

The Flying Wire

**Chapter 124
Experimental Aircraft Association**

**Volume 57 Number 6
June 6, 2018**

Board Meeting - 5:30 pm

Dinner – 6:15 pm (\$7 donation)

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



Table of Contents

<u>June Program</u>	1
<u>Dinner Menu</u>	1
<u>Events</u>	1
<u>Lesson Learned</u>	1
<u>President's Post</u>	3
<u>Fly Mart</u>	4
<u>Notes From the Editor</u>	5
<u>Aviation Links</u>	5
<u>Board Minutes</u>	5
<u>General Minutes</u>	6
<u>Contact Information</u>	7

Jun 6, 2018 Program

Bob Nicolas on history of jets:

Bob Nicolas will be talking about the history of jets and his early days at Santa Rosa County Airport. Bob owns and manages PropJet Aviation here at KSTS and is an active and dedicated participant in Young Eagles with Chapter 124.

Dinner Menu

June Dinner – Spaghetti with Sam's award winning meat sauce, garlic bread, super salad, chocolate cake and ice cream. Try doing that at home.... All for only \$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](#)
Ukiah Airport Day June 2: [Event Flyer](#), [Airport Website](#)
Wings of Freedom: [June 4 to June 6](#)

Bob Gutteridge: bob_gutteridge@pacbell.net
Stuart Deal: aaa124newsletter@sonic.net

Fool of Thumb

Written by John B. Palmerlee

Published in the AOPA Pilot, October 1995, "Never Again" section

Date of the flight: 12-26-87

The following document is in the format submitted to AOPA in 1995.

My wife Robin and I had logged our minimum required time at the family Christmas gathering and were hot to get back to some New Year's R & R at home... alone.

The flight from our dirt strip north of Marysville, CA to the old Santa Rosa Air Center would take just under an hour, thanks to our

1951 Cessna 170-A. In an hour and a half, we hoped to be sitting in front of the fire at home. Away from the stresses that surface when we try to mix my extended family with Christmas vacation. The plan seemed flawless.

Then I phoned Red Bluff for a check on the weather. In my eager mental state, it sounded like one of those conservative reports following which the flight service attendant makes recommendations like "it might be best to wait a few hours for an improvement" or simply "VFR flight is not recommended." Well, I knew better. I had flown the route scores of times, and the weather had a consistent habit of turning out better than forecast.

But a twinge of doubt grabbed me when we climbed aboard the 170 and I looked over to see Robin's beautiful, trusting smile. I had let my IFR currency lapse - so instrument flight wouldn't be an option this trip. As I prepared the engine for start-up, I reviewed a mental rule that had helped me in the past "I can turn around if it looks bad ahead." Soon I felt my earlier certitude return - expressing it with a confident "CLEAR." The engine came eagerly to life.

The flight began with a takeoff punctuated by cow pies and gopher mounds followed by our traditional departure fly-by. Heading southwest, visibility was good under the clouds. I decided to maintain 2,000 feet for starters - but necessity soon required 1,000, then 500 feet. Time to make a decision, I thought. Looking over at Robin, I decided to play it safe - we landed at Yolo County Airport, and waited.

A few hours went by. We ate lunch, I called flight service again, a passer-by offered to buy our airplane - the usual while waiting for the weather. My mood was upbeat, and when sunlight broke through, I decided to try for Napa under the clouds.

I love flying through sunbeams under a broken overcast. Robin was enjoying the sights too, and my doubts about the flight had nearly waned. If we could get past Napa, I knew it would be a routine flight to Santa Rosa.

Over Fairfield we could see the low mountains just east of the Napa Airport. The ceiling dipped there with one opening between hills into the airport, and another a couple of miles north. Those were my two options, I thought.

Napa was busy. When I called the tower, I was asked to circle clear to the northeast for 5 minutes, then call back. O. K., I thought - I can wait.

But as we waited, the other opening kept looking better. I began to rationalize its benefits: I could avoid the tower and this hassle... I think I know a way through the hills into Napa Valley...

They're still busy and I don't want to wait again. By the time the five minutes were up I had decided to try the "shortcut." What a mistake.

I didn't see this one coming. I expected the warnings to wave in time for a safe retreat, but my little mental rule kept me going, with tunnel vision - "I can turn around if it looks bad ahead." We passed through one cute little valley, then another. But something inside prodded me to wonder if it wasn't three little valleys we'd passed - and what turns did I make since waiting at Napa? Something was amiss. As my attention returned to flying, it was as though my eyes were open for the first time in several minutes. Ahead lay a semicircle of completely obscured hills. Taking this as my cue to reverse directions, I started a 180 to the right, telling Robin we'd have to go back to Napa.

