



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
Monday, January 23, to Friday, January 27	Homebuilders Week EAA national online event See details below
Saturday, January 28, 2023 11 am – 1pm	Fourth Saturday lunch and program at the EAA hangar. Program: Personal Flying in Europe , by chapter member Dave Magaw
Thursday, February 2, 2023 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, February 11 8 – 10 am	Second Saturday Pancake Breakfast at the EAA hangar

Saturday,
February 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	eea1541@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	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 eea1541@gmail.com
Membership	Chapter dues: \$30 per year for individuals and families; \$300 for gold

President's Corner



Welcome to 2023 for EAA Chapter 1541. Most of the chapter leadership has carried forward from our last group to this new year. Our board of

directors consists of seven directors and four officers. Going off the board is Mike Lagomarsino, who served with dedication for three years. Re-joining the board is Cheryl Andrade who has also volunteered to be our Young Eagles coordinator. Thanks to both Mike and Cheryl for their volunteer support. A list of our board of directors is included elsewhere in the newsletter.

We also had a change in the officers. Our chapter president since 2020, Darren Coomler, had to resign his position last summer, and Jim Hughes ably stepped in to act as the president through the balance of 2022. Much thanks deservedly go to Jim for the work he did to keep the chapter running. The chapter vice president remains Dan Masys, the chapter treasurer is Scott Whelan, and the secretary is Jim Hughes.

So, now I'm the new guy, at least on paper.

As a matter of introduction, I've been involved with the chapter since it was organized in 2012, and served on the board of directors from 2015 to 2019. I was also the chapter president for the 2018-2019 term. I built an RV-8 beginning in 2009 that first flew in 2015. My professional background also lies in aviation but I retired in late 2021 and now have a bit more time available to do 'things.'

Your board of directors is looking forward to 2023 and doing some basic planning. Looking at the calendar that we are developing, you as chapter members can look forward to at least two gatherings each month...a Pancake Breakfast on each 2nd Saturday, and a BBQ Lunch on each 4th Saturday. If you are so inclined, our chapter also offers pilots (and anyone interested) our EAA IMC/VMC Club conducted via a Zoom meeting on the first Thursday of each month. So that's the basic shell of a schedule you can count on and put on your calendars.

A bit of flesh on those bones, though. The 4th Saturday BBQ Lunch will also offer programs that should be of interest to the chapter membership. Our January 28th lunch will offer chapter member Dave Magaw presenting a program on his experiences of flying (and building airplanes) in Europe. Dave's spent a lot of time flying around northern Italy, touching the Alps and such things that most pilots don't get to do. (See more information elsewhere in this newsletter.)

Future planned programs include presentations on ATC, the art and hobby of "Wreckchasing," and at least one aviation historical program. We'll give you plenty of notice of the events, and I encourage you to invite any interested family or friends to join us for the BBQ Lunch.

Also in the works, the chapter will begin offering pre-registered Young Eagle flights for young people ages 8-17 prior to that 4th Saturday BBQ Lunch. The EAA Young Eagles program is a great way to introduce flying to someone you may know. We'll fly only a limited number of Young Eagles on each these 4th Saturdays, so register online early. Information about signups for Young Eagles is on the chapter website at <https://eaa1541.org/>

The chapter will also hold a large Young Eagle Rally this year, date yet to be determined. The last time the chapter held a large rally was pre-

COVID, and we flew 75 kids spread out over eight hours on a Saturday morning. We'll repeat that effort this year.

In the planning stage are some other opportunities: chapter fly-outs to other airports for breakfast or lunch; an Airport Fun Day sponsored by the chapter; and offering a few technical and skill programs for airplane builders or interested bystanders. We'll pass information along as we complete the planning for these activities.

EAA and this chapter also have some scholarship opportunities to offer to young people. The EAA Ray Scholarship is an outstanding program that will help a young person earn a Private Pilot certificate. We also sponsor young people to attend the EAA Air Academy at Oshkosh, Wisconsin, for a week each summer. Please contact a chapter board member to learn more about these offerings.

