

# Runway 15



The Monthly Newsletter for Experimental Aircraft Association Chapter 1541, Lincoln, California

## In This Issue

Calendar of Events	1
EAA 1541 Chapter Information	1
President's Corner	2
April 27 BBQ lunch and program	2
Build and Fly Program	5
From the Workbench of Marty Maisel	5
Membership and Young Eagles Update	7
Air Academy Sponsorships	8
Wings and Wheels Coming in August	8
Aviation Photos Wanted	9
Treasurer's report	10
Big Decision at Calexico	11
Project Updates and Adventures	15
Sightings	17
Just for Laughs	18

## On the Horizon: Calendar of Events

For the most up-to-date information, go to the chapter website: <http://eaal1541.org/>

Date	Topic
Saturday, April 27 11 am – 1 pm	<b>BBQ lunch and Program</b> Program: RC Building and Flying Bruce Estes
Thursday, May 2, 2024 7-8 pm	<b>Online IMC/VMC club meeting.</b> FAA Wings credit available. Link to join will be sent via e-mail to chapter members.
Saturday, May 11 8 –10 am	<b>Second Saturday Pancake Breakfast</b> at the EAA hangar
Saturday, May 18, 2024	<b>KLHM Vintage Aircraft Display day</b> 8:00 a.m. – noon main ramp

Saturday,  
May 18,  
2024

### Build and Fly session

9:00 a.m. – 11 a.m.

EAA hangar

Saturday,  
May 25

**No Fourth Saturday event due  
to Memorial Day weekend**

## EAA CHAPTER 1541 INFORMATION

Meetings	Usually the second and fourth Saturdays of each month held at KLHM Hangar S-12. Details available on the website.
E-mail	<a href="mailto:eaal1541@gmail.com">eaal1541@gmail.com</a>
Website	<a href="https://eaal1541.org">https://eaal1541.org</a>
Mailing Address	EAA chapter 1541, PO Box 1126, Lincoln, CA 95648
Chapter Hangar	Hangar S-12, Lincoln Airport
President	Scott Thompson
Vice President	Cheryl Andrade
Secretary	Jim Hughes
Treasurer	Scott Whelan
Chapter Board of Directors	Paul Darbo Penny Mach Lesa McArdle Jeremy Preece
Membership	Chapter dues: \$30 per year for individuals and families; \$300 for gold



## President's Corner



Just a few words this month. Our chapter established the Richard and Susan Bristow Youth Scholarship fund in 2018 in the memory of two of our chapter members who were lost in an aircraft accident. Since then, we have enjoyed many years of youth education support directed primarily to those within our chapter. Thus, we have sponsored young people to go to the EAA Air Academy summer camp at Oshkosh, Wisconsin, and, in fact, are sending three young men this year. We've also lent support to Ray Scholars to help them complete their flight training, sponsored participants in ground schools, and provided an extra boost here and there to assist youth aviation education.

So, we now have an opportunity to expand our scholarship program a bit. We have received a substantial amount of money from several sources that we can use to support one or two substantial grants or scholarships to individuals currently outside our chapter. One opportunity is aviation students at the new-but-growing William Jessup Aviation program. Another is to support attendees for the varied aviation training offered by Sacramento City College. There is no shortage of young people out there who could use some help in affording the expensive pursuit of an aviation career.

What I am looking for is a few chapter members who have a vision to move forward with expanding our scholarship program. We have the shell of a new grant program coming together, but we need some dedicated help to make it happen.

I would like to form a Scholarship Committee of at least three chapter members. This committee would organize and execute the ground work to make the program work. Examples of what needs to be done are contacts with the Jessup and Sac City College aviation programs, administering the selection of candidates through application and interviews, and follow up to make sure the grants are being administered properly.

Please, if you have any interest in directly influencing a young person's future success, contact me and let's talk about it. We need individuals who have a vision to move forward with the resources our chapter has been entrusted with. You can contact me through the chapter email ([eaal541@gmail.org](mailto:eaal541@gmail.org)) or me directly at [sthompson@aerovintage.com](mailto:sthompson@aerovintage.com).

Please give this some consideration.

