



# Runway 15



*The Monthly Newsletter for EAA Chapter 1541, Lincoln, California*

**February 2018**

## *Briefing Strip*

- Plan for the monthly member meetings, held on the third Wednesday of every month, to gather at Cattlemens Restaurant in Roseville for the months of **February** and **March**. This is due to the expected cold and rainy weather. Look for details on the February meeting, to be held on **Wednesday, February 21**, inside.
- Annual member dues are past due. If you have not paid your 2018 dues, please see Jim Hughes; member dues are \$20 per year; family membership \$30; Gold Members \$300.
- Young Eagle Rallies are coming: EAA Chapter 1541 will hold its first Rally of 2018 on Saturday, May 12. We have the second now scheduled for Saturday, September 29. Look for more details inside.
- The chapter board of directors is close to announcing the details of our first youth scholarship initiative. We have a few more things to work out before the program is rolled out. More details inside.
- We are planning a Chapter 1531 Hangar Open House for the community on Saturday, April 28. Mark your calendars; we'll need some help to pull it off well.
- We are also working on some hangar improvements to make our chapter home a bit nicer. Look for action in the coming months.
- We have a full calendar of programs set up for the next month; keep an eye on the calendar for what is going on with Chapter 1541.

## *Calendar*

- Saturday, February 17:** Lincoln Airport Aircraft Display Day, 8 am to 12 pm.
- Wednesday, February 21:** Lincoln Airport Committee Meeting, 10 am in the First Floor Meeting Room at Lincoln City Hall.
- Wednesday, February 21:** Chapter 1541 Member Meeting, Cattlemens, Roseville, 6 pm to 8:30 pm.
- Saturday, February 24:** "BBQ and a Program: Brian Brown: Survival Story 11 am to 1 pm at the EAA hangar.
- Saturday, March 3:** "Pancakes and a Movie:" EAA hangar 8 am to 10 am.
- Saturday, March 10:** Chapter Fly Out, 9 am from the EAA hangar.
- Wednesday, March 14:** Chapter 1541 Board of Directors meeting at 6 pm, House of Pizza on Nicholas Road (pushed back one week from normal date).
- Wednesday, March 21:** Chapter 1541 Member Meeting, Cattlemens, Roseville, 6 pm to 8:30 pm

In addition to the events listed above, there are pancake breakfasts, fly-ins and other aviation activities scheduled for almost every weekend throughout the area. Check the chapter website calendar for the most current information: <http://eaal541.org/events/>

*For the most up-to-date information, go to the chapter website*

<http://eaal541.org>

## *Newsletter Contributions*

Please help 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](mailto:sthompson@aerovintage.com) or call me at 916-716-3442.

## *Did You Know?*

### *Anticollision Lights and You*

The question was asked: if your aircraft's anticollision lights include both a red rotating beacon and white strobe lights, can you operate in VFR day conditions with only one of those working while the other is inoperative? The short answer is no, unless authorized by a waiver. Placarding the equipment inoperative is not sufficient.

The FAA's Office of the Chief Counsel recently issued a legal interpretation that examines this question in light of the applicable Federal Aviation Regulations (FARs). The analysis turns first to § 91.205(b), which addresses required equipment for VFR day operations. The FAA's position is that if an aircraft is equipped with both strobe lights and a rotating beacon, then they are considered to be part of the same anticollision system rather than separate systems. The conclusion is that all parts of the system required by 91.205(b) for day VFR must be "in operable condition" per § 91.205(a), which for Part 23 airplanes certificated after March 11, 1996 include anticollision lighting.

(The above is adopted from an AOPA Pilot Protection briefing, all of which can be found if you click on this [link](#).)

## *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](mailto: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:

Scott Thompson

Vice President:

Tom Lieb

Secretary/Treasurer:

Jim Hughes

### *Chapter Board of Directors:*

Cherish Bruce

John House

Bob Miller

Bruce Robinson

Randy Sharp

Erika Wallin

Ruben Wallin

Bill Wootton

### *Webmaster:*

Dug Smith

### *Newsletter:*

Scott Thompson (916-716-3442)

([sthompson@aerovintage.com](mailto:sthompson@aerovintage.com))

### *Membership:*

Open to all. Chapter dues: \$20 per year for individuals; \$30 for families; \$300 for gold membership.

