



Runway

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The Monthly Newsletter for EAA Chapter 1541, Lincoln, California

October 2016

Briefing Strip

- The October general chapter membership meeting will be on **Wednesday, October 19**, at the chapter hangar, Hangar S-12, at KLHM. The featured program will be presented by Martin Maisel on the subject of *Hollywood and Aviation*. Dinner at 18:00; meeting starts at 18:30. Guests are welcomed and encouraged.
- The Lincoln Airport Committee will hold its monthly meeting on Wednesday, October 19, at the Lincoln City Hall., Subjects of interest to airport users are on the agenda. Our EAA chapter has representatives that attend the meeting, but the public is welcome.
- The date and location have been set for the chapter's Christmas Party: Cattleman's Restaurant in Roseville on Wednesday, December 14. Bill Wootton is spearheading the plans for the party. Mark your calendar and stand-by for details
- Chapter dues of \$20 (per calendar year) are coming due for 2017.
- Information recently added to the KLHM AWOS broadcast is that all pilots departing runway 33 or 15 are reminded NOT to make a turn to the west until they have cleared the end of these runways due to the parachute drop zone and the powered parachute area on the west side of the airport.

Calendar

- Wednesday, October 19:** Lincoln Airport Committee Meeting, 10:00 am in the First Floor Meeting Room at Lincoln City Hall, 600 6th Street, Lincoln.
- Wednesday, October 19:** Chapter 1541 Membership Meeting, Hangar S-12, at Lincoln Airport. BBQ at 18:00; meeting starts at 1830.
- Saturday, October 22:** Nut Tree Pancake Breakfast at KVCB, 08:00-11:00, sponsored by Legends of Flight.
- Saturday, October 22:** West Coast RV Fly-In at Benton Redding (O85)
- Sunday, October 23:** Rancho Murietta Historic Aircraft Day and \$5 Lunch, KRIU, 11:00-13:00,
- Wednesday, November 2:** Chapter 1541 Board of Directors meeting Pizza Roundup, 2270 Nicolaus Rd., Lincoln. Dinner at 18:00; meeting at 18:30.
- Saturday, November 5:** EAA Chapter 1541 Pancake Breakfast, 08:00-10:00
- Wednesday, November 16:** Chapter 1541 Membership Meeting, Hangar S-12, at Lincoln Airport. BBQ at 18:00;
- Wednesday, December 14:** EAA Chapter 1541 Christmas Party, Cattleman's Restaurant,

*For the most up-to-date information, go to the website
<http://eaa1541.org/>*

Newsletter Contributions

Please help make this newsletter better by contributing stories and photos that might be of interest to other chapter members. Perhaps where you flew, what you are building, or what you know about something. A few short paragraphs and a photo or two of your project or travels would be a great contribution. I'll take care of the rest. Please email me (Scott Thompson) at sthompson@aerovintage.com or call me at 916-716-3442.

Tidbit from the AIM

Self-announce is a procedure whereby pilots broadcast their position or intended flight activity or ground operation on the designated CTAF. This procedure is used primarily at airports which do not have an FSS on the airport. The self-announce procedure should also be used if a pilot is unable to communicate with the FSS on the designated CTAF. **Pilots stating, “Traffic in the area, please advise” is not a recognized Self-Announce Position and/or Intention phrase and should not be used under any condition.**

(Aeronautical Information Manual, 4-1-9 (g), emphasis by newsletter editor)

Wants and Disposals

Wanted: Things to list here that members want to find or want to get rid of. Please advise of the item and contact information via email to sthompson@aerovintage.com. One email gets one entry for one month here.

Chapter Information

Meetings:

Usually the third Wednesday of each month held at KLHM Hangar S-12. Details available at the website.

