



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 23 11 am – 1 pm	Free BBQ lunch A chapter celebration at the EAA hangar
Thursday, April 4, 2024 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 13 8 –10 am	Second Saturday Pancake Breakfast at the EAA hangar
Saturday, April 16, 2024	KLHM Vintage Aircraft Display day 8:00 a.m. – noon main ramp
Saturday, April 16, 2024	Build and Fly session 9:00 a.m. – 11 a.m. EAA hangar
Saturday, April 27	Fourth Saturday BBQ lunch and program

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 Penny Mach Lesa McArdle Jeremy Preece
Membership	Chapter dues: \$30 per year for individuals and families; \$300 for gold



President's Corner



Greetings again in March as we move into spring. That means good flying weather and a busier airport. It is also fair to say that we are thriving as an EAA chapter. EAA Chapter 1541 was organized in 2012, so we are in our 13th year. We continue to enjoy growth in the chapter. Our total paid membership including family members now exceeds 170 people. And that does not include the nearly 40 members who were active last year but have not yet paid dues for 2024. (Both individual and family membership chapter dues are only \$30 a year...so hint, hint, if you among the 40, we're ready to renew your membership when you are.)

We have our regular schedule of Second Saturday Pancake Breakfast and Fourth Saturday BBQ Lunch/Program, plus the IMC/VMC Zoom meeting on the first Thursday of each month. We also have an EAA Build and Fly program for young people to learn about what makes an airplane fly by building a radio-controlled airworthy model. We also have a fine newsletter, a viable website, and resources available to pilots and aircraft builders. We try to avoid overloading the schedule, but we also throw in special events every once in a while.

Speaking of special events, we're having one this month. Our Fourth Saturday BBQ Lunch on March 23 is morphing into a chapter celebration. We have a couple of things to celebrate so we thought a party was in order. There is more information elsewhere in this newsletter, but as part of that celebration, we are providing a tantalizing Pulled Pork lunch to all chapter members. Yes, it turns out there is such a thing as a FREE lunch. But there's more to it than food...like I said, we have a few things to celebrate in our 13th year as a chapter. Make sure you get to the March 23 lunch.

I'll also mention that our board of directors got the results of the EAA chapter survey that was offered to all EAA members late last year. Our chapter had 51 members who took the survey, so about a third of our group. For the most part, it seems we are doing the things that our membership wants us to be doing. There were some good takeaways for the board after reviewing the survey in some detail, and we'll try to address some of our identified shortcomings in the coming months. If you want to actually see the survey results, let me know and we can make that happen.

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 EAA Ray Scholar for our chapter for 2024. The selected Ray Scholar is provided \$11,000 from the Ray Foundation to earn a private pilot certificate. There are some specific qualifications required and our chapter Scholarship Coordinator, Shirl Whelan, is more than happy to discuss the program with anyone interested. We hope to have the Ray Scholar candidate selected by early summer.

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. We have several board and other members participating in an EAA Leadership Boot Camp on March 23 in Livermore. It is great that we have individuals that are willing to take the time to get an in-depth look at how EAA chapters are run. One of my goals as the chapter president is to nurture the future chapter leadership. If you have a vision for where our EAA chapter should be heading, please talk to me and I can plug you into a place where your voice will be heard.

Also, mark the date: the City of Lincoln's 3rd annual Airport Open House is firmly scheduled for Saturday, August 24. 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.

Scott Thompson

March 23 BBQ Lunch and Program



We're Having a Party!

Our Fourth Saturday BBQ Lunch is a special event. As a chapter, we have some things to celebrate, so as a chapter we're going to celebrate. As part of that celebration, we are going to provide all our chapter members and their immediate families with a FREE lunch.

Our Galley Master, Scott Whelan, promises to provide a tantalizing Pulled Pork BBQ lunch with all the good fixings to go along with it. We're hoping we'll get a large percentage of our membership out to the hangar for this special event. We'll start serving lunch at 11:00 am and keep serving until we either run out of food or everybody is bloated.

We have no specific agenda other than to focus on a couple of recent successes our chapter has enjoyed. We'll have a few announcements and all that sort of stuff, but the main event is for the entire chapter to just get together. Serious hangar flying is encouraged.

