



Table of Contents

January Program1
Events Calendar1
Forecast1
Fly Mart2
News/Notes from the Editor2
Board Minutes3
General Minutes3
Contact Information4

The Flying Wire

Chapter 124
Experimental Aircraft Association

Volume 60 Number 1
January 6, 2021

Virtual Board Meeting - 5:30 pm

Virtual 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

January 6, 2021 Virtual Program

Collings Foundation B-17 crash at BDL

A summary and discussion of the NTSB factual report released Dec. 9, 2020. That aircraft is of special interest here as it visited STS several times in company with Collings' B-24. We also have several experts in the local community on the engines used by the B-17 and the FAA rules under which warbirds are flown.

Check EAA124.org or your email for the link.

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: eaa124newsletter@sonic.net

January 1: Morning Flyout – Get the New Year Started Right

Rain Is In The Forecast

(by Bob Gutteridge)

The fall of 2020 has been interesting to say the least. Getting a couple of house and yard projects completed while dealing with Covid-19 restrictions has made time for flying hard to find. However, the promise of rain in the forecast prompted me to put down the yard tools and dedicate a day to flying.

We have had some beautiful flying weather this fall, and I'm sad to have missed most of it. Yet now driving to the airport, my only thoughts are where shall I go? After a summer of fires, there are no TFR's anywhere in the immediate area leaving the sky a beautiful blue in all directions; I hope this will be a very relaxing flight.

A quick preflight of the Jabiru finds it ready. I get the current numbers from the recording as the engine finishes warming up and call for taxi with a request for runway 2, it is quickly provide. The controller sounds like a new voice to me but he is quite efficient in getting me across runway 2 to complete my taxi for a full length departure. A quick run up finds all the gauges in the green and I get a clearance for a straight out departure.

Moments later I had cleared Santa Rosa's airspace into wonderful CAVU flight conditions with no traffic to speak of and no destination in mind, my only requirement is to be home for dinner. The perfect recipe for a low key, restful flight to clear my mind of all the Covid-19 does and don't along with the political rancor. I find flying is a good activity for resetting my mind.

Wandering on a northerly heading toward Mt St Helena's southern flank I find the lavish overlook platform (38.39N/122.39W) Geri and I had seen during a recent road trip. It is a significant concrete edifices perched on the point of a ridge overlooking hundreds of acres of grapes. A giant umbrella to provided shade for the overlook's occupants while they sip wine, is neatly stowed today.

My adventure continued as I gained some altitude along the south side of the ridge leading east from Mt St Helena. I turned north toward Middletown noting the scorch earth of the rugged terrain below. The fire must have been very intense to cause this kind of damage to the trees, I fear it will take quite a few years to regrow the once lush forest in this area.

Moments later Lower Lake was below with Clear Lake stretching out to west. Situated a bit to the south, is a small very muddy lake named Thurston Lake. A curious little "mud puddle" that never clears up. I was told that it is over populated with cat fish. These creatures scurry about on the bottom of the shallow lake keeping the sediment from settling out. The rest of the story is that Thurston Lake was created when someone, likely Mr. Thurston, cut a drainage ditch from his swampy property to the valley below. The drainage ditch begins at a point just north of Hwy 29 (38.55N/122.42W) and runs north through the low ridge ending in the depression. The lake's mud is the sediment carried away by the draining water. What remains from this process is the miniature rendition of the Grand Canyon.

Circling Mt Konocti's northerly side I see countless numbers of homes running up the slope. There is a new patch of bare soil. It appears to be a nicely prepared plot of ground for homes or perhaps another walnut orchard. Continuing on a westerly heading I followed Clear Lake's north shore where rampant the new construction along

and adjacent to the water's edge has covered most of the easily buildable ground. Case in point is the very small island named Weekend Island. It is small pile of rocks just east of Buckingham Park which had for many years been considered unsuitable for building. Well, not anymore. It now has not one but two piers.

With Ukiah just a short distance ahead to the south, I began to wonder how Lake Pillsbury area was fairing. A short deviation put me overhead of Gravelly Valley airfield (1Q5) on the north shore of Lake Pillsbury. I have only landed there two or three times over the years because it is known to be a favorite spot for the local 'drifters' to take there conveyance for a spin in the dirt. Between their ruts and the ground squirrel borrows, landing at Gravelly Valley can be perfidious for undercarriages.

However, on this day as I circled for a closer look, the runway surface appeared to be in very good condition! Deciding to landing, I reduced power almost to an idle to begin losing my excess altitude. In the left down wind and out over the lake I turn to final and I set up for a rough field landing and run through how an abort will be executed if needed. The surface looked best on the northern end so I extended beyond where the dirt road crosses the runway near mid field. That put the touch down closer to the hill ahead and would make a go around a bit more challenging.

A go around was not needed, the surface was the best I have ever seen it! While stretching my legs I did find a few squirrel holes near the edge, but the center was quite smooth and rock free. I watch carefully as I pulled onto the runway center line to be certain my nose wheel didn't find a squirrel's burrow. Departure out over the water gave me a chance to see that the lake level is quite low.

The Eel River runs out of Lake Pillsbury into a canyon leading to Potter Valley. Following the river as far as the diversion dam was an entertaining way to exit the area before once again turning for Ukiah and Cloverdale beyond.