The next time I looked at Robin was after a full 720 degrees. My face must have painted quite a picture - she asked what was wrong, wanting the whole truth. Every possible exit from the valley was obscured by clouds. I didn't even know where we had entered - it all looked foreign to me. I told Robin what had happened, and that we would have to land if an opening didn't show.

I couldn't decide whether to make an emergency landing or risk an instrument clearance into Napa. The 170 had new instruments and one excellent radio - but only a venturi for vacuum and a hole where the transponder was going next week. In addition to my instrument currency lapse, I had no publications aboard. A landing in the pasture below looked much less than promising, but how would I fare making an approach in IMC?

After untold circles spent considering an emergency landing, I leaned back in my seat to get a breather. The sweat flowing down my back and arms told me how scared I was. Robin's clear voice over the intercom clashed with my emotional state, but it also calmed my nerves. Without hesitation, I found myself agreeing with her suggestion that we should call for help. Using my sectional chart and knowledge of local terrain as a guide, I verified that departure was possible with safe obstruction clearance. I was glad to have a plan, and dialing in 127.8 Mhz answered an inner call to action.

But our radio couldn't get out of that valley either - even though we heard Oakland Center fine. On the third call (with an increased sense of urgency), we got a response from an Air Force helicopter pilot who kindly offered his services as a relay station. Now the task of getting a clearance was simple - except for one small point. For our own safety, it was essential that I be honest with our controller. I spoke through a thick lump in my throat when

I transmitted "please advise Center I'm rated but not current and have no publications."

After several relayed transmissions the controller had digested our predicament. I received a clearance to enter the overcast with vectors to a VOR Approach into Napa. A simple "thank you for your help" sent via radio to our helicopter friend paid poor service to the appreciation I felt as we left that lonely valley behind.

So where were we? I threw an estimate at Oakland, "approximately 10 north of Napa." But I must have been imprecise, because it took the controller over 5 minutes to find us on his scope. That rectangular hole in the instrument panel wasn't helping us a bit. Meanwhile we headed for the Scaggs Island VOR at 4,000 feet.

The cards were stacked against this being a textbook approach. My instrument rust conspired with the recently upgraded panel to destroy my cockpit efficiency and exaggerate my tendency to over-control. I was so busy with flying that I had Robin writing down clearances. The intercom more than paid for itself that day.

It took two attempts to complete the approach, neither of which were worth writing home about. I hope it will never again feel that good to break out of actual with the destination dead ahead.

After taxiing off the active, a voice in the radio said the Center area manager wanted me to give him a call once I'd tied down. The new kind of fear this triggered was one I could deal with - still grateful that we'd made it back in one piece.

But no reprimand was in store. The manager just wanted to know my address so they could send me a copy of an "atta boy" report about what they termed a successful "assist."

Robin and I took a walk, waiting for the rental car. The brisk evening drew us close, but the strenuous flight united us - our cooperation had kept us alive.

Looking back, I see how offering lip service to safety rules is not enough. Never again will I bet my life on a rule of thumb without having a concrete plan to back it up. And if I make any presuppositions about the weather, it had better be on the conservative side. I found flying an approach without publications to be more disconcerting than I had ever imagined. They are now standard equipment in my cockpit on any flight.

Note: Years later, I heard independently from two friends that there was an FAA accident prevention program video modeled after this incident. However, I have not looked into it to confirm... but I'd love to find it. Anyone heard of this?

President's Post

Thanks to Andy Werback, EAA Ch 124 Pres.

It must have been the Super Burritos! We had 50 members and guests in attendance, including several of Josh's ground school students from Windsor High. Good to see everybody!

And Josh was also kept busy with presenting Marlon's slides on FAA enforcement procedures and some things to help you stay clear of pitfalls. Interesting that we have 2 lawyers in the Chapter – wonder if that means something? Thank you Josh, it was interesting and informative! Hopefully nobody everybody stays straight and level (and out of TFRs) so they don't need to call the tower.

I don't really have much to comment on this month, sorry, have just been really busy with PCAM.



The flight line...

But Sam and I, along with our dedicated ground crew and pilots, did have good time at Cloverdale's Young Eagle Rally on May 12. Seems like a long time ago, already, getting stuff loaded into

Katie's truck on the Friday before, and finally unloading everything we borrowed on Monday. But it went very well, except for a fair amount of turbulence upstairs, and things are better organized with each rally's experience. We had 6 pilots, and 17 ground crew, which was just about right. Kudos to Marlon for 5 flights in his Cessna 195 and Bob Nicolas with 4 flights in his Maule. Many thanks to Kevin Quirk, Mike Shook, and Dennis Colthurst, and also Greg Murray from Napa EAA 167, for flying. And Thank You Meg, John, Teri, Sam, Alan, Pedro, Vicki, Stephen, Tim, Victoria, Bob, Tam, Laura, Jack, Katie and Mike. We had 38 YE's and 2 adults flying. Thank you also to Mike Morrissey and Ed for arranging the hangar space at Cloverdale. And Thank You Josh for setting it up and bringing everything together.

