

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
Saturday, September 24, 11 am – 1 pm	Fourth Saturday Brunch at the EAA hangar
Thursday, October 6, 2022 7-8 pm	Online IMC/VMC club meeting. FAA Wings credit available. Link to join will be sent via e-mail to chapter members.
Saturday, October 8, 2022 7:30 am - 3pm	Lincoln Airport Open House Presented by the City of Lincoln EAA 1541 provides \$5.00 pancake breakfast at the event!
Saturday, October 15, 2022	KLHM Vintage Aircraft Display day 8:00 a.m. – noon KLHM main ramp

EAA CHAPTER 1541 INFORMATION

Meetings	Usually the second and fourth Saturdays of each month held at KLHM Hangar S-12. Details available on the website.
E-mail	eeaa1541@gmail.com
Website	https://eaa1541.org
Mailing Address	EAA chapter 1541, PO Box 1126, Lincoln, CA 95648
Chapter Hangar	Hangar S-12, Lincoln Airport
President	Jim Hughes (acting)
Vice President	vacant
Secretary	vacant
Treasurer	Scott Whelan
Chapter Board of Directors	Paul Darbo Christina Duran Michael Lagomarsino Lesa McArdle Ray McNaught Lorin Ponton Mary Wick
Web + Newsletter Communications and Tech Counselor	Dan Masys Send messages to Dan at eeaa1541@gmail.com
Membership	Chapter dues: \$30 per year for individuals and families; \$300 for gold

President's Corner



Welcome Chapter 1541 Members and Friends,

I start this message out with some sad news on my part. As of last Tuesday's nights chapter Board of directors meeting, I have resigned as the chapter President. This is not my wish; I have a mother living alone in rural Oregon that is in failing health. I will need to be spending more and more time helping her as needed. I will be around to visit at chapter gathering as I can.

Enough with the sad news, I'd like to share with you my passion for flying and our EAA Chapter. I started flying only a few years ago, immediately when I started my pilot training, I looked around for an organization that was devoted to flying as I was. I was shown EAA chapter 1541, at my first visit I was greeted with open arms and was not judged that I was a student pilot. On the contrary many of my conversations with members were expressed with the joy of recalling their first training flights and their true happiness for me.

I will always remember the warm welcome I received at the first meeting I attended and my hope as president has been to give back the same warm welcome I received to our guests

and members as president of this chapter. I have been blessed with the many relationships I have made while being involved with this chapter and will be forever grateful to the many people who have made an impact on this chapter and me personally.

With this said, I am encouraging you all to get more involved with this amazing chapter and be rewarded the same way I have been during my time with EAA Lincoln 1541.

I hope to see you soon,

Sincerely
Darren Coomler

New Board Members Welcomed

EAA chapter 1541's Board welcomed two new members with a unanimous vote of approval at its Tuesday, September 13th online meeting.



Lorin Ponton is a commercial pilot with instrument, multiengine, and CFII ratings. Lorin is a Georgia Tech-educated engineer who has been an active member of both EAA 1541 and the Sutter Buttes Ninety-Nines, and is

working towards her Air Transport Pilot certificate.



Lesla McArdle is a student pilot and owner of a Mooney M20C based at KLHM. Her mentor, Board member Mary Wick, gave her the handle “Mooney Lesa”, and is shepherding Lesa’s progress towards her Private Pilot certificate. Lesa is a nurse who owns and operates Care Innoventions, a healthcare consulting business working with health systems across the US. She is also a member of the Sutter Buttes Ninety-nines. Lesa won the hearts and minds of the EAA1541 Board by taking the initiative to recruit 14 volunteers from the 99s to help with our upcoming Airport Open House on October the 8th. Lesa also contributed the Special Article you will find in this newsletter.

EAA chapter 1541 is delighted to have new Board members who will bring new perspectives, expertise and enthusiasm to aligning the common missions of EAA and the Ninety-nines to promote aviation, provide pilot education for improved flight safety, and engage in community outreach to the next generation of aviators.



August Treasurer’s Report

Another month of chapter growth: this month we added 4 new memberships and a total of 12 new members. Our current roster total is 138.

