



The Flying Wire

Chapter 124
Experimental Aircraft Association

Volume 55 Number 3
March 2, 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

EAA Chapter 124
5550 Windsor Road
Windsor, CA 95492

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

March 2, 2015 Program

Mr. Jim McCord FAA Safety Team Representative

He will be discussing New Year's Resolutions for keeping your flying skills sharp, along with the new advisory circular AC 61-98C, Guidance for the Flight Review, IPC and your Personal Currency Program. In addition, Jim will discuss Pilot Communication: Tips, Techniques and Pet Peeves.

Dinner Menu

To get you warmed up for St. Patrick's day – corned beef and cabbage, with potatoes, carrots and some seasonal root veggies. Rounded out with great brownies.

Special Guests

Mr. Jim Busha, EAA National, Director of Publications, and Ms. Beth Stanton, President of IAC 38, Northern California Aerobatic Club. They will be making a special visit to Chapter 124, so please welcome them.

Vote

Prior to the main event, we will have our traditional vote for Best Chapter Presentation.

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

Husky Restoration

(By Larry Rengstorf with Doug and Julie Lumgair)

Doug & Julie Lumgair flew their 2006 Aviat Husky A1B last week for the first time since Doug rebuilt the plane. As the engine was new he made a 2 ½ hour flight (over the airport) following the Lycoming break-in instructions. And he was being timed and monitored by his wife Julie. The flight was good with only one minor oil seep. I happened to have a bottle of champagne on hand and we had a little celebration at the end of the flight.



Some of you may have seen the bird being re-assembled in the main hangar. As you can see - it is a beauty. Another bird revived by EAA Chapter 124 members. Since that time Doug has flown his baby nearly every day.



Doug says he had been thinking about a project for some time and keeping an eye on various insurance salvage websites. "I actually had placed a bid on a Swift, a Mooney and a 180 horsepower Cessna 170 but did not win any of those bids so I was shocked to win the Husky bid" (In September of 2014). He said "the Husky looked like a very interesting project and it penciled out to something that I could enjoy flying for several years and then get my investment back out of, as long as I don't value my labor". Of course, there are always big risks involved with a wreck and he said that "If I would have had hidden wing damage the project could have cost much more than it was worth".

The wreck occurred because it developed carburetor ice in the pattern and landed hard, short of the runway. Fortunately, the pilot and his son were not injured. The plane was on amphibious floats and luckily they absorbed most of the impact. But the lower engine cowl, belly and right wing tip did hit the ground.

Doug also said that the project was appealing because he missed working with tube and fabric. Working as a freelance A&P, pilot and instructor specializing in antiques, he had helped restore a Stinson L5 for a private owner and also had maintained and flew two Stearmans in Southern California for a few years and really missed those times.

The Husky was located in Spokane and he trucked it down to

Oregon for storage and disassembly where he then took the engine and propeller for overhaul and the engine mount for normalizing and inspection at the shop where it was manufactured. He also trucked the fuselage to the Husky factory in Wyoming where it was put on the factory jigs and had several tubing members replaced. The factory was able to complete the job in 3 days and he enjoyed free run of the factory for all that time. "I spent every minute I could hanging out with all the various component manufacturers (paint shop, fabric shop, wing shop) and the guys working on the assembly line".

Doug then brought the right wing down to where he works at a vineyard and winery in Windsor and replaced the outboard ribs and outer 4 feet of fabric. He also did a large section of fabric on the belly and replaced just about every fuselage aluminum skin section with new parts from the factory.

He says everything about the painting was quite a chore and took a very long time but he enjoys doing things right and it was very satisfying to work on. He still has a few parts where he's not satisfied with the paint and plans to repaint them when he paints the floats.

The plane did not come with landing gear but he noticed that the previous owner was selling the landing gear on Barnstormers and was able to pick it up for a fair price. He plans to start working on the float repairs next and looks forward to getting it on the amphibious floats one day.



Julie says that she is very happy for Douglas and very proud of his completing this project. When they were married 12 years ago he had the engine to his Cessna 170 in parts and she enjoyed watching him overhaul that and get that plane going again so she was not surprised when he took on this project.

Doug says that the plane flies just as advertised "Light on the controls and powerful". He also says he had missed flying tandem configuration aircraft because "there's nothing like the feel of flying when you are sitting right on the longitudinal axis".



T-34C Turbo Mentor
Not this T-34:



A Free Ride

(By Jim Duvander)

Who knows when we give a ride to someone, in our airplane, that this could be the inspiration for a new pilot and a changed life?