Note - July EAA is JULY 11. Be there!



Setting up



John giving the Ground School. Everybody seems to be paying attention!



Dennis debriefing after a flight, Victoria helping

Fly Mart

Free – ½ cord of cut and dried pine wood:

Good for kindling. Free

Here at the Eaa 124 site, ready to load – come get it now.

FREE Call Larry – 575-0331

For Sale RV-12 Project: (5-18)

All parts necessary to finish, including Avionics with ADS-B.

Extras include: Factory fuel tank, Vernier Throttle, Landing gear upgrade, many small upgrades.

Avery tool kit, Large tool box. air compressor, drill press, 1" belt sander, scotch bright wheels on grinder. 2 each 3' x 3' work benches.

Joe Arluck, 925-455-9954, jaarluck@comcast.net

For Sale: (10-17)

Garmin GDL 39 Portable ADS-B and GPS Receiver

Paid \$800 for sale at \$300

James Carraway 415-300-6150

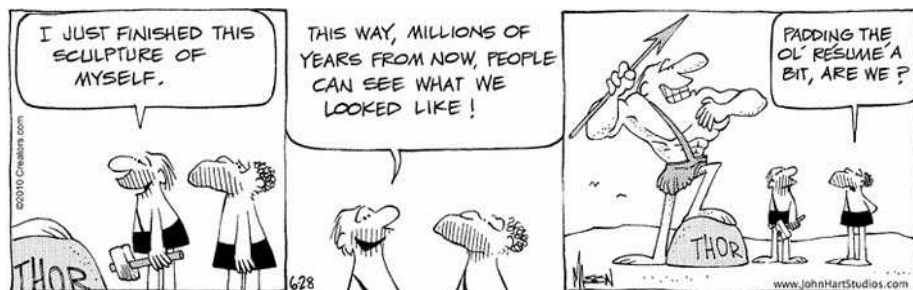
For Sale: (8-17)

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



(Reprinted with permission of John L Hart FLP)

News / Notes From the Editor...

Once upon a time, there were military aircraft that were perfectly at home on a five thousand and some foot runway. An Air Force Base for training Second World War pilots could turn out thousands of trainees before the first jet airplane ever took off.

These days that old runway may be used for marching between the big X's with nary a jet in sight. I recently visited such an Air Force Base and I hope to share the pictures but not the activities that take place their next month.

Interesting Aviation Links (thanks to David H. and Larry R.)

Memorial Day Video – [Click Here](#)

EAA Chapter 124 Board Meeting Minutes May 2, 2018

Called to order by Pres. Andy Werback at 5:32 pm. Present: John Whitehouse, Ben Barker, Stephen Mann, Larry Rengstorf, Mike Fenn, Kevin Quirk, Josh Hochberg (5:40), Brien Seeley (5:41), Steve Barnes (5:59).

Andy noted that chapter is scheduled to put on the Volunteer Dinner for the PCAM Airshow on Sept 22/23 and will need volunteers of its own.

The DART program is not managed by EAA but involves many EAA members. Andy reported he will meet with Gail Van and send out contact information for our members.

Chapter STEM activity possibilities were discussed, with Andy commenting that some degree of formality would be required for a program involving the public schools. Kevin Quirk offered to help with a variety of activities. Ben Barker suggested contacting Lynn Hunt to explore building on the existing PCAM Flight Wing relationship with Windsor HS. Stephen Mann related conversations with a half dozen skilled EAA124 builders who want to help.

Larry reported that Marlon is preparing a description of Bump System for distribution.

Andy reminded the group that the July Chapter meeting was RESCHEDULED to JULY 11. Andy also noted that July 4 could be an opportunity for a fun Chapter activity.

The proposal to convert Chapter 124's Federal tax status from 501(c)(7) [Social and Recreation Club] to 501(c)(3) [Charitable Organization] was revisited with discussion of the costs and benefits to the Chapter. A motion (Larry/Josh) was approved to ask Ben to research the conversion expenses and benefits and share the information at the next Board meeting. Brien related his experience with forming nonprofits and opined that EAA could be well positioned to get support for "hands-on" experience for young people without vocational class opportunities in school.

Josh reported that work on the EAA124 Chapter Survey was deferred in favor of getting the Young Eagles program rolling this year.