E-mail:

lincolneaa@hotmail.com

Website:

<http://eaa1541.org/>

Mailing address:

EAA Chapter 1541, PO Box 1126, Lincoln, CA 95648

Chapter Hangar:

Hangar S-12, Lincoln Airport

Chapter Officers

President:

Ron Wright (ronpw@hotmail.com)

Vice President:

Tony Kasabasich (tonykasabasich@yahoo.com)

Secretary/Treasurer:

Jim Hughes (jim.hughes1@att.net)

Chapter Board of Directors:

Bruce Estes

Tom Lieb

Bob Miller

John Perry

Bruce Robinson

Dug Smith

Bill Wootton

Webmaster:

Dug Smith

Newsletter:

Scott Thompson (916-716-3442)
sthompson@aerovintage.com

Membership:

Open to all. Chapter dues: \$20 per year.

President's Corner

John Lennon once said “The more I see the less I know for sure.” I thought about this quote as I was working on my aircraft last week. Over the past 15 years I have built one aircraft from the ground up and rebuilt another. I have rebuilt an aircraft engine; wired a glass panel including a full coupled autopilot as well as all the other trimmings that go with building a kit airplane. I have spent



my professional career as a biomedical electronics engineer with primary attention on electromechanical systems, and at the end of the day one would think that I should be pretty knowledgeable as a mechanic. After

40 plus years turning a wrench all I can say is that I have learned to be a pretty good trouble shooter, but as a mechanic, I am only a beginner. The more I work around airplanes, I realize that it is the little thing that will take you down in a very big way.

Because I believe that I am a better trouble-shooter than a mechanic, I have begun to approach aviation maintenance as a trouble shooter first. By changing my approach, I have started to establish a few checks and balances in my work. After all, we all know that it's not what you know that will hurt you; it's what you don't know that will. Here are a few examples of a trouble shooting approach to maintenance.

1. Routine maintenance will get you. Example, if you have been doing your own oil changes for years, it's time you did your next one with an A&P or someone with experience of their own. You will learn something from someone new. Are you cutting open your oil filter and inspecting the filter element? If there is material in the element, what is okay and what is not? Are you sending an oil sample in for analysis and tracking the results? If you are now working on a larger engine than you have had in the past,

are you aware that your leak down test might require a different bypass aperture? Proper belt tensioning and use of torque seal and anti seize are important. I could go on but these are a few things that will be helpful when a second set of eyes are working with you. As a matter of fact, in Part 135 maintenance, a second A&P must follow the first A&P to verify that everything was done and done properly (assured Maintenance program).

2. If you have never done it, don't do it alone. Read, internet search, and research thoroughly every thing you can and then proceed with someone that has qualification to perform the work. You will learn more and feel safer.
3. Resources: What are your resources? Do you have the proper maintenance manual(s). If your work is not covered in a manual you might find what you need in the FAA document AC43.13-1B, *Acceptable Methods, Techniques, and Practices –Aircraft Inspection and Repair*. This can be very helpful information in guiding you through such things as wood construction, metal construction, fiberglass and plastic construction and many more subjects.
4. If it ain't broke don't fix it. Sometimes this is true, sometimes it's not. Who do you talk to to know what's right?

Before I pick up a wrench, I ask myself: what do I want to accomplish and what might be the best way to achieve it? The simplest way to say this might be, “think it over BEFORE you start.” We have all heard “it's too bad I can't be 18 again, because back then I knew everything!” In my many years of “fixing stuff” I have found that the person that displays the attitude that their way is the only way is the person to avoid. The person that is always learning is the one that does the most listening and thinking. These days I spend time to think about it first and I do a lot more listening.

Ron Wright
President
EAA 1541

Last Month's Meeting...

The September Chapter 1541 monthly meeting was held on September 21 at our EAA hangar at Lincoln Airport. The program was presented by Kimberly S. Smith, the EAA Chapter 1476 president (Rancho Murietta) on youth aviation camp and the new drone pilot program.

