



The Flying Wire

Chapter 124
Experimental Aircraft Association

Volume 55 Number 12
December 7, 2016

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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December 7, 2016 Program

Paul Karmouche: Pazmany PL-2

Paul will be bringing his father's bright yellow Pazmany PL-2, N650PK. This unique and eye-catching homebuilt aircraft received a Bronze Lindy at Oshkosh 2014. Paul will talk about his father Pete's project and how it came to be. Don't miss this!

Dinner Menu

Sam's Special Holiday Ham Dinner, roasted potatoes, green beans, homemade apple sauce, cookies. \$10.

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: eaal24newsletter@sonic.net



The Makings of a Test Pilot: Side Trip

(From the personal papers of Lt Colonel Oliver E. Deal, USMC transcribed by Stuart Deal)

The gray drizzly weather near San Francisco that late fall of 1942 affected me during my entire stay at St. Mary's College and again at the Navy's primary training center at Livermore. I sniffled during the entire period at St. Mary's, but stopped abruptly on the airliner that took me home on leave.

The day I arrived at Livermore, the runny nose began again, and with it began a nagging earache. The occasional throbs persisted through the first few days of orientation -- days of classes and walking tours of the base facilities. On the evening of the third day, the pain mounted suddenly to a nearly intolerable level. I rose from bed, dressed and walked through the rain to Sick Bay.

The corpsman on duty was unsympathetic with my woes. He took my temperature, gave me three aspirin tablets and put me to bed. At one point I rose to repeat my plea for medical help but he was firmly resolved not to call the duty surgeon, and I returned painfully to bed.

After some experimentation I found the pain to be the least dizzying if I sat up. I must have remained almost awake until nearly dawn, when I fell asleep, my head falling toward the throbbing left ear.

When I awoke, it was daylight and the pain was miraculously gone. The infection had ruptured and drained during the night, leaving a large amount of blood and other matter on the bed, in my outer ear and even in my hair.

But the pain was gone. I felt I could meet whatever might come, and was ready to rejoin my class.

The nurse who took my temperature that morning left the thermometer under my tongue for the requisite period, looked at it, and then re-inserted it. Evidently my temperature had returned to its usual subnormal temperature of 98 degrees, where it has been through most of my adult life. Thus without here saying a word, I had a measure of my improvement. I felt ready to meet the world, and especially to challenge the Yellow Peril, the name affectionately attached to the N3N's and the N2S's which we were to fly. I had not flown in over two months, and although I had a total of only 20 hours, I was eager to start again. I asked to be released from Sick Bay to rejoin my fellow cadets. But the nurses and corpsmen would not hear of this. Despite my protestations that I had recovered and felt fine, the ugly stain on my bed remained unexplained, and I had to await release by a physician during morning sick call.

The doctor that morning was a flight surgeon - one of those

select Navy doctors who specialize in Aviation Medicine -- who have learned to fly, and who fly regularly, although they rarely solo. Pilots enjoy a rare comradeship with these men who watch over them. His name was Dr. Fox. Of all the flight surgeons I have met, I admire Dr. Fox the most, because of his encouragement and the quality of his concern.

Fortunately he was an ear, nose and throat specialist, and I felt, qualified to pass on the completeness of my recovery.

I was the only ambulatory cadet who was at sick call that morning. After my treatment - yea neglect - of the evening before, I felt privileged to see the doctor first. I walked directly to the head of the sick-call line. "I'm a cadet," I said. "I had a severe earache last night, but it drained, and I feel fine this morning." No one questioned whether I should advance to the front of the line. Although I never did it again, at sick-call or anywhere, that first moment of enjoying the privileges of rank was somehow important to me.

Dr. Fox looked in my ear. At first he said nothing. Finally he said, "Well, it might heal." then he began to dictate details of the problem to the corpsman at his side. My eardrum was ruptured! My flight career might end almost without beginning. I swallowed copious saliva through a constricted throat and wondered what I would do next.

Dr. Fox prescribed several pills, plus rest. I was to remain in Sick Bay, to recover if I could. I tried to stop imagining airplanes in my future, but it was hard to consider myself as anything but a pilot. I wondered what could possibly take the place of aircraft in my life.

"Yes, it might heal," said Dr. Fox the next day, and I was struck by the fact that he cared about me as a person and as a would-be flier. "You may be flying yet!" He reviewed my prescription and sent me off again. Follmer (ed: Hugh Follmer, who was to become my uncle) brought my books, and I tried to study and keep up with my class. My efforts were discouraged and half-hearted, though, because I felt I must prepare for disappointment.

"I think it's healing," he said on the third day. "If it does, you will be a very lucky guy, Deal." I relaxed for the first time since the pain had begun. His encouraging smile helped a lot.

