

The Flying Wire



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Chapter 124 Experimental Aircraft Association

**Volume 58 Number 4
April 3, 2019**

Board Meeting - 5:30 pm

Dinner – 6:15 pm (\$7)

General Meeting – 7:00 pm

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 3, 2019 Program

Lynn Hunt "My Brief Career as a Naval Aviator":

Lynn will recount his participation in a 1995 event celebrating the 50th anniversary of the end of WWII. You will find Lynn's journey that brought him to the party which included the deck launch from a nuclear aircraft carrier both entertaining and informative.

Dinner Menu

Hamburgers and hot dogs with lots of fixings. Baked beans and super salad. Brownies for dessert. (\$7)

Events Calendar

Please send info about upcoming events!

Please send us information if it comes your way!

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

Bob Gutteridge: bob_gutteridge@pacbell.net

Stuart Deal: aaa124newsletter@sonic.net

Insider's View of MCAS

(from Larry Rengstorf)

Sent to me by a retired 737 jock friend of mine.

The new MCAS system is a Maneuvering Characteristics Augmentation System. First, read what I've gathered, then you

can watch this 13 minute video which explains it thoroughly with specific reference to the difficulties encountered by the Lion Air Flight disaster of late November. When this video was made, the Ethiopian crash had not yet happened. Both crashes could be attributed to unsophisticated training and inexperience by one or both crews. If they had simply turned off the two trim power switches below the flap handle on the pedestal, or selected flaps 1° (or more), the aircraft would have become controllable. <https://www.youtube.com/watch?v=s3LrsvaCUoo>

The aircraft were doomed by conflicting Air Data computer inputs from the Captain's and First Officer's Angle of Attack sensors and Airspeed sensors located on the outside of the fuselage on the left and right sides of the flight deck. Those highly unusual circumstances would baffle inexperienced and unsophisticated airmen trying to interpret what was happening and what to do as a result. [It seems the reason for conflicting outside AoA sensor and outside Airspeed sensor data will be the explanation why both the Lion Air flight in Indonesia and the Ethiopian flight in Africa sadly met their demise.]

In clear sky, more seasoned pilots could (might) have sized up the aircraft attitude and ignored erroneous Airspeed and Angle of Attack indications to manually fly (autopilot off) by attitude and power-setting alone. Experienced pilots know that with the a/c nose just above the horizon (2-3°), and roughly 80% power, the aircraft would have flown level regardless of what the panel instrumentation indicated.

Boeing added the MCAS to the 73 Max airframes because the new more powerful engines created a greater pitching (nose up) moment at high AOA - which is during take-off. It runs the trim nose down at a rate slightly faster than thumb-switch speed-trim if the aircraft is flying relatively slowly with high AOA, but can be defeated by disconnecting the auto pilot's control of it. Boeing may incur liability for not having documented and explained the MCAS properly in the Aircraft Flight Manual.

There can be 2 concerns with the system. They are:

- 1). Boeing didn't make ANY mention of the Maneuvering

Characteristics Augmentation System and how it works in the Aircraft Flight Manual. That is the systems operations manual for any aircraft. Pilots normally study them for weeks before actual flight training. Nobody knew about the MCAS beside the Boeing design engineers before the November Lion Air destruction in Indonesia.

2). MCAS looks and feels like speed trim BUT the thumb-switch speed-trim yoke switches that stop speed trim DO NOT stop MCAS. Auto pilot control must be disconnected to negate MCAS operation. Speed-trim control from the yoke trims the nose down during acceleration - to maintain a specified column force per Federal Aviation Regulation Part 23 requirement. If you apply aft column force against the (nose down) speed trim, switches in the base of the yoke control column cut-out the speed-trim. That is not the case with MCAS.

In the Lion Air Indonesia crash, a faulty Angle Of Attack indicator told the MCAS that the angle of attack was nose high and the trim started running forward as soon as the flaps were raised. The faulty AOA sensor also caused the faulty continuous stick-shaker stall warning at rotation. The continuous shaker going off most likely contributed to the pilot's "helmet fire" (intellectual overload - brain lock).