I was attending SRJC in 1963 when one of the deans told me of a free ride in a Navy airplane. I signed up, thinking nothing much would come of it. But I was curious. Next thing, I'm sitting in the back seat of a T-34 with the Navy pilot having just helped me get strapped in. The date on the back of the photo is March 3, 1963.



Jim Strapping In

I remember the flight pretty well. Our 100 acre prune orchard in Windsor, was about 3 miles north of STS. My dad and a hired hand were pruning. I asked if we could make a low pass. We flew about 50 ft. over them and continued on climbing to a few thousand feet, where he did a slow barrel roll and several other maneuvers. I loved it. It was like nothing else I'd ever experienced. But it lasted only a few minutes.

As we returned to STS, we were quite a bit too high. So he dove for the end of runway 14 and we landed. Somehow, this is the maneuver I remember best and my favorite. I was impressed. I wanted more.



Next thing, I'm spending the money I'd saved for upper division college on flying lessons. The new Cessna 150's at Coddington airport were the logical choice. But they cost \$9/hr. and the old worn J-3 Cub cost \$3/hr. So that made it plain to me that the J-3 was the plane for me.

The shock was when I found out that my instructor, Les LaBar, cost \$6/hr. on top of the cost of the J-3. But he was a good instructor and drilled into me the sins of stalling close to the ground and other important things that I needed to learn. All these years later, I can still hear him turning his head back to me and yelling something important. You see, there were no headsets back then. We just yelled back and forth at each other.

By January of 1964, I was a private pilot. So, you never know the influence of a ride given.

Editors Note: This [plane](#) is still flying: see [Flight Aware](#)

T-6 Formation Flying

(By Larry Rengstorf)

Every so often the planes need exercised to keep all the systems lubricated and operating properly.

We try to do that every other month or sooner. As we were

going flying, Dan Vance said he wanted some nice pictures of his T-6 in flight. Rob Gordon had just finished the annual on his T-6 and needed it to fly so they asked me if I would go with Rob in the back seat and photo Dan. Far be it from me to say NO.



Dan Vance in his T-6



I never miss a chance to fly in the T-6's or the P-51 Mustangs. I get to fly in the planes maybe 4 - 5 times a year at best. It is always on a moments notice, it seems like, and not always two planes flying the same time, so we have to jump at the chance when possible.

I like to do air to air and have been doing it for probably 45 years in the warbird world. I used to have large 35mm camera's, but in later years got tired of carrying around a big heavy camera and went to small pocket digital cameras, always a Canon of course (note: I had the first Canon digital as I talked the Canon rep at Hamilton AFB BX into selling his demo camera).

We do this enough and most of the pilots know where to be for the shot, I very seldom tell them a little of what I want or find what they want and then tell them where to be. We do not talk on the radio - I use only hand signals to move the plane in - out - up - down - fwd - back, or I tell my pilot to tell the other pilot to change sides but most of the time it is all done by hand signals from me. Easy and works well.

In the T-6 I open the rear canopy and shoot clear of glass (no distortion or shadows) - it is a little windy but I am used to it. In the P-51 I have to shoot through the canopy and always make sure the canopy is clean in the area that I am going to shoot out of. I raise the camera about 3-5 inches above the bottom of the canopy as it is very distorted where it goes into the frame. The best time to shoot is later in the day 3 - 4 pm, the light is better and a little to the red side which enhances the pictures, in this case reds & yellows. Try not to shoot into the sun as it washes out the colors with the digital camera's.



SO - here are a few pics I took and it was and always is fun.

We flew off STS Rwy 20 right turn - then up the valley over Healdsburg on up to Cloverdale with a high turn-around and pass over the runway then back to STS landing on Rwy 14. Probably 20 - 30 min flight, which is plenty of time to do all the pictures needed.

Yes, I already was asked why I did not call a person because he noticed Dan's backseat was empty. Most of these type flights are spur of the moment and no time for waiting for a passenger to show up - SORRY.

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.

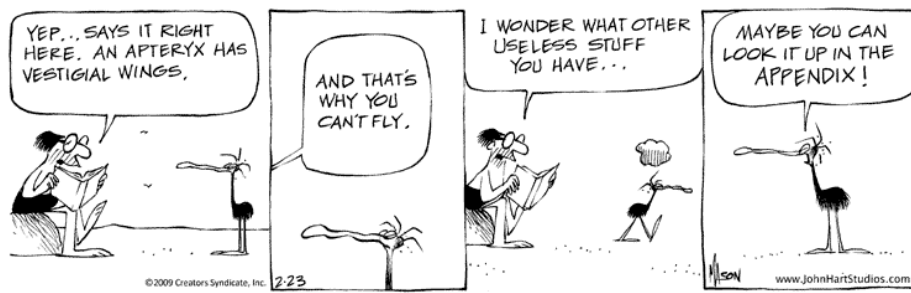
For Sale: (5-15) 1947 8E Luscombe, 85 hp Cont. Engine and airframe TT 1907, 836 SMOH. Annual 2/2015. 800 x 6 tires. Apollo SL60 GPS Receiver and VHF Comm Transceiver. Worn paint. New battery. Ellen Jori (707) 823-7150 ellnsearby@aol.com

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.



