



# Runway 15



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

**August 2018**

## *Briefing Strip*

- Our monthly member meeting will be held on Wednesday evening, August 15, at the hangar. BBQ dinner will be available at 6:00 pm with a brief business meeting at 6:45. Informal program from those chapter members who attended the AirVenture show at Oshkosh last month.
- Chapter 1541 is holding a concurrent pancake breakfast on the third Saturday of each month with the LRAA Aircraft Display Day. The next one is coming up on August 18. We have also invited a car club to display their cars at the Display Day. Volunteers are needed. The event will be held at the Gazebo area on the airport.
- Scholarship program is moving forward with two candidates recently becoming recipients. Amy Whelan is getting some assistance for flight training and Stephan Schwartz will be attending a ground school, both at NorCal Flight Center and both sponsored by our chapter's Richard and Susan Bristow Memorial Scholarship Program.
- Our chapter is preparing to sponsor two attendees to the 2019 EAA Air Academy held at Oshkosh in July 2019. Look for more details in the near future.
- Head's up #1 that the Nut Tree CTAF will change from 122.70 to 123.05 effective with the charting date of August 16.
- Head's up #2 that the SFO Class B changes will be going into effect with the charting date of August 16.

## *Calendar*

- Wednesday, August 15 :** Chapter 1541 Member Meeting, EAA Hangar, 6 pm to 8:30 pm. Details inside.
- Saturday, August 18:** EAA Chapter 1541 Pancake Breakfast in conjunction with the Lincoln Airport Aircraft Display Day; breakfast 8 am to 10 am, display day until 12 pm. Details inside.
- Saturday, September 1:** "Pancakes and a Movie," EAA hangar 8 am to 10 am.
- Wednesday, September 5:** Chapter board of directors meeting at House of Pizza, 6:00 pm- 8:30 pm.
- Saturday, September 8:** BBQ Lunch and a Program. Lunch begins at 11:00 am, program at 12:00 pm.
- Saturday, September 15:** EAA Chapter 1541 Pancake Breakfast in conjunction with the Lincoln Airport Aircraft Display Day; breakfast 8 am to 10 am, display day until 12 pm. Details inside.
- Wednesday, December 12:** Holiday Party at Cattlemens in Roseville. Yeah, it's early but don't say we didn't give early notice.

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.



## ***Help Still Wanted 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).

## ***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:***

Cheryl Andrade

Cherish Bruce

John House

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*

We had a good group of chapter members who made it to the EAA convention at Oshkosh during the last week of July. Talking with some of those from our chapter that attended as well as some other visitors, I think many came away with a renewed sense of optimism about the future of aviation in general and sport flying particular.

There are some very innovative thinkers out there who are not constrained by “the way we do it” attitudes and who are looking forward to creating flying machines that don’t look anything like your father’s Cessna. From electric airplanes to scaled-up drone looking vehicles to new designs that cover the whole gamut of sport flying, there was excitement in the air that I haven’t sensed in many years.

One of the highlights for me was the “One Week Wonder” whereby a core group of volunteers teamed with an enthusiastic crowd of riveting participants assembled a Vans RV-12 over the course of the week. It was amazing to see the airplane come together as I visited it each day, but it was more amazing to observe the crowd observe the build. There were a bunch of folks who I could see were thinking “I could do that.” And each of the visitors was offered the opportunity to pull a rivet on a wing section, under some close supervision. There was usually a long line of people waiting to do just that, many of them young people who never considered such a thing as building an airplane or even an airplane in itself.

Oshkosh is really four events all happening at the same time at the same place. You have the airshow part, with glitzy if not repetitive aerobatic acts, loud military flybys, and crowd-pleasing massed formations and skydiving performers. Behind the airshow line is a large plaza that features some of the big show-attraction displays like C-5 transports, a shiny B-29 bomber, and the

occasional airliner. Beyond that are the big aviation manufacturers like Cessna and Piper and Lycoming and Continental and Garmin and all the rest with flashy displays to entice the wealthier amongst us to come on in and take a look. And beyond that are four big display buildings with every aviation vendor imaginable to offer every aviation thing imaginable, plus the few odd ball vendor exiles from the state fair circuit.

