



# 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, February 25, 2023 11 am – 1pm	<b>Fourth Saturday lunch and program</b> at the EAA hangar. Program: <b>Clyde, Walter, Lloyd, Clarence and William – The Creators of the Cessna, Beechcraft, Stearman, Taylorcraft and Piper Aircraft Companies</b> , by chapter member Marty Maisel
Thursday, March 2, 2023 7-8 pm	<b>Online IMC/VMC club meeting.</b> FAA Wings credit available. Link to join will be sent via e-mail to chapter members.
Saturday, March 11 8 – 10 am	<b>Second Saturday Pancake Breakfast</b> at the EAA hangar

Saturday,  
March 18

## 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	<a href="mailto:eaa1541@gmail.com">eaa1541@gmail.com</a>
Website	<a href="https://eaa1541.org">https://eaa1541.org</a>
Mailing Address	EAA chapter 1541, PO Box 1126, Lincoln, CA 95648
Chapter Hangar	Hangar S-12, Lincoln Airport
President	Scott Thompson
Vice President	Dan Masys
Secretary	Jim Hughes
Treasurer	Scott Whelan
Chapter Board of Directors	Cheryl Andrade Paul Darbo Christina Duran Lesa McArdle Ray McNaught Lorin Ponton Mary Wick
Web + Newsletter Communications and Tech Counselor	Dan Masys Send messages to Dan at <a href="mailto:eaa1541@gmail.com">eaa1541@gmail.com</a>
Membership	Chapter dues: \$30 per year for individuals and families; \$300 for gold

## President's Corner



As our chapter moves forward into the New Year, I want to bring to your attention some of the things your chapter leadership is working on.

- We are settling into a schedule where we are holding a Young Eagle mini-rally on the fourth Saturday of each month, prior to the monthly BBQ lunch. We flew 10 Young Eagles in January and expect to fly 10-15 in the coming months. We are using an EAA provided website at <https://youngeaglesday.org/> to administer the rallies.
- Our chapter is formalizing our participation in the EAA Eagle program, whereby volunteer mentor pilots from our chapter work with adults from our chapter and our community who are serious about learning to fly. The mentor pilots provide an introductory flight and consultation about what it takes and how to proceed.
- We've had requests to have chapter fly-outs so we are scheduling official Fly-Outs on the 5<sup>th</sup> Saturdays available this year...that would be April, July, and September. The first one will be held on Saturday, April 29<sup>th</sup> with a flight most likely to Nancy's Airport Café at the Willows Airport, so mark your calendars. Our intent is to try and take non-pilot chapter members along on the Fly-Outs on a space-available basis. Plus, of course, there is nothing to prevent any pilots to informally do a non-chapter Fly-Out...we pass along information about

opportunities in the local area as we find out about them.

- The chapter is looking to present a "Basics of Riveting" class on Saturday, May 6. This will be a hands-on opportunity for anyone interested in learning about one of the basic skills in homebuilding an airplane. Space will be limited to allow all the participants to do some riveting. More information and signup opportunities will be forthcoming. If we get more people interested than slots available, we'll look at holding another one later in the year.
- The City of Lincoln is planning an Airport Open House for Saturday, August 26. The open house held this past year was quite successful, so the city hopes to build on that success. As we did in the last open house, our chapter will encourage members to volunteer for the city to provide a ramp control team. And, if things work out, our chapter will also participate with an EAA information booth with a flight simulator, and also provide a pancake breakfast. Please mark your calendars for this one...it is a long way away but we will need a lot of volunteer help to pull it off.
- Our regular chapter gathering schedule remains the same: Pancake Breakfast on the 2<sup>nd</sup> Saturday of the month; BBQ Lunch, Business Meeting, and Program on the 4<sup>th</sup> Saturday of each month. Details on all are emailed out and can also be found on our website at <https://eaa1541.org/>
- The chapter also holds a monthly IMC/VMC club gathering online via Zoom on the first Thursday on the month from 7:00 pm to 8:00 pm. The IMC/VMC club is a low-key way to view different scenarios a pilot might face, and participate in discussions about those scenarios. You don't have to be a pilot to participate...you just need to be interested in such things. We

put out an email to the chapter members a few days prior with details.