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News/Notes From the Editor...

Help from Contributors

What drives a newsletter editor to type the entire roster of names and email addresses into a spreadsheet and write a script to send out an email to each address to call for articles?

It was probably waiting too long to get started and having an empty inbox.

I am super grateful to those who contribute to the newsletter and I think that we all benefit from the mix of interests and approaches of the folks who add to these pages.

Wait, did Jim say his Dad was pruning in a prune orchard?

Remember Your Checkbook

Even though John Whitehouse did not ask for it, here is a reminder that this March meeting is the last chance to pay your dues on time and maintain your spot in the Chapter 124 Roster for 2016.

Interesting Aviation Links

(thanks Larry R, Martin, Mark T, David H)

No Paint Fabric System - [Click Here](#)

Coping Tubes Guide - [Click Here](#)

There's No Place Like Home (727) - [Click Here](#)

Free Texas Parasol Plans - [Click Here](#)

EAA Chapter 124 Board Meeting Minutes

January 6, 2016

Meeting **called to order** by Pres. Jim Boyer at 5:35 PM
All members present, except Ben Barker who arrived at 5:40 PM.
Mike Tovani and Steve Barnes also attended.

Pres. Boyer presented a table of elected and appointed office-holders and their terms for 2016:

1. President: James Boyer (15/16)
2. Vice President: Andy Werback (16/17)
3. Secretary: Ben Barker (16/17)
4. Treasurer: John Whitehouse (15/16)
5. Board Members:
 - i. Ron Cassero (15/16)
 - ii. David Heal (16/17)
 - iii. Ray Shipway (15/16)
 - iv. Sher Shipway (15/16)
 - v. Steve Waite (16/17)
 - vi. Marlon Young (16/17)
6. Facilities Manager: Larry Rengstorf, appointed (16/17)

A list accomplishments by Chapter 124 Members and notable events was distributed by Pres. Boyer. A copy is attached to these minutes. (removed by editor, published in February newsletter)

Pres Boyer reviewed the Increased Chapter 124 Rental Fees and **Dues for 2016:**

Member Dues/Year	\$35.00
Tie-Down Rate/Month	\$30.00
Shade Hangar/Month	\$75.00
Closed Hangar/Month	\$110.00

Several members reported on the status of threatened nearby airports in Cloverdale and Schellville. In Cloverdale, the city has taken no action on a General Plan amendment requested by the developer. There is no news from the county on Sonoma Valley Airport as processing continues on the neighbor's use permit application.

John Whitehouse reported he succeeded in completing the annual **Chapter renewal** with the national EAA office.

Larry Rengstorf noted two **facilities** issues: the main chapter **hangar roof** still leaks. Jim Boyer and Andy Werback agreed to check with the county on acceptable repairs. the **entrance road** and the grass alongside have been **softened by recent rain**. Larry will advise members they should use the gravel parking close to the CAFE hangar and stay off the grass.

The need to maintain current **rental** status of aircraft on Chapter property was discussed. The burden of keeping track has fallen almost exclusively on the Treasurer for the last several years. Jim Boyer moved and was seconded by Ray Shipway to appoint Sher Miersmann as chair of an hoc **committee** of herself, John Whitehouse and Larry Rengstorf to keep track of rental records and payments and avoid delinquencies.

Andy Werback read a request from a **Light Sport aircraft** (LSA) dealer to make a **sales pitch** at a Chapter meeting. The consensus was that offering such a platform to a single dealer would be inappropriate. However, there was support for a meeting open to all brands to show and discuss LSAs. Andy agreed to organize an evening program in the summer.

Pres. Boyer noted the AOPA Safety Seminar on January 14 at the Flamingo Hotel.

Mike Tovani volunteered to prepare the **Chapter Roster** book again in 2016. He and Ben Barker will investigate publication options to minimize expense and production time.

Pres. Boyer asked Steve Barnes if he would get the **propane tanks** for the hangar heaters refilled. Steve graciously agreed.

Meeting adjourned by Pres. Boyer at 6:15 PM.

