

# The Flying Wire



## Table of Contents

<a href="#">August Program</a>	1
<a href="#">Dinner Menu</a>	1
<a href="#">Events</a>	1
<a href="#">Firehawk</a>	1
<a href="#">Hear In the Wind</a>	3
<a href="#">Fly Mart</a>	3
<a href="#">Notes From the Editor</a>	4
<a href="#">Aviation Links</a>	4
<a href="#">Board Minutes</a>	4
<a href="#">General Minutes</a>	4
<a href="#">Contact Information</a>	5

## Chapter 124 Experimental Aircraft Association

**Volume 60 Number 8  
August 4, 2021**

**Board Meeting - 5:30 pm**

**Dinner - 6:30 pm \$10**

**General Meeting - 7:00 pm**

[www.EAA124.org](http://www.EAA124.org)

[www.CafeFoundation.org](http://www.CafeFoundation.org)

[www.EAA.org](http://www.EAA.org)

EAA Chapter 124  
5550 Windsor Road  
Windsor, CA 95492

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

## In Person Chapter Meeting

[Current CDC Guidelines](#) Describe how fully vaccinated folks can feel safe doing things they have not done while trying to stay safe from Covid. Common sense, masks, distancing and fresh air still offer a reduction in risk, which as pilots we can all appreciate.

---

## August 4, 2021 Program

### Air Venture Returnees: High Points of Oshkosh

Sharing Photos and stories from Oshkosh. Please come and enjoy the yearly (almost) tradition of informal talks from Oshkosh Attendees.

---

**Dinner Menu:** The Awesome August dinner is BBQ Tri-Tip, Corn on the Cob, Super Salad with Grilled Garlic Sour Dough Bread. Top it off with delicious Rainbow Sherbet! \$10

---

## Events Calendar

**Please send info about upcoming events!**

**California Capital Airshow: September 24-26**  
[California Capitol Airshow](#)

**Gathering of Warbirds Reunion: October 23**  
[Gathering of Warbirds](#)

Bob Gutteridge: [bob\\_gutteridge@pacbell.net](mailto:bob_gutteridge@pacbell.net)  
Stuart Deal: [aaa124newsletter@sonic.net](mailto:aaa124newsletter@sonic.net)

---

## CAL FIRE Introduces S70i FIREHAWK

### 14 July 2021

(by Andy Werback)

We recently had a chance to preview Cal Fire's new S70i FIREHAWK helicopter. Cal Fire held a media event at Napa Airport on Wednesday 14 July, and Rick Beach (KDV) and I attended as representatives of CalDART (Disaster Airlift Response Team). We were able to ask a few questions, meet a few of the media folks, and get a first-hand look at their new equipment.

Cal Fire brought out all of their current air attack assets - in addition to the S70i, they had the OV-10 Bronco and S-2T tanker from Santa Rosa. So we also got a chance to talk with Captain Nick Welch and the crews from Santa Rosa.

The media was represented by Tom Vacar, KTVU2, and Wayne Freedman, ABC7, along with a reporter from the San Francisco Chronicle (sorry, didn't catch her name), and a few others. We were considerably outnumbered by the Cal Fire personnel.

We spent some time talking with Mr. Freedman, he's very interested in aircraft events, and of course, we see Mr. Vacar frequently on Channel 2 talking about wild fires, fireworks, and other topics of critical interest.

The S70i is a \$24 M aircraft, brand new, fully equipped. It replaces the UH-1 Huey that Cal Fire has been using for many years. Cal Fire currently has about 5 S70i's deployed, and this particular helicopter is based at the Boggs Mountain helitack firebase. They eventually plan to have 12 of the S70i's.

The S70i is a twin-engine craft, with considerably more power than the Huey, plus better survivability in the case of an engine failure.

In addition to carrying up to 1000 gallons of water vs the 326 gallons for the Huey (and nearly as much as the 1200 gallons for the S-2T), the S70i carries its load in a belly tank, as opposed to the suspended water bucket used by most other helicopters. With the increased power and an integrated tank, the S70i's cruise speed is

much higher than the Huey (approximately 160 mph vs 125 mph). Plus, the Cal Fire S70i has a permanently mounted hoist system, so it doesn't need to be reconfigured for different missions.



