



Runway 15



The Monthly Newsletter for Experimental Aircraft Association Chapter 1541, Lincoln, California

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On the Horizon: Calendar of Events

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

Date	Topic
Note	On Thursday, March 12, 2020 the chapter Board voted to suspend face to face meetings for the foreseeable future, in compliance with directions from public health offices in our region, to limit spread of the COVID-19 virus.
May 20, 2020 6:30 pm	Online Chapter membership meeting. Program by Dan Masys, M.D. on "How Much Does Hypoxia Affect Pilot Performance?". Details below.
June 3, 2020 7 – 8 pm	Online IMC Club meeting with FAA Wings credit. Online registration link will be distributed to chapter members by email.

June 17, 2020 6:00 (if in person) or 6:30 pm (if online)	Chapter membership meeting (online or in person). Program by Stephen Stein, NTSB investigator on "Experimental Aircraft Safety". FAA Wings credit will be available.
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EAA CHAPTER 1541 INFORMATION

Meetings	Usually the third Wednesday of each month held at KLHM Hangar S-12. Details available on the website
E-mail	eea1541@gmail.com
Website	http://eaa1541.org
Mailing Address	EAA chapter 1541, PO Box 1126, Lincoln, CA 95648
Chapter Hangar	Hangar S-12, Lincoln Airport
President	Darren Coomler
Vice President	Dan Masys
Secretary/Treasurer	Jim Hughes
Chapter Board of Directors	Cheryl Andrade John House Mike Lagomarsino Ray McNaught Bruce Robinson Randy Sharp Scott Thompson Scott Whelan
Webmaster	Dug Smith dug@dugbert.com
Newsletter and Tech Counselor	Dan Masys dmasys2@gmail.com

Membership	Chapter dues: \$20 per year for individuals; \$30 for families; \$300 for gold membership
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President's Corner



Dear EAA 1541 Chapter Members,

I think I see a light at the end of the tunnel, if you're like me you have been following the

news for the latest of guidelines of what you can and can't do, and it looks like we may be able to see one another in person in the upcoming few weeks.

According to Placer County's Stage 2 announcement, the board and I will meet shortly to create a plan preparing for an in-person meeting that comply with the new safety protocols. In the meantime, please join us for the online member meeting on May 20th and the IMC club meeting coming up on June 3rd. I am eager to meet with you all and hear what you all have been doing for the past few months.

As you will see in this newsletter, our chapter members have been busy and making progress on their projects, but also making important contributions to our chapter. I'd like to recognize Bruce Estes in particular, for his arranging the donation of a Stinson project and relocating it to KLHM, where it sold almost immediately and brought \$2200 to our chapter's reserves. Bravo to Bruce and those who helped him. And thanks to all who answered our call for "Pix, PIREPs and Project

updates" that make up much of this edition of the newsletter.

After purchasing a new house and getting moved these past few months I haven't been flying at all. As many of you know I am still a student pilot – I contacted my CFI a couple of weeks ago and got back in air. Wow! Was it great! I found myself looking at the yoke and door handles wondering if I needed to disinfect them.

I don't know how many of you have been under the "foggles" lately. I usually enjoy the challenge of this type of flying, it started out great, as usual- but after 45 minutes my stomach began to turn. I have found my new focus for the next couple of flights. Practice usually seems to be an effort, but for me the practice of aviating is pure joy.

I share this story with you all in hopes that you find something that feels somewhat normal in all this change, uncertainty, and chaos. We will be back together soon and what a joyous day it will be.

To happiness and health,
Darren Coomler



May Member Meeting Program: How Much Does Hypoxia Affect Pilot Performance?

Every pilot knows that the air gets thinner the higher you go, and every pilot knows hypoxia can affect their ability to think clearly. But how much hypoxia is needed to cause bad things to happen, and when is flying at high altitudes really no big deal? The answers may surprise you.

Join us for this online meeting program given by chapter member Dan Masys, M.D. Login information for this Webex teleconference will be emailed to the chapter email list the day before the member meeting, which will begin at 6:30 pm on Wednesday, May 20. Or, save your newsletter and at the appointed hour on Wednesday you can just click here:

<https://meetingsamer.webex.com/meetingsamer/j.php?MTID=mf636aaf7ed24e093003e9eda47a02b32>

About our speaker

Daniel R. Masys, MD is an honors graduate of Princeton University and received his M.D. degree from the Ohio State University College of Medicine as a U.S. Navy scholarship recipient during the Viet Nam conflict. He completed postgraduate training in Internal Medicine, Hematology and Medical Oncology at the University of California, San Diego, and the Naval Regional Medical Center, San Diego. He served 12 years as a Navy Medical Officer board certified in those three specialties. He then served in the US Public Health Service Commissioned Corps as a research officer at the US National Institutes of Health. He was a Professor of Medicine at UC San Diego School of Medicine and Vanderbilt University Medical Center, and has served on a variety of NASA aerospace medicine advisory committees.

