



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, August 26	Lincoln Airport Open House. 7 a.m. – 2 p.m. KLHM main ramp
Thursday, Sept. 7 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, Sept. 9 8 – 10 am	Second Saturday Pancake Breakfast at the EAA hangar
Saturday, Sept. 16	KLHM Vintage Aircraft Display day 8:00 a.m. – noon KLHM main ramp

Saturday,
Sept. 23
11 am –
1 pm

BBQ lunch and program
“Tales from AirVenture 2023”

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	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



When you read this, we'll be just a few days away from the City of Lincoln's Airport Open House and Family Festival, set for Saturday, August 26. Many people have worked hard to make this a successful event for the city and the local aviation community. Chapter member Richard Pearl has spearheaded the organization of the event, not as a chapter member but as an airport and city advocate. He also happens to be the Treasurer for the City of Lincoln.

The planners of the Open House and Family Festival expect crowds well in excess of 5,000 folks from the region. This is a great way to show off our airport and what the airport and aviation offers to the community. If you have not yet done so, I encourage you to let your friends and family know about the event. Admission is free, though parking will cost \$5. With that many people coming to the airport, expect some traffic so come early.

Our chapter is participating by holding a massive pancake breakfast from 7 am to 10 am for visitors to the event. The organization of the breakfast is being done by Scott Whelan with the assistance of many chapter volunteers. We expect to serve between 400 and 500 breakfasts, so we greatly need the organization and volunteer help provided by them.

EAA Chapter 1541 will also have our flight simulators set up and operating to give visitors a brief taste of flying. We have a team of volunteers under the direction of Dan Masys to operate the simulators, introduce the basics of piloting, and handle sign-ups.

And, our chapter will also have an informational booth set up along vendor row adjacent to the ramp. We will offer all sorts of information about aviation, our airport, EAA, youth education, our chapter, and whatever else any guests might have questions about. We'll have several of Ray Scholars and Air Academy attendees on hand to directly answer any questions young people might have about those programs. Shirl Whelan and Cheryl Andrade have worked to organize the booth.

Overall, the Airport Open House will feature many dozens of aircraft on display including some from CalFire, the Air National Guard, and the FAA. You might even see a USAF T-38 make a low pass or two. There will be balloon rides, a variety of vendors, food trucks, and activities aimed at family participation. Gates open at 6:30 am and the event ends at 2:00 pm. As I write, this, the weather forecast is for a high temperature in the lower 90s, so a mild day for August with the last vestiges of hurricanes and such things gone from the skies.

I'll mention one more thing that is particularly important to our chapter: the net proceeds from the Open House will be donated to our chapter's Richard and Susan Memorial Youth Scholarship Fund. This money is used for a variety of our chapter's youth education initiatives and scholarships.

One of those youth education initiatives is just getting underway and our chapter's board of directors is excited about the prospects. Our chapter will sponsor an EAA program called Build and Fly. What this means is that young people in our chapter will have the opportunity to help build a radio-control (RC) aircraft and then fly it. The building part of the program will introduce them to aircraft structure, controls, aerodynamics, and radio electronics. The flying part will introduce them to how airplanes fly and what such things as stalls really are. Our chapter point person on this is board member Penny Mach and we are partnering with the Associated Modelers of Sacramento (AMOS), a local RC club with a flying field located west of Lincoln. We expect a launch of the program in the next month or two so look for more information in the near future.

A couple of other things I'll mention. We had good chapter participation at AirVenture during the last week of July at Oshkosh, Wisconsin. It was a good week for most, though a few had a more adventurous week than others. More about that later...we plan to provide participants with an opportunity to share their Oshkosh tales at our Fourth Saturday BBQ Lunch on September 23. At that same lunch, we'll also celebrate the successes of our recent Ray Scholars and Air Academy attendees.

We are planning a Fifth Saturday flyout in September...that would be September 30. We'll get as many chapter members, pilots, and planes together as possible and head out for a \$100 hamburger or omelet as the case may be. More on this later too...we will provide signup opportunities to connect pilots, passengers, and planes.

Also, a reminder that our chapter will be holding a large Young Eagles rally on Saturday, October 14, at the Lincoln airport. We plan to fly 75 kids that day. We have not yet opened signups to the general public...we will do so at the Airport Open House...so if you want to get your young person signed up ahead of the rush, [use this link](#).