Boeing is supposed to issue a software fix to add the column switches to override MCAS trim. It's extremely unfortunate that the Lion Air crew did not do the 'runaway trim' Quick Reference Handbook procedure. Once again, it's sad to note that if they had simply turned off the two speed-trim power switches below the flap handle on the pedestal, or selected flaps 1 or more, all those lives might not have been lost.

About Oliver Evans Deal, Jr.

(Recalled by Stuart Deal)



I still remember the yelling and arguments that ended up in my older brother enlisting in the Marine Corps. Attending UCLA and falling into the fraternity trap of late nights, parties and girl chasing had a bad effect on my brother's grades. My Dad, Oliver Evans Deal, felt that being drafted was too great of an indignity for his namesake, my oldest brother, we knew as Evans. Enlisting was the only way to prevent it by the time Evans' grades had hit bottom.

With enough college to have a path into Officer's Candidate School Evans eventually became a supply officer and when he was about to deploy to Vietnam he suggested to us that supply officers have a less dangerous job than most. How he was killed during his first day in Vietnam has been a source of controversy in my family,

but the result speaks for itself.

The recent visit of the portable "Wall Memorial" to Windsor brings home the sacrifices made to keep "Dominoes" from falling. My Mother told me that the whole country was not worth the death of her first born son and history confirms that the Vietnamese are not merely a "Dominoe".

Words can hardly describe the negative impact losing my oldest brother had on my family. To say it killed my parents would be accurate even if it was in slow motion.

Obviously, the loss we suffered was shared with many other families, as is brought home with the arrival of the "Wall" here in Sonoma County. Also, those who survived were not unscathed and many live with the Vietnam War every day of their lives. It reminds me that we often don't know what our neighbors have been through, a bit of patience and concern may be worth the extra effort.

Fly Mart

Please send changes to eea124newsletter@sonic.net

Cleaning out the Hangar: (4-19)

TIG Welder Miller diversion 180 AC/DC, new never used with extra electrodes and ceramic cups w/Argon full tank and regulator. Includes Miller 500E electronic helmet also new and unused. Total cost was over \$2,000; asking \$1,300 or best offer.

36 inch metal brake w/stand; new \$239; \$100 or best offer
1 ton shop crane (engine hoist) \$139 new; \$75 or best offer
2 Flightcom Classic ANR Headsets very good condition, \$339 new; \$100 each or best offer

Call Jim Boyer at 707-571-8001, or see at 3504 Banyan St. Santa Rosa

VHF Transceiver Wanted: (10-18)

Wanted – Aircraft VHF handheld radio, must be working, but can have bad battery. Replacement for one lost in the fire. Please contact Bob Matreci rjm5678@msn.com 707 291 5472

CAFE Hangar Spot: (9-18)

CAFE hangar space available at STS. Space for one or two light singles depending on fit. \$200 monthly each. EAA Chapter 124 Members, flyable aircraft only, please.

Contact Mike Fenn (707) 481-5791

EAA Hangar Spot: (9-18)

Eaa Ch 124 has one Hangar spot available for a RV size airplane, \$110 per month, plus \$200 deposit.

Must be Local & National Member.

Call Larry 707-575-0331 or Marlon 707-479-9994



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News / Notes From the Editor

Sharpen those lawn mower blades! Wet and sunny weather makes the grass grow like a shot.

Interesting Aviation Links

Otis Holt Electrics [Click Here](#)

P-38 Combat Pilots.

