



# Runway 15



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

**December 2018**

## *Briefing Strip*

- Holiday Party is set for Wednesday, December 12, at Cattlemens in Roseville. As of this writing, tickets are still available at the chapter website: \$40 per person for dinner, entertainment, and all the hangar flying you want. More details inside.
- Monthly evening member meetings (3rd Wednesday of the month) will be held at Cattlemens for the months of January, February, and March due to winter.
- Our chapter board is discussing whether to sponsor the EAA Ford Tri-Motor for a stop at the Lincoln Airport in late April. See inside for more details.
- New T-shirts, Polo Shirts, and caps are coming to our chapter for 2019. These should be available for purchase in January.
- Our chapter is sponsoring two attendees to the 2019 EAA Air Academy held at Oshkosh in July 2019. Look for details inside but note the deadline for applications is December 31, 2018.
- Chapter dues are coming due for 2019. Annual membership dues are \$20 for individuals and \$30 for families. We also offer a Gold Membership for \$300 for those who want to seriously sustain the chapter, and get a few freebies through the year in recognition of their commitment. More to follow.
- We can now count 121 members in our EAA chapter. We have had substantial growth in 2018 and look forward to more in 2019.

## *Calendar*

- Wednesday, December 12:** Holiday Party at Cattlemens in Roseville. More information inside.
- Saturday, January 5:** Pancakes and a Movie. 8:00 am until 10:00 am at the EAA Hangar.
- Wednesday, January 9:** Chapter board of directors meeting at House of Pizza, 6:00 pm-8:30 pm.
- Saturday, January 12:** BBQ Lunch and a Program. Lunch begins at 11:00 am, program at 12:00 pm:
- Wednesday, January 16:** Monthly Member Meeting at Cattlemens in Roseville starting at 6:00 pm.
- Saturday, January 19;** LRAA display day at Lincoln Airport, 0800 am-12:00 pm (no chapter pancake breakfast at the display day until April).
- Wednesday, February 2:** Chapter board of directors meeting at House of Pizza, 6:00 pm- 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://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](mailto:sthompson@aerovintage.com) or call me at 916-716-3442.



*USAF photo*

## *Chapter Information*

### ***Meetings:***

Usually the third Wednesday of each month held at KLHM Hangar S-12. Details available at the website.

### ***E-mail:***

[eaal541@gmail.com](mailto:eaal541@gmail.com)

### ***Website:***

<http://eaal541.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

Darren Coomier

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*

Nuts and bolts...that's what hold things like airplanes together. Well, rivets, too, and other stuff. But in this case, I'm referring to the nuts and bolts that hold our EAA chapter together. It's the volunteers that I am referring to, actually, because these are the guys and gals that make the chapter work.

Some volunteers are more obvious than others, like the chapter board members who get together monthly to try and set a course for the chapter. We have eight board members, listed dutifully each month in this newsletter. We also have three chapter officers, a president, vice-president, and secretary treasurer. These eleven people are the ones that create the schedule for the year, figure how out the money will work, find interesting programs to be presented, and generally set the direction for our chapter. The chapter could and would not happen except for

the efforts of the chapter board of directors.

All of board members are elected by the membership to two year terms. We are right in the middle of the two-year cycle right now. This time next year we will be electing new board officers, so the present board has another year to serve.

Some of our board members have been on the board in a leadership position for many years, others have only recently come on the board. But my point here is that these guys and gals work selflessly though the year providing leadership to the chapter.

Our chapter also has a cadre of volunteers who are there for every event, cooking or making coffee or setting up chairs or cleaning up or providing eyes and ears to the chapter about what is going on around us, things we might otherwise miss. We don't always see the work going on, but it is happening week in and week out.

It would be a good thing for us to individually recognize those volunteers and their efforts, because without those workers we would not have a chapter. We will take a bit of time at the Holiday Party in December to do just that. It is a time of celebration, fun, fellowship, but also recognition.

And to all our chapter members, I would ask that we remember that a successful and vital chapter is a corporate effort, and there is always room for all to participate in that effort..

But, enough for 2018...on to 2019.

## *Chapter Sponsorship to the EAA Air Academy*

Please note the approaching deadline for those interested in applying to our chapter's inaugural effort to sponsor two young people to the EAA Air Academy to be held in July 2019 at Oshkosh, Wisconsin. This is an all-expense paid opportunity for two teenagers to get a week-long introduction to all the great things that aviation has to offer...both as a career and for recreation. Details are provided on the last page of this newsletter, and also on our dedicated web page at

<http://eaa1541.org/airacademy/>. Our chapter has, to date, only a few applications submitted so it should be noted that the deadline for applications to be received is **December 31, 2018**.



## *New at Lincoln...*



*Richard Pearl getting ready for a flight in a Polish PW6U, all composite, two-place glider, recently relocated to Lincoln Airport. This glider was designed as a trainer, a cross country glider, and aerobatic trainer. It has a 34-1 glide ratio. (Bruce Estes)*

## ***EAA Ford Tri-Motor Coming To Lincoln???***

Our chapter has been presented the opportunity to host the EAA Ford Tri-Motor over the weekend of April 25-28, 2019. If the 1920s vintage airliner comes, we will organize a four-day event that will sell \$75 rides to the area residents and provide our chapter with the opportunity to promote the Lincoln Airport and our wider aviation community.