And, finally, put Wednesday, December 13, on your calendar. That's the date for our chapter's annual Holiday Party, this year to be held at BJ's in Roseville. It will be a bit different than year's past. It will be more of a buffet style with a kid's menu, so we are encouraging more family participation from our chapter. Look for more information in the coming months.

As can be seen, we have a bunch of stuff going on with our chapter and, as always, we are looking to broaden the volunteer foundation so necessary to make things happen. Please contact me or any of the board members if you want to get more involved in continuing the success of our chapter.

Scott Thompson

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



**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 August

Please welcome the Hobson family: Martin, Deborah, and Alexander. They have just relocated from the East Coast and are anxious to be part of our chapter.

Cheryl Andrade
New Member Coordinator

Young Eagles Update

As most of you know, there will not be any Young Eagle event on August 26th due to our involvement with the Lincoln Open House, open to the public from 7:00am – 2:00pm. Five dollars for parking this year.

Our usual monthly Young Eagle rally will resume on September 23rd.

Be happy and be safe.
Cheryl Andrade
YE Coordinator

Treasurers Report

Members: As of July 31th, 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 July 31st, the balance for our two scholars is \$ 3,777.95.

Activity: July was a quiet month with only one meal. The R&S Scholarship fund increased by \$37.00, from meal donations. The chapter spent \$217.63 for a mobile hot spot and associated supplies. The hot spot will be used for chapter events, like Young Eagles and our new point of sales device.

Account Balances:

Hangar Fund	
Ending Balance	\$ 24,130.60
R&S Scholarship Fund	
Ending Balance	\$ 11,461.13
General Fund	
Ending Balance	\$ 13,019.77
Ray Scholar Fund	
Ending Balance	\$ 3,777.95
Balance of all accounts	
July 31, 2023	<u>\$ 52,489.45</u>

Aviation thought for the month: *If birds can glide for long periods of time, then... why can't I?" - Orville Wright*

Respectfully Submitted,
Scott Whelan
Treasurer
EAA Chapter 1541

Ray Aviation Scholarship Update

By Shirl Whelan



Anthony Duran Moreno, our 2022 Ray Scholar, completed his flight training and passed his Private Pilot's License checkride on August 11th .

Congratulations Anthony!



Danielle Hanes, our 2023 Ray Scholar, continues to train 2-3 days a week and is very close to solo.

Keep up the good work Danielle!



Kaden Kusick, our 2021 Ray Scholar Alumnus, passed his Instrument written exam and completed his instrument cross country. Next up is the instrument checkride.

Good Luck Kaden!



Amy Whelan, our 2019 Ray Scholar Alumna, is back from a 12 week stay in Oshkosh working the summer at EAA Air Academy. In addition to being a pilot for the campers at Air Academy, Amy was a featured speaker at the Chapter's Blue Barn Forums where she spoke about her experience in the Ray Aviation Scholarship program.

Nice job Amy!

If you are a youth 15-18 years old and are interested in learning to fly, please be sure to talk to one of our board members. The Ray Aviation Scholarship may be a program for you.

My Private Pilot Checkride

*By Anthony Duran Moreno
EAA 1541 2022 Ray Scholar*



*Newly minted Private Pilot Anthony
and CFI Keegan Kilby*

My first solo was in September 2022. It feels like it was so long ago but yet every second is ingrained into my mind to this day; almost as though it happened last week. The feeling of freedom that flight gives you, when alone. A couple weeks ago after passing my Checkride, I suddenly felt the same, that weight of the wings lifted on takeoff.

After months of prepping and studying, this was it....my Checkride where I would need to be able to demonstrate that I learned the vital skills and knowledge to earn my PPL.

I arrived at the airport at 7:30 in the morning, nearly two hours before my checkride would begin. Meeting my incredibly pleasant but thorough Designate Pilot Examiner (DPE), Mark Montague, I had the sudden realization that I was not only prepared for my checkride, but that the months of waiting for an opening had given me time to fully mentally prepare

myself. After thoroughly checking paperwork, it was time for the oral portion of the Checkride. I passed the oral portion!