And, my last subject: VOLUNTEERS. To have a vibrant chapter with engaging activities, it takes a lot of people to do a little bit of work, or a few people doing most of the work. We want to be in the former category. There are several opportunities for you to step up and pitch in. There really is no downside to volunteering...you get plugged into the chapter quickly, the group effort is rewarding, and the time commitment is doable.

You'll get to know, or know better, the other chapter members. So, here is a specific and easy job that we need help with. I am looking for a total of six people to create two Cooking Teams. One team will help at the 2nd Saturday Pancake Breakfast and the second team will help at the 4th Saturday BBQ Lunch. Requirements: show up an hour before the event is scheduled to begin and stay for an hour after the event concludes (thus, we need three people from 7:00 am-11:00 am for pancakes,

and 10:00 am-2:00 pm for the BBQ Lunch: What will you be doing? Working with Scott Wheelan, Cook Extraordinaire, to help setup, prepare, cook, and cleanup. If you know which end of a spatula is the handle, you are qualified!

Please let me know directly if you are interested. Send an email to me at sthompson@aerovintage.com.

We want to get this team together ASAP so if you see me coming your way on Saturday, it might just be me asking you to volunteer...

And my real last subject: DUES: If you have not, please do dues ASAP to retain your chapter membership. Etc. Pay online on the chapter website. Bring it to the BBQ Lunch. Thirty bucks.

Scott Thompson

January 28 BBQ Lunch Program: Personal Flying in Europe

Presented by Dave Magaw

Our January Saturday BBQ Lunch Program on January 28 will dive into the ups and downs of flying in Europe, particularly Italy and Switzerland. Our presenter is chapter member Dave Magaw, an experienced pilot and builder based right here at Lincoln. He will talk about his experiences flying in Europe for the last nine years, and particularly in the last 4-5 years. Dave will cover some of the differences between flying in Europe compared to the USA, the airspace differences and some of the differences in the rules and regulations for flying. His experiences are only those of flying small private planes for fun and educational purposes (but mostly for fun and food), but he has pictures!

As a bit of background, Dave is 70 years old and received a U.S. pilot certificate in 1999. He received a European PPL in 2021 and an Italian Advanced Ultralight License in early 2022. He has logged in excess of 2,100 hours of flight time, about $\frac{3}{4}$ of which is in taildraggers. He towed gliders, mostly from the Byron Airport, though he retired from doing that in 2021. He flies Experimental and Light Sport aircraft, which are called Ultralights in Europe. His hangar at Lincoln holds his Pitts S1C and modified tailwheel Cessna 172, both of which he flies often.



Dave Magaw at a big European airshow at Friedrichshafen, Germany. This is not Dave's airplane.

Dave gets to Europe for a good part of every year and is part of a Swiss group doing a full rebuild of a Pitts S1C in Switzerland. He owns and flies at Groppo Trail (advanced ultralight) based in Italy. His past U.S. projects include rebuilding a Thorpe T-18, building a Wittman Tailwind, and completing a half-built RV-4 project. He is a tool guy and, with his experience and background, has helped many in the Lincoln airport community with advice, knowledge, and hardware.

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

Dave 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 \$8.00 for adults, \$5 for kids and \$20 for a family.

Homebuilders Week – Online Event Starts January 23

An online opportunity to learn about all aspects of building your own aircraft

By Charlie Becker, EAA Homebuilt
Community Manager

EAA will be hosting our third annual Homebuilders Week online learning event for aircraft builders: (www.EAA.org/HomebuildersWeek). It will be five straight days of educational forums covering a broad spectrum of aircraft building topics. It will start on Monday, January 23, 2023, and run until Friday, January 27, 2023.

The live online presentations will be open to everyone interested in building their own aircraft. Sessions will start at 11:30 a.m. CST and run until 8:30 p.m. CST daily.