Scott Thompson

## April 27 BBQ lunch and program

Our Fourth Saturday BBQ Lunch and Program will be held on Saturday, April 27, from 11:00 am until 1:00 pm. The 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 youth 17 or under (yep, we changed the youth age range to 17 and 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.

And, remember, we will have our two flight simulators up and running for young and old alike.



There will be a short business meeting at 11:45, followed by our program beginning at 12:00 noon. Part of the business meeting will be making a selection for the graphic to be used in our coffee bar area.

### **Our Program for April**

*Our program for April will be presented by our very own chapter member Bruce Estes, and he will speak about his experience building and flying scale Radio-Controlled aircraft.*

Although Bruce has not been directly involved in the RC world for a few years, he has a long and extensive background in both building and flying scale RC aircraft. Scale RC aircraft are those that are built as scale models of full-scale aircraft, both past and present.



Bruce was one of the early members of EAA Chapter 1541 and served for many years as a chapter board member. His specialty these days is pursuing donations for the chapter, ones that we are able then sell and dedicate the funds to chapter use. Last year he was able to arrange the donation of a Starduster biplane to the chapter, one we later sold with the funds then put to good use.

Bruce was born and raised in San Mateo County, and moved to Granite Bay in 2013. For the last 30 years of his business career he was in the real estate loan business, and retired in 2013. Bruce was already involved in scale model flying but took a discovery flight in 2000 and fell in love with full-sized flying. He received his Private Pilot certificate in 2001 and added an Instrument Rating the next year. He currently owns a 1976 Cessna 177B Cardinal and an RV-6, both of which are hangared at our Lincoln airport.



The results of his RC scale creations speaks to his skill and dedication to accuracy. Not only do these scale aircraft need to fly well, but they also need to be exacting replicas of the subject full-scale aircraft. Bruce was skilled enough to win several championships in competition. Looking at a few photos of his work demonstrate his attention to detail.

As we have our own chapter RC Build and Fly effort, Bruce's program should be an inspiration to those young people just getting started in RC flying.



## Build and Fly Session



Our chapter's Young Eagles Build and Fly program had its third building session on Saturday, April 20. Under the guidance Associate Modelers of Sacramento (AMOS) member Dan Calhoun, we had a group of four kids working on both the "Almost Ready to Fly" RC project and our EAA "stick build" RC project.



Our small team spent most of its time on the balsa wood wing structure for our stick-built airplane as the builders worked had to follow the guidance of Dan as well as the kit instructions. Things like wing spars, wing ribs, flight controls, and aircraft structure were all on display as the wing came together.

The EAA Young Eagles Build and Fly program is an intensive RC model building and flying initiative to introduce youth to aircraft construction and the fundamentals of flight. Using these kits, we will combine building, training, and flying these RC models over the next many months. You may see the RC airplane project in the hangar. If you do, please enjoy a close look but don't handle or touch any of the components. They are fragile and delicate.

## From the Workbench of Marty Maisel

While we are on the topic of model aircraft, we have a number of talented people in our chapter but we also have a few *very* talented people in our chapter. From time to time, we want to feature a few of the scratch-built models created by Marty Maisel. This means these did not come from your basic Monogram plastic kit...these are hand built by Marty from scratch. The attention to detail is quite apparent.



Bleriot XI. 1909, Anzani 3-Cylinder Engine, 25 HP.

First heavier-than-air aircraft to fly cross the English Channel



Piper J3C-65 Cub Airframe, 1941, Continental A-65 Engine, 65 HP.



Granville Brothers 1932 Gee Bee R-1, Pratt and Whitney 'Wasp' R1340 Engine (Mod), 750 HP.

Gee Bee R-1 won the 1932 Thompson Trophy Race at Cleveland and set a world's land-plane speed record of 293.19 mph, both achievements piloted by Jimmy Doolittle.

## Membership and Young Eagles Update

### OUR NEW MEMBER

Would you please welcome Paul Denzler and his family to our EAA Chapter 1541 family.

**Paul Denzler** and his family, Elaheh (wife), Mason (14), and Kaylin (10). Paul is very interested in aviation and volunteering, and his son, Mason, is interested in Young Eagles, aircraft design, and building. Kaylin is still considering her choices.

