



Runway 15



The Monthly Newsletter for EAA Chapter 1541, Lincoln, California

January 2019

Briefing Strip

- Our next chapter member meeting is Wednesday, January 16, at Cattlemens Restaurant in Roseville. Meeting starts at 6:00 pm. Dinner is optional but if you plan to eat, cost is \$22 cash or check payable to EAA Chapter 1541; credit or debit cards also accepted. Details on the program are inside.
- The monthly evening member meetings (3rd Wednesday of the month) will also be held at Cattlemens for the months of February, and March due to winter.
- Chapter dues now 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 inside.
- Our chapter leadership has decided not to sponsor an EAA Ford Tri-Motor that was being considered for late April. Details inside.
- New T-shirts, Polo Shirts, and caps are coming to our chapter for 2019. These should be available for purchase in February.
- Our chapter is sponsoring two attendees to the 2019 EAA Air Academy held at Oshkosh in July 2019. A selection committee is reviewing the applicants now.
- Our next chapter Young Eagle Rally is scheduled for Saturday, May 4. Set the date aside.

Calendar

- Wednesday, January 16:** Monthly Member Meeting at Cattlemens in Roseville starting at 6:00 pm. Program: Vicky Benzing and Aerobatics
- Saturday, January 19:** LRAA display day at Lincoln Airport, 8:00 am-12:00 pm (no chapter pancake breakfast at the display day until April).
- Saturday, February 2:** Pancakes and a Movie, EAA Hangar 8:00 am to 10:00 am.
- Saturday, February 2:** Chapter board of directors meeting, EAA Hangar, 10:30 am-12:00 pm. All members invited.
- Saturday, February 9:** BBQ Lunch and Program, EAA Hangar 11:00 am-1:00 pm.
- Saturday, February 16:** LRAA display day at Lincoln Airport, 08:00 am-12:00 pm (no chapter pancake breakfast at the display day until April).
- Saturday, March 2:** Pancakes and a Movie, EAA Hangar 8:00 am-10:00 am.
- Saturday, March 2:** Chapter board of directors meeting, EAA Hangar, 10:30 am-12:00 pm. All members invited.

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 or call me at 916-716-3442.



Dues are Due!!

A reminder that with the new year, the 2019 chapter dues are due. Member dues are \$20 for a single member and \$30 for a family membership.

Our chapter also offers a sustaining Gold Membership for \$300 per calendar year, a level that includes a few perks including chapter prepared pancake breakfasts, BBQ lunches, BBQ dinners, and a nifty gold badge.

Also, please note that if you are a member of an EAA chapter, you are also expected to be a member of the national EAA organization, details of which can be found at the EAA website at eaa.org.

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

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

Webmaster:

Dug Smith

Newsletter:

Scott Thompson (916-716-3442)
(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*

So a new year starts and away we go. Our chapter board is laying down the ground work for the winter and spring months ahead.

We look forward to processing our first applicants to select two young people to attend the EAA Air Academy at Oshkosh this coming July. By all accounts, the Air Academy is an excellent program to introduce and reinforce a future in aviation for any young person with a curious eye toward the sky. I am excited to see where this sponsorship initiative of our chapter leads.

Also on our calendar is the first Young Eagle Rally of 2019 to be held on Saturday, May 4. Chapter 1541 held two such Rallies in 2018, and that seemed to provide a good balance for planning and execution, so we are moving forward to duplicate 2018 with a Rally in May and another in October.

Beyond that, we are always on the lookout for good programs that will provide a variety of education, entertainment, and social opportunities for our chapter. Our pattern has become one program a month during the second Saturday BBQ lunch, and one program set up for our evening member meetings. As I said, we are always looking for some good ideas so if you have any, please let me or any of the chapter board members know.

Along with the new year we have had one change to our chapter board of directors. Long a staple in the chapter leadership, board member Bill Wooton regrettably resigned his position on the board due to demanding time and work constraints. He will still be around at the chapter events when he can. If you see him, you might give him a well-earned thank you for his service to our chapter. We will still call on him from time to time, and he has already volunteered the service of both he and his wife, Jody, to help put together the silent auction for our next Holiday Party in December. They did a great job last month and we thank them both for their continued service to our chapter.

We also have a few other things we are throwing in the pot for the year to come..more on that later. It should be a fun and interesting 2019 for the chapter so stick around, pay your dues, and look toward the blue skies.