- Our chapter paid membership stands at 93 as of this writing. We have a number of members from 2022 that have yet to pay their dues for 2023. If that's one of you, please consider going to the website and paying via the PayPal link on the "Join Us" tab.
- And, as always, we seek volunteer help from our chapter members. Our immediate need is a few individuals to help with the cooking on either the 2<sup>nd</sup> or 4<sup>th</sup> Saturday gatherings. It's not hard work and it's an easy way to get involved with the chapter. If you are interested, please just send an email to [eea1541@gmail.com](mailto:eea1541@gmail.com) and we'll get right back to you.

Scott Thompson

**February 25 BBQ Lunch Program:  
Clyde, Walter, Lloyd, Clarence  
and William – The Creators of  
the Cessna, Beechcraft,  
Stearman, Taylorcraft and  
Piper Aircraft Companies**

Presented by Marty Maisel

In the two decades following World War I, numerous aeronautical entrepreneurs produced aircraft to meet the growing demand of civil aviation. A few of these industrialists made significant advancements to aviation technology and established businesses whose names are recognized today, nearly 100 years later. This is the story of some of those captains of the infant general aviation industry in the United States.

Our presenter, Marty Maisel attended the Polytechnic Institute of Brooklyn (now NY



State University) and the Hartford Graduate Center of the Rensselaer Polytechnic Institute for studies in aeronautical engineering and space sciences. His ten-year

Industry experience included propeller aerodynamic analysis and test for conventional and VTOL aircraft at the Hamilton Standard Division of the United Aircraft Corporation and the Helicopter Division of the Boeing Company.



In 1970 he joined the Army Aeroflight-dynamics Directorate at the NASA Ames Research Center, as a member of joint Army/NASA XV-15 Tilt Rotor Research Aircraft Project Office, and was responsible for aerodynamics and the development of aircraft subsystems. In that activity he worked as principal investigator for several flight and wind tunnel tests.

Following completion of the XV-15 project, Marty served as the Airworthiness Officer for Army flight test operations in support of joint Army/NASA rotorcraft technology research programs at Ames conducted on Army UH-60 Blackhawk, AH-1 Cobra and OH-58 Kiowa



helicopters. He retired in 2002. Marty earned his pilot license in 1966 and has completed a homebuilt aircraft (but no longer has a current medical).

The BBQ Lunch will start at 11:00 a.m. with good food and hangar flying. We'll have a short business meeting at about 11:45, and then Marty will present at 12:00. If you are going to attend the BBQ Lunch, please arrive at 11:00 as we will only be cooking and serving food until 11:45, with the program to start promptly at noon. Cost for our full BBQ Lunch is \$10.00 for adults, \$5 for kids and \$20 for a family.

### Air Academy at Oshkosh This Summer

EAA Chapter 1541 is sponsoring up to two aviation-eager teens to attend the EAA week-long Air Academy held at Oshkosh, Wisconsin. Our chapter will sponsor up to two Young Eagles with full tuition, including room and board, and provide a travel stipend to help offset travel costs.

*One 14-15 year old Young Eagle to attend a session from June 18-23, 2023*

*One 16-18 year old Young Eagle to attend a session from July 18-26, 2023*

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.

The application for the Air Academy sponsorship is available at the chapter website at <https://eaa1541.org/>. Select the drop-down menu to download the application; complete

the application and email or mail back to the chapter as instructed on the application.

The chapter is looking for candidates with a significant interest in aviation and directly involved with our chapter. After a careful evaluation of applicants, the chapter may choose not to award either or both sponsorships. Please contact our Scholarship Coordinator, Shirl Whelan at our chapter e-mail: [eaa1541@gmail.com](mailto:eaa1541@gmail.com), for more information. The deadline for application is **February 26, 2023**. Applications can also be dropped off at the February 25<sup>th</sup> lunch event.

Parents and guardians are encouraged to review the information available on the EAA website (<https://www.eaa.org/eeayouth/eeaa-aviation-and-flight-summer-camps/eeaa-air-academy>) about Air Academy to understand the process and responsibilities involved.



Amy Whelan, 2019 Air Academy graduate presents what she learned.

## Treasurer's Report

**Members:** As of January 31, our active membership roster stands at 83 ***Current memberships***. 34 members paid their annual dues in January. Thank you for the continued support. We added 2 new members in the month of January. Welcome to all the new members.