Membership Fees: Just another friendly reminder that all memberships are \$30.00 per year. New, renewing, individual or families are all the same amount.

Amazon Smile: If you can, please think about supporting the chapter using Amazon Smile. And remember it does not cost you anything to help support the chapter. You can find more information at: smile.amazon.com before you start shopping. The chapter is listed as Lincoln Eea Chapter 1541 Inc.

Ray Scholar: We received additional funds for our Ray Scholar and paid back the funds borrowed from last month. There are currently \$3,720.50 funds on deposit for the Ray Scholarship.

Air Academy: The chapter put a deposit for 2 slots to next year’s Air Academy -- one Basic Academy and one Advanced Academy.

Christmas Party: We made an initial deposit for this year’s Christmas Party of \$750.00, set for December 15th.

Aircraft Donation: We received a donation of \$500 for the sale of a donated aircraft.

Respectfully submitted,
Scott D. Whelan
Treasurer
EAA Chapter 1541

Ray Scholarship Updates



Kaden Kusick, our 2021 Ray Scholar, writes:

I did my solo long cross country last week! I went from Auburn-> Willows-> Yolo-> Auburn! It was a blast and I couldn't have done it without Lincoln's support!



Kaden with that solo cross country grin

Anthony Moreno, our 2022 Ray Scholar, writes:

Hi 1541,

I'd like to start out by saying that I'm honored to be this year's Ray Scholar and appreciate the immense support from the EAA community. It was a bit of a bumpy start between the extreme heat and kicking off a busy junior year of high school, however, I've been making great progress. Prior to the Ray Scholarship, I had

logged some hours where I focused on stalls and ground reference maneuvers.



Over the past few weeks with the Ray Scholarship, my focus has been on pattern work, and flying in various wind conditions. Coincidentally, with each lesson the winds have been getting stronger and

going in different directions, thus giving me great experience in crosswind landings and learning how to adjust for different winds.

My goals over the next several weeks are to continue to refine what I've learned thus far in hopes of soloing by mid-October. I am also studying for my written. I look forward to keeping the chapter updated on my progress!

Thank you for your continued support,
Anthony Duran Moreno

Project Updates and Adventures

Brent Smith writes:

Progress on the Mini-IMP was challenged by finding two large dents in the leading edge of the right wing when it was remounted on the airframe. The fix required drilling out 270 monel blind rivets and some tedious work with various mallets, rollers and sand bags, but the results appear acceptable (see attached pic). Finding the replacement rivets was also challenging but they are due to be delivered later this week. Meanwhile, I test fitted the right wing tip fuel tank with all its electrical and fuel connections and have a little bit of

work to do there to make them secure. Onward towards the finish line!

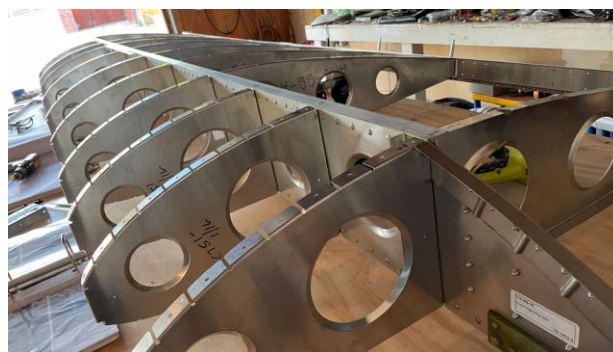


Brent turns Mini-IMP dents into shine

Tom O'Hair writes:

We received the wing and fuel system components for our Zenith 750 Cruiser on August 16 and have been making progress on the right wing. If flying the thing is half as much fun as building it, we will be in good shape.

The more we build, the better we get at interpreting plans. Zenith is extremely well run and provides great customer care. But, they are super busy and a product of their own success I guess. I had to wait about seven months for this part of the kit.