Day by day the reports got better. Dr. Fox called me "Lucky Deal" each time he saw me. soon I left Sick Bay, but reported back daily. He wouldn't let me fly for two weeks, then he had my assigned instructor changed. He said he wanted to be sure I started out with someone who would be gentle with my ear. As a result I was assigned an instructor for whom Dr. Fox had great respect. (ed. because my Dad forgot the name of this officer, I use "Ace" whenever my Dad references him). His Name was Ace, and

was an exceptional instructor in several ways.

To begin with he was gentle on my early flights. He never made an effort to embarrass me during our flights, as so many instructors did. We met, as I felt instructor and student should, on a basis of mutual respect. furthermore, he was intelligent and inventive -- he devised a method for performing snap rolls every time -- a method which stood me in good stead on my "D" check, and which I remembered so well that after several years of flying heavier equipment, I was still able to step back into an N2S and perform those same beautiful snap rolls.

When I had my first flight, several of the other cadets in my class were far enough ahead so that they had already soloed. I was envious. After all, I felt I had already soloed in CPT, and should have no trouble with this new Stearman. Lt. Ace strapped me in himself before our first flight. I understood the reason for his care -- it stemmed from a recent accident. A cadet had failed to fasten his seat belt; his instructor had given him a simulated engine failure shortly after takeoff. In his determination to demonstrate his quickness in changing from a climbing to a gliding attitude, the student had pushed the stick forward so abruptly as to pull negative "G's" and had left the airplane. He was unable to open his chute.

Twin Boomers:

(by Stuart Deal)



Airplanes parked at Fox Field: Fairchild C-119

The Fairchild C-119 Flying Boxcar. You may remember this plane from the 2004 "Flight of the Phoenix". The twin boom design was a big help to the re-design done by the (spoiler alert) German

model designer. The guy who wrote the book, Elleston Trevor (born Trevor Dudley-Smith) had been a flight engineer during the Second World War. A Fairchild C-82 Packet was used in the original 1965 movie and is the precursor to the C-119 that has the cockpit pushed forward to allow more cargo space.

Whatever you think of the relative merits of the two movies and the tragic loss of Paul Mantz in the 1965 version, you have to have a twin boom design to make it work. If you watch the crash of Paul Mantz on the well know newsreel now on [YouTube](#), you see that the “Phoenix” plane broke in half when it touched down. Feeling that the crash was caused by poor engineering, I looked further to find that the name of the plane was the “Tallmantz Phoenix P-1”. The part that failed was the custom part made by Tallmantz Aviation. Most of the P-1 was made from existing successful airplanes. Though the airplane was certified by the FAA for flight, it still broke in half. Here is an in depth article about the [plane](#).

I found a C-119 Flying Boxcar (N13745) at Fox Field in Lancaster, California along with a British twin boomer, an Armstrong Whitworth Argosy C.2.



Four Engine Twin Boom Armstrong Whitworth Argosy C.2 at Fox Field

When I was a kid at an air show put on at Fox Field (KWJF), I saw a Cessna 337 Skymaster there. The Cessna Skymaster is one of the few twin engine airplanes that does not actually require twin engine time to fly, since it is a push pull and does not yaw significantly when flown on only one engine. This plane was used after the little Cessna O-1 Bird Dog and became the O-2 Bird Dog in the Vietnam War made famous in the “Bat*21” movie with Danny Glover piloting. Like many war movies, things were a lot rougher than portrayed in the movie. At one point there were tons of the O-2 Cessnas at [AMARC](#) .



Cessna O-2 Bird Dog Forward Air Controller

There is an upgrade or conversion for the Cessna 337 called the Riley “[Rocket 2](#)” that is pressurized and essentially a new airplane available for \$250,000. Much cheaper than a Piper Meridian. I met one of the engineers on the project after he left Riley when we both worked at Zodiac Aerospace but his main comment was that they ran out of money. I am pretty sure that the “Rocket 2” upgrade is great but not as efficient as a Twin Comanche.



Clearly the most famous twin boom plane type is the Lockheed P-38 Lightning. Fast enough to worry about going supersonic in a dive with “compressibility”, but sometimes described as docile, it was used for multiple purposes by the U.S. Army in the Pacific War, Europe and North Africa, even Alaska after 1941. The speed and versatility of the Lightning was similar in some ways to the Mosquito Bomber, the best known military aircraft made mostly of wood, being a very fast twin. Even more similar to both planes was the Hughes D-2. It had the twin boom high performance and the “Duramold” wood bonding and shaping process.



