



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, March 25, 2023 11 am – 1pm	Fourth Saturday lunch and program at the EAA hangar. Program: Airspace and Critical Language: An ATC controller's perspective , by ex-ATC controller Gary Veer
Thursday, April 6, 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, April 8 8 – 10 am	Second Saturday Pancake Breakfast at the EAA hangar

Saturday,
April 15

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	Vacant
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 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



Greetings for the month of March. As I look back on the past month, I note that our little chapter suffered a bit with the Great California Deluge of

2023. Just a bit, though. We ended up having to weather cancel, first, our Young Eagle Rally scheduled in late February, and then our Pancake breakfast scheduled in early March. Other than that, the hangar remains dry and upright, and we press on. The sun has returned, at least temporarily, and I think we are all looking forward to spring weather returning. And spring weather means flying weather, so I'm looking for a nice uptick in activity at the airport in the coming weeks.

A few updates are in order. First let me mention Dan Masys. For many years he has worn a number of important hats in our chapter. These include this very newsletter's editor and compiler, IMC/VMC club coordinator, the chapter's technical counselor for homebuilders, simulator project coordinator, Young Eagle pilot, IT guy and, until recently, the chapter's vice president. Dan recently decided to step back from that last position and resigned from his position as a chapter officer. But not to worry; Dan is still managing his other roles in the chapter, plus a few more I don't even know about. On behalf of our chapter, I offer Dan a big thank you for his time on the board of directors and as a chapter officer, and look forward to working with him on future chapter endeavors. The chapter board of directors will

appoint a new vice president at the board meeting on April 8.

Our chapter finalized the sale of a Starduster biplane in mid-March. The story of the Starduster is detailed elsewhere in this newsletter but the ultimate result was a boost to the chapter finances. As per a board decision, a good portion of those funds will be added to our Richard and Sue Bristow Memorial Youth Scholarship fund. I am grateful to chapter members Bruce Estes and Richard Pearl for making that donation work.

Also detailed elsewhere is that we have a rental spot open in our hangar for a small aircraft, preferably something with a wingspan less than 30 feet. The rent paid by the tenant help offset the rent the chapter pays for the hangar. If you know of someone looking for a space, let them know.

A chapter committee is working now to select two applicants for sponsorship by the chapter to go to Air Academy camp this summer to be held at Oshkosh, Wisconsin. And, we are identifying candidates for the Ray Scholar for our chapter for 2023. The selected Ray Scholar is provided \$11,000 from the Ray Foundation to earn a private pilot certificate. There are some specific qualifications required with more to be found at this link. We hope to have the Ray Scholar candidate selected by May 1, a date that is not that far off.

Finally, there are other things going on behind the scenes as the year progresses. If you want to step behind the curtain, we are always seeking dedicated volunteers to lend a hand. High on that list is the search for a new board member to fill a vacancy. If you have any interest in serving on the board, please email me back through the chapter email address and I'll get back to you.

Also, if at all possible, please keep the City of Lincoln's Airport Open House scheduled for Saturday, August 26, on your volunteer schedule. The city will need a full cadre of volunteers to make the event as successful as the last one, held in 2022. Our chapter will also participate with an Open House pancake breakfast, and we will need lots of help for that. So, please keep that date in mind when making summer plans.

Scott Thompson

March 25 BBQ Lunch and Program

Airspace and Critical Language: An ATC controller's perspective

Our chapter will be having our Fourth Saturday BBQ Lunch on Saturday, March 26, beginning at 11:00 at our hangar. This month, something special. We'll have Kuala Pulled Pork Sandwiches and all the other fixings available for a good lunch. The grill is hot from 11:00 a.m. until 11:45 a.m. when the grill shuts down, so come early. BBQ Lunch is \$10.00 for adults, \$5.00 for kids 12 or under, and \$25 for families.

Our Program for March

This month we have invited ex-ATC controller Gary Veer for a presentation. Gary will talk from a controller's perspective about both airspace and critical language.



Gary has a philosophy about airspace that is not widely circulated, but probably prevails among other controllers:

In spite of the many classifications of airspace, there are really only two kinds of airspace:

- Pilot's Airspace
- Controller's Airspace

Gary will then discuss critical language. He's gone to great lengths to find the wisdom that encapsulates critical language. The point is clear – our words, although perfectly clear, have different meanings in different contexts.

In aviation, for the well-being of both pilots and controllers, it is vital that both share the same understanding of the language used.