January Program Report

For our Saturday, January 12, BBQ Lunch and a Program, chapter member Dan Masys presented an interesting program about aircraft engine ignition systems that covered both magnetos and the more modern electronic ignition. In the hour-long presentation he reviewed the early history of aircraft magnetos dating to the earliest days of aviation and also the technical aspects of how magnetos work. He then reviewed the nuts and bolts of electronic ignition systems and the advantages the newer technology has over the tried-and-true magnetos. He also provided some personal experiences he had converting his six-cylinder engine to replace one magneto with electronic ignition. Very interesting stuff to pilots that provided a bit of useful technical detail.



EAA Ford Trimotor Update

After a process of consideration, our chapter leadership has decided not to host an offered visit of the EAA Ford Trimotor to the Lincoln Airport in late April. The Ford Trimotor will still be in the Sacramento area in the spring, with planned tour stops at Sacramento Executive between March 21 and March 24, Nut Tree between March 28 and March 31, and Marysville between April 11 and April 14. For questions about why our chapter decided not to host the Trimotor, please see chapter president Scott Thompson.



Holiday Party Success



The chapter held its Holiday Party on December 12 at Cattlemens Restaurant in Roseville. We had about seventy attendees who enjoyed an evening of socializing and good food. Board member Randy Sharp created a presentation of photos from past year chapter events with added holiday music that provided a pleasant backdrop for the evening. A silent auction organized by Bill and Jody Wooten had items spread across tables at the back of the room, the proceeds going to support the chapter's Richard and Susan Bristow Memorial Scholarship Fund. Items for auction were mostly donated from local sources and included both aviation and non-aviation themes. All told, the auction raised \$1,514, 100% of which was added to fund.

Chapter Sponsorship to the EAA Air Academy

Our chapter received a total of nine applicants for consideration to be sponsored to attend the EAA Air Academy at Oshkosh, Wisconsin, this coming July. The application deadline was December 31, 2018. A team of three board members will finalize the selection process and move forward with consideration of each of the applicants. The chapter will select one individual aged 14-15 and one individual aged 16-18 to attend the week-long summer camps held on the EAA Headquarters facility at Oshkosh. The chapter will pay for round-trip transportation and Air Academy tuition for the two selected individuals from our Richard and Susan Bristow Memorial Scholarship Fund. This is the first such chapter efforts to sponsor individuals to the Air Academy and we will track the process carefully as we look to future sponsorships and scholarships.

Monthly Member Meeting
Wednesday, January 16, beginning at 6:00 pm
Cattlemens Restaurant, Roseville



The January member meeting will be held on Wednesday, January 16, at the Cattlemens Restaurant in Roseville. **Dinner is optional but available.** Menu choices will be Top Sirloin Steak, Lemon Herb Chicken, Grilled Atlantic Salmon, or Pasta Ravioli, plus all the standard Cattlemens sides for a standard, out-the-door cost of \$22 per meal that includes tax and tip. Meals include coffee or tea; other beverages are available on a “cash and carry” basis from the bar. Important note: there will be one meal bill presented to the chapter so you will be paying the chapter for the dinner and then we will pay the restaurant bill.

Very important note: Before you order, please be prepared to pay \$22 per meal in cash, check (made out the EAA Chapter 1541), or debit/credit card to be collected by our chapter. Let's make this easy to do...expect no change to be provided by our chapter as we collect the money to pay for your meals.

The program for the evening will be presented by Vicky Benzing, a well-known aerobatic and jet air race pilot, who will speak about how pilots can get started in aerobatics.

Born and raised in California, Vicky Benzing is an accomplished pilot, skydiver, aerobatic performer, and air racer. With more than 8,000 hours of flight time and more than 1,200 parachute jumps, Vicky has a passion for everything airborne. Her flying career has spanned over thirty years and she currently holds an Airline Transport Pilot rating as well as commercial ratings in helicopters, seaplanes, and gliders.

In addition to aerobatics, Vicky got the racing bug when a friend invited her to “come play in my sandbox” at the National Championship Air Races in Reno, Nevada. That year, Vicky was chosen “Rookie of the Year” after winning her first race ever. She currently competes in both the Sport Class and the Jet Class, and in 2015 Vicky set a record as the “Fastest Woman Racer” ever in the history of the Reno Air Races when she qualified a one-of-a-kind L-139 jet on the race course at 469.831 mph. Vicky currently serves as an officer of both Sport Class Air Racing, Inc. and Racing Jets, Inc.



