andy reported there was not much to report in the way of business, new or old. He related that none of the chapter nominations for national awards were successful. That led to a discussion of the chapter buying a brick to memorialize the late Remo Galeazzi. The board unanimously approved a motion (Werback/Heal) to gather the details and present a proposal to the membership.

The web committee and membership committee Chairs remain open.

Marlon noted that Steve Barnes is arranging the September program. Steve stated that the speaker will be a pilot from Petaluma who will talk about flying adventures in Eastern Europe.

John Whitehouse said there have been some changes in tie-down tenants, with three welcome additions in the past month. Noteworthy expenditures were for the county property tax bill and

the replacement water well pump.

Larry Rengstorf's Facilities report described the water well failure and the pump replacement by Bartley. The first pump lasted 51 years. Larry's veteran status earned the chapter a 10% courtesy discount from Bartley.

Andy mentioned an opportunity for three or four EAA aircraft to participate in a Science Expo at the Pacific Coast Air Museum on September 23. (We have since been informed by PCAM the event is cancelled.)

Josh Hochberg announced the next two Young Eagles events will be held on August 26 and October 14, at the EAA124 premises. Rain dates are the next days.

Pres. Werback adjourned the meeting at 5:58 pm.

Respectfully submitted,  
Ben Barker, Secretary

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## EAA Chapter 124 General Meeting Minutes August 2, 2017

The meeting was called to order at 7:14 pm by Pres. Andy Werback.

Thanks and applause for another fine dinner was offered to the cooks and helpers - Sam, Mike, Arlene, Geri, Gay, Tim, and Dan. The members also thanked Stuart Deal for his Newsletter work, and John Palmerlee for updating the Website, where Young Eagles events are now posted.

Visitors welcomed included Steve Situm from Petaluma who spoke briefly on his aircraft design work.

The Minutes of the July meeting were approved as submitted (Young/Green, unanimous).

John Whitehouse gave the Treasurers report. He said the principal expenses for the prior month were \$2600 in property taxes close to \$1900 in well repairs.

Larry Rengstorf described his adventures in getting the well water restored to the site. The facilities otherwise continued in good condition.

Josh Hochberg invited members to a noon planning meeting on August 9, and to the next Young Eagles events on August 26 and October 14.

Brien Seeley reported on his attendance at the recent AIAA

national meeting. He observed that about half of the papers were on some aspect of electric aviation. Brien suggested Rainbow Aviation from Corning as a possible future meeting speaker.

The CAFÉ Foundation's Electric Aircraft Symposium was held in Oshkosh, WI this year. John Palmerlee described the proceedings and noted some sixty attendees from around the world made it a lively success. He related that the facilities on offer in Oshkosh were superior in quality and much more economical than in the San Francisco Bay area.

In Builder's Reports:

Marlon Young said his Cessna 195 is about half way through an engine change.

Steve Barnes described having to tear his engine down to find and clear a plugged oil gallery.

Les Goldner reported his Zenith 701 went down (again) due to failure of the propeller linkage in his Viking-Honda powerplant. Fortunately, he was able to tell us about it in person.

The Program was Oshkosh Reports by members: John Palmerlee showed a photo collection that began with Sky Typers overhead and included numerous electric airplanes and seaplanes. John showed Brian Carpenter's electric motor glider project from Corning, CA. Andy Werback showed a number of pictures taken en route. One happened to include a plane crash site, as was pointed out from the audience. Andy related his experience as an aircraft judge and showed many examples of outstanding workmanship.

Pres. Werback adjourned the meeting at 9:00 pm.

Respectfully submitted,  
Ben Barker, Secretary

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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 (\$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: [eaal24newsletter@sonic.net](mailto:eaal24newsletter@sonic.net)  
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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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With sympathy to Houston, it is hard to see so many wet people without imagining a solution. Something must be better than regular flooding.