We have a Hangar Spot for Rent

Our chapter home, Hangar S-12 at the Lincoln Airport, still has an aircraft rental spot available. One of our current tenants, chapter member John Howenstein and proud owner of the Cessna 150 that had been in the hangar for the past many months, moved his airplane to a new hangar home nearby at the airport. Thus, our chapter has hangar space for rent. The chapter is a good landlord and we are looking for a good tenant. The hangar rent is \$350 per month paid to the chapter to help offset our own hangar rent. Due to space constraints, the wingspan of the airplane can't exceed 35 feet...30 feet or less would be better. A nice RV or similar aircraft would be a great fit. The

renter needs to understand that we have occasion to carefully move the airplane in and out of the hangar as needed for chapter events. Spread the word...the hangar space is available now.

Starduster Donated to Chapter



Thanks to chapter members Bruce Estes and Richard Pearl, we had a donation of a Starduster biplane to the chapter. The Starduster came from Melissa Leithner, daughter of chapter member Richard Grosch, who recently passed away. The effort to receive the donation began in early February and the sale to its new owner was completed by mid-March. For several weeks, the biplane was parked in the chapter hangar. Due to some apparent maintenance issues, we deemed the Starduster to really be a project airplane, and Bruce Estes arranged for a sale of the airplane to a pilot and mechanic from Vacaville. The chapter received a significant amount for the Starduster and those funds will be put to good use. The Starduster was disassembled in early March and most of it left via trailer on Thursday, March 16.

Thanks go again to Bruce Estes, our donation-master extraordinaire, for his efforts in making the sale happen.

Treasurer's Report

Members: As of February 28th, our active membership roster stands at 110 **Current Memberships**. 27 members paid their annual dues in February. Thank you for the continued support. We added 1 new Gold membership and 1 regular members in the month of February. 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. For the month of February, we received \$1,410.00 in dues.

Ray Scholar: We received the final allotment of \$2,000 from EAA, and I paid the January invoice of \$702.65. As of February 28, the remaining balance is \$ 6,017.66.

Activity: For the month of February – Expenses included: hangar rent = \$625, food = \$167, badges = \$259.

Aviation thought for the month: *The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.*

Account Balances:

Hangar Fund	
Ending Balance	\$ 21,630.60
R&S Scholarship Fund	
Ending Balance	\$ 11,978.82
General Fund	
Ending Balance	\$ 14,579.43
Ray Scholar Fund	
Ending Balance	\$ 6,017.66
Balance of all accounts	
February 28, 2023	\$ 54,206.51

Account Balances:

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

Respectfully submitted,
 Scott D. Whelan
 Treasurer
 EAA Chapter 1541

Ray Scholar Update



I wanted to share the great news we received from EAA Headquarters.

***Congratulations!**
 EAA Chapter 1541 has been approved for a 2023 Ray Aviation Scholarship! Due to your chapter's dedication to EAA, youth engagement, overall activities and chapter health, and the wonderful application you submitted, EAA and the Ray Aviation Scholarship Review Committee are excited to have your chapter onboard this year!*

This continues a great tradition we have had since 2019!

- '19 Amy Whelan
- '20 Hannah Treehan
- '21 Kaden Kusick
- '22 Anthony Moreno

I want to say Thank You to our entire membership. It is because of all the hard work everyone contributes to making our chapter stand out and receive this honor that we have the opportunity to share our talents with the youth of today as they become tomorrow's pilots.

If you know a youth aged 16-19 who would be a great candidate for a Ray Aviation Scholarship, please let me know.

Shirl Whelan
 Ray Scholarship Coordinator

Our 2019 Ray Scholar, **Amy Whelan** writes:

Air Academy Camper to Counselor



As many of you know I was awarded EAA Chapter 154's inaugural sponsorship to attend EAA's Advanced Air Academy in 2019. This was the best experience of my life and really solidified my passion for aviation and reinforced that was the career I would pursue. At Air Academy I met many people my own age who also had the same passion in aviation. We created lasting friendship and I still stay in touch with many of the counselors and campers even though we are scattered all over the country.

Air Academy allowed me to learn ground school from college students, and it also provided unique hands-on experiences building different parts of the aircraft. At Air Academy I learned about the Ray Aviation Scholarship and brought that knowledge back to the chapter. During those two short weeks I learned so much and it really changed my life. I truly appreciate and understand the importance of a camp like this, what it provides and stands for, which is why I am so excited to announce that I have been selected to be an Air Academy Counselor this summer.

This is an opportunity for me to share my insights, knowledge and experiences of flying with all generations. I am excited and looking forward to taking the campers flying and instruct ground school lessons. To observe and support them with their building projects and the hands-on experiences that they will enjoy attending Air Academy. This will also allow me an opportunity to guide the campers around AirVenture share as much information and history AirVenture has to offer. I am looking forward to being a mentor and camp counselor and see what the summer has to offer. See you at AirVenture!

