



The Flying Wire

**Chapter 124
Experimental Aircraft Association**

**Volume 51 Number 9
September 5, 2012**

Board Meeting - 5:30 pm

Dinner - 6:15 pm

General Meeting - 7:00 pm

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www.EAA124.org

www.CafeFoundation.org

www.EAA.org

EAA Chapter 124
5550 Windsor Road
Windsor, CA 95492

September 5, 2012 Program

Fly Around the World – with CarolAnn Garratt

World-record holder, pilot and author CarolAnn Garratt will be landing at Sonoma County Airport (KSTS) and speaking to EAA Chapter 124 about flying around the world in a J model Mooney.

This fast-paced presentation will cover the flights and countries that she visited with lots of stories and pictures. CarolAnn's presentations are educational as well as inspirational. After her previous presentations, many pilots said, "I wish I'd brought my wife and kids to this presentation."

CarolAnn travels around the US and Europe giving presentations about her world flights to raise awareness and donations for ALS (Lou Gehrig's disease) research.

Events Calendar

Please send us info about upcoming events!

We want to keep everyone informed about local and regional events, so send us information if it comes your way!

Bob Gutteridge: bob_gutteridge@pacbell.net
John Palmerlee: jbpalm@sonic.net

Upcoming Events

September 12-16: Reno Air Races! [Click for Info](#)

September 13: Travis AFB tour, operations briefing for airmen.
Starts 9am – [Click for Info](#)

September 28-30: Clear Lake Splash-In at Lakeport

October 6: Chapter 124 Young Eagles at Sonoma Jet Center. Help Needed – sign up at the September meeting

October 25-27: Copperstate Fly-In at Casa Grande
Saturdays – 12 to 1:30pm BBQ at Sonoma Skypark Chapter 1268

EAA 124 and CAFE at WOWC 2012

(Thanks for the notes and picture Mike Tovani!)

Thanks to all that participated in this year's Pacific Coast Air Museum's "Wings Over Wine Country Air Show". We had 9 aircraft displayed thanks go to Larry Ford's Glasair I, Bob Gutteridge's Jabiru, Joe Lacchia' Starduster, Steve Barns' Barnstormer, Ralph Curran's RV-7 , Kevin Quirk & John Swanstrom's RV-12, Ray and Sher Shipway with two aircraft their Starduster and Quicksilver, and my & Joe Wiegand's Tri-Champ.

We also had two display booths up one for the CAFE and one for EAA. The CAFE Foundation had a film on the Green Flight Challenge and Chapter 124 handed out information on the EAA and Young Eagles, and gave out magazines and sectionals.



(see Mike for more pictures of participating aircraft)

B-17 Survival Story: February 1, 1943

(Thanks for finding this story, Mike Tovani. Source: [Click Here](#))

A mid-air collision on February 1, 1943, between a B-17 and a German fighter over the Tunis dock area, became the subject of one of the most famous photographs of World War II. An enemy

fighter attacking a 97th Bomb Group formation went out of control, probably with a wounded pilot then continued its crashing descent into the rear of the fuselage of a Fortress named *All American*, piloted by Lt. Kendrick R. Bragg, of the 414th Bomb Squadron. When it struck, the fighter broke apart, but left some pieces in the B-17. The left horizontal stabilizer of the Fortress and left elevator were completely torn away.

The two right engines were out and one on the left had a serious oil pump leak. The vertical fin and the rudder had been damaged, the fuselage had been cut almost completely through connected only at two small parts of the frame, and the radios, electrical and oxygen systems were damaged. There was also a hole in the top that was over 16 feet long and 4 feet wide at its widest and the split in the fuselage went all the way to the top gunners turret.



Although the tail actually bounced and swayed in the wind and twisted when the plane turned and all the control cables were severed, except one single elevator cable still worked, and the aircraft still flew - miraculously! The tail gunner was trapped

because there was no floor connecting the tail to the rest of the plane. The waist and tail gunners used parts of the German fighter and their own parachute harnesses in an attempt to keep the tail from ripping off and the two sides of the fuselage from splitting apart. While the crew was trying to keep the bomber from coming apart, the pilot continued on his bomb run and released his bombs over the target.

When the bomb bay doors were opened, the wind turbulence was so great that it blew one of the waist gunners into the broken tail section. It took several minutes and four crew members to pass him ropes from parachutes and haul him back into the forward part of the plane. When they tried to do the same for the tail gunner, the tail began flapping so hard that it began to break off. The weight of the gunner was adding some stability to the tail section, so he went back to his position.

