



The Flying Wire

Chapter 124
Experimental Aircraft Association

Volume 55 Number 4
April 6, 2016

Board Meeting - 5:30 pm

Dinner – 6:15 pm (\$7 donation)

General Meeting – 7:00 pm

Table of Contents

April Program	1
Events Calendar	1
Running Forever	1
Beat the Deadline	3
Wrap-Up	3
Just a Few Notes	5
Fly Mart	6
News/Notes from the Editor	6
Board Minutes	7
General Minutes	8
Contact Information	9

www.EAA124.org

www.CafeFoundation.org

www.EAA.org

EAA Chapter 124
5550 Windsor Road
Windsor, CA 95492

--- Mail ---
PO Box 6192
Santa Rosa, CA 95406

April 6, 2015 Program

Steve Smith

International Travel to Baja Mexico

International border crossing, criminal hideouts, world-class resorts, shipwrecks, 30 ton whales. Is this the latest HBO miniseries? No, it's just another entertaining and informative EAA chapter 124 program. Join us at the April 6th meeting when club member Steve Smith presents pictures and video from his recent trips to Baja Mexico.

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: aaa124newsletter@sonic.net

Society for Aviation History Calendar - [Click Here](#)

Nevada County Airport's 2016 Open House on June 4th

Movie Night Friday April 29 "The Great Waldo Pepper"



Argonaut Publicity Photo

Mayday – Engine Failure

(By C J Stephens from "Argonaut September 2008")

We had been chasing ADI flow problems all week. On Tuesday Dennis took Argonaut on the course to get a time so we could make the field in case the ADI didn't get fixed by Wednesday. Thursday morning the ADI was working good again. It promised to be a good race week for the Sanders Team and Argonaut.

As we rounded behind the Pea Vine mountain I was well back in the pack, an unfamiliar place to start for this fine flying airplane. As we started down the entry chute for the race course I made note of how well the engine was performing. ADI was flowing and induction temp was just above 70 degrees. Swing past Pylon #4 here was quite a crowd of airplanes pretty well bunched up.

The Wright engine sounded the best I remember at purred along at full throttle. I thought back, and was comforted, to the night before at the crew dinner when Matt Jackson mentioned "that engine will **run forever** at that power setting".

On about lap three I had just eased past Steadfast as we were rounding pylon #6. I settled down to a clear path ahead and set my sights on the next airplane which was still quite a ways ahead. As pylon #7 was just sliding by my 9 o'clock an extremely loud explosion came from under the cowl. It was a sharp and as loud as I would expect a box of dynamite blowing up. I swear I saw the cowl diameter grow by several inches and in an instant shrink to normal size again. We later found several broken latches which confirmed the magnitude of the force.

The engine had obviously lost power so I eased the stick back to gain about 100 feet altitude and look the situation over. Denial was there but only briefly. I was more puzzled if it had quit completely since it was surging then dying again. As I reached for the propeller control to go course I reasoned that the gains I was getting from these powerful surges then failing again were more beneficial than it would be if I could get course from the propeller. The surges stopped after about 5 of them and I never did revisit the idea of trying to get course on the propeller.

After about 3 seconds I accepted the idea that the engine had failed and pulled about 2 ½ G to get as much altitude as I could from the existing energy state. I pointed the airplane to a heading that would intercept the downwind leg for left traffic to runway 14. As I passed through 7,000 msl I noted 23"MP and about 1900 RPM. I started thinking that with that much power I may be able to hold

level flight. We later found the entire induction tube and assembly laying in the back of the engine compartment. I was reading just ambient pressure.

As I crossed runway 14, I noted 8,000 msl and 160 Kts. That looked pretty good to me since my low key target (opposite landing point on downwind) was 2,500 ft and 170 kts. I soon realized that the descent rate of about 2,500 fpm would put me below my low key targets. I that I needed to manufacture some energy or I was in trouble. I kept the downwind leg in as tight as I dared. I was gliding in a completely clean configuration.

My base leg was at the end of the runway planning a touch down ½ way down the runway. I acknowledge Steve Hinton's first call about the gear not being down but after that kept my left hand on the gear handle. I thought it funny to see how little I had to do with my left hand since all of the left hand controls were engine related and it was no longer in the problem.

By now I knew it was going to be very TIGHT to make that turn and gear extension was going to be at the last possible second. With about 90 degrees to go I briefly doubted that I had enough energy to complete he turn to runway heading. I looked for a flat area to the west of runway 14 overrun. Nothing I saw for a gear up landing said anything but 'not good'. I knew I had one shot and if I did it all right it should work.