After a quick lunch we began the practical portion which entailed taking off from Lincoln KLHM for a route to Eureka KEKA. Beginning our maneuvers south of the Sutter Buttes everything went smoothly. Emergency procedures for engine fire and engine out saw me descend to ground reference altitude. A smooth and accurate S-Turn later and we were on our way to Marysville where we did a few take offs and landings before we were off to Sutter to do some short-field landings. Winds were not ideal on the approach so I felt my short-field landing was not as smooth as I would have liked. A short field takeoff to get out was a bit of a challenge with temperatures being well into the three digits.

Landing back at Lincoln and opening the window was a huge relief in more ways than one. My preparation had paid off. About 45 minutes of debriefing with DPE Mark Montegue and my CFI Keegan, I walked away with my certification. My CFI's Robert Melzer and Keegan Kilby had prepared me well and I passed my Checkride with flying colors.

A simple 'thank you' to all those who helped me along the way would not be enough so here's a modest attempt. To Mr. Masys who welcomed me into the chapter, fostering my VR simulator ideas, and leading them into reality. Mr. Masys has been one of my biggest supporters since day one and was one of the first people I saw after my solo while taxiing into NorCal's ramp line. To Mr. Tate who invited me to visit KSFO and the United hangar exposing me to the world of commercial aviation, invited me to tag along on some incredible flights including 4th of July formation flying (an experience I'll never forget!), and taught me the basics of aerobatics. To Mr. Estes who took me on my very first Young Eagles flight and introduced me to the chapter.

To the EAA interview panel, and the many members of the chapter who encouraged me along the way; Mike Lagarasimo, Jim Hughes, and many others... a very sincere thank you!

Of course, a large thank you to my extremely supportive mom, who has been there for me through this whole process, helping me to navigate the complex scholarship program and finances. She was there on every big landing, from my first flight to checkride, supporting me the whole way. Waking up early on the weekends to go to chapter breakfasts, to help support the youth in the program and staying late to attend board meetings. My incredible gratitude could not be overstated.

I'd be remiss if I didn't mention NorCal Flight School and Chris Braun, who encouraged me to take Ground School at 13yrs old to start my journey towards my PPL, took me under his wing, and who has been an incredible mentor and role model for the past 3 ½ years. Robert Mezler, my CFI who took me just past my solo before he went on to the airlines, and Keegan Kilby really are two of the best CFIs anyone could ask for. They were the perfect mix of no-nonsense and fun.

To be able to fly and realize my dream since I was 6, the Ray Aviation Scholarship has helped me to achieve the close to impossible. EAA national's support of the program will hopefully have many others, just like me achieve their dreams of flight.

As for what's next, I hope to work towards complex and tailwheel endorsements and my Instrument Rating. However, in the immediate months, I will be busy applying to universities and focusing on finishing my last year of high school strong.

From the Galley

By Scott Whelan

We are looking forward to the Airport Open House on August 26th. If you're not already attending as a volunteer, please come by and support the chapter at the breakfast. The pancake breakfast will be very familiar. The next breakfast in the hangar will be Saturday September 9th.



Oshkosh! AirVenture 2023



A new aviation sculpture at the entrance to 2023 AirVenture



Here is our famous leader, Scott Thompson in the Author's Corner at EAA AirVenture 2023.

Scott was not only in the Author's Corner promoting his book but was also a speaker and presented "Scrapping Our WWII Air Force."

We look forward to having him present his program for our chapter in the next few months.