But if you drift off the midway towards the northern and southern parts of the air field you dig a little into the real muscle of American aviation. To the south are acres and acres of vintage aircraft, rows of Beech Staggerwings and Cessna 195s amongst other rows of Stinsons and Spartans and Swifts and Seabees. Not so busy but more purposeful as pilots and owners and admirers all join together to appreciate classic things. Further south and there is a pleasant grass airstrip with powered parachutes, ultralights, and the like arriving and departing in obvious enjoyment of both crowd and participant.

The north side of the field shows the roots of EAA: a large forum complex where hundreds of topics are offered at all times of the day for every day of the convention. They offer aviators and enthusiasts expert presentations and hands-on opportunities. Everything from how to weld to riveting to engine rebuilding to aerodynamics to iPad utilization. I doubt it is no accident that these forums are next to the homebuilt area because they go together. All the smaller homebuilt kit vendors like Vans and Sonex and Rans are there, plus start-ups, engine and propeller providers, and a few outside-the-box thinkers all jumbled together in a few acres of display area. Beyond that are parked thousands of homebuilt airplanes of every type and description, and beyond that are thousands of Cessna and Pipers and Beechcrafts parked with tents underwing and towels hanging on propellers.

I sensed an undercurrent of enthusiasm returning to aviation. I’m not sure general aviation should be written off as something for days gone by. There are many challenges facing our industry and our sport. Flying is complicated and expensive, and it is always one oil boycott away from a downturn. But the current pilot and technician shortage is opening eyes toward aviation and, meanwhile, the forward thinkers are plotting a way toward the next great age of aviation. It’s all on display at Oshkosh, and well worth the trip.

***Member Meeting  
Wednesday, August 15  
BBQ Dinner at 6 pm  
Meeting Starts at 6:45 pm***

Come on out to the member meeting on Wednesday evening, August 15. Temperatures are forecast to be in the low 90s...just right for a summer BBQ. We'll have an informal meeting this time around with a wrap up by some of our chapter members who made it back to the EAA convention at Oshkosh this past month. Come early for door prizes and wear your nametag...or get one at the door. Dinner is available for a \$6 donation but the friends are free.

***LRAA Aircraft Display Day (8:00 am -Noon)  
&  
EAA Pancake Breakfast (8:00 am-10:00 am)  
Saturday, August 18***

Come on out on Saturday to the Gazebo area at the airport between 08:00 am and 10:00 am for a pancake breakfast and to help support the LRAA monthly display day. Invite your friends and family to come see the airplanes on display and have breakfast to boot. We might have some classic cars on display too, so check it out...



# *Non-Towered Airport Traffic Patterns... ...Like Lincoln's*

The FAA, bless their little hearts, released an updated Advisory Circular last March entitled [\*Non-Towered Airport Flight Operations\*](#). This circular, technically AC 90-66B, provides the latest and greatest FAA thinking on flying traffic patterns at non-towered airports...like Lincoln. Any and every pilot flying from non-towered airports...like Lincoln...should take fifteen minutes and read this circular to refresh old memories and perhaps change some old habits. Unfortunately, as is true in most things aviation, the ones that need to read this document are the ones who won't.

Our traffic pattern at the Lincoln Regional Airport is normally a fairly ordered affair with everyone going around generally in the same direction and all the participants generally being nice to each other. These guys and gals are aware that the pattern has a few local recommendations like RWY 15 departures not turning into the powered-parachute area, or not making right base entries to RWY 15 through the skydiving jump zone. These guys and gals may have read the Chart Supplement, as all good pilots do, to familiarize themselves with such things.

They know that the calm wind runway is RWY 15, and that in general a calm wind runway is considered applicable for any wind speeds up to 5 kts. Many of them also probably think that Mavericks should be F-14 drivers flying Top Gun, so the guy wanting to use RWY 33 to land when everybody else is using RWY 15 should maybe go find an aircraft carrier instead. Or the guy who enters the downwind at 4000 feet dropping like a rock into the pattern expecting everyone else to clear out of his way is not playing nice. So, just to provide a few pertinent pointers from the AC and maybe just a bit of opinion, we'll mention a few things from this advisory circular.