We're Here to Help???

**By Terry Richardson, CFII
EAA chapter 162, Nashville TN
(via Dan Masys)**

It wasn't a dark and stormy night, but it was a dark night, as I lined up for a landing at my home field, a lighted turf runway, just as I had at least dozens of times before. But instead of another landing, my passenger and I ended upside down near the end of the runway hanging in our straps with our faces in the grass. Among other factors, the stiff-gear Thorp bounced when I touched down and I hit the brakes too hard upon next contact, catching the prop, coming to a stop with just enough momentum to come over on its back. Not good. There's no denying that I screwed up the landing but, fellow aviators, that was just the start of a nightmare that I still can't fully comprehend.



Fully expecting to be able to crawl out after we flipped, that possibility vanished with the collapse of the canopy roll bar as we contacted the ground inverted. Instead, the tail absorbed the full impact and left us with our heads in the dirt, hanging in our straps with a dripping fuel tank in our laps. Unable to move, I directed my cohort to turn off the mags, fuel and master. Trapped in the aircraft with no help available and fire potential I got the passenger to find my cell phone and call 911, a decision we would soon regret. A neighbor arrived as we waited, attempted to raise the tail, but she was unable and we sent her to get more neighbors to help.

The cavalry arrived within minutes, and fully expecting all these rescue personnel to raise the tail and let us crawl out, we released our seat belts and harnesses, another bad move. Upon arrival, the first responders asked if we were injured. I replied no, but we needed to get out since the risk of fire was high with the hot engine and the fuel leaking. The 911 personnel

responded that they were not authorized to move the aircraft or try to rescue us, and had to wait for "right equipment" to arrive. My neighbors then attempted to pick up the tail, but the fire chief and the Kentucky Highway Patrol officers prevented them from moving the aircraft. (The aircraft weighs less than 1200 pounds empty.) The "rescuers" moved back about 50 feet in case of a fire and a neighbor asked the fire chief to at least move a fire extinguisher next to the aircraft in the event of a fire. He did and then moved back to a safe distance until the right equipment arrived.

After about 50 minutes lying there on our heads with aviation gas dripping on us, the right equipment arrived. You got it---the jaws of life! I protested that there was a possibility of a spark when cutting wires or metal, but they cut the sides out anyway, causing significant damage. Once out we dusted ourselves off, we walked to the tail and lifted it demonstrating how simple and rapid extraction could have been using common sense. Of course we had to sign a release in order not to be taken to the hospital via ground or air by EMT. I then left the some 150 people who had gathered (including the TV reporters from 25 miles away) and walked to my house, located on the airport.

Wait, there's more--it gets worse! Back in my home, ten minutes later, I was washing the dirt out of my hair and the phone rang. It was the FAA, NTSB, Memphis Center and FEMA on a conference call, demanding to know what happened. FEMA??? I relayed that no one was injured. I really wasn't too keen to talk about what happened since I had just crawled out of the wreckage. I hung up. About 5 minutes later 3 KSP troopers appeared at my front door. I opened the door, they brushed me aside and walked into my kitchen. No "How are you, can we come in," just walked into my home with no request, no reason given. Once inside, the lead trooper dialed his cell phone and shoved it in my face. Guess who? The FAA, NTSB, Memphis Center and FEMA(??) demanding to know what happened. I told them that my rights were being violated, since I was not required to comment on an incident, but since 3 troopers with guns were making me talk, I had no choice. I again relayed that no one was injured, if that mattered. Apologized for being rather short, but I was still a little shook up, but still was not commenting on what happened. NTSB then threatened that I had only 10 days to make a formal report (or else). I informed them I was aware and still had over 9 days to report. I assured everyone that when the investigator arrived, I would, and did, fully cooperate with the proceedings, and ended the call.

Not good enough for the troopers. The lead trooper started asking me questions about my flight qualifications--night hours, cross country hours, total flight hours, number of night landings, was I drinking. He obviously had no idea of the information gathered and although there was nowhere on his investigation form to enter the info, he insisted this was necessary. It was. The guy with the gun can ask anything he wants, since he makes the rules. I was drinking after this ordeal. I didn't get much sleep that night, thinking about the crash and burn scene in *The Great Waldo Pepper*.