**Membership Dues:** Just a friendly reminder for those who have not paid your dues yet. The chapter changed to a simpler format, all memberships are now \$30 a year – individual and families. You can pay these on-line using PayPal, mail a check to our PO Box, or in person at any chapter meeting. Remember an EAA National membership is required, this is a good time to verify it is up to date.

**Amazon Smile:** In case you haven't heard Amazon is shuttered this donation service. I want to thank everyone who did participate and allocated their purchase donations to the chapter.

**Ray Scholar:** As of Jan 31, 2023, balance is \$4,720.31.

Aviation thought for the month: *When in doubt, hold on to your altitude. No one has ever collided with the sky.*



### Account Balances:

<b>Hangar Fund</b>			
Starting Balance			\$21,630.60
Ending Balance	No Activity		<b>\$ 21,630.60</b>
<b>R&amp;S Scholarship Fund</b>			
Starting Balance			\$9,543.21
Ending Balance	Donations	\$2,335.61	<b>\$ 11,878.82</b>
<b>General Fund</b>			
Starting Balance			\$11,037.90
Ending Balance	Outflows	(\$1,650.90)	
	Inflows	\$4,835.94	<b>\$ 14,222.94</b>
<b>Ray Scholar Fund</b>			
			<b>\$ 4,720.31</b>
<b>Balance of all accounts</b>			
	January 31, 2023		<b>\$ 52,452.67</b>

Respectfully submitted,  
Scott D. Whelan  
Treasurer  
EAA Chapter 1541

## Ray Scholar Update



Our 2022 Ray Scholar,  
**Anthony Duran Moreno** writes:

Over the past few months, in spite of the wet winter, I'm continuing to make steady progress forward. In November I transitioned to a new CFI, Keegan, as my previous instructor Robert moved on to the airlines. I've been fortunate in that both CFIs are phenomenal instructors whom I've known for some time and the transition has been smooth as we moved from soloing to cross-countries and flight planning.

Not only did I change CFIs but I also swapped to a whole new airframe! I chose to do this because it is more affordable.



Front office view from a C150

The switch from a Cessna 172 to the Cessna 150 (N19441) has been interesting. The smaller, compact, and uncomfortable low seating of the 150 makes flying similar to driving a small sports car (just without the "sport"). The slower, smoother flight characteristics have helped me slow down and follow processes with more intention. With inclement weather most days of the winter, there were large gaps of time where I was not able to fly, so having a slower more methodical process for each maneuver and action has helped with maintaining proficiency through that time.

In mid-January I passed my FAA written exam and with that now behind me, I have begun to speed up my practical learning and am looking forward to making even more progress over the next few months.



*Flying over flooded areas of the Sac Valley, slowly*

With the recent blue skies and hopefully more ahead, I'm ramping up again and have begun doing longer cross-countries and preparing for my solo cross-country with my most recent flight being up to Chico.

Being a Ray Scholar continues to be an honor and a privilege. I appreciate the support of EAA nationals, the chapter and especially that of the members who are always encouraging. I especially enjoy hearing chapter member stories of their own flight training. On to blue skies in my not-so-sporty but predictable 150!

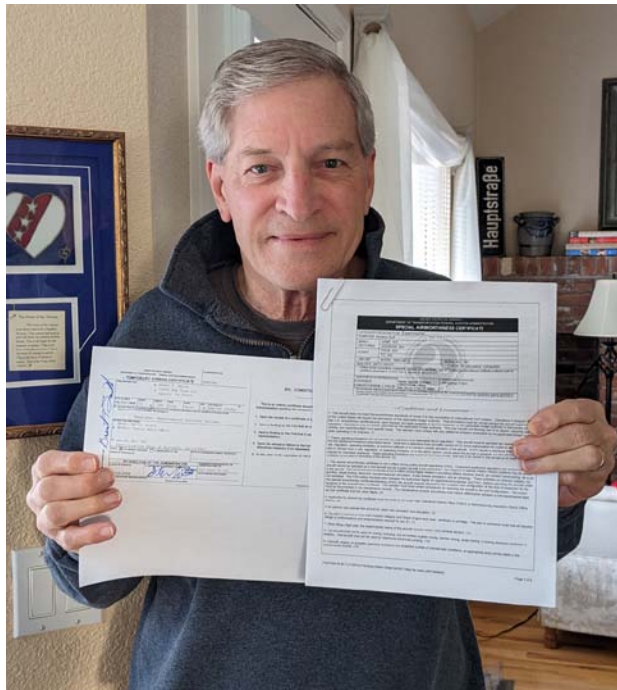
Anthony Duran Moreno



## Project Updates and Adventures

**Brent Smith** writes:

I'm pleased and proud to report that, per the attached photo, I have the Airworthiness Certificate, flight test limitations and Repairman Certificate in hand for Mini-IMP s/n 002, N441MP.