### YOUNG EAGLES

Our regular mini-rally is scheduled for April 27, 2024, from 8:00 to 10:00 a.m. before the barbecue lunch, which begins at 11:00 a.m. As of this writing, five pilots are committed to flying, and seventeen children/teens are registered to fly. Our pilots are Dirk Dreyer, Jim Hughes, Mark (Mac) McElroy, Chris Silva, and Dug Smith. Thank you once again, Gentlemen! 😊

We are always in need of volunteers. It would be wonderful if you could spare an hour or two once a month with us. As a bonus, we have breakfast pastries and coffee for you!

Assisting with general ramp control by escorting parents to the runway observation point so they may see their child take off, explaining what the pilots are doing during run-up, and explaining to parents/grandparents what our chapter is all about is extremely helpful. Besides, it is a fun, quick way to get to meet and know other chapter members. Help is also needed inside the hangar with general organization. It is not a problem if you are not familiar with the Young Eagles. We are more than willing to show you how the Young Eagle gets to fly with a pilot.

Now, you know this is the best offer you will receive this month, 😊 so please contact me at [cherylscub@gmail.com](mailto:cherylscub@gmail.com) or Scott Thompson at [sthompson@aerovintage.com](mailto:sthompson@aerovintage.com) if you are interested.

NOTE: Due to the Memorial Day weekend, we will not be offering Young Eagles for the month of May, and will resume on June 22, 2024.

Be happy and fly safe.

Cheryl Andrade, V.P.,  
YE and New Member Coordinator  
Be happy and fly safe.

## Air Academy Sponsorships

Our Air Academy selection committee has selected three young men from our chapter to attend the EAA Air Academy Summer Camps this summer being held at Oshkosh, Wisconsin. For the Basic Air Academy being held June 28 through July 3, the chapter is sponsoring 14-year old Spencer Kriner.

For the Advanced Air Academy held July 16-24, we had two excellent candidates and, through a bit of wrangling, were able to secure a hard-to-get second slot. So, the chapter is sponsoring both 17-year old Shem Suleiman and 16-year old Sam Mach to attend.



Participants stay at the EAA Air Academy under the direction of EAA counselors for the entire session. Experienced aviation instructors help them delve into flight through studies, hands-on demonstrations, flight simulation, and other exciting activities. The Advanced Air Academy also overlaps with the dates of the big AirVenture EAA airshow at Oshkosh.

Congratulations to our three young people as they set out for Oshkosh this summer.

## Coming to an Airport Near You: Wings and Wheels



Mark the date: the City of Lincoln's 3<sup>rd</sup> annual **Wings and Wheels** airport open house is firmly scheduled for **Saturday, August 24**. The 2024 event is being expanded to include more aircraft and sport-classic-exotic cars. Please add it to your volunteer schedule. The city will need a full cadre of volunteers to make the event as successful as the last one held in 2023.

Our chapter is also once again planning to host a large pancake breakfast, have an information booth, and make our flight simulators available to the public. In years past, the Open House has also served as fundraiser for our chapter's Youth Scholarship Fund. The particulars for this coming year are not yet known, but the day has proven to

be a great opportunity to bring the greater Lincoln community out to our local airport.



## Aviation Photos Wanted

### Aviation Photo Wanted #1

Our chapter is doing some enhancement to the chapter hangar. For many years, the panel behind our coffee bar has looked surprisingly like unfinished plywood. We would like to change that. So, if you have a suitable photo that is of sufficient quality...please provide it to us not later than Friday, April 26. Obviously, aviation related, possibly chapter related, possibly EAA activity related, but something that will provide a pleasant backplash to the coffee bar area. The backplash panel is 96" x 20", so it will be a substantial graphic.

It is best to send a digital image in, and note that it needs to be a fairly high resolution. Pulling a 72 dpi image off the internet will not work. We'd like it to tie into our chapter at some level. This photo will be blown up to about 48" x 20", so it should have a horizontal orientation or croppable that way. And, it should have been taken by you, or someone you know really well. We want this to have a chapter connection, and we don't want to have any of those pesky copyright issues.