## *President's Corner*



*by Scott Thompson*  
*Chapter President*

As the new year gets going, there are several chapter initiatives that we are moving on. The chapter has set two dates this year for Young Eagle Rallies. The first will be held on Saturday, May 12, which at this writing is three months away. Two weeks before that Rally we are also planning an EAA Chapter 1541 Open House at the hangar on the airport. These two events will provide an opportunity to expose the EAA and our chapter to the wider community.

The chapter Open House will be held on Saturday, April 28. We are building the event around our invited speaker for that day, an aerobatic pilot named Beth Stanton. Beth is based at Modesto and has quite a story to tell. I'll leave it to you to explore her history online, but the message she will bring to our chapter is titled *Cleared For Takeoff, YOU Are the Pilot of Your Life*, pertinent not only to flying but to life in general. With Beth being our featured

presenter on that day, we thought it would be a good opportunity to invite the larger community to hear Beth and also to see what our chapter is about. I think what she will speak to could be of interest to young men and women, so we will focus on engaging a younger set of attendees to visit our hangar.

This slots nicely into the Young Eagles event we will hold two weeks later on May 12. Our chapter has not held a Young Eagles Rally for several years so I am excited to get one set up. We have some good ideas and some enthusiastic and knowledgeable people working on organizing the Rally. I hope that all the chapter members will get involved in this event. We will all have plenty of opportunities to get plugged into helping make the event a success.

Also in the works is our Youth Scholarship program, details of which I hope to announce in the coming weeks. We are starting with a modest program but one that will be expanded as we gain experience. There is a significant opportunity for our chapter to help local youth pursue a career in aviation. There are many career paths in aviation right now that are wide open for young talent, from pilots to technicians to air traffic controllers to engineers and much more.

So, there is much going on besides our normal chapter activities. We will be looking for volunteer help as these initiatives come together, so I hope you will lend your talents to the effort.

## *Youth Scholarship Program Moving Forward*

We are still finalizing the last details of our first youth scholarship program. A team of three chapter board members are working on a proposal to offer ground school scholarships as a starting point. The board of directors will review the proposal and proceed from that point. More details will be forthcoming in the near future. Stay tuned....



*Wednesday, February 24, 6pm - 9pm  
Monthly Member Meeting*



Meeting will be held at Cattlemens in Roseville. The optional dinner starts at 6:00, with a short business meeting at about 6:45. At 7:00 or so, we'll hear a presentation from Gary Veer, an ex air traffic controller who worked at both Seattle and Salt Lake Centers.

Gary has a bunch of information about how to get the most out of your contacts with ATC and how to make the system work best for you. Gary has a broad background in aviation and is an entertaining speaker. Come and have some fun.

For those ordering dinner, we will order off a special menu with included non-alcoholic beverage and pay \$21.65 including tax and gratuity. Guests are encouraged and welcomed.



## *Chapter 1541 Young Eagle Rallies Scheduled*

Chapter 1541 has scheduled two Young Eagle Rallies for 2018, the first on **Saturday, May 12**, and the second on **Saturday, September 29**. For those few who may not be familiar, Young Eagles is an EAA program designed to introduce young people to aviation by offering a short, free airplane ride. The program was launched in 1992 and, nationwide, has provided well over 2 million rides. Our chapter has conducted several Young Eagles Rallies in years past and we're going to move forward with Rallies this year also.

So what does this mean to you, the chapter member? Well, we need volunteers to help make this event a success. Volunteer are needed for both pilots, ground handlers and event helpers. As you can see in the information provided below, the tasks are simple and will provide an opportunity to interact with the community in a positive way.

More information is forthcoming but mark the dates.