By delaying the turn rather than a longer sweeping turn I could minimize my altitude loss. I was at high risk of stall/spin and reminded myself to push it but not too far. With about 45 degrees to turn I could tell I was going to make the runway. I was surprised how well the plane handled on landing with a dead engine. Once on the ground I made a quick mental note to not loose it now and ground loop. The roll out was no problem and I let it roll down and stopped near a fire truck. About 7 seconds after I stopped fire rescue was standing next the plane asking if I was OK.

Mid way through the engine out part of the flight there had been a large amount of fire coming out of the exhaust area. At time the flames extended along the wing root and well back toward the tail section. Although I could see a lot of smoke all of the fire was below my vision line. The smoke and oil did not impair my vision forward. Steve opted not to mention the flames but I don't think I would have done anything different. I felt pretty secure the way things were going.

In the days following I spent a lot of time wondering if I could have handled this Mayday differently. In my opinion this engine blew in the place that is the most difficult to get to runway 14. I did have the energy to do as I did but just barely. I think at the pull up if I had planned a right turn to 14 it would have allowed me to arrive on final with greater energy.

I credit experience and planning on the success of this Mayday. My back ground include hundreds of glider flights, 25 or so engine out landings, and a flight test series with propellerless powered airplanes. I have always tried to maintain the idea that in an emergency such as this one, you have all that you need for a successful outcome but you get only one shot at doing it right so focus and get on with doing it right.



Toasted Argonaut in tow

Young Eagles Letter

(From National via Ray Shipway)

January 1, 2016

Dear Young Eagles volunteers:

As we approach the 25th anniversary of the EAA Young Eagles program, it has been an incredible success. One of the biggest reasons is by making the flight experience a positive, memorable one for each young person involved. Your involvement and dedication has allowed nearly two million young people to experience the joy of flying.

We want to continue that positive legacy and to let you as valuable volunteers know about some administrative changes for Young Eagles volunteers. These changes keep EAA in step with best practices that are common in youth education and recreation programs throughout the nation, ranging from scout programs to youth sports leagues.

Beginning this month, EAA is introducing a Youth Protection Policy and Program that will involve all volunteers who work with young people. It will include online best-practices training and, for certain categories of volunteers, a basic background check. Our intent is to create the safest environment possible for young people in our programs and to protect our volunteers.

All Young Eagles Coordinators, field Representatives and Pilots are required to complete both the training and background check elements. This training is available to you, free of charge, right now at www.eaa.org/youthprotection. **We encourage you to participate early, as we will require that all Young Eagles Coordinators and field Representatives, Young Eagles Pilots, and EAA volunteers who work with youth on a regular basis to have successfully completed the training and requirements by May 1, 2016.**

EAA's programs have earned an outstanding reputation because of the volunteers and our organization. We aim to maintain that reputation and instill the youth protection guidelines and culture that parents and guardians seek in all programs for their kids.

More information will be coming in the January 21 edition of e-Hotline, but we wanted you to be aware of this in advance of the wider unveiling of this initiative. If you have any questions feedback, please let us know by contacting us at the e-mail addresses and phone numbers listed below.

Thanks again for all that you do. Together we are building the future of flight.

Best regards,

Brian O'Lena
Manager, EAA Young Eagles/Eagle flights
(920) 426-6297
bolena@eaa.org

Michelle Kunes
Program Coordinator, Young Eagles
(920) 426-6114
mkunes@eaa.org

Young Eagles Office • PO Box 2683, Oshkosh, WI 54903-2683
• Ph: 920.426.4831 • Fx: 920.426.6579
E-mail: yeagles@eaa.org • www.youngeagles.org

Chapter 124 2015 Presentation Wrap-up

(By Andy Werback)

At the March meeting we summarized the programs and presentations for March 2015 through February 2016 and voted on the Best Chapter Presentation. The results were verbally announced at the end of the meeting, but to make it official, here we go.

Backing up a bit, we had the following Non-Chapter presentations –

- Jeremiah Jackson – Jerry presented his RV-6 record flight and RV-10 crash and recovery. He and his wife Nina were visiting from Del Mar, CA

- Jim Thomas – JT covered the many races that he has participated in with his Lancair Legacy, including campaigning his airplane at Reno with Colleen Keller flying. He is from Pine Mountain Lake
- John Schosanski – John hand built most everything in his Cozy Mk IV, and flew over from Napa to tell us about it
- Dr. Stephen Robinson and Jill Brigham – Jill talked about modifying NASA Airplanes for the Space Program and Steve presented his Return to Flight experience on the Space Shuttle. They are from UC Davis
- Charlie Taylor – Charlie presented his experiences as a Navy Catapult Officer. Maybe we can get him back to talk about his 8 years as an A-6 Intruder pilot
- Jeane Sloan – Jeane presented her new book, Women Spies in WWII