Interesting note, that the helicopters are only configured to carry water, not retardant. This gives them a “direct” attack mode – on the active part of the fire. As opposed to the retardant, which is placed before the fire as an “indirect” firefighting method. With 1000 gallons at a time, though, the S70i's water drop is much more effective in cooling a fire than the Huey with the smaller buckets. The pilot can also control how much to drop (all at once, partial or a sequence of partial drops).

The aircraft can suck up a load of water using its 12' extendible snorkel. A 7.5 HP pump refills the tank pretty quickly.

Here's a link to the Cal Fire info sheet:  
<https://www.fire.ca.gov/media/urel2st4/sikorsky-s70i-2.pdf>

And here is a pretty nice catalog of the different firefighting aircraft (this is from 2019, so it needs an update):  
<https://www.fire.ca.gov/media/4950/aviation-guide-2019-access.pdf>

We were able to ask one question: does this aircraft enable

night operations or operations in poor visibility, such as smoke? The answer was a bit hazy – but basically, even with night vision goggles and infra-red camera, they don't expect to be able to fly in smoke/poor visibility, and the night operations are being developed, but not yet deployed.



Snorkel and Belly Tank Detail

But for you technical and marketing guys, check this out:  
[https://www.lockheedmartin.com/content/dam/lockheed-martin/rms/documents/firehawk/8370\\_Firehawk\\_Brochure\\_LR.PDF](https://www.lockheedmartin.com/content/dam/lockheed-martin/rms/documents/firehawk/8370_Firehawk_Brochure_LR.PDF)

As the event was wrapping up, the FireHawk was called to an active fire in Marin County, so they got a little more press right off the bat: <https://www.pressdemocrat.com/article/news/fire-official-32-acre-west-marin-county-blaze-likely-sparked-by-mowing-equ/>

So, even though we're not “media”, we hope this has been interesting and informative. Kudos to the folks at Cal FIRE – we hope this new helicopter does everything it's supposed to do. And Safely.

## Product Review - Clarity Aloft Headset

(by Andy Werback)



I've been looking for a better solution for a headset in the open-cockpit Skybolt. I used the regular David Clark headset/microphone with leather wind muff under a cloth helmet. Lots of microphone noise, picks up way too much for the PS Engineering PM1200 VOX, and a bit hard to hear. Every report I've seen about using noise-cancelling headsets in an open cockpit environment has been negative - signal processing can't keep up with the noise. And I usually slow down to 100 mph or so before calling the tower, otherwise it's just too hard to communicate with them.

I recently came across the Clarity Aloft headset. Not cheap, but not super expensive either, and had good reviews. The microphone noise cancellation seemed to be promising.

Since installing it in the Skybolt, flights have been much more enjoyable - the clarity of the microphone is outstanding, no wind noise at normal cruise speeds, and the hearing is great - pretty

much like in a quiet cockpit. The headset uses 2 microphones, and probably a bit of signal processing, but does not require batteries, and plugs into the standard mic/headset jacks.

The only issue is the fit of the ear buds - they're designed to fit snugly but there is nothing keeping them in place. When wearing them underneath a helmet, they are a bit uncomfortable, but at least the helmet keeps them from flopping out with wind or G forces. Otherwise, I'm a very happy customer!

---

## Fly Mart

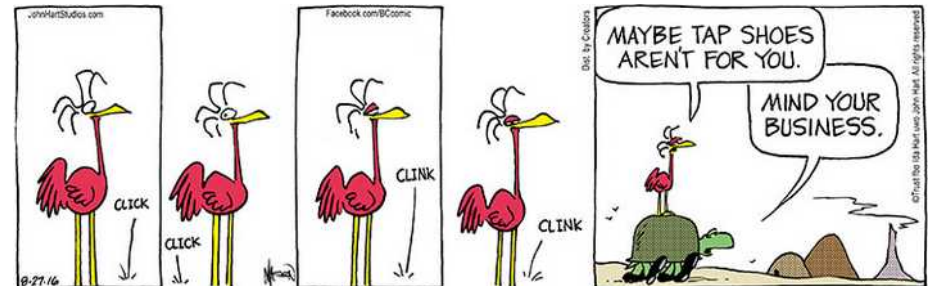
Please send changes to [eaal24newsletter@sonic.net](mailto:eaal24newsletter@sonic.net)

