



The Flying Wire

**Chapter 124
Experimental Aircraft Association**

**Volume 56 Number 10
October 4, 2017**

Board Meeting - 5:30 pm

Dinner - 6:15 pm (\$10 donation)

General Meeting - 7:00 pm

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www.EAA124.org

www.CafeFoundation.org

www.EAA.org

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October 4, 2017 Program

Reno Races Report:

CJ Stephens and Larry Rengstorf and ??

Rundown of the Reno Races by our intrepid race guys.

Dinner Menu

Traditional Oktoberfest - German-style sausages, hot potato salad, bean salad, rotkraut. Brownies \$10

Events Calendar

Please send info about upcoming events!

Please send us information if it comes your way!

Sutter Buttes Fly-in:

[Saturday October 7 10AM-2PM](#)

Livermore Airport Open House:

[October 7 \(First Saturday\)](#)

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

Bob Gutteridge: bob_gutteridge@pacbell.net

Stuart Deal: eaal24newsletter@sonic.net

Moon Struck

by Stuart Deal

Picking up on the theme from last month with the moon covering the sun for a couple minutes, It also turns out that the Cassini Spacecraft ended its mission in September. The idea that it was burned in Saturn's atmosphere to keep it from polluting the solar system with DNA from Earth seems far fetched. A slightly more cynical guess would be that the decision was budgetary.

When you think that we had manned missions to the moon in 1969 to 1972 the space race seems to have gone way past the initial goal of developing rockets for missiles.

If landing on the moon seemed amazing with a computer that was so limited that it overloaded and gave the famous 1202 computer error, it is curious to think that there is over a thousand times more computer in an iPhone. There are lots of details about this on ["TALES FROM THE LUNAR MODULE GUIDANCE COMPUTER"](#).

If we do come up with autonomous flight at the GA level I think it might take the some of the fun out of flying, even if it takes transportation to a whole new level. My thinking is that there will be times when autonomous cars and aircraft will need humans to remotely tap into the visual data stream and help steady the ship using a radio control style controller and virtual reality goggles.

Just as the FAA currently requires a passenger/pilot to be able to step in if there is a problem, it seems likely that automated trucks will be doing the same thing. As you put people out of work with automation, the availability of responsible people to take charge of a truck will be greater than ever and if the legal environment stays with personal responsibility, the technical capacity for autonomous vehicles may have no expression.

All this is to say that the light aircraft world is hooked on FUN! There is a young guy building a plane from scratch based on RC models he has built and he has [364,000 YouTube subscribers](#). While the design he is doing is greatly exceeded by the SkyPup:



[Stephen Wood's SkyPup made of wood, foam and dacron](#)

Tinkerers are going to want something they could do out on the farm when winter closes in on them, and dreams of flight are alive and well. Okay, so the utility is low but personal sense of accomplishment is high. Along with Part 103 freedom to fly, there is the possibility of actually getting in the air in something built in a typical shop.

Stick ribs built on a jig or hot wire foam ribs are perfect for a straight wing. Add on some epoxy and fiberglass and it is more fun than a squirt gun fight on a hot day! As the use of quickly assembled aluminum with fabric avoids glue, the “pop” riveter is riveting.

We do have some ultralight and wood airplane devotees in our chapter but being at an airport with airline service, I suppose it is no big surprise that faster aluminum and composite airplanes dominate. There are timeless designs like the Pietyenpol and recent quick builds like the RV-12 for Sport Pilot.

The cardinal rule about finishing a plans-built airplane is “don’t change your mind!” Probably secondary to that is “build to build”. Build because you like to build, because if you are building to fly, it is going to be a while. “What holds an airplane in the air?” is often answered as “money” but in the “plans built” world it is “time”. As an EAA neophyte, it was sobering to hear completion stories of 19 and 20 years for “kits”.

There are “quick build” kits but what do you have if not a “quick” build? An “I am taking my time and doing it right” build. All this is why it is a big deal to have progress and certainly, flight.

Of course, the ultimate “plans built” aircraft are WarBird restorations. You get the plans as microfiche from the library of congress or now through any number of repackaging web sites. There are some open source programs to “vectorize” images from blueprints, convert the image to tool movement sequences, so you can cut jigs or 3D print shapes to help make the parts you need.