At the Fourth Saturday BBQ Lunch on Saturday, April 27, the chapter will make a selection from the several options we have. At this point, we only have received a very few photos, so if you have something you think should be considered, please let us have it. Send it to the chapter email ([eesa1541@gmail.org](mailto:eesa1541@gmail.org)) and we'll do the rest. Note the subject line on the email as **Photo for the Coffee Bar** or something similar.

Here is a sample of what we are looking for with the completed graphic for the backplash. B-29 image is for illustrative use only. The logos on either side are set by the graphic designer:



### Aviation Photos Wanted #2

We now have a display board in the chapter hangar where we would like to post photos of those airplanes owned/built/flown by chapter members. Even better if the subject chapter members are in the photos. For those with airplanes they built, own, or fly, please send in a digital copy of your airplane to our chapter email ([eaal541@gmail.com](mailto:eaal541@gmail.com)) and note the email subject as **My Airplane Photo for Photo Board**, or something just as clever. Or, if you are a legacy photographer, provide us with one of those old-timey photo print things. We are posting those received already on our hangar display board even as you read this.

## Treasurer's Report

**Members:** As of March 31<sup>st</sup>, our chapter membership stands at 188.

**Ray Scholar:** As of March 31st, the balance is \$ 842.50.

**Dues Reminder:** Just a quick reminder, if you haven't already done so, please pay your dues for 2024.

**Activity: *The R&S Scholarship fund:*** Donations during chapter meals were \$32.

The *Hangar fund:* increased by \$400, thanks to an aircraft part sale facilitated by Bruce Estes.

Activity to the *Chapter's fund:* This month we had a couple of larger expenses including our annual hangar insurance payment of \$1,100 and PO Box of \$200. There were additional outflows for hangar beautification of \$523, meals and propane of \$465.

We had inflows of \$150 in memberships dues and \$255 in meals sales.

**Aviation thought for the month:** *Aviation records don't fall until someone is willing to mortgage the present for the future.– Amelia Earhart*

<u>Account Balances:</u>	
<b>Hangar Fund</b>	
<i>Ending Balance</i>	\$ 27,416.48
<b>R&amp;S Scholarship Fund</b>	
<i>Ending Balance</i>	\$ 19,926.63
<b>General Fund</b>	
<i>Ending Balance</i>	\$ 17,549.60
<b>Ray Scholar Fund</b>	
<i>Ending Balance</i>	\$ 842.50
<b>Balance of all accounts</b>	
<i>March 31, 2024</i>	\$65,735.21

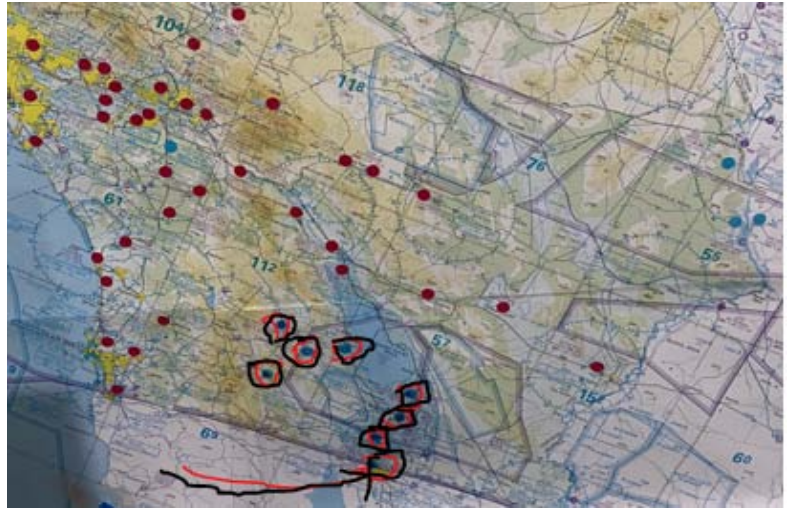
Respectfully Submitted,  
 Scott Whelan  
 Treasurer  
 EAA Chapter 1541