From the Galley



Just a reminder that meal cost have risen to \$10 for adults, still \$5 for kids, and \$25 for families. For this Saturday's lunch I am bring back an old favorite, Kuala Pulled Pork Sandwiches. Lunch will be served from 11:00 to 11:45 so that we all have time to enjoy this week's guest speaker. I am always grateful for any assistance in the galley.



Scott Whelan

Project Updates and Adventures

Brent Smith writes:

After working with JPI for over a month, I finally got my EDM900 engine monitor to correctly display the fuel quantities in my wingtip tanks. I'm now waiting for the return of my electronic magneto from the manufacturer after resetting it internally to correctly pulse the engine speed to the EDM900. Taxi tests to start immediately after re-installation of the mag and confirmation of correct tach reading.

Brent

Tom O'Hair writes:

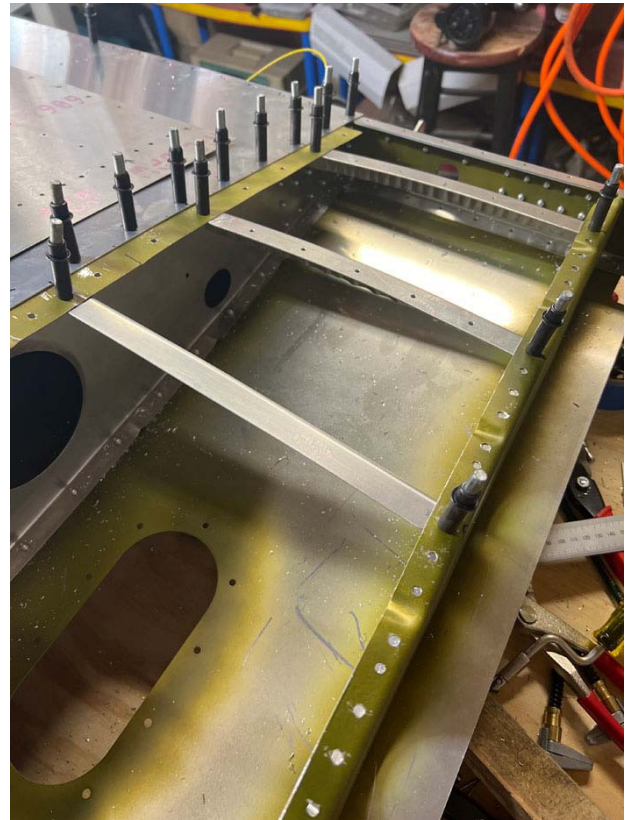
Greetings! Springtime is coming ...really it is at some point.

My son Andrew and I continue to work on our Zenith 750 CruZer in my Roseville garage. He lives in Seattle building Boeing airplanes, but comes down to help me out from time to time.



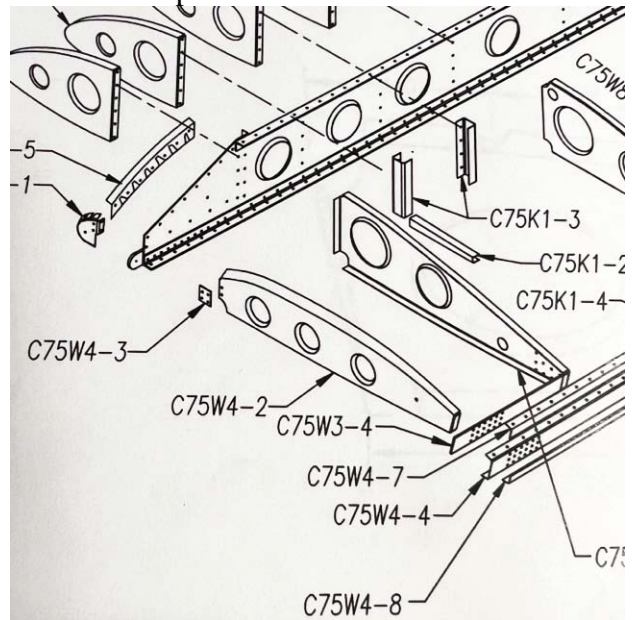
In this photo he is drilling the spar.

The other photos lead to a good story. This photo shows the inboard top space of the passenger wing:



You can see three small cross-member L-brackets that we are working to install.

Here are the plans for this location:



Notice the L-brackets are not depicted on the plans. This has been a little bit of an issue.

Zenith is a product of their own success in that some of the kit updates are not depicted in the plans and require an email or call to the factory. The staff at Zenith have been a dream to work with. Very nice people. We are having a blast. Build on!!!

Tom O'Hair

Ray McNaught and tech counselor Dan Masys are nearing the finish line on Ray's RV-12is. Last month the registration application was at the FAA Oklahoma City office. This month the new N-number and registration have been received! The aircraft will be N40RM. Dan wonders how Ray ever got a two digit N-number, since usually those are flying around on fancy bizjets.