This event is an opportunity for a new person to jump in with both feet and learn a lot about the wonderful world of homebuilding. We will cover areas like getting started successfully and techniques when building with sheet metal, composites, steel, and wood. But it won't be just for the newbie; we are offering in-depth talks on panel planning, engine selection, FAA certification, flight testing, and selling a homebuilt aircraft. There will be something for every builder, whether you are just starting out, knee deep in a project, or just received your airworthiness certificate — it is going to be a great learning opportunity.

EAA is working with industry experts, kit manufacturers, and other subject matter experts to provide top-notch material for builders. The sessions will be live and allow time for attendee questions. Recordings will be archived and available to EAA members for review.

EAA Homebuilders Week coincides with the 70th anniversary of the founding of the Experimental Aircraft Association in 1953. Those founding members of EAA lit the fuse on the homebuilt movement that provides affordable access to aircraft ownership and today has spread worldwide.

EAA Homebuilders Week is possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, Inc., and Van's Aircraft, Inc.

Visit [EAA.org/HomebuildersWeek](https://www.eaa.org/HomebuildersWeek) to review the schedule and sign up for a session.

Treasurer's Report

Members: We are early into 2023 and our roster stands at 63 *Current memberships* - Dues paid for 2023. For 2022 we add 52 members to the chapter – what a great year. 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.

Amazon Smile: I want to encourage you to support the chapter using Amazon Smile. There is no additional cost to you to help support the chapter. You can find more information at: smile.amazon.com before you start shopping. You will find the chapter is listed as: Lincoln Eaa Chapter 1541 Inc.

Ray Scholar: As of Dec 31, 2022, we have \$6,271.79 on deposit for the Ray Scholarship.

Air Academy: We have deposited \$400.00 to cover the two confirmed scholarship positions for the 2023 EAA Air Academy -- one Basic Academy and one Advanced Academy.

Christmas Party: This year the chapter raised \$350.82 from the holiday party. From the silent auction and raffle we added another \$403.00 to the chapter fund.

Aviation thought for the month: *Every takeoff is optional. Every landing is mandatory.*

Account Balances

R&S Scholarship Fund	\$ 9,543.21
Hangar Fund	\$21,630.60
General fund	<u>\$10,479.50</u>
Chapter Funds	<u>\$41,653.31</u>

Respectfully submitted,
Scott D. Whelan
Treasurer
EAA Chapter 1541

Chapter 1541 and Facebook

EAA Chapter 1541 does have a Facebook page. We want to take advantage of every opportunity to spread the word about our EAA chapter here at Lincoln, so if you are a purveyor of Facebook and you have not done so already, please visit the page. Better yet, follow the page. Even better yet, share EAA posts to your own friends and families. It's a quick and easy way to get information about our chapter out to the local community. Our Facebook page is located here: <https://www.facebook.com/eaal541>

From the Galley



By Scott Whelan

I want to thank everyone for your continued support of the galley. We had a few rain outs the last couple of months, but hopefully only Blue Skies in the future. We will continue to work on the menu offerings. If you have any ideas or requests, please let us know.

I've received a lot of positive feedback on offerings like breakfast burritos, pulled pork and tri-tip sandwiches. I will continue to explore new menu options. We are all aware the cost of food continues to rise – one of my goals is to continue to provide the best quality meal at an affordable price. Unfortunately, we might have to raise the price of meals, as a board we are exploring alternatives. I can always use help in the Galley and am very grateful to everyone who does help.

Ray Scholar 2022 update



Congratulations to 2022 Ray Aviation Scholar, Anthony Moreno on receiving your Lightspeed Zulu 3 headset, presented January 14th by Shirl Whelan.

Since the launch of the EAA Ray Aviation Scholarship in 2019, Lightspeed Aviation Foundation has provided free Lightspeed Zulu 3 headsets to Ray Scholars (while supplies last) upon completion of training milestones.