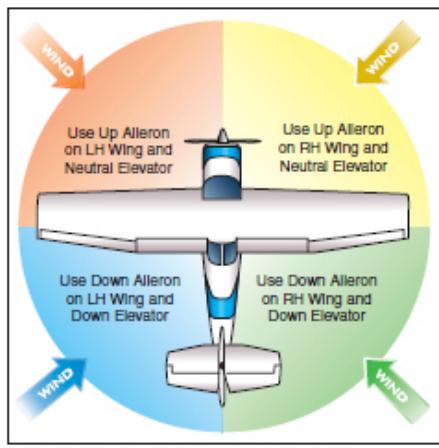
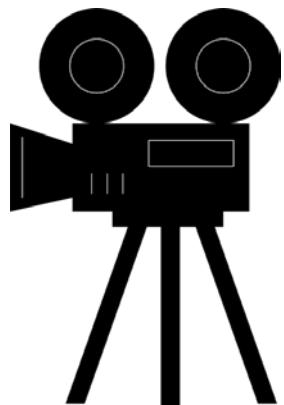


Figure 2-10. Flight control positions during taxi.

The Next Meeting...

The October General Membership meeting will be held at the EAA Chapter Hangar (KLHM Hangar S-12) on Wednesday, October 19. Dinner will be available for a nominal cost at 18:00 with the meeting set to begin at 18:30. The presenter of the program will be chapter member Martin Maisel on the subject of *Hollywood and Aviation*. This presentation explores the long history of Hollywood's attraction to flying - both as a subject of the movies as well as a passion of the people involved in movie making. Hollywood personalities have been involved in fighting for our country as aviators and some have been key players in the aviation industry.



DC-2 NC13711 at Rock Falls, Illinois, in July 2010. This airplane is now displayed at Seattle's Museum of Flight. (photo by Scott Thompson)

ADS-B Stuff

If you are flying an ADS-B equipped aircraft, you can easily obtain a quick and free report to validate the performance of your installation. Using an updated online form, you can provide information about a recent flight made in the aircraft, equipage details, and your email address, and you should receive a detailed performance report within a few minutes. Further information about the process is available at: <https://adsbperformance.faa.gov/PAPRRequest.aspx>

The FAA ADS-B \$500 rebate program is up and running, providing qualifying ADS-B installations with a little help (admittedly, not too much help) with the financial hit. From the FAA website located at <http://www.faa.gov/nextgen/equipadsb/rebate/>, details of the rebate are:

Eligible aircraft: Defined as U.S.-registered, fixed-wing, single-engine piston aircraft whose operation requires an onboard pilot, first registered before January 1, 2016.

Eligible equipment: Avionics that are certified to FAA Technical Standard Orders and meet the program rules (software upgrades of existing equipment are not eligible). Rebates are not available for aircraft already equipped with rule compliant ADS-B or for aircraft the FAA has previously paid or committed to pay for upgrade(s) to meet the ADS-B mandate.

From an AOPA release (see the entire document here:<https://www.aopa.org/news-and-media/all-news/2016/august/10/fis-b-advisory-service-adding-data-curtailing-older-notams>):

AOPA is working with the FAA to make pilots aware of new weather products that will become available on the **Flight Information Service-Broadcast (FIS-B)** beginning next year. Pilots also should note new limitations in the delivery of notices to airmen that will take effect in September.

The new weather products to become available via FIS-B in 2017 include information on lightning strikes, cloud tops, icing (current and forecast), and turbulence. The FAA is also

studying uplinking one-minute automated weather observation station (AWOS) observations or center weather advisory (CWA) and graphical airmet (G-Airmet) products.

Starting this September, the FAA will limit notams uplinked by FIS-B to notam-D and notam-FDC products that generally have an effective or issuance date less than 30 days in the past. However notams advising of temporary flight restrictions (TFRs) will continue to be transmitted. The change is expected to reduce the number of notams transmitted to aircraft by about 20 percent.