### *Are You a Young Eagles Pilot??*

Our chapter Rally organizers need to determine what pilots in our group are currently qualified to participate as Young Eagle pilots. This means you are on record with EAA headquarters with a completed and current background check. If you are such a pilot and have interest in participating in our chapter's Young Eagles Rallies, please email the chapter at [eaal541@gmail.com](mailto:eaal541@gmail.com) to let us know. If you are not sure if you are currently qualified, please email us and we will help you figure it out.

If you want to become a Young Eagles pilot, the process is simple. Click this [hot link](#) or just email us at [eaal541@gmail.com](mailto:eaal541@gmail.com) and we will help you get the process started.



### *Are You a Young Eagles Volunteer??*

Maybe you are and just don't know it yet. Our chapter needs volunteers to make these Rallies successful. We need ground support volunteers, two per participating aircraft. We need people to welcome parents and Young Eagles, we need dispatchers and folks to help keep track of everything. We need some volunteers to help spread the word through the community. We need volunteers to support our BBQ Lunch. These are going to be major events for our chapter this year so please let us know if you want to help. The sooner the better. Please send an email to [eaal541@gmail.com](mailto:eaal541@gmail.com) and let us know of your interest. We will put you on the list and let you know more as details are firmed up.

# Member Spotlight

by Bruce Estes



**Rubin Wallin** is one of our newest EAA Board Members. Ruben recently took over a hangar at the north end of the Lincoln airport, met Ron Wright, his hangar neighbor, and that's how Ruben found EAA Chapter 1541.

Rubin has always been interested in aviation. Ruben's stepfather was a B-24 pilot and Ruben's brother is an aviation mechanic. Ruben enrolled in the private pilot ground school when he was sixteen. So, aviation is in Ruben's blood.

Rubin is in the process

of changing employment for his primary job, but has a second job working for Faeth Aircraft. Faeth Aircraft is a huge aircraft salvage company located in south Sacramento. He has a background in logging where he loaded and transported logging equipment. So, Ruben now transports salvage projects for Faeth Aircraft. In addition, Ruben buys, repairs, and sells his own salvage projects. He is currently working on a Zenith CH701 that he will repair and sell. Ruben is also looking for a project for one of our members. Ruben says that he has always had projects. One look in his very organized hangar



confirms that Ruben likes to keep busy with such airplane projects.

Rubin became an chapter board member to spread the word about aviation, and to specifically get more kids into aviation. Ruben's love for aviation was fostered by family members, and I am sure that Ruben will continue this tradition. Good luck Ruben and thanks for stepping up to become a board member.

## *Air Galore Offers Car Rentals and More*

Mary Fairbanks recently joined our chapter as a new member. Her day job is flying C90 King Airs out of MCC and MHR, but we were also pleasantly surprised to find that she has a company that provides FBO services at the Little River Airport (LLR) in Mendocino County. Little River is located just a stone's throw from the rugged northern coastline south of Fort Bragg. The airport provides easy access to an otherwise remote area of the state but if you fly out there you will probably need a car to get around. Well that works out pretty well because her company, Air Galore, offers car rentals at both the Little River Airport and also at the nearby Boonville Airport. Little River is just 114 miles due west of Lincoln as the plane flies. Think about that in August when it's 105 degrees at Lincoln and 70 degrees on the coast. Hop over to Little River and rent one of the cars made available by Air Galore. Mary has even offered a nice discount to EAA Chapter 1541 members, so take advantage of the opportunity the next time you are looking for a place to fly.

Air Galore also offers other aviation services, including ground and flight training, charter flights, and bike rentals. Check out Air Galore's website at <http://air-galore.com/>. To reserve a car, call 707-972-4498 or email [c3458j@gmail.com](mailto:c3458j@gmail.com).

And, you read it here first: Air Galore is going to offer a car rental at Pine Mountain Lake (E45) at Groveland, gateway to Yosemite National Park, beginning in May. It's cooler there in August, too.



## *Help Wanted #1 Bannermaster*

So, the chapter has some new informational banners that we place about the airport to announce our delicious pancake breakfasts, our scrumptious BBQ lunches, and our enviable dinner member meetings. These banners need to go up a few days before the events and come down after the event is over. If you have always wanted to carry a bunch of banners around in the trunk of your car and help promote our chapter's events, this job is for you. It is ideal for someone who hangs around the airport a lot, but it turns out that is pretty much all the people in the chapter. But if you hang around the airport during weekdays and have some trunk space available, and if it sounds like something you might want to do, then please drop me an email: [sthompson@aerovintage.com](mailto:sthompson@aerovintage.com).