I completed the inspection and certification process with the good folks at the Sacramento FSDO who also approved my requested 50 mile radius flight test area. I'm sorting out a couple of difficulties with the readings in my engine monitor before being able to do the final reassembly, but I'm looking forward to starting the flight test program with slow speed taxi within the next month. It's been a long slog but, once again, my deepest thanks to the many who helped me along my journey with expertise, guest inspections and so much more.

Brent

**Jim Hughes** writes:

I have fab'd a pre-heater using a small ceramic heater, using the 500 watt setting.



I wired two, 4 inch dryer elbows to it and a short piece of pipe, which blows warm air up the lower cowl opening. I used the pilot side since there are no fuel lines there. I put a sleeping bag over the cowl and blocked the air inlets. It was a total of \$35 for the parts. It's a work in progress, so I'm not done with the design.

So, two weeks ago, it was 35 degrees in my hangar. I am using a simple 24 hour timer so I had to set it up the day before. I set it to run for 3 hours....just a guess, but it only used 1.5 kWhr of electricity. The heater was blowing 120 degree air at the pipe outlet, with no insulation on the pipes.



When I got to my hangar a 7am, the cylinders measured 85 degrees and the oil pan and filter were at 85-90 degrees...nice. My engine start was quick, the oil pressure was up in seconds,

and the oil temp came up, over 90 degrees, as I taxied to the runway....so no running the engine at 1,500 to warm the oil for 10 -15 minutes.

I'm going to get more of the hot air into the pipes and insulate the pipes, to get more heat to the engine. This looks like it can save about 1/2 gallon of fuel, so in 50 weeks,[ a year], it saves 25 gallons of fuel, and at \$6 /gal, that's \$150...well worth running the pre-heater all year. I'll set the industrial remote thermostat to 100 degrees, so the temps will not exceed that.

Jim Hughes

#### **Bob Eberle** writes:

I would like to bring attention to an organization I have been flying with the last few months. PilotsNPaws.org is a great bunch of people that volunteer their time and aircraft to help animals in need. I have flown five rescue dogs to date and I want to share this with everyone so we can get some more pilots involved as the need exists. It is very heartwarming and rewarding to make such a flight. Its a great way to have some fun while flying and help an animal in need at the same time.



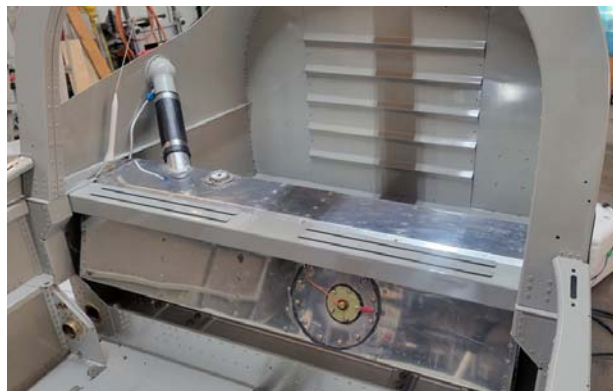
For more information, see:  
<https://www.pilotsnpaws.org/>

Thanks  
 Bob Eberle

**Ray McNaught and tech counselor Dan Masys** continue to make progress on Ray's RV-12is. The interior upholstery has been received, and Ray declares it attractive and comfy:



As part of the final airframe assembly, the 20 gallon fuel tank and associated plumbing and wiring have been installed.



Next, on to the canopy and prop installation. The application for registration has recently been sent to the FAA, whose Oklahoma City office is warning that they are months behind in processing new registrations with no relief in sight. Word to other builders: send in that registration application as soon as you can! It has to be in hand before an airworthiness inspection can be scheduled.