Ray Scholarship for 2023

The Ray Aviation Scholarship Fund is a scholarship program that is supported by the Ray Foundation, managed by EAA and administered through local EAA chapters. The James C. Ray Foundation furthers the vision and work of the late James C. Ray. Mr. Ray was one of the most prolific aviation philanthropists of our time, with much of his work done anonymously. He was responsible for the funding and construction of the EAA Air Academy Lodge and advancing the Air Academy program. His foundation continues to support youth in aviation through funding the Ray Aviation Scholars program.

It was announced at AirVenture 2022 that the Ray Aviation Scholars program will remain at \$1.55 million for the current year. This is great news for deserving future scholars. We are very thankful to the Ray Foundation for their generosity and support. Ray Scholars receive up to \$10,000.00 for flight training expenses toward obtaining a Private Pilot Certificate. The scholar must be between the ages of 16-19 and meet all FAA requirements. Local chapters are responsible for selecting scholars and mentoring them through their flight training. The Ray Scholars are responsible for completing their flight training and covering any costs above the \$10,000, promoting the spirit of aviation thru giving back to the aviation community, and volunteering a minimum of two hours each month for their local EAA chapter.

Chapter 1541 will be applying for a 2023 Ray Aviation Scholarship spot and anticipates hearing the results by mid to late February. Once we hear if we are awarded a scholarship spot, we will begin our chapter's Ray Scholar candidate process.

If you are between the ages of 16-19, interested in aviation, a current Chapter 1541 member, and want to earn your Private Pilot Certificate please send an email to eea1541@gmail.com and let us know of your interest.

EAA Air Academy 2023

Fun and discovery combine for an experience that young people can find nowhere else. EAA Air Academy is a series of weeklong resident camps in Oshkosh, Wisconsin designed to introduce young people ages 12-18 to the world of aviation. 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 youth delve into flight through studies,

hands-on demonstrations, flight simulation, and other exciting activities.

Campers are divided into three age groups and have two sessions to choose from. The youth age range is the age the camper must be on the first day of camp.

Ages 12 and 13 attend Young Eagles Camp on July 5-9, 2023 or July 11-15, 2023 for \$1000

Ages 14 or 15 attend Basic Air Academy on June 18-23, 2023 or June 25-30, 2023 for \$1300

Ages 16, 17, or 18 attend Advanced Air Academy on July 18-26, 2023 or July 28-Aug 5, 2023 for \$1650

Chapter 1541 will again be sponsoring up to two campers for Air Academy 2023 on the dates listed below.

~ EAA Basic Air Academy (ages 14 or 15)
Session #1 **June 18-23, 2023**

~ EAA Advanced Air Academy (ages 16, 17, 18) Session #1 **July 18-26, 2023**

The sponsorship is part of the Richard and Susan Bristow Memorial Scholarship Program, established in 2018 by the members of EAA Chapter 1541 combined with the benefits of the EAA Young Eagles program, and profits earned through fundraising activities of Chapter 1541.

If you are interested in more information about these camp programs please see Air Academy on the EAA website www.EAA.org. If you are interested in a sponsorship by Chapter 1541, please send your contact information to eea1541@gmail.com Put in the email title "Attn: Air Academy Scholarship."

Project Updates and Adventures

Ernie Brock writes:

Dave and his crew over at Kracon just finished painting my RV14! Early last year I saw a Mooney that Dave had just painted in white and a beautiful red. I knew instantly that those were the colors I wanted on my project.



The Mazda Soul Red has a pinkish pearl base coat with multiple red dye coats over it. After figuring out the colors, I worked with Evoke Aircraft Design to come up with a paint scheme. Before I retired, I worked on font designs and font tools so I wanted to have a design that would have some nice typography. Monotype just released font called Helvetica New that has a weight that is compliant with the FAA requirements for stroke thickness and legibility.