For the Chapter Presentations, we had –

- Jim DuVander – Presenting his Champ rebuild project
- Robert Biseri, Joe Weigand, Andy Werback – The AirVenture 2015 Wrap-up
- Larry Rengstorf, C J Stephens, and Dana Hunt – Stories and videos of the Reno Air Races
- Marlon Young – A day on the USS Reagan – Wouldn't you like to do that?
- Steve Smith – An epic cross country to Alaska and Denali with Bob Gutteridge
- Myron Meek – Incredible pictures of his close experiences with the Valley Fire, followed by Namibia Air Safari, his unique Heat Engine design, and Cappadocia Ballooning in Turkey

So –

- 3rd Place – Larry, CJ and Dana for the Reno Air Races
- 2nd Place – Marlon Young for his VIP tour of the USS Reagan

And... for the 3rd year in a row –

- 1st Place – Steve Smith for the Alaska trip, all 65 hours of it.

Congratulations!!

And Thank You to all the Chapter Presenters.

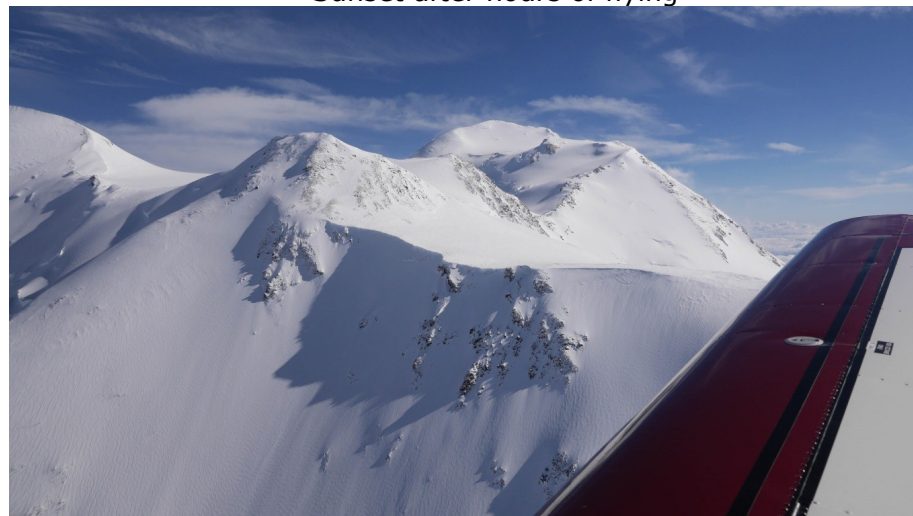
ALSO - Thank you to all of the Officers who brought in presentations. That really helps to give us interesting programs with a lot of diversity. As always, if anybody has a program that

they would like to present (aviation focused, with general interest), please contact Andy or one of the Board Members.

Here are a couple pictures from Steve and Bob's trip -



Sunset after hours of flying



Mt. Denali Up Close

A Time Long Remembered

(Provided by Larry Rengstorf)

AS some of you that served in the military, the "taps" were also played at sundown at any military base. And if you were on base anywhere outside, you stand toward the flag or in the direction of the flag, and come to attention, and salute and hold until the taps was finished.

DID YOU KNOW?

If any of you have ever been to a military funeral in which taps was played; this will bring out a new meaning of it.

Here is something Every American should know.

We in the United States have all heard the haunting song, 'Taps...' It's the song that gives us the lump in our throats and usually tears in our eyes.

But, do you know the story behind the song? If not, I think you will be interested to find out about its humble beginnings.

Reportedly, it all began in 1862 during the Civil War, when Union Army Captain Robert Elli was with his men near Harrison's Landing in Virginia . The Confederate Army was on the other side of the narrow strip of land.

During the night, Captain Elli heard the moans of a soldier who lay severely wounded on the field. Not knowing if it was a Union or Confederate soldier, the Captain decided to risk his life and bring the stricken man back for medical attention. Crawling on his stomach through the gunfire, the Captain reached the stricken soldier and began pulling him toward his encampment..

When the Captain finally reached his own lines, he discovered it was actually a Confederate soldier, but the soldier was dead.

The Captain lit a lantern and suddenly caught his breath and went numb with shock. In the dim light, he saw the face of the soldier. It was his own son. The boy had been studying music in the South when the war broke out. Without telling his father, the boy enlisted in the Confederate Army.

