



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, July 22	Fourth Saturday BBQ Lunch 11am – 1 pm Program: "Scrapping Our World War II Air Force " Speaker: Scott Thompson, President, EAA chapter 1541.
Thursday, August 3 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, August 12 8 – 10 am	Second Saturday Pancake Breakfast at the EAA hangar

Saturday,
August 19

KLHM Vintage Aircraft Display day

8:00 a.m. – noon
KLHM main ramp

Saturday,
August 26

Lincoln Airport Open House

7 am – 2pm

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	eaa1541@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	Cheryl Andrade
Secretary	Jim Hughes
Treasurer	Scott Whelan
Chapter Board of Directors	Paul Darbo Christina Duran Penny Mach Lesa McArdle Ray McNaught Steve Moore Lorin Ponton
Membership	Chapter dues: \$30 per year for individuals and families; \$300 for gold

President's Corner



As I write this we are in the midst of summer, with a balmy 110-degree temperature forecast for today. It's a dry heat, or so they say, as if that should make it seem cooler. I'll let you know when I get back from Oshkosh what a wet heat currently feels like.

And, speaking of Oshkosh, the big EAA AirVenture is indeed coming up...it officially opens on Monday, July 24 and runs through the following Sunday, but lots of guys and gals are heading out early so as to arrive the weekend before. The earlier the better if you are flying in...nothing like 10,000 arriving aircraft to make the airspace a bit crowded. It's a great week for aviators and the aviation-minded...and not just because of the airshows. There are hundreds of forums,

speakers, seminars, aviation vendors, and other activities, plus large aircraft display areas for warbirds, vintage, ultralights, and much more. If you have not yet been, you should make a point to get there one of these summers. However, if you are a last minute planner...this may not be the place to go this month as accommodations and other amenities have been booked out for months. We have a good group from EAA 1541 heading east to attend, so we'll get some personal reports coming up.



I'm happy to see that the chapter continues to thrive. We have over 150 members on the roster now, and our chapter events are well attended. One new thing we just added...our chapter will now be accepting debit and credit cards, as well as other forms of electronic payments, at our chapter events. This will work for pancake breakfasts, BBQ lunches, dues, donations, t-shirts, etc. We'll now have a terminal at our check-in table for chapter events for your swiping or scanning convenience.

Three special events for your calendar...just as a reminder. We have the **City of Lincoln's Airport Open House and Family Festival on Saturday, August 26**. We will have a **Young Eagles Mega-Rally on Saturday, October 14** where we plan to fly at least 75 kids. And, finally, we have our **Holiday Party scheduled for Wednesday, December 13**, at BJs in Roseville. This is in addition to our regular chapter 2nd Saturday Pancake Breakfasts, our 4th Saturday BBQ Lunch Programs, and our 1st Thursday online IMC/VMC Club meetings. Further information is posted on our website and our occasional email reminders.

As mentioned elsewhere, our 4th Saturday BBQ Lunch and Program for July will be on Saturday, July 22. I'll be doing a program on something I have always found interesting...the process of disposing of our huge and largely no-longer-needed air force at the end of World War II. We'll start with a nice BBQ lunch and then a short business meeting, and then the program. It all starts at 11:00 am.

One idea we are in the midst of exploring is the EAA Build and Fly Program. The basics of Build and Fly is that a group of young people in our chapter build a radio-control (RC) aircraft, learning the ins and outs of airplanes, controls, aerodynamics, and construction, and then fly that RC plane as a chapter project. We have the opportunity to team with a local RC group that would help make this program

happen. Look for more information about Build and Fly at the July 22 meeting. Also, if this sounds interesting to you, [check out this EAA information page](#).

I'll also mention briefly one event we won't be having. We had planned a fifth Saturday chapter fly-out for July 29th. It looks like that will not happen due to several airplanes being down for maintenance and/or pilots not available due to Oshkosh travel. It's a bit disappointing but we are still planning the 5th Saturday Chapter Fly-Out for Saturday, September 30. Of course, nothing can stop an informal fly-out from happening...get your best chapter buddies and get aviating for your \$200 hamburger (inflation, etc.). Or maybe a \$200 omelet. Best to fly early and beat the heat these days.