## Big Decision at Calexico

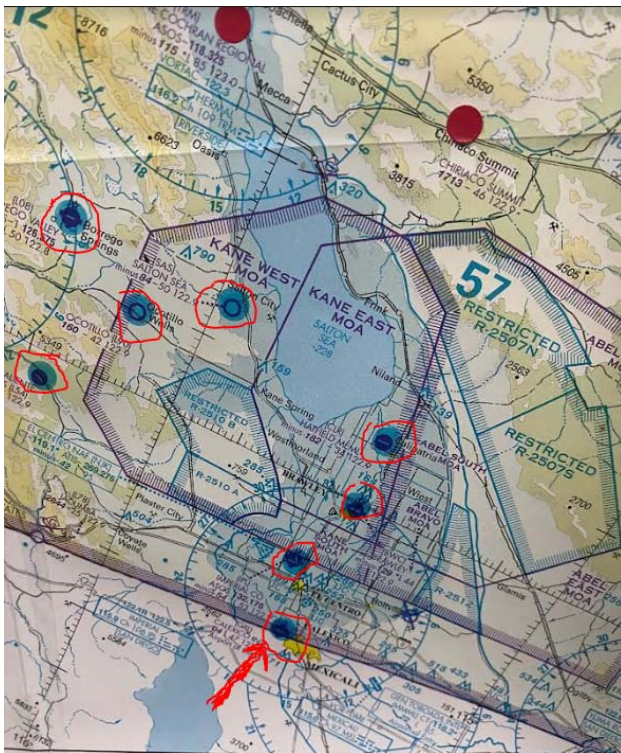
by Mike Savage

In a previous episode, I described getting my pilot's license. You may recall that I then bought a 1981 Cessna 172 and started flying all over California. I also joined a flying club, The Airventurers which gave me even more excuses to fly. We went to monthly "fly-ins" that ranged from a rendezvous at a burger joint at a specified airport to a Poker run where we collected playing cards at five airports then had lunch to determine the winner. Sometimes we did bigger events that spanned several days and included staying in a hotel. We went to fairs, shows, tours, Indian reservations, and even a whore house. We did everything!

The event that really captured my attention was when our club president, Joel Kirschner laid down a challenge to see who could land at the most public-use airports during a twelve-month period. The year was 2009 and I took off and didn't look back. Living in the Los Angeles basin and having my folks up near Sacramento gave me the perfect excuse to fly and touch down at many airports en route. I would go up the coastline or the I-5 or the I-99 or north to Edwards AFB then along the Sierras to Mammoth and Tahoe. In all, I landed at 142 airports that year. What follows is what happened at one of those airports –



Calexico, California (KCXL).



I decided on this particular day to head towards the Mexican border to collect more airports. From the map below, many airports can be seen as the red and blue dots. I wanted to land at them all. I had already landed at the airports east of Palm Springs so there were eight airports I had my eye on (I circled them). Some were even dirt strips with no asphalt but were publically maintained. I am also including a zoomed-in version of this map for reference.

Calexico airport would be my fourth target for the day. Instead of the "touch-and-go" landings at the other airports, I would make a full stop and have lunch in Mexico. Exactly on the opposite side of the border was Mexicali, a neat sharing of names, don't you think?

While on final approach to land on Runway 26, I think I just skirted Mexican airspace but did not draw any gunfire as near as I could tell. I touched down and taxied back to a parking area that consisted of a few planes backed up against a chain-link fence with barbed wire on top. Without giving it much



thought, I figured that I would just park near that fence like everyone else. I moved towards the fence and then applied full left brake and added power so that I pivoted in a counter-clockwise motion. As I was turning, all of a sudden I heard a bang and stopped moving. I must have hit something with nose gear I thought. I shut down the engine and climbed out to

see what the matter was. I couldn't see any obstruction on the ground that I rolled over but then looked up at my wing and shuddered when I saw this:



As I spun the plane, I had hit the barbed-wire stanchion on top of the fence. This ripped through my wingtip and I was stuck there. Pushing and pulling, I was able to free the wing from the fence but now I had a ragged mess of broken plastic that made my plane unflyable. The damaged section contained navigation lights and if I flew like that, the pieces would fracture off in the wind and the wing would be unbalanced.



