



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 in compliance with public health directions from the state of California, to limit spread of the COVID-19 virus. We are continuing our IMC club and monthly chapter meetings online. Join us!
October 21, 2020 7:00 pm	Monthly chapter meeting. Program by chapter member Tim Whitmire: Lessons Learned Building and Flying an RV-14A.
November 4, 2020	Online IMC Club meeting with FAA Wings credit.

7 – 8 pm	Online registration link will be distributed to chapter members by email. All are invited to participate.
November 18, 2020 7 p.m.	November chapter meeting. Program by chapter member Mark Siemens on Dream Airplane: A Cessna 182 Makeover.

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	eaa1541@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



Hello EAA chapter 1541 Members and Friends,

Here we are in the last quarter of 2020. This is a year I am looking forward to getting behind me.

It is starting to feel like Fall, as the temperatures have dropped and it a wonderful time to enjoy some flying! With the change of the season, I am feeling like we may soon have some changes in our chapters meeting arrangement.

The chapter Board will be meeting next week and one of our items to discuss the options and logistics of restarting in-person chapter meetings. I think all of us meeting again in person will help to feel a little bit more normal in returning to our regular routines.

As many of you may know, some areas of the chapter have continued to be active, with Dan Masys heading up the IMC Club. Monthly online member meetings are well attended, and mentoring of the Sim Team projects has continued. Our Ray Scholar is building hours and experience toward soloing. The latest item the chapter has advanced is awarding a ground school scholarship. The recipient of this award is Kevin Treehan. Kevin is a very worthy of this award as he has shown a tremendous

interest in aviation with his participation on the Sim Team. Starting with this ground school and then possibly actual flight training he can enjoy flight time other than the Sim! Congratulation Kevin, keep us updated on your progress!

In the hopes that we can all start meeting at the hanger soon, I have spent some time preparing the hanger for meetings again. I rinsed off the floor, along with the season spiders that have taken over there. There was a solid layer of ash covering the hanger floor. Now that the hanger is freshly clean let's hope that we all can get together soon!

Be well and stay safe.

Darren



**October Member Meeting Program:
Building and Flying an RV-14A**



Chapter member Tim Whitmire will tell about his experience and lessoned learned as a first

time builder creating and flying a Van's RV-14A.

About our speaker:

Tim Whitmire is a retired Air Force Lt Col. who flew KC-135 tankers, WC-135 Air Sampling aircraft and RQ-4B Reconnaissance drones. He is currently a Boeing 787 First Officer for American Airlines. He previously flew Boeing B737, B757, B767 and Airbus A-319,320,321 and A-330 aircraft. Tim's wife of 35 years is a private pilot working on her instrument rating. They have a son who is starting a moving company with a couple of partners and a daughter who just passed her commercial multi engine last week at the AA cadet academy.

You can join the meeting online at 7:00 pm on Wednesday, October 21 by clicking [here](#). An all hands e-mail message will go out the morning of the meeting with the Zoom meeting link.



Ray Scholar Update

by Hannah Treehan

Hi, Chapter Members!

I'm at around 13 hours of flight time now, and I'm getting ready to solo. My instructor, Mary Wick, has been out of town on trips for a couple weeks, so I've been spending a lot of time chair flying to work on my landings. I'm looking forward to getting up in the air again and resuming my preparation for solo.



mornings get darker.

Thank you all so much once again for your support! I'm really grateful to have this community around me as I continue on my journey towards my PPL!

Hannah

Cheryl's "She-Said" Tid-Bits

Happy Halloween! Guess we will be eating all that candy ourselves this year! BUMMER!!!

Congratulations to Kevin Treehan, who is the first recipient of our "Private Pilot Ground School" Scholarship for youth inspired aviators. Classes will be online through the Spitfire Flight School hosted by Mary Wick, owner.

YOUNG EAGLES:

I'm sorry to report that due to the still ongoing virus restrictions, we will not be holding any Young Eagle events until Placer County and EAA Headquarters deems it is safe to do so.

More words of wisdom:

*"Behind every successful **PILOT** is a substantial amount of coffee!" ☺*

Stay safe.

Cheryl Andrade
Young Eagle Coordinator

And for our other student members, the scholarship offer is still open:

Ground School Scholarships For Chapter Student Members

To complement our Ray Scholarship award from EAA national, the chapter would also like to award to our youth members a scholarship to attend the **Spitfire On-Line Live Private Pilot Ground School** described below. The award will cover the cost of the On-Line sessions and provide the materials necessary to prepare for the FAA Written Knowledge Test.

If you know of a student member who might be interested, please have them submit a brief email application to the chapter at eaal541@gmail.com.

The application should include a paragraph on why the candidate believes they should be selected and how they believe they will succeed. **The only requirements are that the applicant's EAA Membership is current and that they will be at least 15 by the time you take the written test** (the written test is only valid for two years and you cannot take your check ride until you are 17).

Be Careful How You Clean Your Aircraft

By Bruce Robinson

In the October 2020 issue of *Avionics News* by the Aircraft Electronics Association there is an interesting article titled "How to ruin a \$50,000 investment." It presents the issue of interior cleaning and disinfecting and concerns.

References include: FAA advisory circular (AC 43-205); and Garmin Service Advisory <https://bit.ly/2ZwJnl7>; and Genesys Aerosystems Information Letter

at <https://bit.ly/3k7uKN2>; and Honeywell Service Information Letter addressing the subject of Alternate Cleaning Solution Usage in Flight Deck.

Point being, don't spray or wipe with materials not approved by manufacturers and/or FAA for both safety and warranty reasons, and must be used only of surfaces approved only, and "...spraying an avionics approved alcohol-based cleaner on instrument panels can cause damage to the paint." And "...that spraying an alcohol-based solvent on plastics, glare shields and windows can be hazardous."

Fly well,
Bruce Robinson
EAA 1541 Board member

A C175 Ferry Flight

By John House

Over my 50+ year flying career, I've had the opportunity to perform many ferry flights. Most of the flights have been in "Wichita Tin" but with a few obscure brands thrown in for good measure. Anyone heard of a Funk? In the old days, things were simpler in some ways and more complex in others. While I would never fly a ferry flight in IMC or at night, it sure helped that radio stacks were pretty much the same no matter the aircraft. If you knew how to operate King avionics then you knew how to operate Narco, Bendix, Collins, ARC, etc.

That was a good thing because there were a few instances when the first time I had ever sat in a particular model was when I arrived to make a delivery. Back before Al Gore invented the internet, it was more difficult to get a copy of an airplane's POH. While today you can use Google to find scads of info, in the good ole' days I had to scurry about to get paper copies.

It was rare indeed to have someone mail the AFM to me because they're a pain to replace. Many times, I had to have the owner/broker fax copies of the standard procedures as well as emergency procedures along with fuel and electrical system configurations.

In addition, I required the owner or broker to send me copies of logbooks. The aircraft must be in annual and all AD's complied with. Additionally, I want to meet with a mechanic at the aircraft to perform a looksee under my watchful eye before leaping into the sky.

I never deviated from my requirements – until I did.

Remember the old saying about never hiring friends or family? Well the same sage advice should apply to ferrying airplanes for friends or family. Recently, I was asked by a good friend to pick up a 1959 Cessna 175 that he was buying in Minneapolis. To protect the identity of the guilty, I'll call my friend Kevin.

Kevin said it was a great airplane. It had a fresh annual, no outstanding AD's, and a recent engine overhaul. I told him what my requirements were, and he gave me the number for the current owner, I'll call him Dale, to go over the details and make arrangements.

I phoned Dale and we spoke at length about the airplane. I told him I wanted copies of the logbooks and when I arrived, I wanted a mechanic there to do a compression test. I also told Dale I wanted to fly the aircraft in the local area before departing for the nearly 2,000-mile flight. He said none of that was a problem. He expounded on the wonders of the aircraft and its condition and equipment. Of course, it was the best looking, best flying, best equipped C-175 in all Ramsey County!

Dale's spiel reminded me of a Cessna 414 I went to pick up from a broker in Oklahoma. He promised the twin Cessna "was the new

definition of clean." He got that right. What a pig! It would certainly be a "new" definition. It sure didn't look airworthy; the logbooks were incomplete and appeared to be doctored. I asked the broker if he had any P-51 time. He gave me a blank stare and said no. In addition to being the most beautiful aircraft ever made, a P-51 was also a fountain pen made by the Parker Pen Company – the Parker 51. Many a pilot and/or mechanic has been accused of having a lot of P-51 entries in logbooks. That was when I instituted my hard and fast requirements for logbooks and invoices. I flew commercial back home.



I searched my library of POH's and came up empty for a C-175. Luckily, I knew who would have one. Our very own Jim Hughes! I spoke with Jim and he agreed to loan me his copy for his airplane. I wanted to make sure I reviewed the manual for engine operation due to its peculiar operation.

The Cessna 175 is a different bird than most other single engine aircraft. It has a geared engine swinging a large propeller (relatively). The aircraft was built between 1958 and 1962 and was designed to fit between the 172 and the 182 in the Cessna product line. It used the Continental GO-300 and I don't know of any other aircraft using that engine except maybe a Goodyear Blimp. I've never flown one of those.

Most GA aircraft engines are direct drive and until the proliferation of Rotax, the most common gear-reduction aircraft engines were derived from automobile engines. In the C-175, you run the engine RPM up to 3,200 while the 80" propeller beats the air at 2,400. Makes for a very distinctive sound. I can always tell when Jim departs Lincoln. For cruise flight, you set the power back to 2,900. Operating at an otherwise "normal" power setting runs the risk of harmonic vibration that would significantly decrease engine life.

Another quirk of the aircraft is the fuel system. The aircraft holds 52 gallons but only 43 are usable. The last 9 gallons are available (probably) in straight and level, but I wouldn't want to count on it if maneuvering. As I planned various routes back to California, I kept each leg about 3-3.5 hours. With a fuel burn of 11 gph that should leave an hour legal reserve. I still needed to determine the actual fuel and oil burn before heading into the vast open spaces between airports and over both the Rockies and the Sierras. Not having oxygen on board will also impact my route because at my age, I limit my altitude to 10,000 feet for any extended period.

I kept an eye on the weather and when it looked like there was a window about a week out, I bought my airline tickets to Minneapolis. I spent time once again going over various routes with weather, fuel burn, and bladder capacity in mind. With bags packed with clothes, tools, survival gear, charts, electronics and more, I was ready. I called Dale and told him when I would arrive and made sure I would be met at the Minneapolis airport (KMSP). I wanted to go directly to Anoka County-Blaine airport (KANE) to meet with the mechanic to go over the airplane then take it up for a short test flight. All appeared to be in order.



I arrived at KMSP and I was not greeted by Dale but rather a text message stating I should take an Uber to my hotel. He was running late and he would pick me up there. Grrrr. I got to the hotel and waited and waited and waited. He finally showed up at 6:41. I'm not sure why I remember the exact time. As I got in the car for the ride to the airport, I asked if a mechanic would be meeting us there. He said he was sorry, but everyone had gone home. Grrrrrr (note the extra r's!)

We got to KANE and the aircraft was in a long row hangar. As we slid the doors open, it revealed a dark cavern that held eight or so airplanes wing tip to wing tip on a mud and gravel floor. It was hard to see anything inside as there were no lights. Dale had put plywood down so the aircraft could be rolled in and out of the hangar and not buried in the mud. We rolled it out and into the dull grey light. Did I mention it was overcast, 54° and windy? I didn't think so. I had not brought my tools to

the airport because I thought a mechanic was meeting us. All I could do was a cursory look inside the wings and empennage along with a gander under the cowl through the oil access door.

In the baggage area were a couple engine cylinders and a half case of oil. Since it looked like there were no cylinders missing under the cowl, I asked if those were spares. He said they were taken off the engine at overhaul and he put them in there for ballast. Hmmm, I'd rather put in a case of water. In the event of an "off-airport" landing, at least I'd have something to drink.



The panel was a mix of old and older. I'm sure everything worked great during the Carter administration. But now? Not so much. Dale indicated the #1 com was intermittent but the #2 was okay. The #1 nav worked but not the glideslope or localizer and the #2 nav was dead. The CHT only displayed 2 cylinders at a time with a 3-position knob to move from one pair to the next. "You have to wiggle the selector switch sometimes to get it to work." Dale also pointed out he installed a combination oil pressure/temp gauge below the pilot's yoke so disregard the two gauges on the panel placarded as "INOP."



Worn seat track stop hole

I looked around the interior and paid particular attention to the seat rails to see if the stops were installed. I didn't see one on the pilot's seat. It's not unknown for some owners that are "bringing a lot to the party" to remove the stops so they can get in the seat. They make sure they're in for the annual but take them back out. I didn't see them on the rails. I asked Dale about it and he mumbled something about them being there before the annual. He dug around and found one in a jar of screws.

As I looked the aircraft over, I was thinking about what Dale had said over the phone on our initial chat. "Best looking, best equipped and best flying 175 in Ramsey County!" I thought we were in Anoka County. Hmmm.

We climbed in and I went through the start-up procedures. It fired right up but ran rough. Although it was dusk, I think the engine had morning sickness. Dale commented that it sometimes does that when you first fire it up. He grabbed the mixture control and leaned it until it nearly died then enriched it a skosh. It seemed to smooth out and after contacting ground control we got our clearance to taxi to runway 27. Off we went into the fading light. KANE underlies the Class B airspace of KMSP so we didn't get above 2,000. The airplane flew fine but with darkness closing in it was not much of a flight.

We landed and taxied to Lynx FBO to top it off before putting it back in the hangar. I wanted an early start in the morning.

Dale committed to be at my hotel at 5:00 am for a 6:00 am departure the following day. I called Kevin and gave him my thoughts about the airplane. At that point, Kevin had already purchased the airplane and was anxious to get it back to California. There was no going back. I checked the weather again before turning in and as fate would have it, the forecast changed significantly from the day before. I felt a bit uneasy about the airplane but elected to press on. I wonder how many other pilots felt uneasy about an airplane but elected to press on anyway to become the subject of an NTSB investigation?

I slept fitfully and got up at about 3:30. My circadian rhythm was obviously off with the lack of sleep and the two-hour time change. I checked the weather and it had gotten worse enroute. I needed to change my preferred southern route to a northern track. There would have been a lot more options proceeding south but snow was forecast and I wanted to stay away from that.

I filed for Anoka County, MN (KANE) to Mobridge, SD (KMBG) for the first leg. It's about 375 miles and would give me a good read on fuel and oil consumption. From there I would go to Sheridan County, WY (KSHR) which is a little a bit under 300 miles but nearly the entire flight would be through the Powder River MOA which would be hot. I would have to skirt south toward Rapid City then fly northwest to Sheridan. From there I would head to Idaho Falls and call it a day.

Dale arrived on time and off to the airport we went. We rolled the airplane out of the hangar

just as the sun was coming up – sort of. It was overcast with lite winds out of the east at about 6 knots and mid-40's temps. I loaded up my gear, did a preflight, put on my survival vest and climbed in. I pushed in the mixture, gave it a couple squirts of prime, grabbed the huge white knob on the throttle and pulled the starter. It roared to life but with the same roughness as the day before. I leaned it out.



To be continued in the November newsletter . . .

John House
EAA 1541 Board member

Sightings



It's not the Wizard of Oz or Emerald City, but a balloon had a close encounter with the chapter hangar on its way to a 'firm' landing on the taxiway on Saturday, October 3rd.