Flight specs with the great Tony LeViere [Click Here](#)

EAA Chapter 124 Board Meeting Minutes March 6, 2019

Meeting Called to order by President Marlon Young at 5:30 PM

Present - Marlon Young, Andy Werback, Bob Gutteridge, Brien Seeley, Larry Rengstorf, Josh Hochberg, Ben Barker, David Franco

Absent - Terry Freitas, John Whitehouse, Dan Steinhoff

Also attending - Mike Fenn, Mike Tovani

Old Business

Minutes - February - Motion to Approve by Larry, second by Bob G, passed

Marlon - Long EZ has been moved to the hangar, just needs a wing and some sanding... No further action on PCAM loan. Marlon will send thank you letter to Mr. Don Harding

New Business

July 3 Meeting - Leave schedule as is and watch the fireworks in Windsor; Have an informal meeting. Flying stories.

VP Report - Next month TBD

Secretary Report - Minutes corrected in Feb newsletter

Treasurer Report (per Ben) - Up to date on one outstanding account (i.e. "late"); 59 paid members to date...we have put out email notices and announcements in the newsletter..

Facilities Report - Waiting for rain to end...Couple of issues with AOA cards not being audited on time, \$300 in fines. Brien - Motion to authorize Larry to deal with matter as he sees fit. Dave - Second, Passes, 1 negative.

Young Eagles - Signup sheet available, along with Signup Sheet for April and Business Cards!!!

Aug 24 YE/Open House - Marlon will initiate an agenda/plan/invitations; Food at lunch time; maybe open CAFÉ to aircraft weighing (Dave and Dwayne); Share Rides, ... - Andy to ask National for email list of everyone within 50-100 miles. Also FAA for pilots within 30 miles.

Mike Fenn - CAFÉ - Motor home available - to be "donated"

Meeting adjourned at 6:03 PM

Respectfully Submitted,

Andy Werback

Secretary

EAA Chapter 124 General Meeting Minutes March 6, 2019

Meeting called to order by President Marlon Young at 7:05 PM.

Marlon thanks the cooks - Sam thanks her crew - Jim, Andy, Arlene, Duane, Dan and Howard.

No new members or guests....need to work on that

Newsletter - Need Articles...

Minutes from February, motion to approve, done

Treasurer/Membership - See Ben to make sure you're paid for 2019. Last chance for the Roster

Facilities - Good as is, looking to fill some potholes when it decides to stop raining

Young Eagles – Josh advertises dates and needed support from members; Please sign up! Pilots and Ground Crew. You can make a difference! Need a background check, Josh will put out the info.

Open House – August 24, in conjunction with YE date. Stay tuned – social details coming.

VP Report – nothing to report

Builder's Report – Otis Holt provided some details on his RV update – Fuel Pump evaluation and a New Panel – This goes with the new dual Lightspeed electronic ignition. If going electric, then how about 2 electric fuel pumps to replace the mechanical pump... Walbro GSL414 won the contest.

Vote for best 2018 Chapter Presentationgoes to CJ Stephens for his January presentation

Presentation by CJ Stephens – In addition to service in the Air Force, CJ participated in many other flying activities with associated anecdotes (how do you explain landing a glider in a parking lot, or landing without an engine, and no prop, too!). CJ covered some of his commercial flying along with instructing and racing at Reno (where he really did have an engine out experience, along with a couple in his Glasair).

Meeting Adjourned at 8:30 PM.

Respectfully Submitted,

Andy Werback

Secretary

Chapter 124 Contact Information

President: Marlon Young (19/20) (707) 479-9994

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Secretary: Andy Werback (pro tem) (707) 823-5616

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Board: Terry Freitas (18/19) (707) 953-5021

Bob Gutteridge (19/20) (707) 539-5188

Brien Seeley (19) (707) 526-3925

Dan Steinhoff (19/20) (707) 235-0275

Josh Hochberg (19/20) (612) 384-7014

Membership: Dave Franco (707) 494-4259

Facilities Chairman: Larry Rengstorf (18/19) (707) 575-0331

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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 (\$7 sometimes \$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: eaa124newsletter@sonic.net
or mail to: Stuart Deal
430 Secretariat Ct
Santa Rosa, CA 95401

Deadline for newsletter submissions is the 20th of each month. Articles submitted after that date will be included in the newsletter at the discretion of the editor. All articles are copyrighted. To reproduce any article, please contact the editor.

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