The turn back toward England had to be very slow to keep the tail from twisting off. They actually covered almost 70 miles to make the turn home. The bomber was so badly damaged that it was losing altitude and speed and was soon alone in the sky. For a brief time, two more Me-109 German fighters attacked the *All American*. Despite the extensive damage, all of the machine gunners were able to respond to these attacks and soon drove off the fighters. The two waist gunners stood up with their heads sticking out through the hole in the top of the fuselage to aim and fire their machine guns. The tail gunner had to shoot in short bursts because the recoil was actually causing the plane to turn.

Allied P-51 fighters intercepted the *All American* as it crossed over the Channel and took one of the pictures shown. They also radioed to the base describing that the empennage was waving like a fish tail and that the plane would not make it and to send out boats to rescue the crew when they bailed out. The fighters stayed with the Fortress taking hand signals from Lt. Bragg and relaying them to the base. Lt. Bragg signaled that 5 parachutes and the spare had been "used" so five of the crew could not bail out. He made the decision that if they could not bail out safely, then he would stay with the plane and land it.

Two and a half hours after being hit, the aircraft made its final turn to line up with the runway while it was still over 40 miles away. It descended into an emergency landing and a normal roll-out on its landing gear.

When the ambulance pulled alongside, it was waved off because not a single member of the crew had been injured. No one could believe that the aircraft could still fly in such a condition. The Fortress sat placidly until the crew all exited through the door in

the fuselage and the tail gunner had climbed down a ladder, at which time the entire rear section of the aircraft collapsed onto the ground. The rugged old bird had done its job.

Fly Mart

For Sale: Garmin 560 color touch screen GPS. Installed in an RV-10 in 10/2011. Last Garmin data expired 7-26-12, includes navigation, safe taxi, obstacles, American terrain and AOPA US directory. Original Garmin box with accessories. Works GREAT, drives an autopilot but not IFR certified. Upgrading to Garmin GTN-650. MSRP for unit alone \$1,799. Asking \$1,195 Including Air Gizmos panel dock (\$99 value). Will ship 2nd day FEDEX to purchaser. [Email](#) for pictures. [User manual](#).

Help Wanted: Building a discontinued Falcon 80% build kit, complete. Seeking experienced Falcon Builders for support. [Raymond Hillcrest](#) (707)-963-9281. Angwin Airport.

For Sale: (4-12) RV 6 kit and engine \$25,000. Fuselage is a factory built Quick build. All wings, empennage, control surfaces and some other items are built. Engine was removed from a certified plane in Santa Rosa due to airframe corrosion. The engine is a O320 A2B Lycon rebuild with 250 hours. Has all airframe kit parts except finishing kit. Steve Barnes (707) 972-3582

Wing Rack: (2-12) Free to anyone who can use it. Built for an RV-9A wing, but should work for other RVs or perhaps other wings as well. Call John Swanstrom 758-9017 or Email John at: john.swanstrom@agilent.com

For Sale: RV6A - Half partnership available. See it [Here](#). Call Chris Wallner at **364-1195**

For Sale: Partially Built Spacewalker 2 project (1930's open cockpit trainer replica). Wings complete less covering, Fuselage factory welded. No Motor. Must See! Call Ted Baggett: **823-5325**

For Sale: Easy Eagle project – Airframe and 3 out of 4 wings are

finished, with accessories: wheels, brakes, VW adapter, starter (and more). Price Negotiable. Fuselage Picture [Here](#). See [Great Plains Site](#) for more info. Call Bob Ferguson: **539-5665**

For Sale: Matco Parking Brake model PV-1 plus adapters. Never used. David Lynch **578-2087**

For Sale: 1946 Aeronca 11AC Chief in very good condition. Light sport, fun flyer! Mode C exempt. Contact Kirk Wilder at **895-2949**. Flyer at the following link: [Aeronca Chief Flyer](#)

News/Notes From the Editor...

Neil Armstrong, 1930-2012

When I read about Neil Armstrong's death August 25th, I went back in time to watching his first steps on the moon on July 20, 1969 at my grandmother's house – on a not-so-hot color TV. But the images stuck solid... of this American Hero taking the first steps onto lunar soil. Here's a short recollection of that day from NASA: [Click Here](#).