A refresher on terms (from the AIM):

TRAFFIC INFORMATION SERVICE–BROADCAST (TIS–B)

BROADCAST (TIS–B)– The broadcast of ATC derived traffic information to ADS–B equipped (1090ES or UAT) aircraft. The source of this traffic information is derived from ground–based air traffic surveillance sensors, typically from radar targets. TIS–B service will be available throughout the NAS

where there are both adequate surveillance coverage (radar) and adequate broadcast coverage from ADS–B ground stations. Loss of TIS–B will occur when an aircraft enters an area not covered by the GBT network. If this occurs in an area with adequate surveillance coverage (radar), nearby aircraft that remain within the adequate broadcast coverage (ADS–B) area will view the first aircraft. TIS–B may continue when an aircraft enters an area with inadequate surveillance coverage (radar); nearby aircraft that remain within the adequate broadcast coverage (ADS–B) area will not view the first aircraft.

FLIGHT INFORMATION SERVICE–BROADCAST (FIS–B)

BROADCAST (FIS–B)– A ground broadcast service provided through the ADS–B Broadcast Services network over the UAT data link that operates on 978 MHz. The FIS–B system provides pilots and flight crews of properly equipped aircraft with a cockpit display of certain aviation weather and aeronautical information.

Member Spotlight

Text and Photos by Bruce Estes

Andy Bibber and his partner, Laurie, arrived at Lincoln Airport last fall from Alaska. Eighteen years of flying as a commercial pilot in Alaska, especially with the Alaskan winters, was getting boring. So, Andy and Laurie researched areas and airports and decided that Lincoln looked good for their new home.

When asked how long Andy has been flying, he answered “before I was born.” Andy’s mother and father were pilots. Andy’s mom was working on getting her license when she was pregnant with Andy, but temporarily had to stop flying because she had grown to where she couldn’t bring the control stick back far enough to flare for landing. Andy’s mom did get her license later.

Andy soloed when he was 16, and got his license when he was 17. Andy now has approximately 22,000 hours of flying experience. Andy estimates 25% of those hours are in tailwheel aircraft. Andy has an Airline Transport Pilot certificate and is a Certificated Flight Instructor for both single and multi-engine airplane, and also holds the single engine seaplane rating. Andy even had a flight school for five years in Maine, where he is originally from.

Andy’s flying in Alaska consists of flying freight and passengers from hub airports to remote airports. If you watched the reality series *Flying Wild Alaska*, this is what Andy does in Alaska, but without the artificial television drama. This is all done in small aircraft, the largest being a Cessna Caravan. Andy also flies his airplanes in airshows and has a business selling rides in his unique fleet of airplanes. You can book a ride in these aircraft by visiting adventureflight.net.

Andy and Laurie are great people, but part of this story has to involve the airplanes currently owned by Andy. Andy loves old airplanes, especially if the airplanes have radial engines. These airplanes have character (like Andy). Andy currently owns a 1943 SNJ-4, a 1942 UC-78 Cessna *Bamboo Bomber* (used as a multi-engine trainer for World War II pilots), a 1940 N3N biplane, a 1940 Taylor Craft, and a 1931 Monocoupe 110. Currently, four of the five are flyable and they can be seen flying on any given day. These are all classic airplanes. Laurie calls the Monocoupe Andy’s “girlfriend,” so the Monocoupe is probably Andy’s favorite of the 5 airplanes. All of Andy’s airplanes are older than he is. He can carefully get all five airplanes in his hangar at Lincoln.

Six months ago, which was about one week before Andy and Laurie’s scheduled departure for their summer in Alaska, Laurie gave birth to Lincoln Charles Bibber. I’m sure Lincoln will be a pilot. He had already flown as a passenger,

prior to being born, and when he was about two weeks old for the summer relocation to Alaska. Laurie wrapped Lincoln in blankets to keep him warm and climbed into the back seat of the SNJ and flew with Andy from Lincoln Airport to Vancouver, Washington, about a four hour trip. When asked how Lincoln did on the flight, Andy says Lincoln was very comfortable, sleeping for most of the flight. I think another pilot has been born.