Another Great Chapter Donation

Bruce Estes writes:

On Tuesday, May 4, EAA1541 members traveled to Auburn to relocate a Stinson 108 project that I had secured as a donation for our Chapter:



Ken Schwartz brought his large trailer, and Dick Rupe, John House, Jim Hughes, and myself assisted.



The large parts were loaded on to the trailer and smaller items were loaded into 4 of our trucks. In addition to the Stinson project, some additional aviation stuff was received in the donation.



The Stinson parts sold quickly and brought \$2200 to our chapter!

Bruce Estes

Cheryl's She-Said" Tid-Bits

HAPPY BLUE SKIES!

YOUNG EAGLES:

Due to the ongoing restrictions, our anticipated airport events (Airport Fun Day and Young Eagles) are on an indefinite hold.

Please remember: "A bad attitude is like a flat tire; if you don't change it, you'll never go anywhere!"

Stay safe, and hope to see everyone very soon.

*Cheryl Andrade
Young Eagle Coordinator*



Pix, PIREPs and Project Updates

This new feature of our monthly newsletter is intended to keep us all in touch with one another, sharing our interests and recent experiences. The response to our first request to send in photos and notes has been so rewarding that we'll be sending out a reminder each month to send in more. What you can learn about other chapter members' skills and accomplishments is quite amazing. Enjoy!

(Listed in order received by your newsletter editor)

George Hardin writes:

Just completed the upgrade of my Kitfox avionics to the Grand Rapids Sport EX. Made a new panel in exotic hardwoods.

Before:

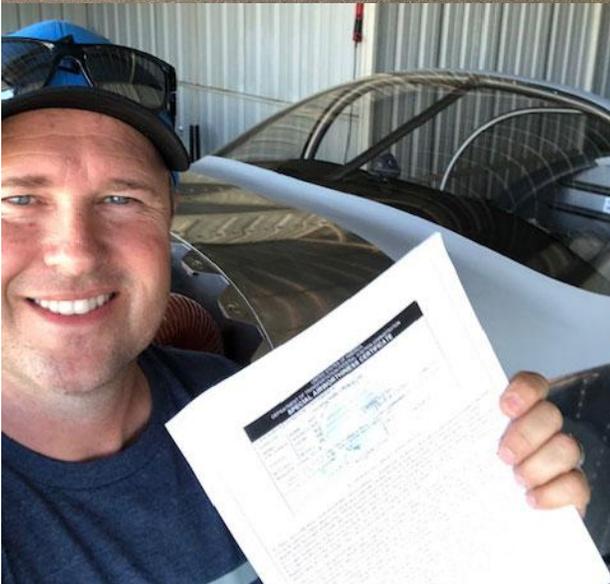


After:



Keith Grasse reports:

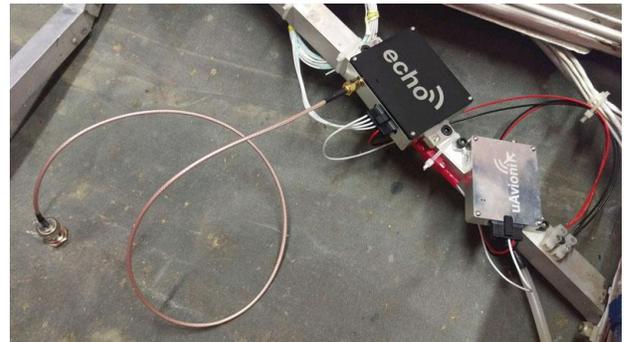
My RV-7 received its airworthiness on March 10th. The first flight was on April 25th out of Rio Linda. The build took 4.5 years and just over 1500 hours.