The AC provides some general information. So, if you do not know what an overhead break is, or what an short approach looks like, or how IFR traffic is suppose to blend with VFR traffic, it's in there.

There are some diagrams in the AC that describe and clarify pattern entities, particularly

the cross-over the field to enter the pattern entry.

Some of the other changes are that pattern altitude has been standardized as 1000' agl for small aircraft, 1500' agl for large aircraft, and 500' or less for ultralights. It also clarifies that IFR traffic does not have priority over VFR traffic, and all IFR circling maneuvers should be with left traffic unless other specified on the approach plate.

Not really changes, but reminders are that pilots are expected to overfly the departure end of the runway on takeoff or low approaches before turning. Also, pilots should be listening on the CTAF frequency within 10 miles of the airport, either inbound or outbound.

Radio discipline is also mentioned, and that is particularly necessary at busy non-towered airports...like Lincoln...that have other nearby airports also using the same frequency. The Advisory Circular specifies that transmissions "may include aircraft type to aid in identification and detection, but should not use paint schemes or color descriptions to replace the use of aircraft call sign."

And, of course, asking that "ANY AIRCRAFT IN THE AREA PLEASE ADVISE" is never in good form and does not add value to the traffic pattern.

The AC doesn't say it, but it should, that calling inbound "OVER BILLY BOB'S HOUSE" or "OVER THE LOGPILE" does not help the pilot from Wichita, Kansas, figure out where you are. Distance and direction from the airport is much preferred and is the basis for the examples in the AC.

For those rare occasions where disagreements occur in the pattern, the AC has a whole paragraph on the subject which basically boils down to: fly your airplane and talk about it on the ground. The CTAF at a busy airport is no place for an argument.

The take-away: basic and helpful information about flying the airport traffic pattern at a non-towered airport...like Lincoln...is just a [click](#) away. It's in there.

# ***Jimmy Doolittle - Scholar, Aviator, Daredevil, Military Leader, American***

***By Marty Maisel***

## ***Part 3***

### **Industry Aviation**

In late 1929, Doolittle was offered a position with the Shell Oil Company as Manager of their Aviation Department – at three times the pay he was earning in the Army. With a wife and two young sons to think about it was an offer he could not turn down. Jimmy Doolittle resigned his regular Army commission on February 15, 1930, but joined the Army Air Corps Reserve and was promoted to the rank of Major.

During the 1930s Doolittle toured 21 nations to promote Shell's aviation products and conducted many flight test for the company. Recognizing that high performance military aircraft on the drawing boards would require high octane fuel, he persuaded Shell to initiate production of 100 octane aviation fuel – a decision that prove to be vital in the early years of World War II.

To allow Doolittle to travel on business as needed, Shell purchased a Stinson SR-10, which he flew for several years.

### **Back to the Races**

During the early 1930s air racing, a popular spectator sport, was viewed by Doolittle as a vehicle to advance aviation, specifically with respect to aerodynamic and engine performance. Doolittle chose to remain active in air racing.

In 1931 Doolittle was recruited to fly the Super Solution, a racing biplane designed by Matty Laird. The aircraft was entered in the first Bendix Trophy race from Burbank, California to Cleveland,

Ohio. With Jimmy Doolittle in the cockpit and Shell fuel in the tanks, the Super Solution won the first prize of \$7,500 with an average speed of 223 mph. After landing in Cleveland Doolittle had the Super Solution fuel tanks gassed up and he took off toward Newark, New Jersey to set a new coast-to-coast flying time record of 11 hours and 11 minutes. His first transcontinental record flight was done in less than one day – his second record flight took less than half a day, and, by the way, earned Doolittle a bonus of \$2,500.