Interesting Aviation (sortof!) Links

(Thanks Brien, Steve W. others)

Short Video about Oshkosh 2012 – [Click Here](#)

Interesting story about the history of car radios - [Click Here](#)

Mars Rover Curiosity broke records by driving 15 meters! It reminds me of *Wall-E* – [Click Here for a recent NASA video](#)

Trivia – Significance of #s 1201 and 1202

July 1969 – Neil Armstrong and Buzz Aldrin received program alarms 1201 and 1202 during their descent to the moon in the Eagle. Receiving the program alarms during the powered descent brought up an abort situation.

The burden of making that go-no go decision fell on 26-year old Steve Bales who was "Guido" (guidance officer) at the time. He was given credit for determining that the alarms were caused by a computer overload, and were not flight critical. An uncorrected problem in the rendezvous radar interface stole approximately 13% of the computer's duty cycle, resulting in five program alarms and software restarts.

For his decision which saved the landing, he was awarded the Presidential Medal of Freedom along with Armstrong, Aldrin and Collins. [Click Here](#) for more info. In the picture of mission control below, Steve Bales is the man with the dark jacket in the center.



Wing Tips

Grounded Mags (Continuation of Hand Propping)

At the July meeting a suggestion was made to use an off position check of the mags during run-up to be sure both mags are grounding effectively. Don Pedrazinni emailed with the comment that this might cause backfire or afterfire damage, and may be unnecessary given that a normal mag drop at run-up verifies the same thing. The topic is open for continued discussion. Thanks, Don.

Related to this issue and possibly to hand propping, AD 76-07-12 addressed Bendix ignition switches found to stay ON (ungrounded) while in the OFF position. Part of compliance for this AD required the following:

"With the engine at normal idle, rotate the switch key or lever through the "OFF" detent to the extreme limit of its travel in the "OFF" direction."

"If the engine stops firing, this indicates an airworthy switch."

For the text of the AD, [Click Here](#).

Given Don's comment and others I've seen on the web, best not to perform the test unless required for switches listed in the AD text.

Rivets (and the AC 43.13-1B)

If you've bucked rivets on an aircraft then you probably learned how to tell if they're driven correctly, and the importance of the number 1.5. The un-driven rivet should protrude through the hole 1.5 rivet diameters, and after driven should be 1.5 diameters wide, and .5 diameters thick. If a rivet is too long, it is very difficult to drive straight, and will provide extra material that does not improve the strength of the joint.

Countless tidbits of information like this are published in the Advisory Circular AC 43.13-1B (replaces 1A). The circular includes materials science, safety, inspection, finishing, fabric, plastics, composite structures... you name it.

If you're interested in browsing this document, go online to the following FAA link and you'll find the circular divided up into numerous smaller PDF documents, and one listing the contents.

[Click Here for the AC 43.13-1B](#)

EAA Chapter 124 Board Meeting Minutes

August 1, 2012 (Jim Boyer, Acting Secretary)

Board minutes: Mike Tovani, Vice President called the meeting to order at 5:53PM. Wayne Cook, President, is out of town.

Old Business: Old wooden tables are in terrible shape. Do we need a committee to investigate getting new tables? Motion tabled. Larry Renstorf and Ray Shipway will investigate cost of new tables at places like Costco and stores that sell multiples at a discount?

Facilities: Tractor is back now; it needed a new water pump which total cost was \$617.00.

Treasurer: Account is currently in the red due to expenses of the anniversary. Parking has some delinquent rent to catch up on. CAFE had offered \$500 for anniversary celebration which has not been collected yet.

Vice President: While at EAA National Mike got some information on how to make name tags and the equipment needed. Fly out to Willits Sunday August 5th, 9 to 4PM. Booneville fly in August 10-11 with a Bar-b-que. National EAA feels there may be a disconnect between National and Chapters. National is starting the new Eagle program to try to get new members and younger people into flying. Group of chapters in Texas has an information sharing program with a group of 11 chapters. They are willing to share information on how to co-ordinate between chapters.

Young Eagles: Ray and Sher said next event is requested to be in joint with Sonoma Jet Center on October 6th. Ray and Sher will need pilots and ground crew volunteers.

New Business: Aero Electric has made a proposal to do the work to run power from CAFE hanger down to Chapter 124 hanger. Cost estimate is \$650 for a 100 ampere service to club hanger. Gail Vann made motion seconded by Ray Shipway to approve the Aero Electric Proposal to bring power to Chapter 124 club hanger. Motion passed.