Scott Thompson

BBQ Lunch and Program on Saturday, July 22nd

Join us on *Saturday, July 22*, for our monthly BBQ Lunch, short meeting and program. This month, Scott Thompson will present on a widely-known but less-understood topic: *Scrapping Our World War II Air Force*.



Almost everyone has seen pictures of the endless rows of surplus warplanes gathered at remote desert fields after the end of World War II. Why were these bombers and fighters seemingly abandoned? What happened to them? Did we just scrap them and turn them into pots and pans? This presentation provides the details of what we did with a massive air force no longer needed.



BBQ Lunch starts at 11:00 at our hangar at the Lincoln Regional Airport. If you are not familiar with our hangar's location, come to the airport and just follow the "EAA" signs.

The grill is hot from 11:00 a.m. until 11:45 a.m. when it shuts down, so come early. BBQ Lunch is \$10.00 for adults, \$5.00 for kids 12 or under, and \$25 for families.

And, for your convenience, we are now accepting credit and debit cards, plus other methods of electronic payment, for our meals, t-shirts, dues, and donations. Please join us on Saturday.



Lincoln Airport Open House, Saturday August 26th, 7 am – 2pm

Our chapter is participating in a big way in the City of Lincoln's 2nd Annual Airport Open House and Family Festival to be held on Saturday, August 26. (Please see the poster of the event below.)

This Open House is a great opportunity for our chapter to help showcase ourselves, our airport, and the aviation community in general. Our chapter is participating in the four following areas:

- We are offering a pancake breakfast to the general public from 7 am until 10:30 am, or until we run out of food. Cost will be \$10 per adult, \$5 per child.
- We will have a chapter information booth to get the word out about the EAA, our chapter, and our offerings. We will stress youth participation and Young Eagles, plus our normal activities that are of interest to aviation-minded visitors.
- We will have our two flight simulators set up to offer short opportunities for visitors to try their hand at flying an airplane.
- We will provide the City of Lincoln with a list of volunteer pilots to work on the ramp area to move aircraft safely on and off the aircraft display lines.

As mentioned numerous times in the past few months, we are in need of volunteers to help in 1) cooking the pancake breakfast (6 am to 11 am) and 2) pilots to volunteer for ramp control (6 am to 3 pm, or parts thereof). We have a good number of chapter members who have volunteered already, but we have room for more. Please email the chapter at eaal541@gmail.com if you can help the chapter out in either area.

Also, we need help on the day before the Open House (Friday) to move items from our hangar and set up the pancake breakfast area and the display booth area. If you can help out on Friday late-afternoon or early evening, please let us know that too.

And, if you have an unusual airplane that you would like to display at the Open House, please contact the point person for the event, Richard Pearl, at Pennyrich@aol.com. He will be eager to arrange your aircraft for display.

Also, it is time to let your family, friends, neighbors, and co-workers about the open house. We want to show off our Lincoln Airport, and this is the best way this summer to do so.

2nd Annual *Lincoln Airport*

OPEN HOUSE & Family Festival

EVENT TITLE SPONSOR
THUNDER VALLEY
CASINO RESORT

SPECIAL AVIATION SIMULATOR FOR YOUTH
VISIT WITH LOCAL PILOTS
VINTAGE & SPECIALTY CAR SHOW
FOOD TRUCKS & BEVERAGES
HOT AIR BALLOON LAUNCH AT 7AM
PANCAKE BREAKFAST 7AM
TETHERED HOT AIR BALLOON RIDE (EARLY MORNING)
KIDS ZONE & ARTISAN BOOTHS
HORSE CARRIAGE RIDES

**FREE
ADMISSION
\$5 PARKING**

Saturday August 26th 7am - 2pm
LINCOLN REGIONAL AIRPORT 1480 FLIGHTLINE DR, LINCOLN, CA
Highway 65 to Nelson Lane...then follow the signs



Welcome New Members for April, May & June

Current members, please welcome our new members and introduce yourself when you see them during our events:

Zach Alaywan, Scott Emerson, Harding Lewis, Mac McElroy, Nolan Bauer, along with **Kate Kriner & family, Dane Thompson & family**, and the **Kimi Suleiman family**.

A friendly reminder to all members to please wear your name tags while attending our events. I hope to see everyone on July 22nd .