Andy and Laurie in front of the Naval Aircraft Factory N3N-3 with the newest member of the troupe, Lincoln.



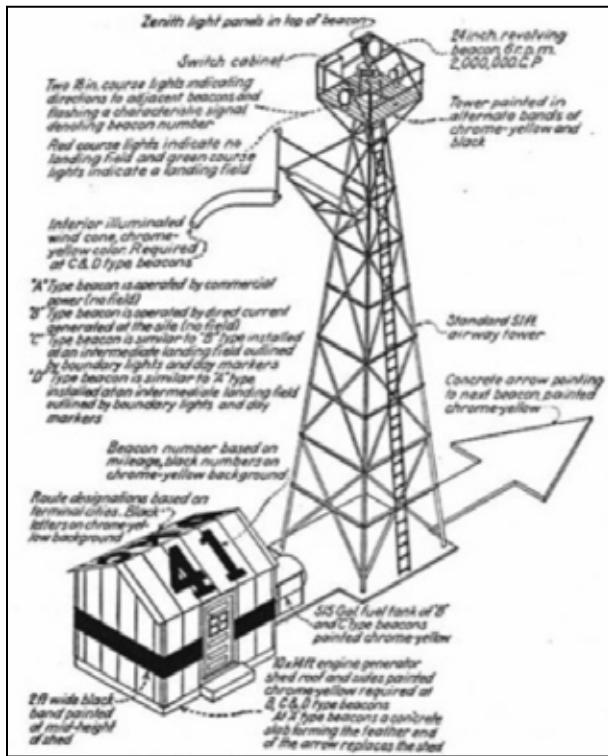
Andy's Cessna T-50 Bamboo Bomber, officially known as the Bobcat, and his North American SNJ-4 on the line at the Lincoln Airport. Rides or flight training are offered by Andy through adventureflight.net.

Are you filing your flight plans with the correct equipment suffix?