Hughes XF-11 Came after the D-2. Hughes crashed the first one in Beverly Hills, California

Hughes seems to have missed chances to come up with planes that would fight the war. In a time when soldiers, sailors and airmen were giving their all, Hughes’ self centered egotism and contentious relations with military buyers kept him from doing much more than being famous and building prototypes. Hughes had another twin boom plane that was aluminum that he made famous by crashing it in [Beverly Hills](#).

While the twin boom idea was mostly based on having twin engines, there was a twin fuselage plane called the P-82 Twin Mustang that was the last of the piston driven fighters ordered by the U.S. Air Force. The special thing about this plane was that it

had a range of 2,300 miles at up to 40,000 feet. Before the Mig-15’s and F-86 Sabre Jets arrived in Korea, at the beginning of the conflict, the P-82 Twin Mustangs were the U.S. Air Force on scene.



North American P-82 Twin Mustang

Closer to home and probably the best current twin boom U.S. airplane is the North American Rockwell OV-10 Bronco. These turboprop twin boom planes took over where the O-2 left off.



CAL FIRE OV-10D Bronco

The Bronco is not as fast, or as pretty as some of the other twin boom airplanes, but with the best downward visibility ever and great turboprop dependability, it is perfect for the task we see them perform during fire season.

Fly Mart

(Loads of new items from Jim Duvander --- Take a Look!)

For Sale: (12-16) P-12 (Piper Super Cruiser) replica, based on WagAero's 2+2. On gear, brakes, empenage, engine mount, SS firewall, stick and rudder controls plus plans. \$5700.

Tripacer wings- need recovering. \$2500

Included with sale of above, extensive collection of aircraft tools and supplies.

Lycoming o-320, 1230 SMOH Last annual: 2014

Strattus II \$500

Bose noise canceling headset. \$500

Engine mount for Piper Pacer. \$150

Hand held Icom radio. \$100

Call Jim DuVander 707-953-0129

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: (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: (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...

Press Democrat article:

Check out the aviation links below. Many of you know about the Press Democrat article on November 18 about Wings Over Wine Country. I have to admit that it makes me curious about how air show events come together. If anybody wants to create an article or a program on it I would be excited to get the low-down. After watching the splintering of some of our associated groups I would be very interested in ways folks can find to create common cause and build something exciting.

It seems like a group program or shared article would be the perfect way to express that we can come together to make things happen. I would love to see it here. Thanks for listening - Stuart

Interesting Aviation Links

(thanks to Stuart Deal)

Hangar Flying- [Click Here](#)

Grounded - [Click Here](#)

EAA Chapter 124 Board Meeting Minutes November 2, 2016

Called to order by Pres. Jim Boyer at 5:30 PM.

Present: Andy Werback, John Whitehouse, Ben Barker, Dave Heal, Steve Waite, Ray and Sher Shipway, Marlon Young, Ron Cassero, Larry Rengstorf.

The October 5, 2016 minutes were approved by acclamation.

Pres. Boyer announced that (1) Bob Gutteridge would present chapter office nominations at the members meeting to follow, and (2) the Golden West fly-in was canceled due to inclement weather.

Steve Waite described the chapter appearance at the WOWC Airshow as a success with room for improvement. He noted the desirability of setting up earlier and taking more advantage of the

generous space available, close to five acres.

Ron Cassero reported on behalf of Josh Hochberg that the October 8 Young Eagles event was a big success, with 53 young persons flown. The nine aircraft ranged from a Cessna 340 twin to a Zenith sport plane.

John Whitehouse characterized the monthly negative net revenue as normal for the season and of no immediate concern. He said the usual suspects are delinquent on their parking fees and are noted by pink highlighter on the report posted by the meeting room door.

Andy Werback confirmed speaker responsibilities through next February with the board members.

Larry Rengstorf said the weeds have been sprayed again but driveway grading will have to wait for repairs to the bulldozer.

Adjourned at 5:53 PM.

Respectfully submitted,

Ben Barker, Secretary

EAA Chapter 124 General Meeting Minutes November 2, 2016

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

The members warmly thanked the cooks for a fine turkey dinner: Sam Werback, Arlene Boyer, Mike Shook and Gay, and Mike Finn the BBQmeister.

Allen Nelson, the evening's speaker, was welcomed as a first time visitor. Allen is very active in the Pacific Coast Air Museum oral history program.

Bob Gutteridge presented the recommendations of the Nominating Committee for President, Vice President, and four Directors. They were:

Andy Werback- President

Marlon Young- Vice President

Steve Barnes- Director

Stephen Mann- Director

Josh Hochberg- Director

Dan Steinhoff- Director.

General Minutes Continued... (Admiral Minutes?)

Nominations from the floor that were accepted by the nominee were:

Brien Seeley- Director

Wayne Cook- Director.