## *Help Wanted #2 Communications Guy or Gal*

We are looking for that special media savvy person who is comfortable with social media and email stuff. Our chapter wants to make sure we are communicating well and in every way possible to our members, our prospective members, and anyone else who might be listening or reading. We have a Facebook page and make entries in Socialflight, and have a newsletter and shoot out email blasts. We want to take advantage of community news outlets and calendars and other things we don't even know about because we are old. In all that we do, though, we want to broadcast a coordinated and consistent message, attractive and engaging. This will take a creative and somewhat clever person who likes to do a bit of work for absolutely no pay. If you are clever and media savvy, who knows the ins and outs of social media, and want to contribute to our chapter doing an excellent job of communicating, please drop me an email: [sthompson@aerovintage.com](mailto:sthompson@aerovintage.com)

# Air Power Advocate – Father of the U.S. Air Force

*By Marty Maisel*

## *The Billy Mitchell Story – Part 2*



(USAF)

### Challenging the Navy

Billy Mitchell continued to irritate his superior officers and Navy brass by testifying before Congressional committees that aircraft would make the Navy ineffective with statements such as “A few Army pilots could destroy the most powerful Naval fleet afloat,” “Advancements in aerial warfare would one day render the battleship obsolete,” and “One thousand bombardment airplanes can be built and operated for about the price of one battleship.”

The Navy, feeling pressure from Congress and the public to prove that airplanes could not sink its ships, agreed to have Mitchell participate in the 1921 Army/Navy war games in hope that Mitchell’s claims would be found to be wrong.

Under the Treaty that ended the Great War, confiscated German warships were to be destroyed. President Wilson set the deadline for destruction at July 24, 1921 - a date that was rapidly approaching.

The Navy provided four classes of German ships for the tests:

- submarine U-117 at 1,200 tons,
- destroyer G-102 at 1,250 tons,

- the light cruiser *Frankfurt* at 5,180 tons,
- and, the battleship *Ostfriesland* at 27,000 tons.

The tests would be in the waters off the Virginia capes and the Navy would set the rules of the Games. Military and civilian dignitaries observing the bombing test included the Secretary of the Navy, the Secretary of the War Dept., Congressmen, and representatives from Europe and Asia.

Mitchell set up Army operations at Langley Field, Hampton, Virginia and acquired nearly 200 Army aircraft and about 1000 men. The unit was designated the First Provisional Air Brigade. Mitchell’s team constructed a target practice “battleship” and designed and built 1000 lb and 2000 lb bombs, the largest aerial bombs built to date. In addition new bomb-sights were developed and his aircraft were modified with bomb racks. Also, Mitchell discovered from earlier secret Navy tests (conducted by Capt. Chester Nimitz) that near-misses are more effective than direct hits so he instructed his pilots to deliver their bombs alongside the ships to damage their hulls.

While Mitchell was totally absorbed in his effort to show that air power could defeat Naval power, his wife, unhappy with his absences, his drinking, feeling neglected and not as dedicated to his cause, filed for divorce.

The Navy, Marines and the Army would participate in the games with their aircraft and bombs. The Navy used the Naval Aircraft Factory F-5-L seaplane and the Army employed the de Havilland DH-4 light bomber, the Martin MB-2 bomber, and the Handley-Page O/400 heavy bomber.