Cheryl Andrade
New Member Coordinator

EAA Young Eagles program



EAA Young Eagles
FREE AIRPLANE RIDES
(Ages 8 - 17)

Launched in 1992, the EAA Young Eagles program has dedicated more than 30 years to giving youth ages 8-17 free rides in an airplane. It is the only program of its kind. The Young Eagles mission is to introduce and inspire kids in the world of aviation.

Chapter 1541 is proud to say that at the halfway point of this year, we have already given 74 youths the opportunity to experience a free airplane or gyro ride and open up the world of aviation. A big Thank You to our volunteer pilots and ground crew!

On Saturday, October 14 our chapter will be holding a Young Eagles Mega Rally. We have set a goal to fly 75 youth this day and we need everyone's help. We need pilots with planes or gyros, ramp monitors, and ground crew. Every member will be welcomed and put to work doing something to make this event a fun day for all. Please mark Sat, Oct 14 on your event calendar and hold a spot for helping the chapter hold a successful Young Eagles Mega Rally.

Young Eagles Update

On June 24th , we had a successful Young Eagle (YE) rally and flew seventeen children.

It was a little "iffy" for a while as only three pilots signed up; however, when Scott Thompson sent a plea for assistance, and the "Cavalry" rode in and saved the day. In the end, we had eight pilots! Thanks so much to Mark Bateson, Don Burns, Perry Jensen, Steven Kendall, Dug Smith, Chris Silva, John Tate, and Thomas Thompson.

And a special thank you to our rock-solid, dependable ground crew, Bruce Estes, Jim Hughes, and Ray McNaught.

MORE DESERVED THANK YOU's for BEHIND THE SCENE ACTION

All the while, the YE pilots are taxiing their aircraft, and the ground crew are guiding them into position to meet the children; there has been a lot of administration going on gathering EAA and YE information into a packet for those who are on their first flight, collecting flight Log Books from those who brought them to make sure the pilot signs and enters the flight time, coordinating pilots with a YE and locating the child when it is their turn.

At the helm of all of this is Scott Thompson, YE Pilot Coordinator & President, entering parents' Release Forms, checking in the YE, and matching them up with a pilot on the EAA YE website. I, at the same time, am checking off the children's names, writing their names on a numbered name tag, collecting their Log Book (if appropriate) and explaining what to expect next. When the pilot and child return from their flight, a printed-out "YE Certificate" is waiting for the child with their name on it, and the pilot personally signs this certificate. Each child receives one. These certificates are printed by Scott T. while the children are out flying.

The constant attention to YE details from Shirl Whelan has kept YE going for a long time now, and I would like to thank her.

So many "Thank You's" go to our "Paper-Clip" club of admin people. They are:

Scott Thompson (who also coordinates the YE pilots)

Shirl Whelan (Co-Young Eagle Coordinator)

Christina Duran (Right-hand Assistant)

Penny Mach (new) and

Anthony Moreno (mentors kids on the SIM while waiting to fly)

We look forward to our next Young Eagle rally, which will be held on July 22nd .

Please stay safe and cool during our lovely weather!

Cheryl Andrade
YE Coordinator

Treasurers Report

Members: As of June 30th, our current membership stands at 150. Thank you for the continued support.

Membership Dues: Just a friendly reminder for those who have not paid your 2023 dues yet-they are past due! The chapter changed to a simpler format, all memberships are now \$30 a year – individual or family. You can pay these on-line using PayPal, mail a check to our PO Box, or pay in person at any chapter meeting. Remember an EAA National membership is required, and this is a good time to

verify yours is up to date. For the month of June, we added three new family memberships and one renewal for \$120.00 in dues.

Ray Scholar: As of June 30th, the balance for our two scholars is \$ 7,406.00.

Activity: We received a \$100.00 donation from Ray McNaught for propeller balancing he provides. This is a great service Ray provides. Ray spends a lot of time and effort on each balancing and pilots recognize an improvement. These proceeds will be applied to our hangar fund. The R&S Scholarship fund increased by \$131.25, from meal donations and recycling earnings. The chapter spent \$272.11 for a new iPad, which will be used for Young Eagles events and a point-of-sale device at chapter events.

A project I have been working on was an ability to accept other forms of electronic payments apart from cash only. I recognize it is an inconvenience for members to always have cash on hand. I am pleased to announce we can now accept your credit card for payments at chapter meetings and events. You can use a card to pay for meals, merchandise and membership dues.