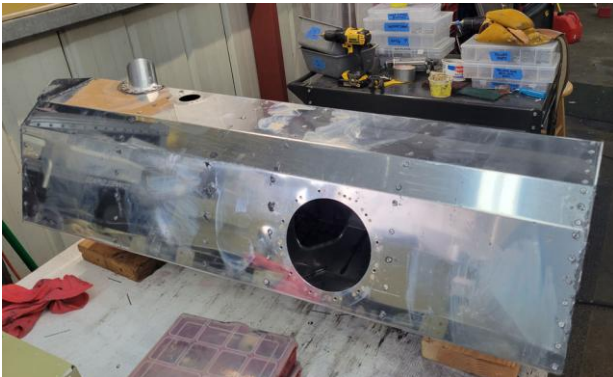
I have a YouTube channel if anyone wants to follow along on the build. The channel is called [8501 Rivets](#), and yes that is the number of rivets that will go into the 750 Cruiser. If you run into anyone that is considering building a Zenith, please send them my way. I can answer any questions they may have.

Ray McNaught and tech counselor **Dan Masys** continue to make progress on Ray's RV-12is, but not in a straight line sequence through the instructions. Like Tom O'Hair, Ray had to wait a year for his kits to become available, and since then each section of the plane has gotten to a certain point and progress

has been stopped by essential parts being on back-order at Vans. The fuselage has been taking shape from the baggage area forward to the foot wells, including the silver colored center section where the spars of the removable wings cross:



But the next step is attaching the stainless steel firewall and that isn't available. A good reaction to such speed bumps is to just go find some other section to build, and for that Ray and Dan have started to assemble the fuel tank:



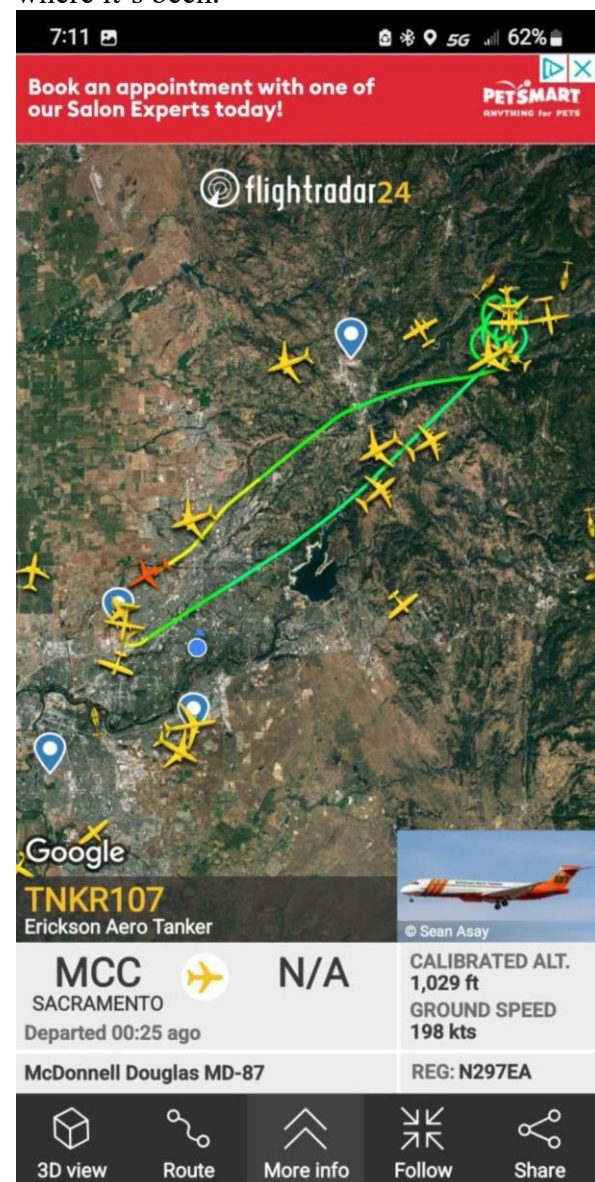
Riveting the tank together has given Ray his baptism with ProSeal tank sealant, which is sometimes called "Black Death" by RV builders. Ray notes that the incredibly sticky, gooey stuff is isn't really black, it is dark gray when mixed for application, so is more like the Shadow of Death. ;-) The tank is now well on its way to completion.

Paul "Dubs" Darbo writes about some of the interesting aspects of FlightRadar24 website:

Do you ever see an airplane overhead and wonder: What kind of a plane is that? How fast

is it going? How high is it? Where did it come from and where is it going? Of course you did, you're a pilot after all.