I started with that in my CAD software and opened up some of the ink traps and tweaked it for the large size used on the airplane. Usually the N number baseline runs parallel to the fuselage center line, but the design we ended up with rotated the baseline so it would be parallel to the runway when the tail wheel is down. I

designed the italic angle of the font so it would look fast on the ground but when the tail is up in flying position the letter strokes are vertical for legibility. It's a neat optical trick.

Evoke provided full size vinyl stencils computer cut from the cad layout so we could get all the curves and typography exactly right when they were applied to the airplane. I had previously filled pinholes and primed all the fiberglass components, but Dave and his crew primed and block sanded everything to perfection. The paint process took a little under 8 weeks with some time off for the holidays. I'm really looking forward to flying with my now finished RV14.

Ernie Brock

Ray McNaught and tech counselor Dan

Masys joined the empennage, tailcone, wings and fuselage of Ray's project together to make something that now closely resembles an RV-12iS:



Work has also now been completed on the avionics wiring, leaving holes to slide in a couple of G3X displays, a Garmin GTN 650 and an audio panel:



Larry “xlax” Lovisone writes:

Greetings,

Due to my diagnosis of Parkinson's I can't pass the medical of a PP license... so I'm down to either flying a Light Sport or part 103...

Consequently, I bought a 90% complete Hummel Ultracruiser with a 45hp 1/2 Casler VW engine and Prince black prop plus trailer from a builder up in Regina, Canada...

However that is 1700 miles away from Sacramento, and where the current forecast calls for -17 temps and blowing snow... I'm looking for continuous warm weather in March before I launch on a recovery trip...



Scott Casler 2 cylinder VW 1600cc 45Hp @ 3600rpm 84lbs dual ignition Slick magneto NiCom Cylinders \$5,500 + shipping

Do we have anyone with knowledge and experience of hauling aircraft (or aircraft projects) across our North border???

Also I'd like to hear from other Parkinson pilots or owners of Hummel aircraft...

Contact info:

Larry Lovisone

E-mail: netters2@comcast.net

Tom Folkerts writes:

Just a short update to my exhaust valve submission in last month's newsletter. In consultation with the engine shop, I learned a couple extra things to look for when inspecting cylinder condition with a borescope. First, besides looking for pitting and erosion of the exhaust valve face and seat, I should also look for the valve face to be a perfectly flat surface. This is important to make a tight seal against the valve seat in the cylinder head. My #3 cylinder exhaust valve face was practically a ski-jump! I think that as the valve guide wears, the valve face loses alignment with the seat. The valve strikes the seat just a little off-center putting extra stress on that section of the valve which strikes first. As the valve rotates, the off-center contact deforms the valve face around the entire circumference of the valve:



Valve face should be perfectly flat, like the red line, not concave.

The second thing I learned is to inspect the valve when it is fully closed against the valve seat.

In the picture below, look for how far recessed into the head the valve is. The engine shop told me this valve was getting close to failure. Either a piece breaking off, or the valve being

'swallowed' outright. Either way, a serious loss of engine power would result.



In a side topic, the piston (wrist) pin can be difficult to remove without a proper tool. The piston will have combustion products accumulated on either side of the wrist pin which must be broken through to get the pin out and free the piston from the connection rod. It is important to not induce side loads on the piston when removing the wrist pin as it may damage the connecting rod bearing on the crankshaft. This means, no hammering allowed. Aircraft Spruce has the tool (for just over \$80), but it looked pretty simple to make one.

I had a length of c-channel and a short piece of tie-down strap from previous projects. The hardware store provided a threaded rod and a couple of nuts. I inserted an obsolete wrist pin plug between the threaded rod and the wrist pin to avoid damage to the pin. It all worked out great, smooth as butter!



The UPS truck (hopefully) delivers my cylinder tomorrow (21 Jan) so I hope to be all back together and resume my cylinder break-in regimen a few days after that. As long as the weather holds...

Fly safe!

Thomas Folkerts
EAA 206638