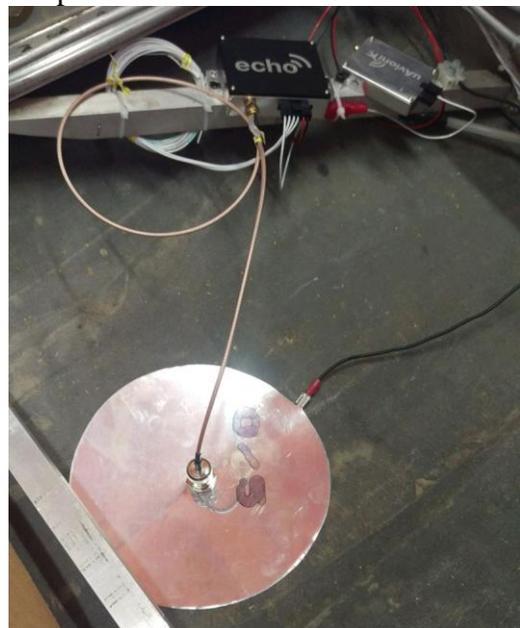
[Editor's note]: Congratulations, Keith!!

Brent Smith writes:

I've attached a couple of pictures of the latest progress in the construction of MiniIMP s/n 002: the installation of the UAvionix Echo system for ADS-B Out compliance. It's a really affordable solution for those who already have Mode C capability. In my case, I also needed a good GPS source, so I bought a package that included a GPS antenna that sits on the glare shield and a receiver that sits next to the Echo box. The first photo clearly shows the two boxes mounted conveniently under the seat and connected to the transmit antenna in the bottom of the usage pod:



the second photo shows the installation of a ground plane for that antenna:



Anyone wishing to see the installation first hand is welcome to drop in at hangar H-2.

Chris Silva was out flying his RV-6A at sunset on May 12 and snapped this one:



Chris also notes “I wrote up a nice blog of my trip to LA about 6 weeks ago - <https://silvashutterbug.wordpress.com/2020/03/30/stormy-monday-my-trip-to-la-and-back/> password is "flying" to view it.

Branden Culp sends this update on his Rans S-21 project:
Working on my left wing currently -



Builders log:
<https://eaabuilderslog.org?s=S21Outbound>

I’m trying to make YouTube build updates as well but a little behind:
<https://www.youtube.com/user/SkyRayden100>

Richard Clark writes:
I’ve attached a couple of nostalgia pixs for your consideration. Since I’m not a builder, I’ve got just some general aviation/aircraft pixs from over the years. If worthwhile, I can probably resurrect some others from the past! Pics attached are C-133 (kind of a long gone rare bird) landing at Anderson AFB Guam, Dec. 1966.



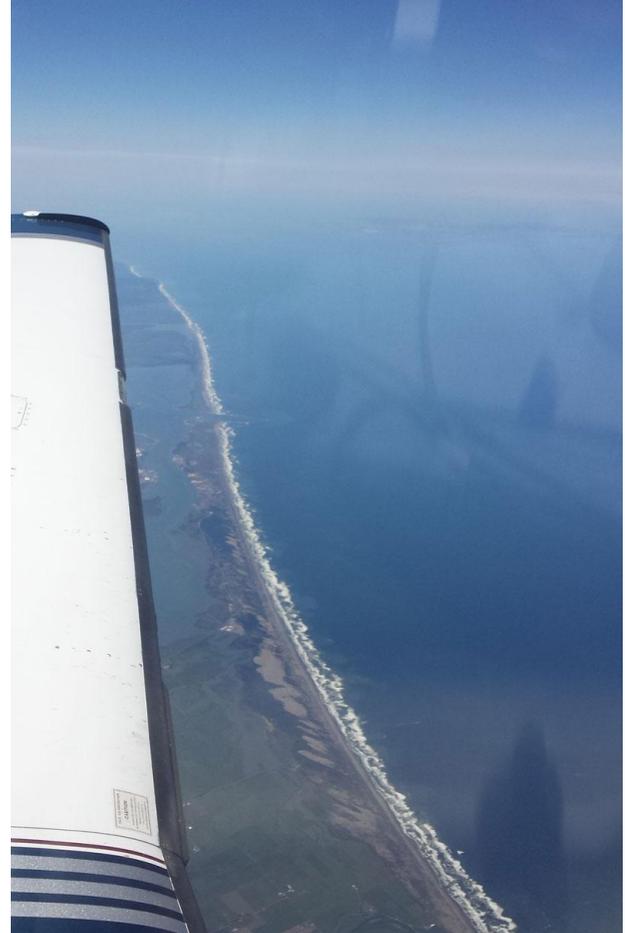
Other is cockpit of KC-135 (Young Tiger USAF support mission) heading to Japan 1966. Back in the day with flight engineer as part of crew and lots of steam gauges! No high tech there.



Hope these are of value to you and our chapter.