*The Laird Super Solution, 1931. (Image is in the public domain)*

Laird and Doolittle prepared for the next year's race season by making significant modifications to the Super Solution with the goal of increasing its top speed by 50 or 60 mph. One of those changes was the installation of a retractable landing gear. During a flight test in August everything appeared to go as planned – until it was time to land. The airloads prevented the landing gear from fully extending and all maneuvers tried by Doolittle failed to shake it down. Doolittle's only option was to burn off the remaining fuel and belly in on the grass at Wichita airport. Doolittle was not injured but the Super Solution was extensively damaged and would miss the 1932 race season.



*Damaged 1932 Laird Super Solution after belly landing due to landing gear failure. (Image is in the public domain)*

Newspapers spread the word that Doolittle would not be flying the Super Solution in 1932 and several offers came in from race plane manufacturers asking him to fly their aircraft. With the Bendix race (from Burbank to Cleveland) only days away Doolittle rejected most requests since there would not be enough time to test fly the proposed entries.

One offer that interested Doolittle came from Zanford Granville. Zanford was one of the Granville Brothers of Springfield, Massachusetts who had built the Gee-Bee R-1 racer with a 750-horsepower engine. Doolittle was asked to fly the R-1 in the Thompson Trophy race in Cleveland that was to be held in September 1932, replacing pilot Russell Boardman who was injured in the crash of another Gee-Bee airplane.

Doolittle flew to Bowles airport near Springfield to check out the R-1. His initial assessment was that “There is no doubt the R-1 was a very directionally unstable airplane” and “it seemed like it was all engine with a minuscule set of wings and a bomblike fuselage.”

However, after walking around the aircraft several times to try to predict how it would handle in flight, he climbed in, started the engine, and blasted off toward Cleveland. He realized immediately that

the R-1 was a touchy and probably unpredictable airplane. He stated: “I didn’t trust this little monster”.

During qualification flights on September 3 Doolittle in the Gee-Bee R-1 was clocked at 296.287 mph, a new world speed record. Doolittle went on to win the 100-mile triangular-course Thompson Trophy race with a speed of over 252 mph – a record for the event. The prize was \$4,500.

The next day Doolittle flew the R-1 back to Springfield and returned it to the Granvilles. He claimed: “That airplane was the most dangerous airplane I have ever flown.”