The following morning, heartbroken, the father asked permission of his superiors to give his son a full military burial, despite his enemy status. His request was only partially granted.

The Captain had asked if he could have a group of Army band members play a funeral dirge for his son at the funeral.

The request was turned down since the soldier was a Confederate. But, out of respect for the father, they did say they could give him only one musician. The Captain chose a bugler. He asked the bugler to play a series of musical notes he had found on

a piece of paper in the pocket of the dead youth's uniform.

This wish was granted.

The haunting melody, we now know as 'Taps' used at military funerals was born. The words are:

Day is done.
Gone the sun.
From the lakes
From the hills.
From the sky.
All is well.
Safely rest.
God is nigh.

Fading light.
Dims the sight.
And a star.
Gems the sky.
Gleaming bright.
From afar.
Drawing nigh.
Falls the night.

Thanks and praise.
For our days.
Neath the sun
Neath the stars.
Neath the sky
As we go.
This we know.
God is nigh

I too have felt the chills while listening to 'Taps' but I have never seen all the words to the song until now. I didn't even know there was more than one verse. I also never knew the story behind the song and I didn't know if you had either so I thought I'd pass it along.

I now have an even deeper respect for the song than I did before. Remember Those Lost and Harmed While Serving Their Country. Also Remember Those Who Have Served And Returned; and for those presently serving in the Armed Forces.

Please send this on after a short prayer.

Make this a Prayer wheel for our soldiers ...

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.

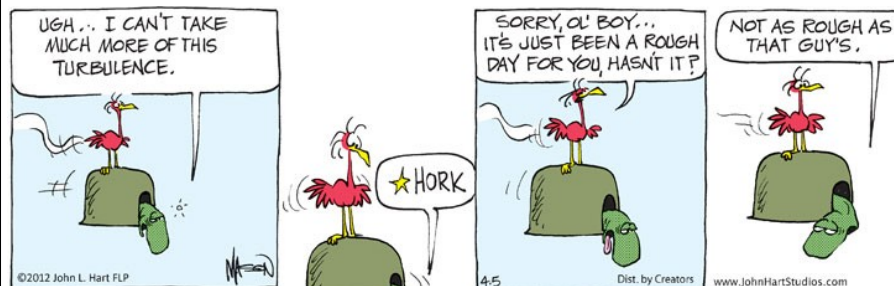
For Sale: (5-15) 1947 8E Luscombe, 85 hp Cont. Engine and airframe TT 1907, 836 SMOH. Annual 2/2015. 800 x 6 tires. Apollo SL60 GPS Receiver and VHF Comm Transceiver. Worn paint. New battery. Ellen Jori (707) 823-7150
ellinsearby@aol.com

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.



(Reprinted with permission of John L Hart FLP)

News/Notes From the Editor...

Thanks for Coming Through

Many thanks for the articles to keep our newsletter humming. It is great to be able to publish personal accounts of aviation related events that have impacted our members lives.

Sometimes articles teach us and sometimes they help us know each other better. Sharing the things that have come up for you while flying can be pretty easy and can help you relive good times or get past rough times.

- It helps to just ask a few questions.
- What got you started?
- Where were you, how did you get there?
- Who was there with you and what did you do with them?
- What were your expectations?
- Did it go as expected?
- And any number of things you saw, heard and did that we did not.

Interesting Aviation Links

(thanks Bob Gutteridge, Larry Rengstorf, Don Pedrazzini, David Heal)

Hawker Sea Fury – [Click Here](#)

Arrowhead Stadium Flyover: As you know, budget cuts have eliminated the military flyovers at large events. Well, there's a group of pilots in Kansas City who do some formation flying, in their own planes, and decided they'd volunteer to pick up the slack. They invited a couple of other groups to join them and before they knew it they had 48 flyers with their homemade airplanes signing up to join in. If they had more time, they probably would have gotten an even larger group as people kept joining and a 49th was added near the event. One additional feature of the flyover was the use of pink smoke for cancer awareness.

The folks from the Guinness Book were there and are expected to confirm it as the largest formation flight ever. And to top it off the crowd later set the record for the loudest gathering at a football stadium. Be sure your speakers are turned up... best if watch at 'full screen'. - [Click Here](#)

First Air Force One – [Click Here](#)

The \$100+ Hamburger at KAPC - [Click Here](#)

California Veteran's Benefits - [Click Here](#)

Cafe Foundation EAS announcement - [Click Here](#)

Building the 787-9 Dreamliner - [Click Here](#)

EAA Chapter 124 Board Meeting Minutes March 2, 2016

Called to order at 5:32 PM by Pres. Jim Boyer. In attendance were Andy Werback, John Whitehouse, Ben Barker, Dave Heal, Ray Shipway, Sher Miersmann, Ron Cassero, Marlon Young, Larry Rengstorf, and Bob Gutteridge.