**Your ad here (5-21)**

What you have for sale and how to reach you

707-555-1234

YourEmail@YourISP.com



(Reprinted with permission of John L Hart FLP)



## News / Notes From the Editor

Just this snippet from Ben:

Folks,

We finally have the 2021 printed roster books available in the clubhouse, thanks to John Whitehouse who picked them up yesterday from the printer.

This year's book is Mike Tovani's handiwork and we owe him great thanks.

Best regards,  
Ben

---

### Interesting Aviation Links

(Thanks to Stuart Deal and David Heal)

LODA Form [Click Here](#)  
Rich in Space [Click Here](#)  
Jeff in Space [Click Here](#)

---

## EAA Chapter 124 Board Meeting Minutes July 7, 2021

Meeting Convened 5:30 pm

Previous meeting minutes approved

Members in attendance: Acting President- David Franco (Secretary), Larry Rengstorf, Dominic Cerneglio, Brien Seely, Mike Fenn. Dan Steinhoff

Zenith 750- No progress noted

CAFE Motorhome- No action on the removal of motorhome.

Summer Event Pizza Oven Update- In preparation of the Aug. 21st Summer Party and Young Eagles event the conveyor pizza oven has been tested and is onsite.

PayPal- No update

Web Page- No update

Nominating Committee- Refer to written update offered by Bob Gutteridge

Treasurer's Report- As noted, details were publically posted in the hangar.

Facilities Report- Normal major projects undertaken.

Roster Concern- The assembled members were eager to have the underlying issue frustrating the publication of the roster resolved. The board is interested in acquiring whatever publishing program that is necessary to hasten future publication of the roster. The board would like the Vice President (Ben Barker) to provide and explanation of the problem and suggested resolution.

Future Agenda Items- Officer recruitment and nominating committee should be formalized.

- Roster publication process
- Charcoal BBQ Rebuild

Meeting Adjourned 6:00 p.m.

---

## EAA Chapter 124 General Meeting Minutes July 7, 2021

Meeting Started 7:00 pm

Acting President, David Franco opened the gathering greeting those in attendance, and mentioned our upcoming Summer Party Aug. 21st event. After asking if there were any new members in attendance, the evening's presentation featuring C.J. Stephens was introduced.

Evening Presentation- C.J. Stephens relayed his involvement sampling the atmospheric radiological results of Project Plowshare. This project consisted of several uncontained nuclear tests aimed at

exploring the potential of nuclear excavation for construction purposes. The project culminated in Project Sedan, which left behind the largest man made crater in the continental United States. Sedan Crater, is located 12 miles Southwest of Groom Lake Nevada and is visited by 10,000 people a year.

Meeting Adjourned- 8:35



## Chapter 124 Contact Information

<b>President:</b>	Marlon Young (19/20)	(707) 479-9994
<b>Vice President:</b>	Ben Barker (20/21)	(707) 838-0238
<b>Secretary:</b>	Dave Franco (20/21)	(707) 494-4259
<b>Treasurer:</b>	John Whitehouse (19/20)	(707) 539-5549
<b>Board:</b>	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
<b>Membership:</b>	Dave Franco (19)	(707) 494-4259
<b>Facilities Chairman:</b>	Larry Rengstorf (20/21)	(707) 575-0331
<b>Facilities Committee:</b>	Dwayne Green	(707) 544-4539
	Mike Fenn	(707) 481-5791
	Mike Tovani	(707) 838-1891
	Terry Freitas	(707) 953-5021
<b>Webmaster:</b>	John Palmerlee <a href="mailto:jbpalm@sonic.net">jbpalm@sonic.net</a>	(707) 566-8560
<b>Newsletter Editor:</b>	Stuart Deal <a href="mailto:eaal24newsletter@sonic.net">eaal24newsletter@sonic.net</a>	(707) 328-4206

**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!

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](mailto: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.