The Board approved the loan of surplus resin chairs to PCAM for HDT by email vote shortly after the regular April meeting. Andy reported that the chairs have been appropriately marked and delivered to PCAM.

Ben presented the 150 copies of the roster produced by Mike Tovani. Ben also reported he is trying to get a concise statement of multi-vehicle gate procedures from the county for publication in a future newsletter.

The Treasurer's report looks unexpectedly good this month, which John explained is due to his having prepaid rent last month. He anticipated being out of town on the due date for May, so he paid ahead in April.

Larry reported that someone has been depositing household trash in the Chapter barrels. He requested that The Pres. remind members that the Chapter barrels are for Chapter trash only.

Larry stated that Mike Fenn will be the on-call Facilities contact in the next two weeks while Larry is out of town. Weed spraying was delayed by late rains and will resume when Larry returns.

Josh said the Young Eagles April 21 event was a big success. More than forty YEs flew with about ten parents joining them. A Bell 407 helicopter participated, too. John Swanstrom has already distributed fliers advertising the May 12 Rally in Cloverdale, which will be managed by Sam Werback.

Brien related his conversations with Aircraft Spruce management to encourage them to offer electrical components for experimental builders.

Meeting adjourned at 6:19 pm.

Respectfully Submitted,
Ben Barker, Secretary

EAA Chapter 124 General Meeting Minutes

April 4, 2018

Called to order by Pres. Andy Werback at 7:10pm.

Thanks for the Super Burritos dinner was enthusiastically offered to Sam, Arlene, Tim, Howard and their helpers.

Josh Hochberg introduced four visiting students from his Windsor HS ground school class. Other visitors included a former member and a new member who moved to or from other chapters.

Andy thanked Stuart Deal for the Newsletter and John Palmerlee for the Website updates.

The minutes for the April 2018 Board and Members meetings were approved as published.

John Whitehouse gave the Treasurers report, noting that it shows a modest amount of black ink for the latest month. He explained that he prepaid May rent in April, since he anticipated being out of town on the due date.

Andy announced that Larry Rengstorf is leaving for two weeks and people should contact Mike Fenn in case of an urgent facilities

issue.

David Franco, newly-appointed Membership Chair, introduced flightsquid.com as a way to share experience and opportunities among members.

Josh Hochberg finally received his Chapter Service award for 2017. He reported on a successful Rally on April 21: 15 pilots, 40+ YEs, 10 parents and a Bell 407 helicopter. He circulated a signup sheet for the May 12 event in Cloverdale.

The CAFÉ Report by John Palmerlee included a reminder that the Electric Aircraft Symposium will be held at U. of Wisconsin, Oshkosh on the two days before EAA's AirVenture.

Brien Seeley reported that the Personal Aircraft Design Academy will be held at Oshkosh. The Sustainable Aviation Foundation symposium in Redwood City on May 11-12 will hear about fixed vs. rotary wing design concepts. Brien described his efforts to encourage Aircraft Spruce to offer electrical aircraft components to the Experimental market. He also noted the news that two Pipistrel Alpha electric trainers have now entered service in flight training near Fresno.

In Builder's Reports, C.J. Stephens reported that he is in the midst a panel upgrade to his GlasAir. John Swanstrom reported that he and Scott Stuart are partners in what may be the first builder-completed RV12iS.

Andy announced the arrival at STS of the Collings Foundation fleet on June 4-6. Visitors will include a P-51 and three bombers, B-17, 24 and 25. He also noted the end of DUATS.

Josh Hochberg presented an entertaining and enlightening program on the "FAA and Enforcement." Josh described himself as a recovering attorney, standing in for Marlon Young, Chapter VP, Airport Commissioner and practicing aviation attorney. Josh discussed appropriate responses to different FAA contacts, NASA incident reports and some personal experiences.

Meeting adjourned at 9:14 pm.

Respectfully Submitted,
Ben Barker, Secretary

Chapter 124 Contact Information

President: Andy Werback (18) (707) 823-5616
Vice President: Marlon Young (18/19) (707) 479-9994
Secretary: Ben Barker (18/19) (707) 838-0238
Treasurer: John Whitehouse (18) (707) 539-5549

Board: Terry Freitas (18/19) (707) 953-5021
Stephen Mann (18/19) (707) 837-9354
Steve Barnes (18) (707) 972-3582
Brien Seeley (18/19) (707) 526-3925
Dan Steinhoff (18) (707) 235-0275
Josh Hochberg (18) (612) 384-7014

Facilities Chairman: Larry Rengstorf (18/19) (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 cell: (707) 799-2878
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: 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.