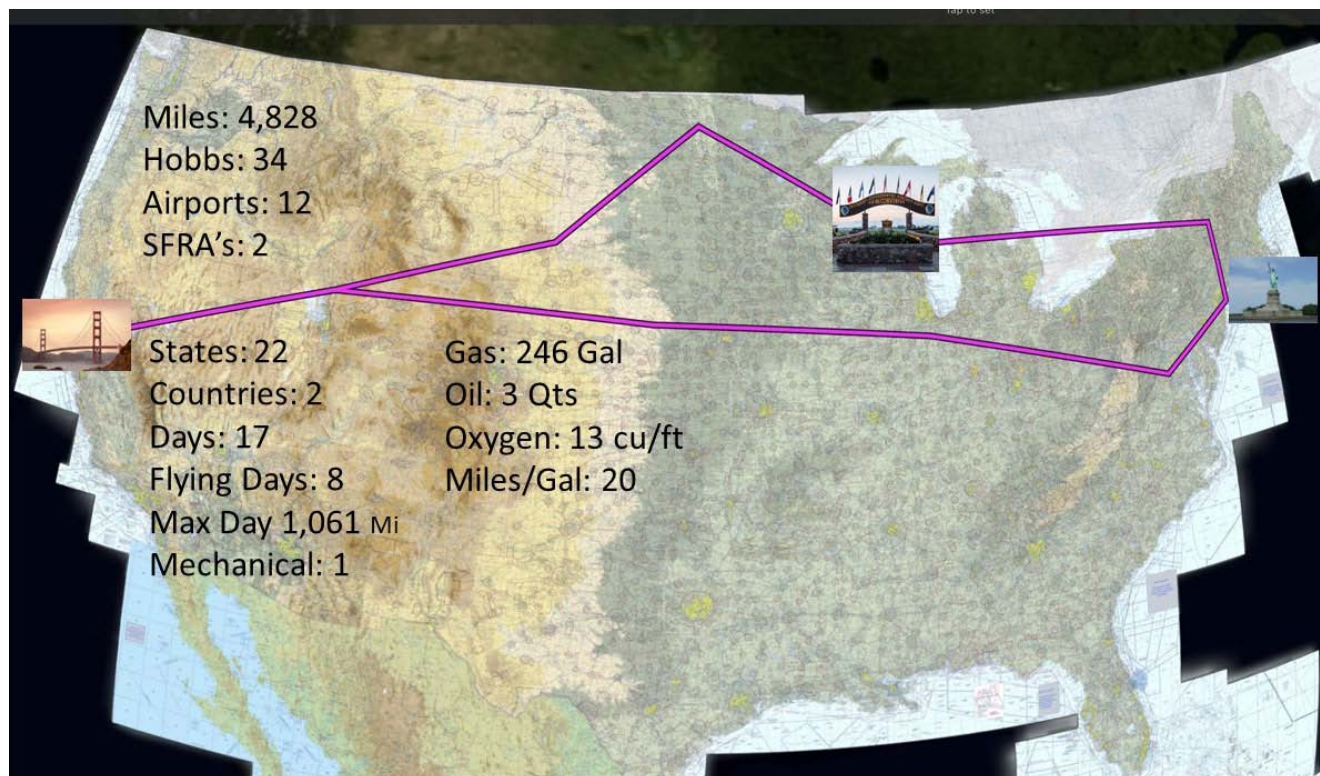
Some of the chapter members attending Oshkosh got together at Kelly's Bar for a bit of post-show refreshment and food on Wednesday night.

On the left (front to back) we had Sally and Bruce Estes, Branden Culp, Chris Silva, and Tim Whitmire. Across the table on the right side (back to front), we had Cindy Whitmire, Tim, (Chris's Cameron Park friend), Scott Thompson, Bob Leuten, and Mark Rieger. The more dedicated enthusiasts went back to the AirVenture grounds to enjoy that

evening's airshow after dark. The less dedicated went to the hotels and took showers.

Mark Rieger writes:

Twenty five years ago when I met Nat and Shirley Puffer (Cozy MKIV designer) at Airventure I didn't even have a pilot's license but I had decided on the Cozy MKIV as the best configuration for flying across the country. After more than 20 years of day trips and \$100 hamburger runs in rented airplanes, I had a chance to do just that in my 1 year old Cozy with 120 hours on the hobbs. I was born in NY and have lived most of my adult life in CA so a Golden Gate to Lady Liberty (and back) trip seemed the perfect way to celebrate the brilliance of the design:



*In the homebuilt camping (HBC) area
at AirVenture 2023*



Starter repair on the HBC ramp

I had one mechanical issue on the trip. As I was trying to depart OSH on Saturday twenty minutes before the airshow NOTAM went live, my SkyTec 149 starter shear pin failed. A special thanks to fellow canadians Russ Meyerriecks and Jim Springer for working at my side for 6 hours as we rode

the Homebuilt Welcome Wagon to the SkyTec booth in Hangar A to diagnose the problem then back to airplane to remove the starter then over to the Aircraft Emergency Repair barn to repair the starter, then back to airplane to put it all back together and test it. I rose early Sunday to continue my airventure east to visit my mom in upstate NY. I completed the FAA SFRA courses for both NYC and DC in order to do the Manhattan skyline tour and snap a photo of Lady Liberty and then continue on to visit my sister in DC.