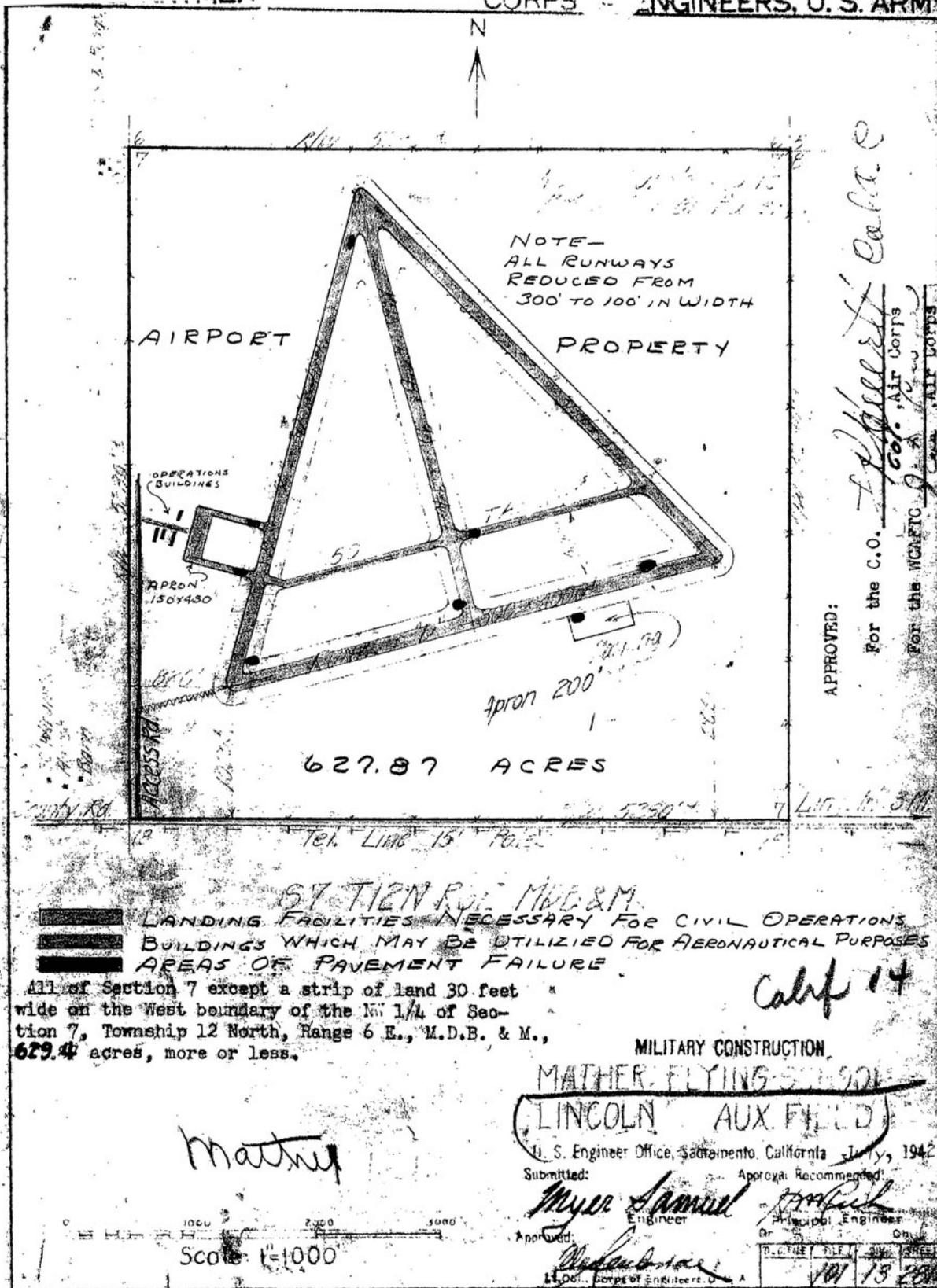
Shortly after the 1932 races he announced that he was retiring from air racing. Thinking of his young family, Doolittle said “I have yet to hear of anyone engaged in this work dying of old age.”

Doolittle continued to apply his engineering and marketing skills for Shell and advocated for a stronger Air Corps during the remainder of the 1930s.

Throughout his career Doolittle kept abreast of developments in aeronautical technology and in 1940 was elected president of the Institute of Aeronautical Science (IAS).



*Jimmy Doolittle with the Gee-Bee R-1. (NASM)*



APPROVED:  
 For the C.O. *F. J. Bennett* Col. Air Corps  
 For this WCAFTC *J. A. [unclear]* USAF  
 ALL TOPS

SECTION 7, T12N R6E M.D.B. & M.  
 LANDING FACILITIES NECESSARY FOR CIVIL OPERATIONS  
 BUILDINGS WHICH MAY BE UTILIZED FOR AERONAUTICAL PURPOSES  
 AREAS OF PAVEMENT FAILURE  
 All of Section 7 except a strip of land 30 feet wide on the West boundary of the NW 1/4 of Section 7, Township 12 North, Range 6 E., M.D.B. & M., 629.4 acres, more or less.

MILITARY CONSTRUCTION  
~~MATHER FLYING FIELD~~  
 LINCOLN AUX. FIELD  
 U. S. Engineer Office, Sacramento, California July, 1942  
 Submitted: *Myer Samuel* Engineer  
 Approved: *[Signature]* Principal Engineer  
 Date: 10/13/42

*Mather*  
 Scale: 1"=1000'

This graphic appears to be part of the transfer agreement when the Lincoln Auxiliary Field was transferred from the federal government to the city of Lincoln in 1946. It looks to be based on an original 1942 Army Corps of Engineers drawing with notations added about the eventual civil use of the field. This graphic is part of an interesting web page at <http://www.militarymuseum.org/LincolnAuxField.html> put together by the California Military Department.