Account Balances:

Hangar Fund	
Ending Balance	\$ 24,230.60
R&S Scholarship Fund	
Ending Balance	\$ 11,424.13
General Fund	
Ending Balance	\$ 14,014.35
Ray Scholar Fund	
Ending Balance	\$ 7,406.00
Balance of all accounts	
April 30, 2023	<u>\$ 57,075.08</u>

Aviation thought for the month: *Once you have tasted flight, you will forever walk the earth with your eyes turned skyward. For there you have been, and there you will always long to return.*

Respectfully submitted,
Scott Whelan
Treasurer
EAA Chapter 1541

Ray Aviation Scholarship



More than 300 young people have reached their dream of earning their pilot certificate with support from the EAA Ray Aviation Scholarship program. The scholarship is funded by the Ray Foundation,

managed by EAA, and administered by the EAA local chapters. This program now provides up to \$11,000 to help cover flight training costs.

EAA Ray Scholars proudly carry an 80% success rate. This is compared to just a 20% success rate in the general population. The cost of flight training can be a barrier for many, so EAA is helping to break that barrier and offer the opportunity to become a pilot to future generations.

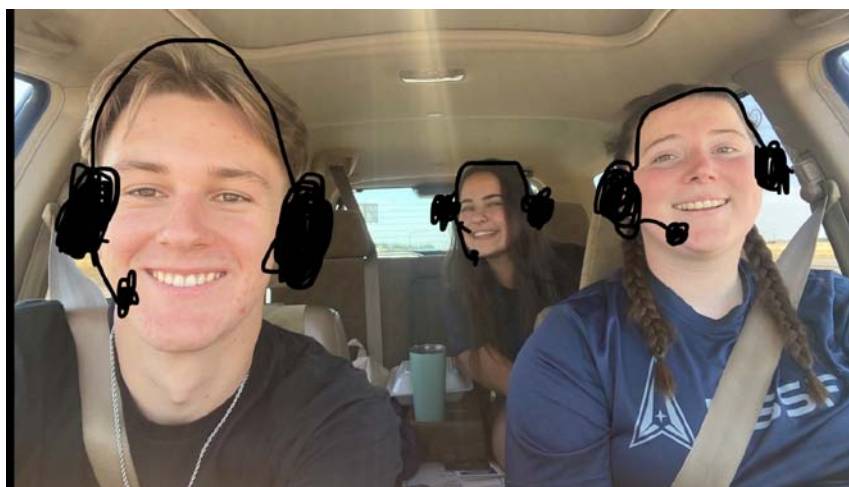
Do these success stories sound like something you would like to be a part of? Do you know a youth or are you a youth yourself who would like to learn to fly? The best way to learn about the Ray Aviation Scholarship program is to get involved in a local EAA chapter. Research the program at EAA.org and talk with our current Ray Scholars and Ray Scholar Alumni. If you would like more information reach out to our Ray Scholarship Coordinator, Shirl at eaal1541@gmail.com.

Chapter 1541 Ray Scholars Update

Anthony Moreno is anxiously awaiting his PPL checkride day here in the very near future. He has completed all his training and looks forward to the day he can add PPL to his list of aviation accomplishments. Wishing Anthony Blue Skies and calm nerves for his checkride!

Danielle Hanes chose Mach 5 in Auburn for her flight training after careful consideration of many flight schools. She is flying 2-4 times a week and already has 7 hours of training in her brand-new logbook. Danielle's goal is to stay consistent with flying 2-4 times a week in order to make the most of her scholarship funds. She hopes to finish her training over the summer while the weather is good and before she begins a very busy senior year in high school.

With his PPL in hand, **Kaden Kusick** is off to ATP Flight School in San Luis Obispo. He was accepted to this highly competitive program and started classes last month. Kaden plans to earn his instrument rating, commercial pilot certificate, and flight instructor certificate over the next year. We will miss his infectious smile and always willing to volunteer attitude at our monthly gatherings. We wish him all the best in pursuing his aviation dream of becoming an airline pilot.



Chapter 1541 Ray Scholars Kaden Kusick, Danielle Hanes and Amy Whelan

Amy Whelan continues to serve others and pay it forward. She is currently spending the summer working for EAA as one of three pilots for the Air Academy youth program. Starting out as a Young Eagle herself and being an Air Academy Alumni and now being able to fly and mentor Young Eagles at Air Academy is a dream come true. She loves sharing her aviation experience, knowledge, and passion with the campers. Amy was able to fly our own chapter members Sam Mach who attended Basic Air Academy last month and also Alex Chavez who attended Young Eagles Camp this past week.