My ground speed suffered a bit going back to CA and I continued on to the Golden Gate to snap a picture of the iconic bridge completely enshrouded in the marine layer. Oh well. Cheers.

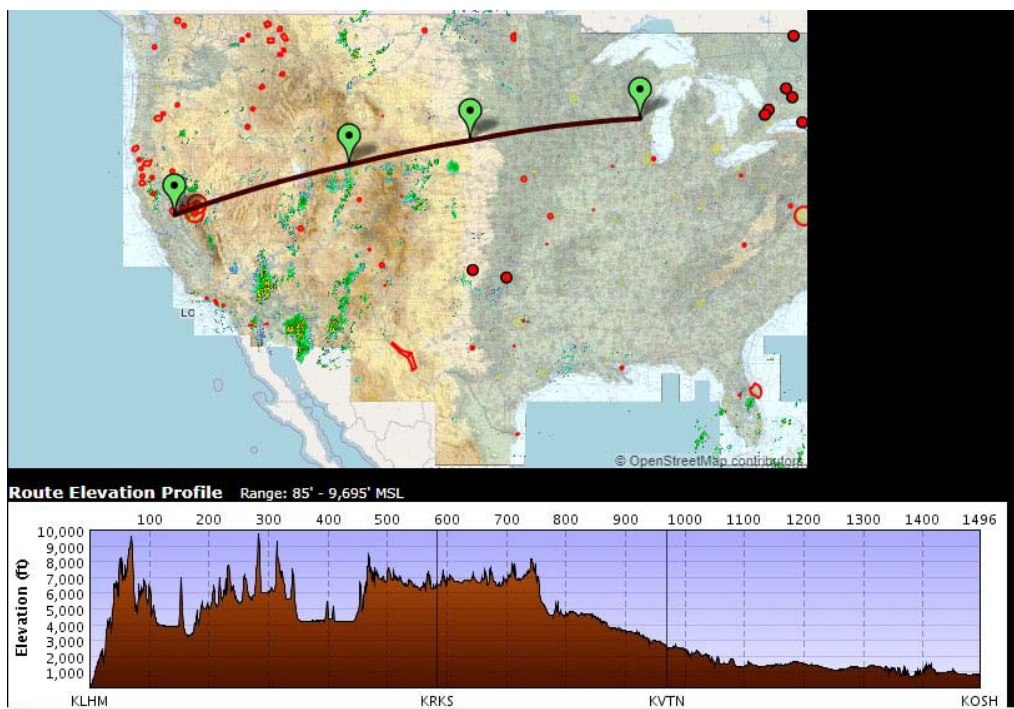
Mark Rieger
N716CZ

Dan Masys writes:

I was on the fence about flying to Oshkosh this year, as it would be AirVenture trip #11 and after ten of them one tends to be more impressed by how similar they are each year than how different. However, I did have a personal bucket list item on my to-do list, which was to see if I could use the RV-10's speed and range to leave Lincoln Regional airport early in the morning and land at Wittman Regional airport (a little more than 1500 nm /1725 sm away) on the same day, before the airport closed at 8 pm Central time. Plus, 2023's special events at AirVenture included the celebration of the 20th anniversary of Van's RV-10 kit being released, and EAA sent a teaser email that any RV-10 pilots who registered to attend would receive a free special edition RV-10 20th anniversary ball cap on arrival. Who could resist?

The trip planning began. Since there was a two hour time change involved, the trip became a question of how to cover 1500nm before 6 pm Pacific time, and do it with enough fuel and time to spare due to

accommodate weather, heavy traffic on the Fisk arrival into KOSH, or other unforeseen delays. EAA upped the ante before the planned Friday departure on July 21st by announcing the airport would close temporarily at 5 pm that day for a mass arrival of Cessna 170's, rumored on Internet aviation groups to be up to 150 of them. The prospect of loitering aloft for 150 taildragging Cessnas to arrive was not appealing, so now the challenge was to leave Lincoln in time to arrive at Oshkosh by 3 pm Pacific/ 5pm Central. Game on.