Longer term members may recall when the chapter first hosted the Ford Tri-Motor back in June 2015, a very successful effort that saw the chapter organize a record number of riders in the aircraft.

This new opportunity for the chapter is contingent upon us securing the use of a large hangar on the airport, so our chapter board is first working to determine if a suitable hangar might be available. However, our chapter leadership is also sensitive to the amount of work required by the chapter in order to pull off a successful event such as this. Therefore, we are also soliciting the level of interest for our chapter membership to support the hosting of the EAA Tri-Motor. We are going to informally poll the membership seeking to determine if sufficient support is available because this will be a volunteer-intensive effort. If the enthusiastic support is not there in the chapter membership, we won't move forward on this event. Please consider how you might want to help in this potential activity because chance are you will be asked this question in the near future.



# *Chapter 1541 2018 Holiday Party*

**\*\*\*Wednesday, December 12\*\*\***

## ***Cattlemens***

***2000 Taylor Rd, Roseville***

**Party starts at 6:00 pm**

**Tickets: \$40 per person for dinner, fun, and entertainment**

**No-host bar will be available in the dining room**

**Tickets are still available from online at the chapter website**

**We will have a silent auction with a bunch of good stuff**

**Come prepared to have some fun**



# *Airline Pilot for a Day*

By Dan Masys  
EAA #300410

Does there exist an aviator anywhere in the land of general aviation who has not wondered what it would be like to fly an airliner? Well, probably, but I'm not one of them, and my natural inquisitiveness about this was rewarded by an opportunity to participate in the Airline Training Orientation Program (ATOP) conducted at what was then Continental Airlines' corporate flight training center in Houston. For \$495 (plus you getting yourself to Houston and supporting your own lodging) you can get an intense day of ground school in the systems of the Boeing 737, and spend an hour in a 737-800 full motion simulator guided by a CFII instructor pilot as you play the role of both Captain and First Officer (more properly known as Pilot Flying and Pilot Monitoring these days). And an additional hour riding up and down in the simulator watching another two person crew do the same.



My compatriots in this exercise made up four crews of two persons each. One was an aspiring young man of 27 who was on the road to become an airline pilot and wanted to experience the pot o' gold at the end of the rainbow. The rest of us were GA pilots in our 40's and 50's who, in the words of program originator and grand poobah Wayne Phillips, were in "Walter Mitty mode," living our dream of guiding 150,000 pounds of advanced technology turbojet heavy iron around the skies. Most of the attendees were relatively low time pilots with 100-200 hours, and it seemed only about half had instrument ratings, which had to have made the vocabulary and procedures of the all-IFR world of the airlines seem even more of an information overload.

Being the proud papa of an RV-7A and EFIS equipped RV-10, I had a special interest in Boeing's approach to systems design and user interfaces. This kept me keenly engaged even late on the afternoon of the first day,



when some of the participants were glazing over a bit on the intricacies of electrical systems, hydraulics, engines, heating & cooling, pressurization and fire detection and control. My -10 seems robust with its dual alternators, battery backup and dual electrical bus design, but it is a drop in the bucket compared to the triple layer redundancies for flight critical systems in the 737, all powered by four independent sources of electrical power. There is no doubt in my mind why these puppies cost \$45 million each. For almost every system in the Boeing, there is a control panel with a switch labeled "Auto" that lets the smarts of the airplane manage things, but it all gets very interesting when things begin to head south. As soon as systems begin to fail, knowing how the hip bone is connected to the thigh bone informs what options the flight crew has to continue the flight or make a new plan.

A long day in the classroom and sitting in the static flight deck mockups just reaching for switches and levers was rewarded bright and early on the second day with a chance to fly the full motion simulator. I was the first one into the left seat of our simulator (since my First Officer coyly observed that my 2000 hours of PIC was 20 times more flight experience than he had!) and was the first one to experience the magical moment when they throw the switches and the dark simulator is instantly transformed



into a living breathing whale of an aircraft sitting on runway 28R at San Francisco International. I was amazed as I looked out the window to the left and right, and saw the Bay and Oakland to the right and the hills south of SFO ahead and to the left. And looking down it seemed I was much too high off the runway. When the time came to advance the throttles, we were all pushed back in our seats. Rotation speed at our weight of 150K pounds was 152kts, and initial climb-out at 170kts, and at those speeds the 737 eats up a 12,000 foot runway with alarming rapidity! An 18 degree initial bank angle seems impossibly steep but the bird leaps off the runway and once in the clear blue skies of California, it's not much different than a nose heavy single like a C182 or Cherokee Six. Just takes a few seconds to respond to anything one does.