The canopy has now been installed -- though it still has its protective plastic in place to prevent shop rash -- and creation of the fiberglass fairing that goes around the base of the canopy is underway. After that, installing the prop and filling the brake system are on the final assembly list.

Ray also adds:

To all EAA Members:

I am leaving for Missouri on April 15th for LSA Repairman training. Since I am driving, and have room, I thought I would ask if any member/s might have a propeller they would be willing to donate to the education process?

Part of the course is learning the correct way to dress out dings and nicks so the prop will be intentionally damaged (numerous times) so students can practice filing out the nicks and dressing the blade to remove the stress risers that lead to cracks and catastrophic failure.

Any aluminum prop or blade, should be a good candidate even if it has severe damage as we only need small sections of the leading edge to practice on.

If you have a prop you would like to donate, please let me know and I will pick it up.

Thank you for your consideration.

Ray McNaught
(916) 768-5630

Mary Wick writes:

Here's an update on our flying club we started last year:

Last year, we started a new Not for Profit Flying Club at Lincoln, called the Blue Skies Flying Club. We fly a 2002 Vans RV-6A, what a great plane!

For those of you that want to fly a Vans Aircraft, or want to share expenses and have airplane ownership be very affordable, a flying club is a great opportunity. There is currently room in our the flying club for more members, so feel free to reach out to any of us to talk more about this or to get a discovery ride in this wonderful plane.

If anyone is interested in how we created this flying club and might be interested in creating one of their own, please reach out to me, and I'm happy to share all the resources we used to create it.

We pay a very low monthly fee and an hourly fee flying and have had no out-of-pocket expenses and we cover all bills such as hangar,

insurance, and maintenance. We are also saving to upgrade Avionics as we go. It's a fun affordable way to go have a blast.

Spring is upon us, and eventually it will quit raining! It will be sunny for roughly 9 months,- get out there and fly!

M Wick
c3458j@gmail.com

And in the Adventures category, **Amy Whelan** writes about *Spring Break at Embry-Riddle University*:



During Spring Break, most people in Florida spend their time on the local beaches. I took the time to plan and execute my required long cross-country Multi Engine check in the Diamond 42.

My flight plan was a round trip from Daytona Beach (KDAB) to

Marathon (KMTH) in the Florida keys. It was planned for IFR at 8,000. Out of Daytona we were vectored to hug the coast and head south towards Melbourne. We cleared the cloud layer at 6,000, the air cleared up and provided a very smooth ride once we leveled off at 8,000. On this day there was a TFR around Kennedy Space Center for anticipated Space X activity. Once past Kennedy, we headed inland and continued south toward Vero Beach. Flying over



Lake Okeechobee, it was strange to look out on the horizon and only see water, that is how big the lake is.



ATC lowered our altitude to 7,000 and we were IMC for the next 30 minutes. Once we emerged from the clouds, we

were over the Everglades. It felt like the swamps went on forever. Leaving the swamps, we were in the Gulf Coast and our next land would be Marathon. We followed in a FedEx Caravan in and made a perfect landing.

After a quick stop and the FBO for fuel, we grabbed a couple of snacks, enjoyed 20 minutes in the complementary massage chairs and then reviewed our planned return trip home to DAB. Since Marathon is so far off coast, you don't receive a normal ground clearance, and it requires that we use the same route we took on the way in. At our altitude, (7,000 ft on the way back) the sunsets were absolutely amazing.

After passing Lake Okeechobee we understood why there was a TFR at Kennedy Space Center, as we saw a Space X rocket in front of us. All I can say is - there is cool and there is cool, and then there is a Space X Rocket launch in-front of you cool.



Oh yea, the sun was setting right behind it – great memories. The rest of the flight was mostly uneventful, I mean how do surpass a



engine.

Near Daytona I put on the foggles and got ready to shoot the RNAV 16 back into Daytona. After landing, we landed we taxied back to the ERAU ramp and shut down. The minimums for the flight were 2 hours for each leg and I hit it perfectly with 2.1 time on the tach both times. This was one of my longer flights, the views, experiences, and memories were worth it.

rocket launch. I did some mock emergency scenarios just getting used to checklists and the flow of shutting down and securing an

Amy Whelan

Just for Laughs

At my age, rolling out of bed in the morning is the easy part. Getting off the floor is a whole other story.

My kids laugh because they think I'm crazy. I laugh because they don't know it's hereditary.

You think you know stress? When I grew up if you missed a TV show, you missed it. Forever.

Husband and wife had a fight. The wife called up her mum and said "He fought with me again. I'm coming to live with you." Mum replied, "No darling, he has to pay for his mistakes. I'm coming to live with you."

English is the only language where you drive in parkways and park in driveways.