*Naval Aircraft Factory F-5-L (U.S. National Archives image is in the public domain).*

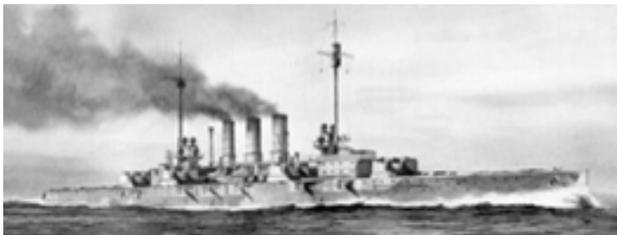


*de Havilland DH-4. (U.S. Army image is in the public domain)*



*Handley-Page O/400 heavy bomber. (USAF image is in the public domain)*

On June 21 the Navy sank the submarine after dropping twelve 165 lb bombs. Three weeks later the destroyer was sunk by the Army using 100 lb and 300 lb bombs. The cruiser *Frankfurt* proved to be a more difficult target and did not go down after the Navy and Marines used a number of 100 lb to 300 lb bombs. However, the Army's MB-2 aircraft, dropping 600 lb bombs, did sink *Frankfurt*. The real challenge for the First Provisional Air Brigade would be the battleship *Ostfriesland*.



*German WWI battleship Ostfriesland (Image is in the public domain)*

The attack on the battleship began on July 20, 1921. 250 lb bombs delivered by Navy and Marine aircraft and 600 pounders dropped by the Army's bombers damaged the *Ostfriesland*, but the ship remained afloat. The next day the Army was given its last chance to prove Mitchell's claims about the vulnerability of Naval assets to air power. The

Army used its Martin MB-2 and Handley-Page O/400 bombers to drop 1000 lb and 2000 lb bombs on the target. At 12:21 PM a bomb hit along the starboard side of the *Ostfriesland* and the ship went under in twenty minutes.



*The Ostfriesland sank twenty minutes after this bomb hit. (U.S. Army image is in the public domain)*

The sinking of the battleship received mixed reviews in the press. The battleship supporters claimed that it was a stationary defenseless target and yet it took a long time for the bombing planes to sink it. The pro-airplane supporters responded "Yes, but we did sink it, didn't we."

It is interesting to note the comments of one of the observers to the sinking of the *Ostfriesland* reported in the Hartford Courant newspaper:

".....It would be gravely embarrassing to the American people if the ideas of your General Mitchell were more appreciated in Japan than in the United States."

".....you may be sure, we will study his experiments." The observer was G. Katsuda from Japan.

While no direct connection to the sinking of the *Ostfriesland* was found, in September 1921 the Navy Department established the Bureau of Aeronautics, under its Chief, Rear Admiral W. A. Moffett. Furthermore, in March 1922, the Navy commissioned its first aircraft carrier, the *USS Langley*. In July 1922 Congress authorized building two additional aircraft carriers, the *Lexington* and the *Saratoga*, by converting unfinished battle cruisers.

*In Part 3 of The Billy Mitchell Story Mitchell charges Army and Navy brass with incompetency and criminal negligence.*

## *At The Airport...*



Stephanie Lombardi is the Recreation Coordinator for the City of Lincoln. One of her projects is running a preschool program called “Tinkerplay.” On February 7, Stephanie gave a tour of Lincoln Airport to ten children and their mothers. She had done another tour a few days earlier for another group.

When I saw what was going on, I offered to show my airplanes to the group and explain some basic things about flying machines. The kids were interested and their mothers were very interested. This was another chance to spread some positive education about Lincoln Airport, Chapter 1541, and the local pilots and possibly plant an aviation seed in some of these kids.—Bruce Estes

### ***Important: Mark Your Calendars***

***Saturday, April 28:*** Chapter Open House at the EAA Hangar from 8 am to 2 pm. Invited speaker for a 12 pm program is aerobatic pilot Beth Stanton. She will present a program entitled *Cleared For Takeoff, YOU Are the Pilot of Your Life*. Other hands-on activities will be available in the morning, plus some mini-programs and other good stuff. Plan on inviting friends, family, and random strangers. Coffee and pastries all morning, a BBQ Lunch at 11 am, Beth’s program at 12 pm.

***Saturday, May 12:*** Chapter 1541 Young Eagle Rally from 8 am to 2 pm. We expect the event to be based at the Gazebo area in the middle of the airport, with check-in and briefings to be held at the nearby NorCal Flight Center conference room. Plans have not been firmed up yet, but we may also offer a BBQ lunch at the Gazebo area at 11 am.