Immediately following adjournment, Larry Rengstorf requested an informal extension to discuss a letter he had received requesting a hangar space "bump." He requested and received confirmation from the Board that he was correct in reading the bylaws as requiring that **all accounts of a member be current before a bump request can be entertained**.

Respectfully submitted,
Ben Barker
Secretary

EAA Chapter 124 Board Meeting Minutes

February 3, 2016

Meeting **called to order** by Pres. Jim Boyer at 5:30 PM

Roll Call of Officers: : Jim Boyer, Andy Werback, John Whitehouse, Ben Barker, Ron Cassero, Steve Waite, Ray Shipway, Dave Heal, Larry Rengstorf, Doug Lumgair and Wayne Cook. Don MacKenzie and his partner Marsha Gastwirth were remembered fondly. They were lost in a crash on January 28. Ron Cassero confirmed the Sonoma Jet Center will host a memorial on February 6 at 3 PM.

Andy and Larry reported that roof repair are on hold pending dry weather.

Doug Lumgair reported that his restoration project Husky has passed an airworthiness inspection with minor exceptions that he is correcting. He requested approval to rent space in the Chapter hangar at the shade hangar rate for one additional month. There being no objection, Pres. Boyer ruled the request approved by acclamation.

Andy Werback said the EAA Chapter 124 promotional brochure drafts have generated many constructive suggestions that he will address as time permits.

Wayne Cook stated his desire to return his Kitfox to Chapter property and requested shade hangar space. Jim Boyer and John Whitehouse looked up the accounts due and Wayne paid them during the meeting. Larry Rengstorf provided Wayne with the current lease document to fill out and return with a current certificate of insurance. The 30-day notice requirement for exercising bump privileges was reviewed by Pres. Boyer. Larry and Wayne undertook to try to get the Kitfox under cover on Friday, Feb. 5, with the wings folded.

Larry related his conversations with the county regarding the potholes in the entrance road. County personnel have promised to smooth out the road as soon as the soil dries out enough to do so.

Andy Werback noted two visitors expected to attend the March 2 chapter meeting: Jim Busha, EAA Dir. of Publications and Beth Stanton, Pres. Northern California Aerobatic Club (IAC 38).

Sher, John and Larry updated the Board on the status of aircraft tiedown rentals. That reported minimal late payers.

Pres. Boyer expressed the Chapter's thanks to Steve Barnes and Jim DuVander for filling the heater propane tanks and repairing the BBQ, respectively.

Ray Shipway described the new national EAA Young Eagles

program to conduct background checks on all volunteers who may be around young people.

Ray also mentioned that the Cloverdale airport is working on plans to expand their Open House to a two-day event.

Meeting adjourned by Pres. Boyer at 6:13 PM.

Respectfully submitted,
Ben Barker
Secretary

EAA Chapter 124 General Meeting Minutes

February 3, 2016

Call to order by the President – 1912 Hours

Roll Call of Officers:

February 3, 2016 EAA Chapter 124 Meeting Minutes

General Meeting called to order by Pres. Boyer at 7:15 PM.

1. Pres. Boyer thanked the cooks and welcomed first time visitors.
2. The January minutes were approved by acclamation as published in the newsletter.
3. John Whitehouse delivered the treasurers report.
4. Mike Tovani announced the availability of the master copy of the roster and invited members to note additions or corrections. The roster book will be finalized at the close of the March meeting.
5. Mike is also stated that dormitory reservations for Oshkosh 2017 are now available.
6. Larry Rengstorf gave an update on the driveway maintenance and asked members to avoid driving through the chuckholes.
7. Young Eagles Report: Ray Shipway announced the first 2016 event will be in Cloverdale on May 7. Ray described the Youth Protection Program rolled out by EAA This involves background checks and improved procedures for all pilots and coordinators with online training.
8. Brien Seeley announced a Sustainable Aviation symposium to be held May 6-7.
9. Larry Ford, President of CAFÉ, announced the 10th Electric Aircraft Symposium will be held in San Francisco on May 12-13.
10. Member Project Reports:
 - A. Jim DuVander has the controls reinstalled in his plane.
 - B. Doug Lumgair's Husky has its airworthiness certificate and he

expects to fly in two weeks.

11. Myron Meek gave a fascinating talk about the Valley Fire (and others), Namibia Air Safari and Improving Heat Engines

Meeting adjourned at 9:10 PM.

Respectfully submitted,

Ben Barker

Secretary



More Dan Vance

Chapter 124 Contact Information

President: Jim Boyer (15/16) (707) 571-8001
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Secretary: Ben Barker (16/17) (707) 838-0238
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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

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David Heal home: (707) 838-0261
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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: 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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Vought V-173 "Flying Pancake"