Wings Over Wine Country (PCAM) airshow is on August 17 through 19th.

Programs for future are; Wayne Cook for September 5th. Larry Rengstorf has October, and Jason Wildman has the program for November.

Board meeting adjourned at 6:46PM.

EAA Chapter 124 General Meeting Minutes

August 1, 2012 (Jim Boyer, Acting Secretary)

General Meeting: Mike called general meeting to order at 7:22PM. All members were welcomed and cooks and shoppers were thanked for their work; Kevin Quirk, Jason Wildman, Mike Shook and others.

Guests: were introduced by themselves with short intros on their aviation interests. Guest present were; Rick Anderson, Tom Woruel, John Thompson, Nicole Sarkisian, Jim Saltzer.

Bob Gutteridge moved, Jim DuVander seconded motion to approve minutes for July 2012.

Treasurer: Account is currently in the red due to expenses of the anniversary. Parking has some delinquent rent to catch up on. CAFE had offered \$500 for anniversary celebration which has not been collected yet. Basic financial status is less money due to big anniversary celebration.

Facilities: Caution to be very careful about causing any fires; especially around EAA site due to dry long grass. Tractor is back now; it needed a new water pump which total cost was \$617.00.

CAFE: Brian Seeley talked about Pipistrel Electric VTOL airplane being worked on. Big change at Oshkosh; home built airplanes down, mostly only high dollar airplanes now. 500,000 people were at Oshkosh which was down 38,000 from last year. Also talked about newer and cheaper avionics now available has helped reduce the 'flights into terrain' accidents. iPad is taking over in the flight planning with all the software application available (see latest Sport Aviation magazine).

Young Eagles Event Planned: Ray and Sher said next event is requested to be in joint with Sonoma Jet Center on October 6th. Ray and Sher will need pilots and ground crew volunteers.

Web Master/Newsletter Editor: Copies of latest newsletter are available on the front desk for visitors. John Palmerlee had a copy of Standard Aircraft Handbook by Leavell and Bungay to look at. Lots of how to do it for those building and restoring airplanes.

Wings Over Wine Country (PCAM) airshow is on August 17 through 19th. Asking for 8 airplanes from the chapter to be over at PCAM. EAA booth will need volunteers to help man it. Lyn Hunt is in charge of the PCAM airshow. Need to register your airplane with Martha at PCAM.

Builders: Kevin Quirk talked about Rex Bullingers RV-12. Steve Barnes flew David Lynch's RV-8A and talked about what a nice flying airplane it is.

Break for program at 8:17PM
Respectfully submitted: Jim Boyer acting secretary

Chapter 124 Contact Information

President: Wayne Cook (11/12) (707) 217-4439
Vice President: Mike Tovani (10/11) (707) 321-2740
Secretary: Austin Rennard (10/11) (707) 326-4452
Treasurer: John Whitehouse (11/12) (707) 539-5549

Board: Ray Shipway (11/12) (415) 999-0949
Kevin Quirk (11/12) (707) 539-8589
Mark Tuma (12/13) (707) 953-2403
Jason Wildman (12/13) (707) 523-4361
Tim Peterson (12/13) (707) 538-8860
Gail Vann (12/13) (707) 827-3660

Facilities Chairman: Larry Rengstorf (11/12) (707) 575-0331

Facilities Committee:

Dwayne Green, Dale Wittman, Jim Long

Technical Counselors:

Bob Gutteridge (707) 539-5188
Jerry Rice (707) 431-0206
Kevin Quirk (707) 539-8589
Doug Dugger (530) 526-4997
Rolf Unternaehrer (707) 763-7729

Flight Advisers: CJ Stephens (707) 523-4352

Newsletter Editor, Webmaster: jbpalm@sonic.net

John Palmerlee (707) 566-8560

Young Eagles: Sher & Ray Shipway (415) 999-0949

Librarian: Walt Ferris (415) 482-8331

EAA Chapter 124 5550 Windsor Road Windsor, CA 95492

Meetings are held on the first Wednesday of each month at 7:00 pm. FOOD (\$5) AND SOCIALIZING (free) from 6:15 to 7:00pm. 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: john@eaa124.org

or mail to: John Palmerlee
1209 Hexem Avenue
Santa Rosa, CA 95404

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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