The Board met in executive session for five minutes to hear a confidential report.

In open session, Andy and Jim introduced Jim Busha, EAA Director of Publications, and Beth Stanton, President of the Northern California Aerobatic Club. The two guests retired to the hangar to meet the chapter members.

The details of a "Light Sport Evening" at the May 4 meeting were discussed. Ray Shipway will lead the organizing. Manufacturers to be represented are Tecnam, Flight Design, Zenith, Quicksilver and Van's. Presenters will be offered 20 minutes each. Some presenters will be dealers, some owners and a few are both.

Ray and Sher reported that the new EAA training and vetting process is partially complete and will be done before the Cloverdale Young Eagles/Open House on May 7.

Andy is working on a mockup of an EAA Chapter Promotional Brochure.

Larry related the fine work done by Bob Nichols to repair the driveway using his front end loader and drag bucket.

The aircraft On-Site Rental Status committee of Sher, John and Larry reported that a couple of aircraft not owned by active members are delinquent. She will follow up with local folks.

Jim stated his intention to appoint a committee to prepare for

an EAA124 exhibit at the PCAM airshow in September. Larry pointed out the Chapter owns a popup booth that needs to be checked for completeness. Ray offered hangar space in Cloverdale at the May 7 Open House for chapter volunteers to set up the booth and check it out.

Dinner pricing at chapter meeting was discussed. The earnings from dinner are defraying the cost of the new tables and chairs at a rate of less than \$100/month. The cooks would like to sometimes be able to prepare a nicer dinner than can be done for \$7. Dave Heal moved, Andy Werback seconded, that occasional meals could be priced at \$10, to be noticed in the newsletter just before each meeting. Unanimously passed.

Meeting adjourned at 6:15 PM.

Respectfully submitted,
Ben Barker, Secretary

EAA Chapter 124 General Meeting Minutes

March 2, 2016

Called to order by Pres. Jim Boyer at 7:10PM

Thanks were expressed to our cooks and their helpers for the fine corned beef dinner.

Two first time visitors to Chapter were welcomed.

The minutes from the February 3, 2016 meeting were approved as published in the newsletter.

Jim Busha, EAA Director of Publications, and Beth Stanton, President of the Northern California Aerobatic Club were formally introduced, having already met many members at dinner.

The Treasurers Report by John Whitehouse indicated that the flow of membership renewals and hangar rents kept the club in the black for February.

Larry Rengstorf thanked Bob Nichols for the generous use on Bob's equipment to smooth the driveway. Larry also reported the passing of Bud Waldo. Bud was Past President (1987) and a Grumman Tigercat (F7F) pilot.

Ray Shipway and Sher Miersmann gave the Young Eagles Report, announcing the Cloverdale Young Eagles/Open House on May 7. Volunteers are needed and must clear the EAA's new **Youth**

Protection Policy before May 7.

Brien Seeley reported that the new Sustainable Aviation foundation will hold a symposium in Belmont on May 6 and 7.

CAFÉ introduced Jo Dempsey, the new President of CAFÉ. She announced that this year's Electric Aircraft Symposium will be a co-production with Maker Faire in San Francisco.

The award for best chapter presentation was went to Steve Smith and Bob Gutteridge for their story of their grand tour to Alaska.

Jim McCord, FAA Safety Team Representative discussed New Year's Resolutions for keeping flying skills sharp, and the new Advisory Circular AC-61-98C; Guidance for the Flight Review, IPC and your Personal Currency Program.

Respectfully submitted,
Ben Barker, Secretary



Douglas X-3 Stiletto

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

Webmaster: John Palmerlee
jbpalm@sonic.net (707) 566-8560

Newsletter Editor: Stuart Deal (707) 328-4206
eea124newsletter@sonic.net

Technical Counselors:

Bob Gutteridge (707) 539-5188
David Heal (707) 953-5021
Jerry Rice (707) 431-0206
Kevin Quirk (707) 539-8589
Doug Dugger (530) 526-4997
Rolf Unternaehrer (707) 763-7729

Flight Advisers: CJ Stephens home: (707) 836-1458
cell: (707) 799-2878
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: eea124newsletter@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.

EAA CHAPTER 124 is not responsible for any modification or maintenance items appearing in the newsletter or in any other correspondence. It is the responsibility of the reader to get approval for such items from the appropriate A&P, FAA or other government official.