Flightradar24 is a free app available for iPhone, iPad and Android devices that will "Track airplanes and follow flights with our real-time flight tracker." You can zoom in and out and the app shows all the airplanes in "the system" and the icons provide an indication of the type (small single engine, twin, helicopter, large commercial, etc.) and the direction of travel. Tapping an icon will bring up details of the airplane and the flight, including a track of where it's been.



On the screenshot shown, the MD-87 left KMCC, flew many passes over the Mosquito fire and was returning to refuel and reload retardant. I enjoy predicting the path to landing and here it's only at 1,029 feet and maybe 50 kts above touchdown speed (my guess, but watching awhile will tell me how close that is) so I'd watch to see if it is on a left base for 16. I have seen others come in high across the southern side of the airport, turn upwind and go 10 miles north and come back straight in.

There are many other airplanes coming and going and some still tending to the fire. Zooming into the area of the fire shows that activity in great clarity. Details of each airplane could be viewed. Not shown is the extra information available when selecting "More info." FlightRadar24 is also accessible from workstation web browsers at: <https://www.flightradar24.com/>

Flying the 2022 Palms to Pines Air Race

By Lesa McArdle

Student pilot and newly elected EAA 1541 Board member

The first 99s Palms to Pines air race was held in 1969 and each July / August for 40 years until 2009 when its co-founder Claire Walters passed. After a 13 year lapse, the LA99s partnering with 99s chapters in Salinas, Red Bluff, and Madras, Oregon, this amazing race is back. For many years 30+ teams participated in the historic longest-running all female air race. 2022 saw only 6 teams with 12 racers. I feel incredibly fortunate to have been one!

It's been just over a year since I took my first discovery flight. This year has given me many amazing aviation experiences and I have met many inspirational women that have forever changed me. One in particular, also gave me this amazing race opportunity, because, you see, students can't fly PIC in an air race. Or can they?

Our race journey started in March at a Sutter Buttes Chapter meeting when Carol Andrews announced LA 99s would be resuming the race. At the time, I had just found an airplane I hoped to buy. It was sitting in escrow in a hanger in Lincoln waiting for all the "red tape" to clear. So I excitedly said to Mary Wick "let's fly the Mooney in that race!" she didn't even hesitate. "Lets do it".



When applications opened in June, we submitted along with all the required documents (a 1st for me) ...in July we received our race info, booked hotel rooms, held the days on calendars, picked a team name, made matching shirts, this was really happening!



August 10, Mary and I met at the hanger, she the professional pilot had one bag. I, the inexperienced student had 3 (total Weight 37#, I know, rookie move) after all this was a race, the lighter the better, I get that now. We took off from Lincoln to Santa Monica with a plan to for stop lunch in Salinas as that would be our race route on Friday. From Lincoln we climbed to 3,500 ft, just past Tracy we began a climb to 7,500 Ft, (another first for me) with a headwind we maintained an AGS of 108 kts and landed on runway three-one 1.5 hrs later on a fairly quiet airfield, rolling up to the Flying Artichoke for lunch (with my amazing mom). After fueling ourselves and the airplane it was time to head out. Leaving Salinas we climbed to 10,500 ft (another 1st) for the 2 hour flight (AGS=122kts). Flying into Santa Monica was breathtaking with the ocean and mountains (1st time seeing the ocean small airplane), it was warm and bumpy and windy and all a bit overwhelming, when Mary said “do you want to land?” I said “nope”! So she landed on runway two-one and took us to Atlantic Jet center.



Impound day: we arrived, confirmed paperwork and ran into a few hiccups (everything happens for a reason, right?) turns out not all the instructions were clear to me, I was supposed to complete handicapping in advance and have our race number (at least 12”tall) on the nose or tail. It was too late to handicap, but we could still participate so Mary grabbed a role of blue painters tape and created a number 4 on both sides of the nose. Our LA99s guide Maxine took us over to the pilot shop to get some foggles (might at well get some “hood time” on the way up the valley). Vanessa, the shop owner, introduced us to a lot of Palms 2 Pines memorabilia and a bunch of cool stuff in the store, adding more



weight to my 37# bags.