This would certainly delay my lunch/dinner plans as it was midafternoon and the shadows were lengthening. What should I do? There were no repair facilities at the airport. There was nothing at the airport. The official FAA approved right thing to do would be to leave the plane where it was, take a 500-mile taxi ride home and return with a licensed mechanic and a replacement wingtip maybe two weeks later. That would be unthinkable as the airport was not secure and I may return to find that my plane had been ransacked, vandalized, parted out or even stolen. At least I would be left holding a brand new wingtip in my hands.



What would Charles Lindbergh do? He was a pioneer in a mail plane and things did not always go right for him. I read that one time he crash landed breaking some wing struts and a propeller. He was stuck like I was and ordered a new propeller but stayed with the plane and spliced the struts together with rope. He did a field repair that allowed him to fly out of there with the plane intact.

As I said, I could not abandon my plane for any length of time. I had to do a field repair somehow. It would be dark soon so I set out on foot for the nearby border crossing. I flashed my driver's license and passed over into Mexico. It seemed like Bizarro world as I wandered through alleys filled with dental surgeon offices and pharmacies selling blue pills for ED and all other manner of drugs. I found a large market and found – you guessed it – duct tape. I bought 10 rolls and made my way back to the plane.

I got out my step ladder and put strips of tape over the outboard end of the wingtip. After a few passes, I reversed direction and put on strips from front to back. After all 10 rolls were applied, I gave the wingtip a shake and it seemed to be pretty solid. I was really happy with myself.



I would just have to watch this carefully as I flew home to see if it wobbled or shimmied in the wind prior to falling off.

It was now dark as I started the engine and taxied to the runway and headed for home. No issues as far as I could tell. The repair seemed to be holding. I didn't want to over press my luck but didn't want to waste a long trip to the border. So I decided to hit those last four airports on the way home. They had lighted beacons and I was able to get them all. The wingtip held up nicely! I felt a little like MacGyver who got away with lots of jury-rigged improvisations.

Upon returning I promptly ordered a new part and installed it so I could keep adding to my airport tally.



This experience taught me how to improvise when necessary if far from home. It also gave me the confidence to try new things and make the most of my airplane.



Mike Savage

## Project Updates and Adventures

**Mark Rieger** writes:

### N716CZ trip report to Sun N Fun 2024

I worked hard for the last six weeks to build a new canard and elevators, fill, prime, paint, rig, and test fly. The effort resulted in a new incidence of +2.5 degrees, 40+ lbs increase in my front seat capacity and my elevators in trail at cruise. That said, for me, there is nothing like building to make me want to fly. So, two days after flying eight Phase I test cards again and updating the POH, I'm flying to Sun N Fun.

I followed behind the big weather event moving through the midwest and southeast leaving on April 9th from Woodland, CA (O41) to Double Eagle II (KAEG) Albuquerque, NM. Then Hawkins Field (KHKS), Jackson, MS on day 2, then (KLAL). I flew at 13,500 with a quartering 40 kts tail wind and smooth air all the way across the country.



After a light dinner at the Iron Horse Grill in Jackson, MS and a good night's sleep at the Hilton Garden Inn on W Capital St, I ordered Uber, hoping to be off the ground by 7am local (8am ET) and arriving at Sun N Fun before 10:30am ET. Another perfect day for flying and baby's butt smooth at 13,500. Riding that tailwind again, I beeline it over Tallahassee, down the gulf coast a bit and headed straight to the Fantasy of Flight fix for the approach into Lakeland.

As soon as I got on the ATIS frequency for SnF I learned the Conga line was already pushed out to the Middle of Nowhere fix. I decided to cross Middle of Nowhere at the 1,700 ft / 150 kt altitude but then after crossing Fantasy of Flight, the test track, and heading to the smokestack, the controller announced that the airport was closing for both congestion and a last minute decision to add a Thunderbirds demonstration to the schedule at 11am. You had two choices: hold until the demonstration was over at noon, or go land somewhere and try to get back in between noon and 1pm when the normally scheduled airshow began. I chose to divert to Signature Aviation at Kissimmee (KISM).

That morning, my wife had received two Flightaware alerts at the exact same time. It turns out that my son Brian had departed Boca Raton, FL in his Diamond DA40 NG at exactly the same minute as I had departed Jackson, MS in my Cozy. Funny, he only beat me to Lakeland by 20 minutes but that was enough for him to get cleared to land.