Cloverdale was selected as the next stop to fill up with fuel and perhaps visit with friends. Unfortunately the main hangar was closed as were the hangers. Just as well as it was already mid afternoon so I filled with fuel and taxied out. Thus the last leg of my excursion was initiated with a brief climb south toward Santa Rosa.

Both the Jabiru and I got our exercise this day on what turned out to be one of those exceptional low key flying experiences. I hope you can pick a nice day and check out Lake County's mini

grand canyon, a monument to man's ingenuity. And, if you hurry, Gravelly Valley strip may still be in good shape for a dirt field landing experience.

Fly Mart

This space is available

News/Notes From the Editor...

Is that a U-2?

My co-worker was walking back from lunch over at Safran (was Icore). A loud jet took off and quickly climbed. All I could believe was that it must be was a U-2. Hard to imagine that we have something like that around here, but there have been some amazing jets around.

Working close to the airport occasionally presents exciting aviation experiences. Launching jets and hot air balloons make my work situation more interesting.

Interesting Aviation Links

(thanks Larry Rengstorf and David Heal)

Beats the Best - [Click Here](#)

A-10 - [Click Here](#)

Still Beautiful - [Click Here](#)

Long Wings - [Click Here](#)



(Reprinted with permission of John L Hart FLP)

EAA Chapter 124 (Virtual) Board Meeting Minutes

December 3, 2020

Meeting Convened 6:00 pm.

Board Members In Attendance: Marlon Young (President) Ben Barker (Vice President) John Whitehouse (Treasurer) David Franco (Secretary) Dan Steinhoff, Larry Rengstorf, Josh Hochberg, Brien Seely, Dominic Cerniglio, Bob Gutteridge.

Order of business: Approval of the November Minutes

Tree Complaint lodged against a tree on EAA facility grounds has been judged to groundless by the airport. In the words of airport management "Trees are good."

A proposal to extend the term of the existing board members through 2021 has been accepted by the board, the proposal will be put before the general meeting at 7:00 Dec. 3 2020.

Zenith 750 project plane acquisition. In general, the board has expressed interest in acquiring the project, however member interest is being gauged prior to taking possession of the kit. The board is in favor of a core group of builders taking responsibility for the build and forming a flying club.

CAFE motorhome: No progress of removing if from the premises.

Membership Renewals: A concerted email effort will be made to retain members.

Treasurer's Report: Chapter coffers remain quite healthy, thanks largely to the fact most tenants have paid up their rent and the fact that the airport has forgiven two months of rent out of their Covid relief fund. A \$3,000 insurance payment is coming due, and the board is seeking clarification about whether CAFÉ has a policy in place for its hangar. If such a policy is in place EAA Chapter 124 should be named co-insured.

CAFÉ Hangar door: No progress and no help will be offered by the airport.

Driveway Blacktop Improvement: Supposedly the paving of the access road has been scheduled.

Additional Covid relief request: The board is in favor of making another appeal to airport management for additional relief. The chapter can demonstrate real bottom line losses due to cancellation of in person dinner sales.

Presentation Schedule 2021: The allocation of presentation assignments will be rolled over from the previous year. Ben Barker will locate and disseminate the previous list.

The president will endeavor to contact Stuart Deal, to see if he still has interest in formulating the newsletter.

Meeting Adjourned 6:55 pm.

EAA Chapter 124 (Virtual) General Meeting Minutes

December 3, 2020

Meeting convened 7:00 pm

The president welcomed all virtual attendees to the meeting and presented for general membership approval board's plan to roll over officer positions into 2021 without changes. The motion was carried by acclamation.

An open appeal was made to the membership regarding the Zenith 750 project. Any interested parties are encouraged to contact the president (Marlon Young)

Presentation: Henry Crigler's Jet's Over Vietnam presentation featured first-hand accounts of his carrier based service during the Vietnam era. His vibrant retelling was made memorable by the inclusion of photos taken by the narrator during his deployment. It seems Henry Crigler's expert skill and artistic eye as a photographer were on par with his skill as an aviator.

Meeting adjourned: 9:00 pm

Chapter 124 Contact Information

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

Vice President: Ben Barker (20/21) (707) 838-0238

Secretary: Dave Franco (20/21) (707) 494-4259

Treasurer: John Whitehouse (19/20) (707) 539-5549

Board: Mike Fenn (19/20) (707) 481-5791

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

Dominic Cerniglio (20/21) (310) 628-9008

Membership: Dave Franco (19) (707) 494-4259

Facilities Chairman: Larry Rengstorf (20/21) (707) 575-0331

Facilities Committee: Dwayne Green (707) 544-4539

Mike Fenn (707) 481-5791

Mike Tovani (707) 838-1891

Terry Freitas (707) 953-5021

Webmaster: John Palmerlee
jbpalm@sonic.net (707) 566-8560

Newsletter Editor: Stuart Deal (707) 328-4206
eaal24newsletter@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 (\$7 sometimes \$10) AND SOCIALIZING (free) from 6:15 to 7:00 pm. EVERYONE IS WELCOME!

Please note: Due to the Covid-19 pandemic, all meetings are being held via Zoom until further notice.

Members are invited to submit articles of interest. Let us know if you need to approve editorial changes.

Please email articles to: eaal24newsletter@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.