And, remember, we will have our two flight simulators up and running for young and old alike, at least for part of the celebration.

But...important...we don't want to actually run out of food. So, please, RSVP back to our chapter email (eea1541@gmail.com) and let us know if you are coming (why would you not come?) on March 23 and the number of people who will be coming with you. It greatly helps Scott do the food planning.

Build and Fly Session



Our chapter's Young Eagles Build and Fly program had its second building session on Saturday, March 16. Under the guidance of three Associate Modelers of Sacramento (AMOS) members, we had a group of ten kids working on both the "Almost Ready to Fly" project and our just-arrived EAA "stick build" project.

The AMOS volunteers were for this second session were Dan Calhoun, Marlin Holmoe,, and Nick Graham, with Dan providing much of the hands-on instruction for the builders.



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.



EAA 1541's Ray Scholar is headed to the Air Force Academy



Editor's note: Danielle Hanes is the recipient of the chapter's 2023 Ray Scholarship and started private pilot training funded by the scholarship in the summer between her junior and senior year in high school.

Among the colleges she applied to last Fall, at the top of the list was the US Air Force Academy in Colorado Springs, CO. Earlier this month she was selected as one of 75 applicants to visit the Academy (out of 1400 who will receive acceptances), to meet with faculty, current and future Cadets, and learn about Academy life. In the picture here, Danielle (on the right) and future Cadet classmate Katherine Kwon are shown on the Academy campus during their March visit, celebrating their acceptances to the extremely selective school.

Danielle writes:

Ever since the beginning of high school, my dream was to go to the United States Air Force Academy (USAFA). Since the Academy isn't exactly a normal college experience, I think it's important that you know my "why."

I grew up near Eglin Air Force base in Florida, the largest Air Force base in the United States. There, I met various military personnel and became fascinated by their drive and determination, their willingness to do whatever it took to protect their loved ones and live their lives with integrity. They became the standard. They were the epitome of heroism, bravery, and honor. I watched in awe as they laid down their lives for this country. Sacrificing the comforts of civilian life to defend this nation. They are what I envisioned myself becoming.

As I grew older, I did my best to emulate the qualities I saw in my heroes: selflessness, strength of character, and the determination to always do my best.

The place that embodies all of my values is the Air Force Academy. The motto, “Integrity first, Service before self, and Excellence in all we do” resonates like nothing else does. USAFA will push me like I’ve never been pushed before. I will go beyond my limits to become the best person I can be, serving this country and my peers, understanding that it is not only my duty, but my pleasure to serve others. I will be held to a high moral standard, making me a better person. I believe with every fiber of my being that I belong at USAFA.

So, it is with great pleasure that I have accepted my appointment to the Air Force Academy as a member of the class of 2028. Thank you to everyone that has helped to make my dream a reality.

Danielle Hanes

Membership and Young Eagles Update

NEW MEMBERS

We had a record number of new members joining our Chapter during our last barbecue lunch. Would you please welcome the following:

Bryan Adams and his family: Amanda, Zayden, and Dominick.

Bryan is a pilot who flies an RV-8 and is interested in fly-in events, great hangar meals, socializing, and eventually becoming a Young Eagles pilot.

Col. James Bartran and his son, Joseph

James has been a pilot for thirty years, flies a U-2, and would like to build a family aircraft. He would also like to volunteer as a mentor to our youth members while his youngest son has an opportunity to learn about the world of aviation.

Christine Bates and her family, Nathan, Addison, and Alyssa

Nathan and Christine are already training for their Private Pilot License, and Addison will begin training next year. Their goal is to join the Air Force Academy.

Jerry Hill has joined our Chapter for the social aviation atmosphere. He previously flew a 172 Cessna.

Ciara Roseborough and her family, Aaliyah & Aaleia Campbell, and Chanel Roseborough

This family is interested in building aircraft, obtaining a pilot license, volunteering at “Airport Fun Days,” software in aviation, and furthering their aviation education.

Michael Scott and his son, Michael C. Scott

Michael, the son, took a Young Eagle ride and immediately went to Sporty's, online, and by using his Logbook Code, began studying. Michael, the dad, is interested in volunteering during all our Chapter events.