It is a huge undertaking to start from a production plate and [create a whole warbird](#), but as the ad says, “people do”. If you look at the condition of [“Glacier Girl”](#) for example, any and all parts may need to be created from scratch. Technology has sped up the process somewhat, but one off parts are always going to be an effort, since you are essentially making a tool to make a part. If you have room to store them all, you would be way ahead next time you start from scratch to build a P-40 Warhawk for instance.

The difference is one of scale. As a matter of fact the scaled down versions of warbirds have several manufacturers making kits

from 2/3 scale to full size. One of the [full size Spitfires](#) made it all the way to the [cover of Sport Aviation](#) along with the stunning realization that wood airplanes can be as exciting and beautiful as metal airplanes. [More Here...](#)

Back at the farm... there are a huge number of ultralight plans available for cheap or no money, but having a plethora of choices may not make it easier to choose.

- [Afford-a-Plane](#)
- [Texas Parasol](#)
- [Legal Eagle](#)
- [Mini-Max](#)
- [Rag-Wing](#)
- [About Twenty Planes](#)
- [Not to mention complete VP-2 plans that are not sponsored but much constructed](#) (not ultralight, not link to plans)



Slickest VP-2 on the Web (Airliners.net)

If you know somebody who actually needs a project to make their life complete and they really like to build things that fly, there really is no end to the possibilities.

President's Piece

(By Andy Werback)

That was a pretty good member meeting last month – a lot to talk about and not enough time.

Many thanks to Bruce and Marcia McGlochlin for talking about their adventures in Eastern Europe during the Cold War, and flying an AN-2... pretty cool, glad it worked out. And the video of the Brodie system to launch and recover light aircraft from a WWII landing ship was intriguing.

And thank you John Palmerlee and John Whitehouse for some great stories and pictures of the solar eclipse in Oregon. An amazing number of people from Santa Rosa braved the migration to be there. Will Whiteside, CJ and Betty took off from Santa Rosa just to get above the overcast for a few minutes and see the partial eclipse – the rest of us enjoyed the fog.



The Front of the Museum

We talked a bit about the EAA Chapter Survey – and a couple of the results for our chapter. If anybody has any suggestions, please let me or one of the Board members know. A couple of years ago, we did some seminars on formation flying, welding, etc. outside of regular meetings, which went well. But there may be some interest in more technical or safety aspects of what we do, and I'm sure we (sorry, I really mean Marlon, with appropriate help) could line up a speaker – just looking for suggestions. Otherwise, we'll just continue to do what we do best!

Destinations – We attended the Lancair Owners and Builders annual meeting in Santa Fe a few weeks ago. (LOBO is a type club for Lancairs, very good to have when working with the FAA, EAA and insurers on safety and training issues. LOBO was also very

involved with the second pilot initiative).

We had never been to Santa Fe, but found that it is well worth a trip, especially if you like South West desert and Native American art, and one of the oldest cities in America (actually, the 3rd oldest, 1610, and the oldest state capitol). They have a nicely run airport, high desert air, and are only about an hour from Albuquerque. We stayed at the La Fonda, a really comfortable and friendly hotel right on the Plaza (it was a Fred Harvey hotel on the AT&SF from 1925 to 1968).



The Majestic B-52

Other than talking about Lancairs and catching up with our friends, the interesting event was a trip to the National Museum of Nuclear Science and History in Albuquerque. This used to be the National Atomic Museum, located in Kirtland AFB, then downtown Albuquerque. It is associated with the Smithsonian, so they have a lot of good stuff. The docent tour was very good, and our guide was a retired A-4 pilot.