After a VFR lap around the Bay I was cleared for the approach back into SFO and set the big fella up on an ILS to 28R that quite remarkably resulted in a smooth squeaker of a landing. This caused my instructor pilot, Jim Caine, to remark that in "Sim Land" the penalty for doing things well is that the next time ain't going to be so easy. So as my first officer cleaned up the flaps, set the power to 95% and we climbed out on a touch n' go, it wasn't long before the emergencies started piling up. The EFIS heading indicator failed and we had to fly by the whiskey compass. Then a blaring horn and a bright red light announced that we had a fire in the Auxiliary Power Unit. Once we got that fire extinguished and were cleared for a second approach, the master-of-the-skies at the sim control panel announced there was low level wind shear, a fog bank and the visibility was dropping to less than a mile. My smooth approach on a sunny day was instantly transformed into a bucking bronco, hang on to your seatbelts IMC experience in pitch black conditions that only revealed the strobe lights of the runway 'rabbit' as we were at the last 300 feet of the descent. The second landing was not so glassy as the first, and looking around in the fog the terminal building was nowhere to be seen. But no metal was bent, no FARS were knowingly busted, and there was a great rush of joy knowing I had met the mighty Boeing on its own terms and come away with a great piloting experience, new knowledge, and a cool logbook entry of 1.4 hrs of B737-800 dual received.



We also experienced flight-crew team bonding in a remarkably short period of time, and learned a lot about the division of responsibilities between the Pilot Flying and Pilot Monitoring, where everything important is verbalized and agreed upon before pushing the button that commits 75 tons of aluminum, wiring and jet fuel to head in a new direction. Crew Resource Management is the term for the approach to flying that maximizes the engagement and decision making power of two brains instead of one, and it is as important as any understanding of technical systems and flight characteristics. The full motion simulator is an amazing sensory experience, and if I had a spare \$22 million burning a hole in my pocket there would definitely be one in the garage (if I had a garage with an 80 foot ceiling!) This intense "Disneyland for Pilots" experience makes my Top Five Ever aviation list, and if there is a Walter Mitty airline pilot lurking inside you, I highly recommend it as worth the price of admission. See [www.b737.com](http://www.b737.com) for details. Now, flaps one, power to 95%, engage autothrottles, call rotation speed and let's get outta here!

# *Bay Tour Via Gyroplane*

Text and Photos by Dug Smith

At the beginning of November, my gyroplane was down for its annual inspection. Chris Silva, a gyroplane pilot from Placerville, was at Lincoln on Saturday, November 3rd, and was talking about flying to Half Moon Bay the next day, so I tagged along in the back seat to take pictures.

On the way out, we contacted NorCal and got flight following, then flew over Sacramento. I tend to stay away from towns, so this was a nice change of pace. I'd found that I couldn't really see the screen on the camera,

thanks to the glare, so most of the time I was just pointing it in the direction of something interesting and pushing the button. Several times. (You can always delete the pictures you don't like.) I also noticed that the camera needed a few seconds to get the exposure right when starting up.

On the way out, we flew south of Travis AFB and the reserve fleet area down by Vallejo. When we got to the Bay itself, it was a bit misty, but I snapped away regardless.

We went over the Marin headlands, then turned south to follow the coast down, going past the Golden Gate bridge.

We flew just out over the coast, and it got a lot colder. Luckily we were both dressed for

that. We passed the hang gliders and the paragliders around Fort Funston, and joined the pattern and landed at Half Moon Bay without any stress.

After lunch, we talked to some of the locals about the gyroplane—I've taken to calling them "hello-copters" because it's hard to go anywhere without people wanting to talk to you. We got kitted up again, put in 10 gallons of fuel and headed back.

It was a bit warmer, and the haze had burnt off, so there were more free fliers out than there were on the way down. We'd taken our time on the way down, cruising at 65-70 mph, but Chris needed to get back so his partner could take the plane out too. Our airspeed was around 100 mph most of the way back. We went to the north of Travis this time, and straight over Sacramento International, which was a first for me. Our total flight time was around 3.5 hours, and we spent most of our time between 2,000 and 3,000'





Kansas City Aerobatic Club: <http://www.iac15.org/2015/12/iac-chapter-15-christmas-party-2015/>



*Free  
Opportunity  
For  
Young Eagles!!*



## **Youth Aviation Summer Camp July 2019 Oshkosh, Wisconsin**

EAA Chapter 1541 of Lincoln, California, is sponsoring two aviation-eager teens to attend the Experimental Aircraft Association (EAA) week-long Air Academy held at Oshkosh, Wisconsin. Our chapter will sponsor these two Young Eagles with full tuition, including room and board, and round-trip transportation from Sacramento to Appleton, Wisconsin.

- *One 14-15 year old Young Eagle to attend a session from July 7-12, 2019*
- *One 16-18 year old Young Eagle to attend a session from July 16-24, 2019.*

Campers are engaged through a variety of hands-on activities while staying at the EAA Air Academy Lodge in Oshkosh, Wisconsin. Experienced aviation instructors help them delve into flight through studies, hands-on demonstrations, flight simulation, and other exciting activities.

Application deadline for the EAA Chapter 1541 Air Academy Sponsorship Award is **December 31, 2018**. More information and the application process is found on the Chapter 1541 website at [eaa1541.org/airacademy](http://eaa1541.org/airacademy).

More information about the EAA Air Academy can be found at the EAA website at [eaa.org](http://eaa.org).

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