Race Day 1: after briefing over coffee, meeting the tower staff, and taking some photos, we walked over to the airplanes to start the race. We lined up in order (as racer #4, we were third) and did run-ups, at 10:23 tower cleared us for take off. We took off on two-one and headed toward the ocean to maintain noise abatement procedures, at the water we got flight following and began our climb to 9,500ft, over the mountains we reached cruising speeds of 150 kts (1st time for that). As we approached Salinas, traffic was heavier than Wednesdays visit, because the Concord de'Elegance in Monterey brought in extra visitors for the day. This was our first time check... we had to fly a low approach, 200 ft AGL with gear up (another 1st) as we reached the runway three-one threshold (elevation 84') our elevation was 282', nailed it! We refueled, said hello to Salinas 99s, and grabbed snacks (thanks mom



for the to-go snack sack!) then headed for Red Bluff. Leaving Salinas we headed north and got flight following, South of San Jose we were turned for traffic a couple of times (creating a fun zig-zag pattern on ForeFlight). Arriving in Red Bluff just before 3 pm, we were the only traffic, it was hot and bumpy, we did our fly over came around and landed three-three. After landing we were taxied in to our spot for the night and tied the airplane down (another 1st). It was time to go to the hotel, cool off in the AC and walk to dinner with all the other racers to meet our friends from Mt Shasta 99s.



Race Day 2: started with briefing and pictures, we said good bye to Red Bluff and headed for Madras by way of Klamath Falls. This would be only a 2 hour trip to Oregon so no need to stop. Our elevation would be 10,500ft, it took us 23 minutes to reach it. We arrived at KMT (elevation 4,095') just 1 hour later, flew our low approach at 4,274ft (Mary is a rockstar!!), then headed back up to cruise elevation at 10,500ft. After some "foggles" time for me, we arrived at S33 (Madras), elevation 2438' an hour later and again nailed the low approach fly over 2495'. We did our go around, landed and were met by our gracious hosts from the Central Oregon High Desert 99s. We had lunch waiting and some nice local treats. Our sight seeing options included a hike, bungee jumping, or a drive along the river with a stop at the lavender farm (option 3, please). We had some rest time at the hotel then headed to the awards dinner.



Banquet & awards: our dinner that night was held at Erickson Aircraft Collection a museum filled with warbirds, all airworthy. To say it was amazing would be a gross understatement. There was so much history it was overwhelming. We had an amazing dinner while visiting with new friends. When it came for time awards we received “best 3rd leg” for longest cross country by a student. Then to our delighted surprise we received a 5th place trophy, sharing the space with another team that had to change airplanes on the first leg, day1, due to an oil temp issue, replacing their qualified Cessna 172 with a Grumman Cheetah that hadn’t been handicapped. The race winners were Renee and Mandy from Novato with 1st place in a Beechcraft Bonanza, Eve and Nora from LA got 2nd place in a Grumman Tiger, and Cameron and Cheri from Fullerton in 3rd place in a Cessna 182. We said our goodbyes and tucked the airplane in for the night (goodnight Mooney).

Going Home: at sunrise Sunday, we left the Oregon high desert & headed back up to 10,000ft over the



mountains to Redding, we were so close to Shasta we could see the grey ice, just beautiful! Coming into Redding just before 9am Sunday, we were alone in the approach, giving me the chance to land without help, such an amazing feeling for where I am in my learning curve right now! Our adventure came to a close with the 1 hour flight to Lincoln, familiar landscape at a lower altitude, it was a busy Sunday at morning at KLHM, Welcome Home!

Race stats: 13+ logged hours, 1600+ statute miles, 1 trophy, 10+ 1st time experiences, and a lifetime of memories!

P.S. When the timings were published, we had only 1 penalty and our time placed us 2nd. Next year's goals, 1) be a private pilot, 2) get handicapped in advance, and 3) pack light!

Some familiar names in P2P history. . .

2007 – Willa Young took 3rd place with Suann Prigmore in a Grumman Tiger
1975 – Sandy Case awarded best first timer