The best way to cover long distances in the RV-10 is to take advantage of its 800nm range, and minimize fuel stops. I wanted to have two hours of fuel in the tanks on arrival in case I got sent to a hold around a Wisconsin lake during the arrival (which did happen). So two fuel stops were planned, one in Rock Springs Wyoming, and one in Valentine Nebraska, both notable for their discount fuel prices. To clear the mountains comfortably but not be so high that normally aspirated engine performance suffered, an altitude of 13,500ft eastbound seemed to be the best compromise. The total flying time with prevailing winds would be about 9 hours at 170 kts TAS, so if I could make the 'quick turn' fuel stops less than 30 minutes each, it should be possible to leave KLHM at first light (5 a.m. PDT), and be at the entry to the Fisk arrival to KOSH before 4:30 pm Central time the same day.

The weather gods were not smiling on the high plains states for most of the week before AirVenture. Many EAA 1541 pilots who left for KOSH earlier that week, including Branden Culp, Chris Silva, Ernie Brock and Ray McNaught, had to go very high over weather or very low under it, and detour around or stop in front of thunderstorms in Wyoming and/or Nebraska, some of them severe. But the forecast for Friday July 21st was positively benign for the entire 1500nm flight path by comparison and my first weather check at 0400 showed that it was go time, a sort of now or never. With the plane packed with camping gear, supplementary oxygen, and meals-to-go, the takeoff at 0500 Pacific time coincided with first light over the Sierras. Climbing to 13,500 took about 15 minutes, and after that the trusty Garmin 650xi and Trutrak autopilot navigated flawlessly over Nevada, Utah, and southern Wyoming to Rock Springs. It took 3.5 hrs to cover the 600 nm of the first leg, arriving at 9:30 am



MDT. I was met by a very efficient ground crew that refueled the plane while I took a bio-break. Back in the air in 30 minutes, the next leg to Valentine Nebraska was only 400 nm and was basically a GPS direct flight that took 2.2 hours and put me back on the ground at 1:15 pm Central time. So far so good.

At Valentine I was second in the refuel line behind the amazing dragon-painted RV-3 of Louise Hose (Paul Dye's wife), who had left home in Nevada just about when I flew over. She was also clipping along at 180 kts but had to make an extra fuel stop

between Nebraska and Oshkosh, arriving about an hour after I did.

The Fisk arrival has several VFR GPS reporting points, and a week or so before the actual flight I had been able to construct a Microsoft Flight Simulator flight plan that contained all of them. I set the simulator plane (also an RV-10) to fly at 1800 feet and 90 knots like the real approach, and it allowed me to put on the Virtual Reality goggles and fly the Fisk arrival from point to point several times. Arriving at the Green Lake entry point in the real RV-10 was like flying in a very familiar neighborhood; the simulator's satellite imagery is quite amazing and a great preparation for the real thing.



After following the Conga line to Wittman Field, and an uneventful landing on Runway 36, it was a short taxi to the homebuilt camping area. There was just time to pitch the tent and get settled before the first of several daily thunderstorms swept over the field around dusk. Hot humid days and smoke from Canadian wildfires made for some environmental challenges, but it was great to stretch the RV-10's legs and make it from Lincoln to AirVenture in one day.

Oh, and about that hat. Yes, I got the free hat, making the 3000nm round trip flight totally worth it. :)



Project Updates and Adventures

Brent Smith writes about his Mini-IMP:



After "life" interruptions, re-wrapping my exhaust pipes with titanium wrap and re-mounting them, re-installing EGT probes and doing a better job of sealing the cooling air plenum, I ran the engine and found I still had an excessive mag drop on one side, the problem that led me to re-wrapping the pipes in the first place! More "life" interruptions ahead before sorting out the mag problem. Maybe next month....



Brent

Larry xlaX Lovisone writes:

Update: After hiring the good people at Pacific Customs Brokers, my Hummel Ultra Cruiser was finally granted permission to transport across the US border... All it took was 39 pieces of paper work and a total of \$513 Brokers fees plus \$35.00 Carrier fee... Not to mention 6 days of expenses traveling to and from Canada down the perverted highway towing a trailer behind my Camaro...

The whole spectacle was recorded and posted on Reddit... the comments are funny...

"Don't own a camaro, but thought you'd enjoy this camaro i saw towing a plane down the freeway"

https://www.reddit.com/r/camaro/comments/15k9zvr/dont_own_a_camaro_but_thought_you_d_enjoy_this/