Aircraft Equipment Suffixes

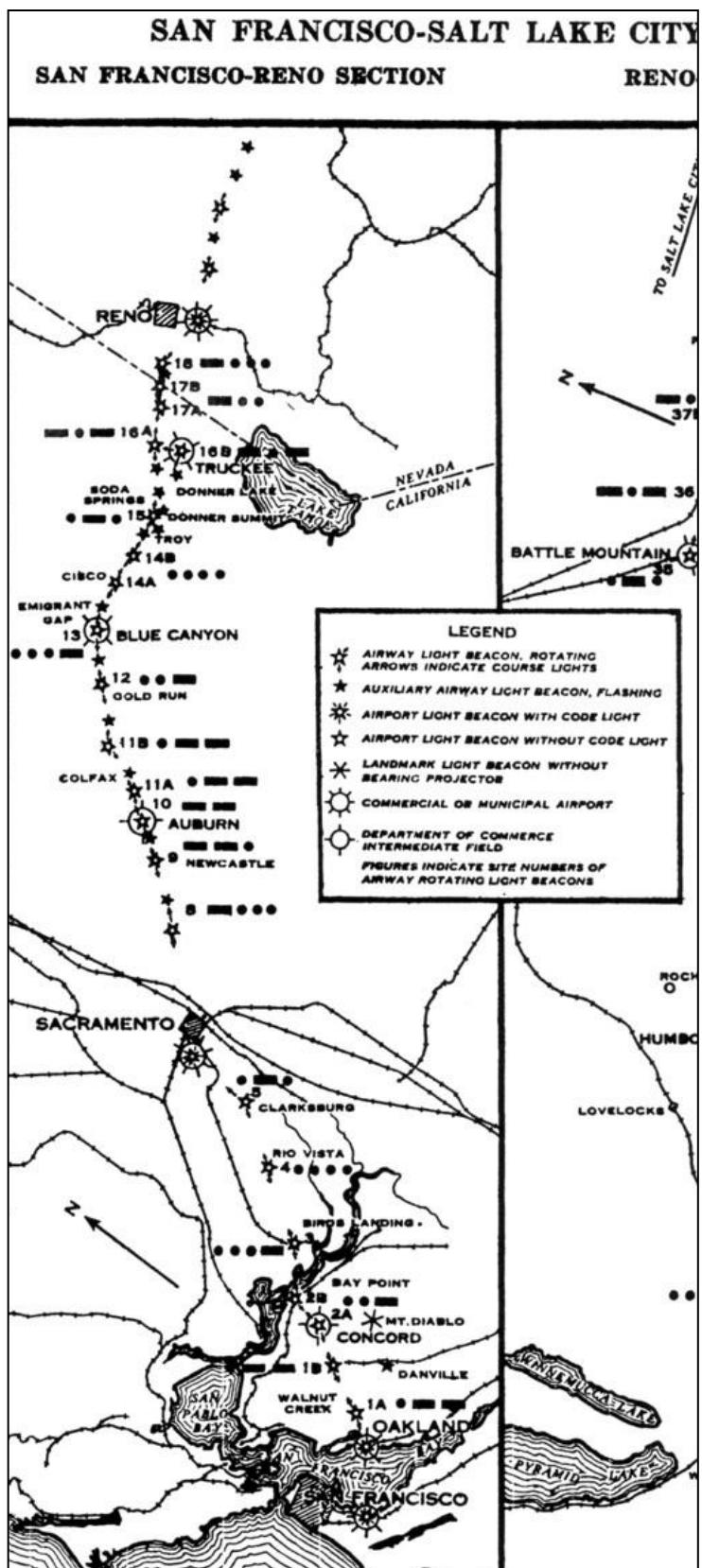
	Navigation Capability	Transponder Capability	Suffix
RVSM	No GNSS, No RNAV	Transponder with Mode C	/W
	RNAV, No GNSS	Transponder with Mode C	/Z
	GNSS	Transponder with Mode C	/L
No RVSM	No DME	No Transponder	/X
		Transponder with no Mode C	/T
		Transponder with Mode C	/U
	DME	No Transponder	/D
		Transponder with no Mode C	/B
		Transponder with Mode C	/A
	TACAN	No Transponder	/M
		Transponder with no Mode C	/N
		Transponder with Mode C	/P
	RNAV, no GNSS	No Transponder	/Y
		Transponder with no Mode C	/C
		Transponder with Mode C	/I
	GNSS	No Transponder	/V
		Transponder with no Mode C	/S
		Transponder with Mode C	/G

More About Those Airway Beacons



Above is a CAA diagram of the standard airway beacon installation. The beacon itself was a white 2 million candle power single lens that rotated. Installed on the platform below it were course lights aligned with the airway: green lights indicated a lit airport located with the beacon, amber lights indicated a airport without lights, and red course lights indicated no airport at the beacon site. The course lights flashed a Morse code number for the airway beacon number. The concrete pad arrow is shown, along with a generator that was installed for remote locations. The arrow, generator, building and tower were initially painted chrome yellow and black., though later variations had the tower and building in orange and white also.

You don't have to look far to see an example of an old airway beacon. The rotating beacon at Lincoln was first installed on 'Beacon Hill' in Colfax. The FAA removed it from service in 1964 or so. It was moved to the Lincoln Airport and modified as an airport rotating beacon. A close look at the platform on top would probably reveal where the old airway course lights had once been installed.



A blow-up of the CAA San Francisco to Salt Lake City airway map from about 1930 or so depicting the airway beacons through the Sacramento area. Each beacon had a number assigned that was based on the mileage from the start point of the airway (divided by 10): thus, beacon "9" at Newcastle was approximately 90 miles from the airway start point at San Francisco.