[Jodel DR1050](#) French, all wood with box wing spar



Jim Duvander's Champ in the Fly-Mart (from Ron Cassero)

Fly Mart

For Sale: (10-17)

1959 Aeronca Champion 7GC Fully restored and ready to fly
Complete recover and wings rebuilt with Milman aluminum spars. New instruments, new Cleveland wheels and brakes, 140 SMOH, recent prop strike and engine inspect by Corona Aircraft engines. Over 60k invested. Steal at \$25K
Call Jim DuVander 707-953-0129 jim@duvander.com

For Sale: (10-17)

Garmin GDL 39 Portable ADS-B and GPS Receiver
Paid \$800 for sale at \$300
James Carraway 415-300-6150

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

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

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



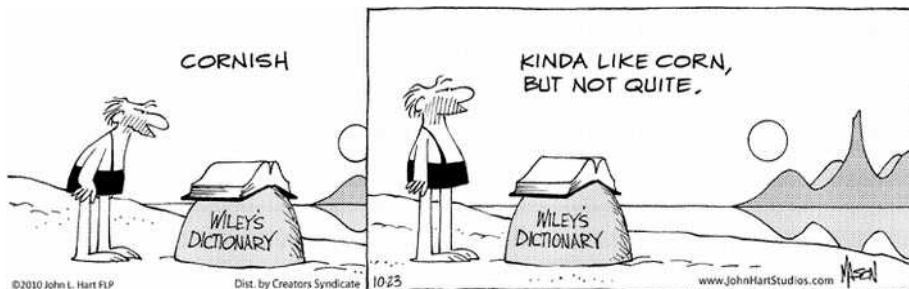
For Sale: (8-15) disassembled continental A65 - needs crank and camshaft. New engine gauges, ammeter, airspeed indicator, new aluminum prop extension and new brake actuator. Paid \$400 - Byron Barnes 707-980-4818
barnesbyron75@gmail.com

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.



(Reprinted with permission of John L Hart FLP)

News/Notes From...

Who has your personal information today?

(from to Bob Gutteridge)

Much has been reported recently about Equifax's security breach and the release of our personal information. Who has this information and what they have in mind to do with it is unclear. To protect our financial well being action is required. I have listed below the steps suggested to regain control of personal information. We have decided that the data freeze, #4 below, is our best option for preventing any credit problems.

1. FRAUD ALERT: Putting a fraud alert on your credit file "helps" protect your personal information for 90 days. Each company is supposed to forward the request to the other two. Contact info is just below:

Equifax 1-888-766-0008; alerts.equifax.com

TransUnion 1-800-680-7289; transunion.com/fraud

Xperian 1-800-397-3742; experian.com/fraud/center.html

2. REVIEW YOUR CREDIT REPORTS from each of the three agencies carefully. First check each year is free. For assistance check this link annualcreditreport.com. If you see activities you do not recognize, investigate.

2a. Call the number listed on the report.

2b. Still have a question, call the creditor involved.

2c. If it is fallacious, report the crime to police.

3. Further reading, see the Identity Theft Victim Checklist at: www.oag.ca.gov/idtheft/information-sheets

4. To provide the maximum security, consider placing a FREEZE on your credit file at each of the three credit services. This will prevent access to your credit information which in all likelihood will prevent new accounts being initiated, even by you. In the future, if you wish to open a new account, or buy a car, you will have to unfreeze your account. At this time a freezing an account carries a fee between \$5 and \$10 each. There is discussion in congress to eliminate this fee. You will need a Personal Identification Number (PIN) to remove the freeze.

Interesting Aviation Links

(thanks to Larry and David)

Nice P-38 - [Click Here](#)

Cub Commandments - [Click Here](#)

Medical AOPA - [Click Here](#)

Medical FAA - [Click Here](#)

EAA Chapter 124 Board Meeting Minutes September, 6 2017

Called to Order: 5:29 P.M. by Pres. Andy Werback.

Present: Dan Steinhoff, Brien Seeley, Andy Werback, David Heal, John Whitehouse, Larry Rengstorf, Steve Waite. Steve Barnes and Josh Hochberg arrived about 5:42.

A memorial for Remo Galeazzi was discussed, such as a brick at the brown gate in Oshkosh, and the need to contact family for their assent on pursuing recognition. Also Steve Waite reported on creation of a Chapter Lifetime Achievement Award.

Larry initiated a discussion of CAFÉ and Sustainable Aviation Foundations and how they relate to the Chapter. Andy agreed after short discussion to contact the secretary, Ben Barker, since the situation led to some changes in secretarial duties last year.