From the Galley

By Scott Whelan

Shirl and I will be unable to attend the upcoming Lunch on July 22nd. We will be in Oshkosh attending this year's EAA AirVenture Oshkosh. We will need help in the galley. If you can help with the meal service, please see Scott Thompson or Jim Hughes. We normally start setting up around 10:00am.

Our focus is the upcoming Airport Open House on August 26th. This will be a great fundraising opportunity for Chapter 1541.



Thank you everyone who has signed up to help. We will have a simple menu of eggs, sausage and pancakes – these are very easy to cook in bulk. Please let me or one of the other chapter officers know if you are able to help.

A unique request – **we need ice chests** to keep the food items cold. We will also need them to store cold drinks, that can sell as the day heats up. You can drop them off at any of the upcoming meetings.

Project Updates and Adventures

Brent Smith writes about his Mini-IMP:



I just finished removing the exhaust pipes and their fiberglass insulation and installing titanium wraps on each of them. Curing the high temp silicon spray overcoat required some negotiation with my wife to put them in our gas grill but they're now finished and ready for re-installation. Hopefully, the new wraps will reduce the excessive heat in the engine bay (especially close to the engine bay doors).

R & R-ing the exhausts also allows for improving access to the lower spark plugs. Looking forward to getting her back together and fired up again so I can get on with taxi tests.

Brent

Mark Weitkamp writes:

I have been working on the engine cowl for my Thatcher CX4. My first attempt at laying up the cowl over a plug mold built around the actual engine was the first fiberglass work I've ever done. Not a pretty picture. But I do think it captures the shape I need to have, so I am converting the cowl into a female mold to be used to lay up the actual cowl. First order of business was correcting the various defects, such as bubbles, wrinkles and epoxy voids in the mold. One of the benefits of using separate individual molds for the top and bottom cowls is that I can have them sitting in a cradle on the workbench, and work downhand, as opposed to having to work overhead on the actual airframe. I'm a bit frustrated by how long it's taking, but it is definitely very educational.



Cowl version 1 as constructed by laying up fiberglass cloth on a foam plug cut to surround the engine.

Off the engine and onto the bench, to be cut into pieces on its way to becoming a mold for version 2 of the cowl



Upper piece of original cowl getting the inside smoothing treatment with epoxy and microballoons to make it a good shape and surface as a mold for the fiberglass cloth layers of the next version of the cowl.

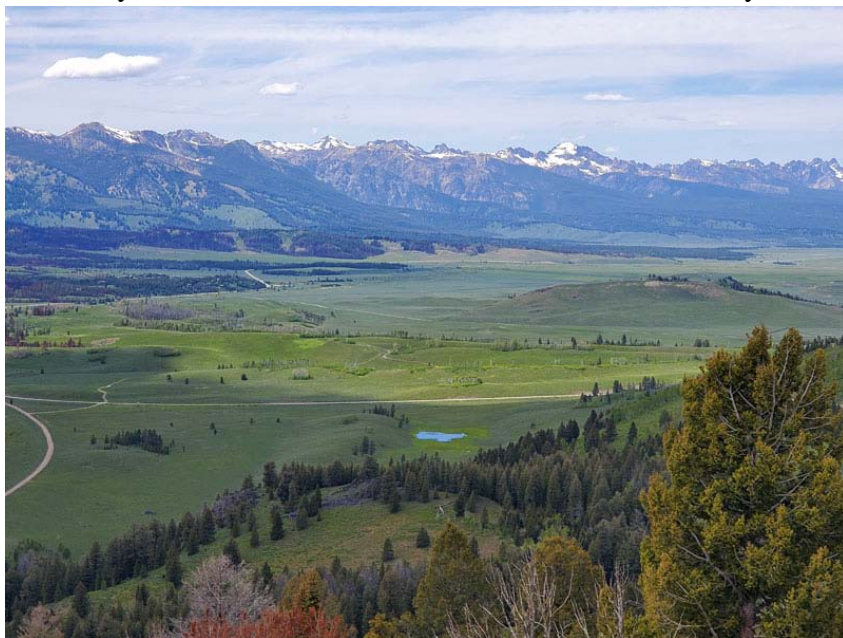
Mark Weitkamp

Mark Rieger writes:

Backcountry flying in Idaho is more popular than ever. A hangar buddy with a Glastar on floats started talking about a fly in at Smiley Creek, ID (U87) and not having spent any time in that neck of the woods, I thought I would join them Cozy style. I enjoy airplane camping and light outdoor adventure and this had all of the ingredients. Of course, landing the Cozy on the 4,900 foot grass strip at 7,200 MSL was not in the cards, but with a 7,550 foot paved runway at 5,320 MSL some 33 miles to the south in Hailey, ID (KSUN), a fly & drive seemed very doable. I generously gave my friend Brian and his Glastar a one day head start and I launched the following morning at 7:30am from Woodland, CA for the roughly 460 mile flight. I was level at 11,500 before I reached the northern end of Lake Tahoe with the Truckee airport off my right wing. It's desolate in northern Nevada and closest airports were all in the 50+ miles range. As I passed well north of Reno Stead airport I thought about the last year for the Reno Air Races there and possibly anywhere. Continuing on a northeast heading for another 80+ miles I could just barely make out the imprint for Black Rock City home to the annual Burning Man festival. No airports below but lots of flat desert. Good to have a PLB and ELT in the plane.

Humming along while the Dynon autopilot was in a mind meld with the Garmin 175, there was plenty of sun to warm the cabin with an OAT of 2C. I used a 1/4 pull on the cabin heat knob and my woolies to help keep my feet warm. Gazing at the textured bleakness of the desert landscape below kept one half of my brain busy while the other half played a continuous tape of "where would I put her down now". With 180 miles to go, Salt Lake Center handed me off to the controller for the Paradise/Owyhee/Jarbridge MOA. The controller let me know the MOA was hot and the floor for operations was 9,500. I was welcome to come on through but they could not see me on radar. Once I gave him a position report, I was getting traffic alerts so I decided live and let live. I descended down to 9,500 and started a 45 mile deviation skirting the northwest perimeter of the MOA and giving periodic position reports to the controller. It was too bumpy at 9,500 so I went back up and continued the deviation. Two thirds of the way through this joggle, the MOA went cold and I happily proceeded direct.

As luck would have it, Carlton Green, a LongEZ driver I knew, was able to provide a hangar at KSUN. I descended towards Sun Valley and when Salt Lake handed me off to tower I was on a 6 mile left base for runway 31 and cleared to land. I exited the first taxiway and headed to transient parking to get gas.



Carlton was there to help with fueling logistics and parking my plane. He gave me a tour of the LEZ he is upgrading and we enjoyed a nice lunch at his beautiful Idaho ranch house. I picked up a rental car and headed north on highway 75 through Ketchum and the beautiful drive to the Sawtooth mountains. When you reach the Galena Summit Overlook at 8,700 feet you are treated to the most spectacular view of the Sawtooth valley and I must say this alone was worth the 900 mile round trip.



Once down to the valley floor, the first airport is Smiley Creek where some 20 variants of the Glasair Glastar and Sportsman were now parked. Brian's was the only one on floats and I set up camp near his plane. Of course it didn't take long to find canard connections amongst the Glasair flyers. The 37 F first night and 30 F second night put my down sleeping bag, down blanket and down coat to the test but the addition of 2 pairs of pants, 2 pairs of socks, and

two jackets under my down coat (yes, all of this inside my sleeping bag rated to 25 F) resulted in a reasonably restful sleep. At least one pilot ended up sleeping in the heated bathroom.

Brian and I had a great hike at Redfish Lake in Stanley and that evening enjoyed the buffet dinner at Smiley Creek Lodge with the fly-in group. Filled up on lots of new flying stories from the back country, I wiped the thick frost off the tent, packed up and headed back to Hailey the next morning. At my 10am departure time the temperature was 60 F and density altitude was 6,400. With 40 gallons of fuel, an 1,850 lbs gross weight and a CG at the aft limit, I was off the ground in 2,000 feet. It was a beautiful day to fly and I was back in CA by lunch time. I'm definitely going back but only if I can find a cabin with a wood stove. Cheers.

Mark Rieger
N716CZ