Jack Allison sent in the answer to the question “What has Jack Allison been up to since the COVID-19 shutdown?”:

I’ve been flying a lot as I’m Scientific Aviation’s newest pilot, flying their LHM based M20 N2132X (green hangar #34, stop by and say hello anytime). Currently flying once a week atmospheric sample collection mission for NOAA (FL250 down to 1000 MSL...yes, FL250, the service ceiling of this M20) off the coast near Arcata plus low level (500-3000 AGL) methane monitoring missions for the CA Air Resources board.



It’s challenging and rewarding flying and I’m working with fantastic people like Dave Page our head of maintenance.

Christopher Braun, owner of NorCal Flight Center, sent the following with a note “Hope this inspires some people to start their project or continue one!”

Been using some of the downtime to get some serious work done on a 1965 Citabria restoration. Starting on wings now. Fuselage and tail feathers are basically done.



Windshield will be fit this week. Everything interior was fit and installed, but keeping things out until final build, in case anything comes up.



This is the first time that I have worked with a tube and fabric project, and it has been an

amazing learning experience. Been following the Polyfiber manual and the Facebook forums for help. Got the two ailerons done, ready for UV Polybrush and final paint, and am now assembling wings/spars/fuel tanks on my work table in garage.

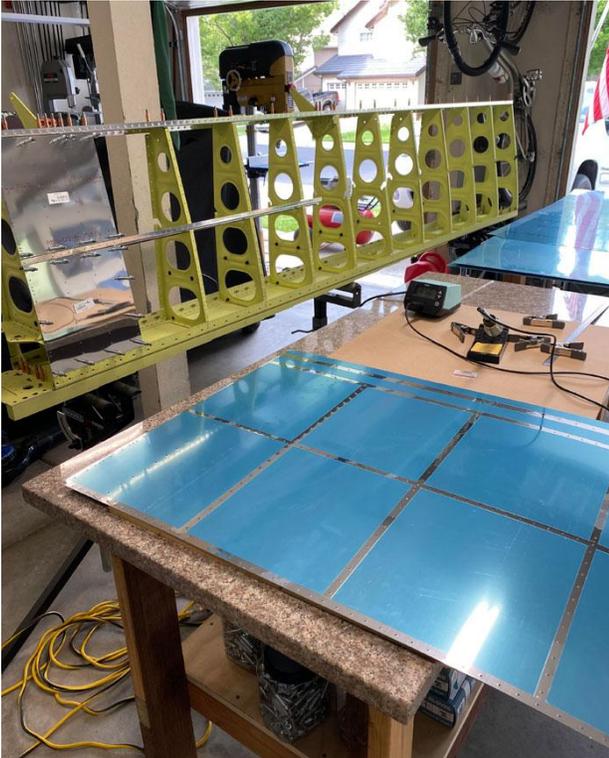


Engine is at Lycon for rebuild. Have also been on the learning curve with using an HVLP paint system for the first time. Very fun to learn. Looking for Nov/Dec (which year?) finish.

One piece of advice for those considering a buying a partially started restoration. Print out all of the SBs and ADs before you start anything and go back and inspect for compliance. Previous project owners did not do many of them for some reason, including trim,

elevator, and other control cable replacements and the need for a new front folding seat. Glad I checked them at the beginning of my project before continuing.

John House reports: this is the current status of my RV-14 project:



Waiting on the primer to arrive so I can continue the assembly. I ran out and it is not a stocked item. Rear spar and skins are ready to prime.

Bruce Estes notes that Dave Goldfarb has offered, for FREE, to chapter members, some stainless steel buckets and movable trays that he has available from his work as a Physician's Assistance. The buckets might be able to be used to store rags, or whatever, and the trays can hold parts and tools while working on a project.



Please contact Dave at (916) 660-3167. Dave prefers a text message but will respond to phone calls after work hours.

Linda Masys sent in this picture of the newest aviator in the house. Flies really well but won't shut up:



And lastly, **your newsletter editor** will toss in a PIREP about a fine picnic lunch at Auburn airport this past week, where Wings restaurant is now open for online ordering for takeout at (<https://www.wingsgrillcurbside.com/>).

Linda ordered online then we flew the trusty RV-10 (in the background) up there for lunch. We took some folding camp chairs so we could bask in the shadow of the big AN-2 biplane and watch comings and goings on the runway while having a great chew and chat:



Sightings: Signs of the Times

John Tate forwarded the following sent by United Airlines to their employees (including B787 pilots like John):



John added:
So. . . . if we put face masks on our planes, we don't need to wear them inside the aircraft? Tried this on my RV, but when I started the engine it ate the mask!



Social distancing at the grocery. Note cat:

