



Runway 15



The Monthly Newsletter for EAA Chapter 1541, Lincoln, California

January 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 **January, February, and March**. This is due to the expected cold and rainy weather. Look for details on the January meeting, to be held on **Wednesday, January 17**, inside.

- Annual member dues are 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. See inside for more information about our membership options.

- Our chapter is following the discussions about Village 5, a new residential/commercial development to occur south and southwest of the Lincoln Airport with great interest. The Lincoln Regional Aviation Association is providing constructive input to the City of Lincoln and County of Placer to try and mitigate the potential aviation impact. See inside for more information.

- The chapter Board of Directors is working to establish new youth initiatives, including an emphasis on the Young Eagles program and also the establishment of some Youth Scholarships to promote aviation possibilities. More information inside on what is going on.

- 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, January 13: “BBQ and a Program: *Making the 1970 Movie “Catch-22,”* 11:00-13:00 at the EAA hangar.

Wednesday, January 17: Lincoln Airport Committee Meeting, 10:00 am in the First Floor Meeting Room at Lincoln City Hall.

Wednesday, January 17: Chapter 1541 Member Meeting, Cattlemens, Roseville, 18:00-21:00

Saturday, January 20: Lincoln Airport Aircraft Display Day, 08:00-12:00.

Saturday, January 27: “BBQ and a Program: *Mira Slovak: Aviator and Much More*, 11:00-13:00 at the EAA hangar.

Saturday, February 3: “Pancakes and a Movie:” EAA hangar 08:00-10:00.

Wednesday, February 7 Chapter 1541 Board of Directors meeting at 18:00, House of Pizza on Nicholas Road.

Saturday, February 10: “BBQ and a Program: Program: TDD, 11:00-13:00 at the EAA hangar.

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://eaa1541.org/events/>

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

<http://eaa1541.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 or call me at 916-716-3442.

FYI

Wanted: A Few Good Starter Motors

Chris Cencula, who is not (yet) a member but does fly a Piper Comanche, is looking for some aircraft with either B&C or Sky-Tec NL series starter motors installed. He is doing some research on electrical loads imposed by these starters and wants to do some noninvasive current measurements during a start sequence with these starters. If you have such a thing and are interested in helping him out, he can be reached at 916-295-4194 or at cencula2000@yahoo.com. Chris has agreed to do a chapter presentation on the results of his definitive research into the characteristics of the starter motors we have installed on our aircraft (He already had data on the Sky-Tec LS and PM series starters, so he is not leaving those out.)

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:

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)

Membership:

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

President's Corner



by Scott Thompson
Chapter President

Greetings from the new chapter president. I am taking over from Ron Wright's capable hands as his 2016-2017 term concludes. Ron navigated our chapter through some hangar decisions and started some initiatives that continue to benefit the chapter. Many thanks to him for his dedicated service but, as an aside, he reassured me that he is not going anywhere. He plans on being just as involved as he was before...just not in an active leadership role.

For the 2018-2019 term, our chapter leadership team has some new faces. The new chapter Board of Directors has four newcomers adding to the four remaining from the past year, but we also enjoy some stability as Jim Hughes remains as Secretary/Treasurer and Tom Lieb moves from the board to the vice president position. Still, the chapter is in a bit of a transition.

For me, the transition is more than new people. Chapter 1541 has been around for five years and we have about 100 members, give or take a few. We want to build on what we have and take on a few new challenges, and the leadership team is currently working to put some muscle into the skeleton of some good ideas.

We want to expand the chapter's Young Eagle program, and thus expect to set two Young Eagle events on the calendar for late spring and early fall. We are developing a Youth Scholarship program to promote aviation to local youth. We have some other ideas too that we will explore as the chapter moves forward.

We also want to do a good job on the basics which, for our chapter, takes the form of four events we try and hold each month: a member meeting on the third Wednesday, two Saturday program meetings, and a Saturday Pancake Breakfast with a Movie event. We're flexible and can move things around as needed, but I think a vibrant chapter needs regular opportunities for flying, hangar flying, education, and eating, not necessarily in that order.

Elsewhere in this newsletter we have some information about some specific things of interest like the hangar situation, the Gold Membership option, and Village 5 and what it means to the future of the Lincoln Airport. Lots of stuff going on and lots of opportunities to get more involved.

New Hangars at Lincoln?

Chad Coleman has been working with the City to develop a new nested tee hangar at the Lincoln Airport. He's looking to gauge interest in this possibility.

The project under consideration is construction of a new nested tee hangar essentially identical to the two newest green buildings on the field (on the North end of the transient parking ramp). Typical hangar bay sizes would be approximately 42-feet wide and 36-feet deep. Ceiling height would match the existing

buildings. Doors would be split sliders just like on the existing buildings.

Lease rates for the space are likely to be very similar to what the City charges for the existing buildings.

If you're interested, reply to Chad (916 847-3476) expressing interest. He's not in a position to reserve space at this time but would be very interested in compiling a list of potentially interested parties and will certainly use this list as the project moves forward.

Wednesday, January 17, 6pm - 9pm Monthly Member Meeting



Meeting will be held at Cattlemens in Roseville. Join us for the optional dinner beginning at 6pm, with a short business meeting to follow. We will then have a presentation on the Boeing P-26 Peashooter fighter by chapter member Marty Maisel.

The P-26 was a groundbreaking advance for the Army Air Corps when it was introduced in 1932 and remained in service into the early days of World War II. It marked the transition from fabric covered biplanes to all metal monoplanes for the Air Corps but was quickly surpassed by newer designs with enclosed cockpits and retractable landing gear in the fast moving world of 1930s aviation technology.

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.



(Photo via the National Museum of the USAF)

Upcoming Saturday Programs:

Saturday, January 13, 11am to 1pm
BBQ Lunch and a Program

The Making of the 1970 Movie “Catch-22”

In early 1969, eighteen B-25 bombers and a large on-location crew gathered at a small Mexican airstrip alongside the Sea of Cortez to begin work on what became the iconic 1970 film “Catch-22.” The movie was a bit strange but after nearly five decades, it can be said that it was also underrated. Join us for a program presented by Scott Thompson that explores how Tallmantz Aviation put together the Catch-22 air force and what went in to making the film.

BBQ lunch starts at 11:00 am; program starts at 12:00 pm.



Saturday, January 27, 11am to 1pm
BBQ Lunch and a Program

Aviator and Adventurer Mira Slovak

Mira Slovak was a noted aviation figure in from the 1950s through the 1970s but he is, surprisingly, largely forgotten today. He escaped from behind the Iron Curtain in 1953 while flying a plane load of passengers as an airline pilot. From there, he settled in the U.S. and became a well-known unlimited air racing and hydroplane pilot. He flew in a variety of aviation career fields including flying in airshows, doing crop dusting and flying air tankers, and eventually went back to work as an airline pilot with Continental Airlines. Join us for this program presented by Richard Pearl on the story of an unusual and talented individual.

BBQ lunch starts at 11:00 am; program starts at 12:00 pm.



So, What's Going on with the Hangar Purchase?

A few years ago the chapter leadership proposed an initiative to purchase a hangar, specifically Hangar S-12, the hangar we are currently occupying. The chapter went into a rental agreement with the hangar owner that contained an option to purchase. It was the full intent to proceed with the purchase and the chapter did some fundraising and established the Gold Membership program to make the purchase possible.

In 2017, the chapter came to a decision point as to whether to proceed with the hangar purchase or not. For several reasons the chapter leadership decided that it was not in our best interest to proceed with the purchase. The airport management changes with respect to hangar rentals and ground

leases and the long term financial commitment of the chapter to a hangar purchase with other possible airport changes drove that decision.

After that decision was made, a chapter member decided to go ahead and purchase the hangar for himself, a sale that was concluded late last year and one that did not involve the chapter.

However, we continue to rent the hangar from the new owner, and we are able to sublet hangar space to two other tenants to offset the chapter's rental cost. We are in a month-to-month agreement with a very cooperative landlord. We expect this arrangement to continue indefinitely.

(Scott Thompson)

So, What's Going on with the Gold Membership?

As noted above, the chapter established the Gold Membership program to go along with the hangar purchase. The cost of the Gold Membership was \$300, paid in one lump sum at the beginning of the year. This compares to our regular annual dues of \$20 per member and \$30 for families.

The member benefits were that any chapter food events at our hangar, which consists of pancake breakfasts (normally \$5 each) and BBQ lunch/dinners (normally \$6 each) were included. Also included were a nice name tag identifying Gold Membership, and also a chapter hat and T-shirt. The Gold Membership worked out well for many people because they no longer had to come up with the \$5 and \$6 meal costs and this made life just that much easier.

For the chapter, the Gold Membership provided a bit of stability to our finances and made planning easier. It also provided a cash infusion when we thought we needed it.

But, now that the hangar is not being purchased, what's going on? Well, first of all, the funds that were raised for hangar purchase are being redirected to youth outreach. We have

programs in development for Youth Scholarships and Sponsorships, and also an enhanced Young Eagles Program. The funds raised will be spent in an appropriate manner.

The board has also decided to continue the Gold Membership program. The board feels we should continue to offer the Gold Membership as an option to those who enjoy the convenience of one-stop payment of dues and chapter events. It also allows members to demonstrate a greater commitment to the chapter; i.e. "I'll be there."

I would like to stress that the Gold Membership is not a great fundraiser for the chapter. If a member attends all the events/meals offered by the chapter through the year, it equates to at least \$220 in meal costs for the \$300 payment.

But, make no mistake that it does benefit the chapter in planning and commitment. If you are so inclined, we welcome you to become a Gold Member for 2018. If you have already paid your 2018 dues, we will adjust accordingly.

Please contact Jim Hughes for more information: jim.hughes1@att.net or eaa1541@gmail.com. *(Scott Thompson)*

Village 5 and the Lincoln Airport

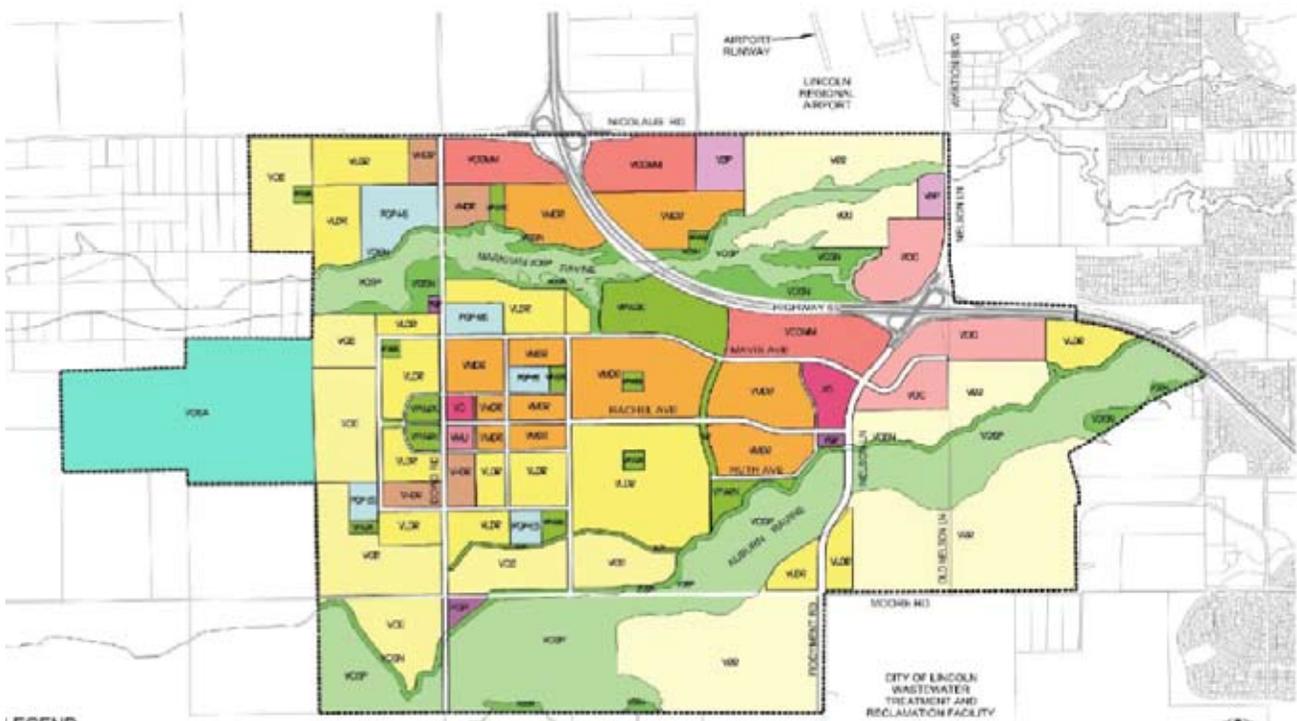
On December 12, the Lincoln City Council decided in favor of moving forward with the Village 5 development. Village 5 will build houses, schools, and businesses into the area south and southwest of the Lincoln airport. This development will eventually impact airport operations for both runways 15 (departures) and 33 (arrivals).

The Lincoln Regional Aviation Association (LRAA) and others have been involved with the county and city in the long process leading up to this recent decision in a persistent attempt to highlight the aviation issues with Village 5.

But, along with the city's approval of Village 5 over the concerns of LRAA and other aviation

users, the city has also informally suggested to the LRAA that it is receptive to discussions to try and mitigate the impact of Village 5 to the Lincoln Airport and its users.

On Saturday, December 30, Chapter 1541 held a roundtable discussion with the LRAA and other interested pilots and airport users to exchange information and feedback with the LRAA. The LRAA is making a strong effort to modify the planning to constructively incorporate the best possible outcome for the airport. Our chapter fully supports the LRAA effort and will maintain a very interested eye in the planning for Village 5. This development *will* have an impact on KLHM so it would behoove us to pay close attention.



Taken from the Village 5 Development Plan by Richmond Developers

Member Spotlight

by Bruce Estes

Paul Darbo, known around EAA Chapter 1541 as “Dubs,” got his nickname in tenth grade so we will continue to call him Dubs. Dubs was introduced to aviation at an early age. His father introduced him to a variety of hobbies and sports, such as hunting, boating, trampoline, and flying. At age sixteen, Dubs went to an airport and the passion was started.

Dubs attended the University of Wisconsin and made the gymnastics team, where he specialized in trampoline. Dubs won awards for his excellence in trampoline.

At age 21, Dubs took flying lessons and got his Private Pilot’s license. That was 51 years ago. Life got in the way of any serious flying for a long time. While in the Air Force, he flew



with the military flying club at various locations where he was stationed.

Currently, Dubs works for Ricoh Corporation in data processing services. What started as a three month job in 1990 lasted to his current employment. Dubs was in charge of designing and implementing a beverage container recycling program for the State of California. He has been designing various software programs for Ricoh for 50 years.

Now, the exciting part. Dubs is scheduled to retire on January 29th of this year. So, to enjoy his retirement, Dubs recently purchased a Mooney M20 Statesman. An annual inspection was just completed on the Mooney, and it is pretty much ready to fly. Dubs plans to get current, get the required dual time in the Mooney, and start reaching out to a variety of locations. Dubs was raised in Madison, Wisconsin, and we all know that Oshkosh Airventure is pretty close to Madison. He is hoping to fly his Mooney to Madison this year and attend Airventure for his first time. Good luck Dubs. You are going to have a great retirement.



Holiday Party Success

Our 2017 Holiday Party was held on Wednesday, December 13, at the Old Spaghetti Factory in Roseville. It was well attended and it would appear that a great time was had by all. Entertainment was provided by Danny Hull and Friends, and a silent auction was held with a wide variety of offerings. Thanks to Bill Wootton and the many other volunteers for making it happen.



The December program on "The Ins and Outs of ADS-B" presented by Scott Thompson, drew about 22 people who enjoyed a pancake breakfast and may have gained a bit of knowledge about the new air traffic system. (Bruce Estes)



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

By Marty Maisel

The Billy Mitchell Story – Part 1



(USAF)

The Early Years

William “Billy” Mitchell was born to an affluent family in Nice, France in 1879. His grandfather, Alexander Mitchell, was one of the wealthiest men in Wisconsin and his father, John L. Mitchell, served in the U.S. House of Representatives and the Senate when Billy was in his teens.

Prior to graduating from Columbia College of George Washington University he enlisted in an Army Infantry Regiment with the goal of fighting in the Spanish-American War. Billy’s father, fearing that service in the infantry could be hazardous, arranged to have Billy transferred to the Army Signal Corps where he quickly gained a commission (perhaps also due to the influence of his father).

Mitchell remained in the Army following the cessation of hostilities and in 1908 observed Orville Wright’s demonstration of a “flying machine” at Fort Meyer, Virginia. Mitchell envisioned the airplane as military asset and had earlier noted that “conflicts, no doubt, will be carried out in the future in the air.”

In 1913, at the age of 32 and with the rank of Captain, Billy Mitchell was appointed to the Army General Staff in Washington D.C. – the youngest officer ever assigned to that important post. His interest in aviation had not diminished, however, and when he was turned down for Army flight training because he was too old and held too high a rank (of Major at that time), he paid for his own flying lessons at the civilian Curtiss Aviation School at Newport News, Virginia.

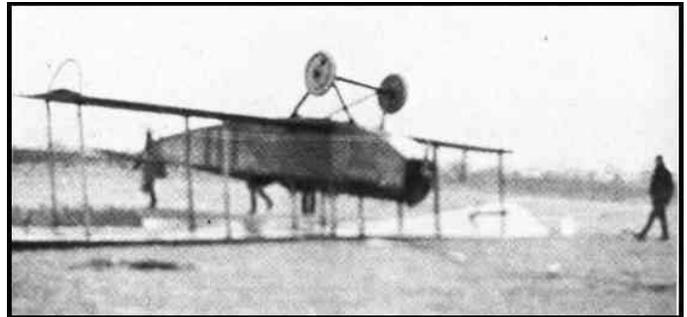


Photo reported to be taken after Billy Mitchell’s first solo landing. (Image is in the public domain)

In time the Army’s aviation assets were assigned to the Signal Corps, and Mitchell, being the only Signal Corps member of the General Staff, was selected to head the Aviation Section of that organization. In July 1916 he was appointed Chief of Air Service of the First Army.

The Great War

In April 1917, when the United States declared war on Germany, Mitchell was traveling to France to observe the production of aircraft in England and France and the use of aircraft in the Great War. With America now in the war his mission suddenly changed to leading American air operations in that conflict. In the next few months Mitchell studied evolving aerial strategies and planned for the arrival of U.S. aviators. With his increased responsibilities Mitchell was promoted to the temporary rank of Colonel in August 1917.

About a year later Mitchell planned and led an air and ground offensive that involved nearly 1500 British, French and Italian aircraft – at the time the largest coordinated air/ground attack in history. By the end of the World War I conflict Mitchell had been elevated to the temporary rank of Brigadier General.



Brigadier General Billy Mitchell, 1919. (U.S. Army photo is in the public domain)

Washington D.C.

Mitchell remained in Europe after the Armistice to evaluate German aircraft technology and returned to the United States in January 1919 expecting to receive the post-war assignment of the Army's Director of Air Service. However, when he arrived in Washington D.C., he found that Major General Charles Menoher, an infantryman who commanded the Rainbow Division, had been appointed to control the Army's aviation assets. Mitchell, with limited authority in directing the course of Army aviation, would report to Menoher who had no knowledge and little interest in aviation. Nevertheless Mitchell remained an advocate of air power, to the dismay of Menoher, a strict disciplinarian, who was not able to stifle Mitchell's outspokenness.

In 1919 Secretary of the Navy, Franklin D. Roosevelt, held a meeting to discuss the future of Naval aviation and invited Mitchell (not Menoher) to represent the Army Air Service. Mitchell stressed the importance of air power and, without authorization, recommended the reorganization of the War Department and Navy Department to a Department of Defense consisting of a Navy, an Army and an Air Force. The Navy saw little use for aviation at that time and did not advocate a major investment in aviation.

During the next two years Mitchell developed a number of innovative recommendations for the emerging aviation technology, including:

- train soldiers to parachute behind enemy lines to wage war,
- develop ocean-crossing bombers,
- build aircraft carriers with 900 foot decks,
- develop torpedoes and armor-piercing bombs to attack ships at sea,
- establish air-raid protection in American cities,
- set up air routes across America, Canada and Mexico, and
- expand commercial aviation to provide a pool of trained pilots.

The Great Air Race of 1919

In October 1919, in an attempt to convince his superiors that aircraft could cover large distances when needed for military action, Mitchell organized the "Transcontinental Reliability and Endurance Test" requiring round trip flights in Army DH-4 and other WWI aircraft. Forty-eight aircraft were to fly from New York to San Francisco and back, and fifteen aircraft would fly from the West coast to the East coast and return.

The "Great Air Race" of 1919, however, did little to support Mitchell's objectives. Engine failures and weather problems plagued the event. Thirty-three aircraft (of the sixty-three that participated in the "race") made a one-way crossing and only eight completed the round trip. Many crashes occurred, resulting in seven fatalities.

Aviation detractors saw the test as proof that aviation was not reliable. Mitchell and his friend and World War I pilot Fiorenzo La Guardia claimed the test showed that aerial mobilization was feasible, but not with obsolete aircraft like the DH-4 "Flaming Coffin." New, improved aircraft were needed.

The Chicago Tribune reported the event as "Rank Stupidity"

In Part 2 of The Billy Mitchell Story, he tells Congress that air power would make the Navy obsolete and the Navy is forced to accept the challenge.

Scene at the Airport...



Ballooning early on a Saturday morning. (Bruce Estes)



Brent Smith prepares for another engine test run on his Mini Imp airplane. (Bruce Estes)



Brad Hawley getting his plans-built "Little Wing 5" auto gyro out for more testing. First flight will be soon. Brad is an Auburn EAA member but hangars at Lincoln. It's powered by a Yamaha 130 hp snowmobile engine. Brad has spent eight years on this project. (Bruce Estes)