Andy reviewed the EAA National Awards. Unfortunately, none of EAA124's nominees won.

The EAA National's Survey of Chapters was discussed. EAA124 had average results but only five responses and that's generally insufficient feedback to be actionable. For now, the take away is to better promote the next chapter survey when one occurs. Sub topics discussed:

- Was the survey invisible?
- Making the Chapter more visible to the public.
- Stopping the greying of the Chapter.

Andy announced this year's nominating committee: Dan Steinhoff, Jim Boyer, with possible help from Bob Gutteridge.

There was discussion of a donation of plans and parts for a Bearhawk LSA.

Next month's program will be the traditional Reno Air Races report.

Treasurer's report: Significant progress on back rent. Large one-time expense for well repair.

County Airport Facilities Manager, Steve Lange, is retiring. Larry has met his replacement and reported a favorable first impression. Larry made his facilities report with the help of a slide presentation.

Josh reported the August 26 Young Eagles event was very successful event with 47 kids flown plus 14 adults Twelve pilots participated. The next event will be on October 14.

Brien discussed PADA, and reported EAA National is going to start charging for all events held at the Oshkosh FlyIn. He expressed serious concern about the future of non-profit participation in the event.

Pres. Werback adjourned the meeting at 6:15 pm.

The Secretary thanks Steve Waite for taking excellent notes.

Respectfully submitted,

Ben Barker, Secretary

EAA Chapter 124 General Meeting Minutes September 6, 2017

Called to Order at 7:15 P.M. by Pres. Andy Werback.

The cooks and helpers were applauded and thanked – Sam, Mike, Arlene, Geri, Gay, Tim, and Dan.

The members also thanked Stuart Deal for his Newsletter work, and John Palmerlee for the Website.

The Minutes of the August meeting were approved as submitted.

John Whitehouse gave the Treasurers report. He reported progress on clearing unpaid rents and said the principal expense for the prior month for well repairs.

Larry Rengstorf showed slides to illustrate his facilities report. The facilities continue in generally good condition. The County Airport Facilities Manager, Steve Lange, is retiring and Larry reported a favorable first impression of his replacement.

Josh Hochberg reported on the successful Young Eagles event on August 26. A dozen pilots flew forty seven young people and fourteen adults. The next event will be held on October 14.

John Palmerlee and Brien Seeley gave brief reports on the activities of the CAFÉ Foundation and the Sustainable Aviation Foundation, respectively.

Andy Werback reviewed the EAA Chapter survey and the meager response from Chapter 124. He then announced the

formation of the Nominating Committee and requested members to assist the committee. Andy also described the donation of parts and plans for a Bearhawk LSA to the chapter.

After an intermission the chapter was treated to a fascinating presentation by Bruce and Marcia McGlochlin. They recounted numerous adventures flying in Europe during the Cold war, including piloting an AN2 in Czechoslovakia.

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

The Secretary wishes to express his appreciation to Steve Waite and Stuart Deal for their invaluable help in recording events during his absence.

Respectfully submitted,
Ben Barker, Secretary



Chapter 124 Contact Information

President:	Andy Werback (17/18)	(707) 823-5616
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Secretary:	Ben Barker (16/17)	(707) 838-0238
Treasurer:	John Whitehouse (17/18)	(707) 539-5549

Board:	David Heal (16/17)	(707) 953-5021
	Steve Waite (16/17)	(707) 837-9354
	Steve Barnes (17/18)	(707) 972-3582
	Brien Seeley (17)	(707) 526-3925
	Dan Steinhoff (17/18)	(707) 235-0275
	Josh Hochberg (17/18)	(612) 384-7014

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

Facilities Committee:

Dwayne Green, Dale Wittman, Jim Long

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	David Heal	home: (707) 838-0261 cell: (707) 953-5021
Young Eagles:	Josh Hochberg	(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 (\$10) AND SOCIALIZING (free) from 6:15 to 7:00 pm. EVERYONE IS WELCOME!

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

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: ea124newsletter@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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Convair XFY Pogo