As Messrs. Werback and Young were unopposed, nominations were closed and they were elected by acclamation.

The following Directors were elected by secret ballot:

Steve Barnes

Josh Hochberg

Dan Steinhoff

Brien Seeley.

Pres. Boyer announced the cancellation of the Golden West fly-in due to inclement weather.

Treasurer John Whitehouse reminded members of \$35 Chapter 124 dues for 2017 renewal. He is accepting renewals now, and the deadline for roster inclusion is the March 2017 meeting.

Vice President Andy Werback mentioned the passing of aviation legend Bob Hoover. Andy also described having been among the judges at Oshkosh last July who awarded a bronze Lindy to the Pietenpol Air Camper featured in the November 2016 issue of the EAA Experimenter.

In his facilities report, Larry Rengstorf said the weeds have been sprayed again but driveway grading will have to wait for repairs to the bulldozer.

Ron Cassero reported that Young Eagles Chair Josh Hochberg is attending the NBAA convention, but submitted a summary of the October 8 Young Eagles event. It was a big success, with 53 young persons flown. The nine volunteer aircraft included Cessna 195, 340 twin and turbine 210 models as well as a Zenith and several RV sport planes.

The CAFE Foundation report was given by John Palmerlee. He described how Pipistrel continued development of its G4 aircraft after winning CAFÉ's 2012 Green Flight Challenge. The plane now uses hybrid fuel cell technology, which Pipistrel has leveraged to win a major new contract. Pipistrel will build its battery-swapping Electro Alpha trainer in China and use the profits to develop a 20 seat commuter plane using hybrid fuel cell technology.

Brien Seeley announced April 21-22, 2017 as the dates of next symposium to be put on by the Sustainable Aviation Foundation. He reported that a featured speaker will report on the recently-announced Fresno County-funded project to equip two flight schools with charging stations, allowing Electro Alpha trainers to conduct

student cross-country flights.

(Ed. Note: those interested in more detail on the Fresno project may wish to read the October 19 AOPA news story at <https://www.aopa.org/news-and-media/all-news/2016/october/19/electric-aviation-made-practical>) or [Click](#)

Steve Smith talked about his experience with a Baja Pilots Association trip into Copper Canyon in Mexico. He described it as an amazing 6-hour round trip train excursion and the BPA as fine group of companions.

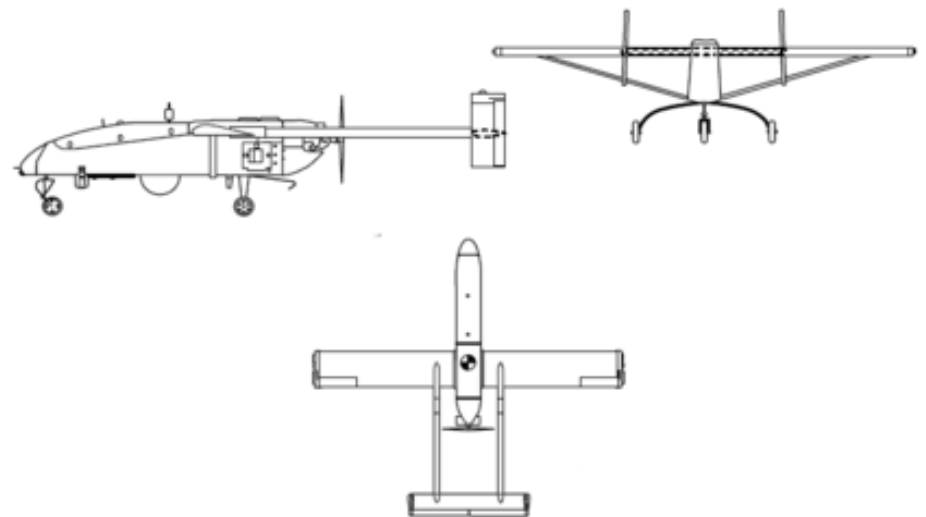
Bob Ferguson had a big milestone in his Builders Report: the wing is on his RV-14!

After an intermission, the members were treated to an outstanding presentation by Alan Nelson on his aviation career as a non-pilot. From a childhood surrounded by aviators he went on to work as a smoke jumper and as a ground crew member in the Air National Guard. Alan's work on airborne weapons eventually led to the "Star Wars" laser missile defense project. Alan shared great pictures and animations of all these interesting topics, making it a most informative evening.

Meeting adjourned 9:50 PM.

Respectfully submitted,

Ben Barker, Secretary



AAI RQ-2 Pioneer UAV Three View. Launched by Iowa Class Battleships until 2007

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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
or mail to: Stuart Deal
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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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