Although it's unlikely that any reader of my ordeal is likely to bend an airplane, I would like to relate several lessons I learned during my tour of post-mishap bureaucracy:

You don't have to initially divulge any information about your actions in an incident, (even with a state trooper pressuring you). I recommend the AOPA legal coverage. They offered expert advice and follow-up which allows you to not makes critical errors during a very trying process.

However, once the dust has settled, the incident has been investigated, don't try to BS the FAA. They are professional, experienced aviators who can quickly assess what happened, but are not out to bust you. They have a process that must be adhered to, but my experience was entirely cooperative and considerate from the investigation to reexamination. My compliments to both Louisville and Nashville FSDO's. However, I can't say the same for the NTSB, since they never acknowledged receipt or follow-up to my narrative of the mishap, and published a totally inaccurate account of the event.

Are you current for flight operations? Current flight review, current medical, instrument currency, night landings for carrying passengers? Is your log-book up to speed, proper endorsements for currency? Is aircraft certified for the flight operation involved? In annual? Certified for night flight.? Transponder current? Instrument static system current? ARROW documents in the aircraft? STC's affecting flight operations in the aircraft?

If EXPERIMENTAL, are incident operations allowed in the initial (certification) operating limitations (can it be flown at night, most can't unless certified by an A&P)? Are the operating limitations for initial certification in the aircraft (must be onboard during flight)?

Is your insurance current and in effect, or expired? The insurance company is also interested in the aircraft currency, and your currency. It's amazing how many pilots let either their medical or flight

review just barely expire and go flying. It's in the contract, you and the aircraft must be current, or no claim. I found the insurance company to be fully cooperative, but I know a local pilot who was left holding the bag because his flight review was expired.

Experimental aircraft present unique challenges. My roll bar collapsed because of the weak welds. It looked crashworthy, It wasn't damaged in the crash, but almost took my head off as it broke loose. Do you preflight for other than ordinary items? Do you unlock your canopy on takeoff and landings? You probably won't be able to open it if you're knocked out or immobilized in a flipover. Nor will someone trying to rescue you be able to open it if it's locked. Got shoulder harnesses? They work.

If required to take a reexamination flight, contact the examiner directly to define the parameters of the flight and the equipment required. I needed a tail wheel aircraft and demonstrate takeoff and landings. Obtain the examiner's weight. Calculate a weight and balance for the flight.

Double check the ARROW items, check your logs for currency (3 full stop landings to carry a passenger in a tail wheel). Check the aircraft logs for currency and SIC's. Tab annuals for quick check by the examiner. I went through 3 aircraft because of exceeding weight limits with 2 people on board, transponder out of currency, no STC's or complete records on board. Don't show up without proper documented pilot and aircraft logs. You just put the examiner in an awkward spot and you'll be sent home. On the flight, stick to the flight plan, keep it simple. The examiner just wants you to demonstrate the maneuvers he asked for

I won't deny that I still think about the lack of common sense and what I feel was a gross violation of my civil rights by the state police. However, with the help of the local regional airport manager, his fire/crash experts and a FAA post-crash expert, we are scheduling a hands on seminar for local fire fighters, EMT and local/state police. We plan to record the session and make it available to EAA and AOPA for other local first responders.

America is spring loaded to call 911, thinking that the first responders are expert in all scenarios of rescue. I found that very untrue in aviation mishaps. When you call 911, you turn your fate and control over to the "rescuers." Unless they have experienced an aviation event, you probably are much more knowledgeable than the local fire brigade. Obviously if seriously injured, 911 is probably the best call. If a minor incident, consider the process you start when you call. Keep the shiny side up.



The B-25H owned by the EAA and long displayed at the Eagle Hangar at Oshkosh, Wisconsin, is undergoing a restoration back to flying condition. It should be flying for AirVenture 2019 after several years of effort to raise money and complete extensive work on engines, propellers, mechanical systems, paint, and markings. This particular aircraft was built by North American Aviation at the factory that adjoined what is now LAX and delivered to the Army Air Forces in February 1944. It's wartime service was as a stateside trainer and it was surplus in 1946. It enjoyed a long civil career primarily as an executive transport. Above photo shows the airplane in January 1960 at Westchester, New York. The photo below was taken at AirVenture 2018 as the restoration nears completion. The new markings and name applied to the B-25 are the same as it carried for the filming of "Catch-22" in 1969, though it also appeared in that film as a pushed-out VIP B-25 with, among other perks, white side-wall tires. (Above photo: Robert O'Dell; below photo: Scott Thompson)