As I rested a bit in the Signature pilot lounge, my son and Cozy driver Russ Meyerriecks were getting me real time updates on how I should proceed. I hopped in the plane at 11:45am and was number three for departure behind a King Air and a C172 on runway 33. Once my frequency change was approved, I was on SnF ATIS again only to hear that if you weren't one of the airplanes that chose to hold during the Thunderbirds demonstration, you weren't getting in. Arrgh! A 180 degree turn and back on Kissimmee tower frequency. Tower asked if they should expect the King Air and Cessna to return too? All I could offer was that they definitely were not getting in.

To kill time waiting for the airshow to end at 5pm, I signed out the crew car at Signature and drove to Florida Bakery to get some lunch and then to the Walmart Neighborhood store for a foam cooler, 5 pound bag of ice, and a 12 pack of Heineken. After a nice nap in the pilot lounge "quiet room" and plenty of time for the beer to chill in the shade of my Cozy, I headed out to preflight for the next dog fight into SnF. As an aside, jet center amenities are a great example of trickle down economics. The well-to-do buy 2,000 lbs of Jet A which props up all the comforts and for 10 gallons of 100LL, I get a free water bottle, a crew car, a quiet room for a nap and even free ice cream sometimes. Well worth the \$1 more a gallon I paid.

Anyway, now cleared for takeoff on runway 24, I'm headed straight to Fantasy of Flight at 5:09pm. I get on SnF ATIS and learn there is a minimum 1 hour hold expected for departing traffic and if you don't join the 6 already holding around Lake Parker and Fantasy of Flight you may not get in when they open for arrivals again. I start to turn back to Kissimmee but with no place to sleep for the night, I change my mind and get ready to enter the hold. I ask the controller if I can hold at 1,700 and 150 kts and he discourages me saying, "you have to come down lower anyway and if that lane is full when they open up again, you may not get in." Arrgh!

As luck would have it, I end up following a C152 that took 5 days to get there from NY. He has trouble holding altitude, flying in a straight line, and following a 6 lane highway 1,200 ft below, but otherwise had a good sense of humor as the controller and I begged him to try and find a few more knots. Somehow, he managed to go slower on the downwind leg of the hold. After he announced concerns about remaining fuel, I surmised he was flying "ground speed" on downwind to save fuel. God help me!

After more than an hour at 85 to 90 kts in a Cozy I was getting tired. As I came up on the smokestack for the 8th or 9th time, the C152 called bingo fuel and peeled off to the left only to be chastised by the controller and given a better vector to exit the hold and stay out of KLAL departing traffic. With now more than 40 aircraft holding, I was first to be handed off to tower for the approach to landing. I flew to the "golf ball" water tower then left turn to head mid field. Gear down, all lights on, no one ahead of me, completely unfamiliar with the airport environment, planes parked everywhere, and landing on a taxiway with the now low sun filling the windshield at runway heading.

Downwind, right base, controller telling me to tighten my turn to final. There's a KC 135 tanker parked on taxiway B at the threshold for runway 23 that is blocking my view of the threshold for runway 28 and



taxiway A that I'm supposed to land on. The controller is telling me to turn inside the tanker which I do. I'm now lined up with taxiway B which just doesn't look right. The controller calls for a go-around and I comply immediately. I get on the correct upwind heading and quickly get cleared to enter the down wind again. Whew! I follow the airplanes in front of me, get lined up with taxiway A and told to land on the green dot (farther end). I fly at least 2,000 ft down the runway at 100 ft AGL before seeing the green dot and getting on the ground. After what seemed like a three mile taxi, and the airplane parked on the now soft grass of home built camping from the day before rain, my son Brian, Russ Meyerriecks, Bob Bittner (another Cozy driver), and a couple of hanger buddies from CA that flew commercial, welcomed me to the show.



Smiles all around and boy, did that Heineken taste good! Cheers!

Mark Rieger  
N716CZ

### Sightings



CalFire OV-10 doing flight flight training at KLHM in preparation for wildfire season.

March 22, 2024

**Just for Laughs**

**Bought a can of  
fly spray from the  
supermarket today.  
Sprayed it all over  
myself and I still  
can't fly.**