Violet Yang

Violet is a young lady pursuing her dream of becoming a pilot. She has obtained a student membership with us and would like to volunteer at our events.

YOUNG EAGLES UPDATE

Our regular mini-rally is scheduled for March 23, 2024, from 8:00am to 10:00am before our special barbecue lunch which begins at 11:00am.

As of this writing, we currently have five pilots committed to flying, and thirteen children/teens registered to fly. Our pilots are Dirk Dreyer, Mike Haag, Jim Hughes, Mark (Mac) McElroy, and Dug Smith. Thank you, Gentlemen! 😊

I hope to see all members on March 23rd.

Be happy and fly safe.

Cheryl Andrade, V.P.,
YE and New Member
Coordinator

Treasurer's Report

Members: As of February 29th, our chapter membership stands at 176.

Ray Scholar: As of February 29th, the balance is \$ 842.5.

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

Activity: I was out of town almost all of the month of February and did not have a Treasurer report last month. This report will include all that activity.

Account Balances:

Hangar Fund	
Ending Balance	\$ 27,016.48
R&S Scholarship Fund	
Ending Balance	\$ 19,794.63
General Fund	
Ending Balance	\$ 19,383.04
Ray Scholar Fund	
Ending Balance	\$ 842.50
Balance of all accounts	
February 29, 2024	<u>\$67,036.65</u>

The R&S Scholarship fund: Young Eagle donations totaling \$32.00. Donations during chapter meals were \$341.00. A \$50 Benevity donation coordinated by Christina Duran. Expenses to fund included: stationary, Danish and the Build and Fly Kit, totaling \$633.46. The **Hangar fund:** increased by \$1,000, thanks to a aircraft parts sale facilitated by Bruce Estes. Activity to the **Chapter's fund:** included

increases due to memberships dues of \$3,810, meals sales of \$1,455 and outflows for meals and propane of \$303.73 and Hangar supplies of \$486.04.

Aviation thought for the month: *Sometimes, flying feels too godlike to be attained by man. Sometimes, the world from above seems too beautiful, too wonderful, too distant for human eyes to see.* Charles A. Lindbergh

Respectfully Submitted,
Scott Whelan
Treasurer
EAA Chapter 1541

Project Updates and Adventures

Brent Smith writes:



My Mini-IMP is now all back together after the exploding Flexidyne odyssey, and I have finally succeeded in getting the idle mixture adjustment correct for my Airflow Performance fuel injection system. She starts promptly and runs smoothly with no hesitation when advancing the throttle "energetically" as the manual says. I replaced the nose wheel tire to provide a tiny bit more room inside the wheel well to clear the nose gear doors. A long taxi to the south runnup area was smooth,

comfortable and grin-inducing. I have swapped out the main gear tires before continuing taxi testing prior to first flight but getting air under the tires is imminent.

Looking forward to it. 😊 Brent

Tom O'Hair writes:

I don't have a significant project update, but I do have a line on an interesting flying job that might fit someone in our chapter. An Aviation Safety Officer II position is about to open at Caltrans Division of Aeronautics based at HQ in Sacramento. The candidate must have a commercial fixed-wing license. The pay tops out at around \$8k per month. Anyone with questions can contact me directly if they like. My work email is tom.ohair@dot.ca.gov.

Thanks,
Thomas O'Hair
1203 Nightfall Court
Roseville, CA 95661
916.407.6545

In the “better late than never” Adventure story category, Tech Counselor **Dan Masys writes:**

A Fine Flight Adventure to kick off the New Year.



Growing up in Ohio, New Years Day became a memorable event when television introduced the entire country to the Tournament of Roses Parade in Pasadena and the Rose Bowl game, which for many decades featured the Big Ten champion team – often Ohio State or Michigan – and the Pacific conference champion (the Pac 8 which became the Pac 10 then Pac 12 before self-destructing in 2023). Watching those idyllic pictures on TV of the San Gabriel mountains over the Rose Bowl stadium under what always seemed like clear blue skies with balmy temperatures in Southern California made an indelible impression on many Midwestern kids, myself included. Attending the game became a bucket list item as the years rolled by.



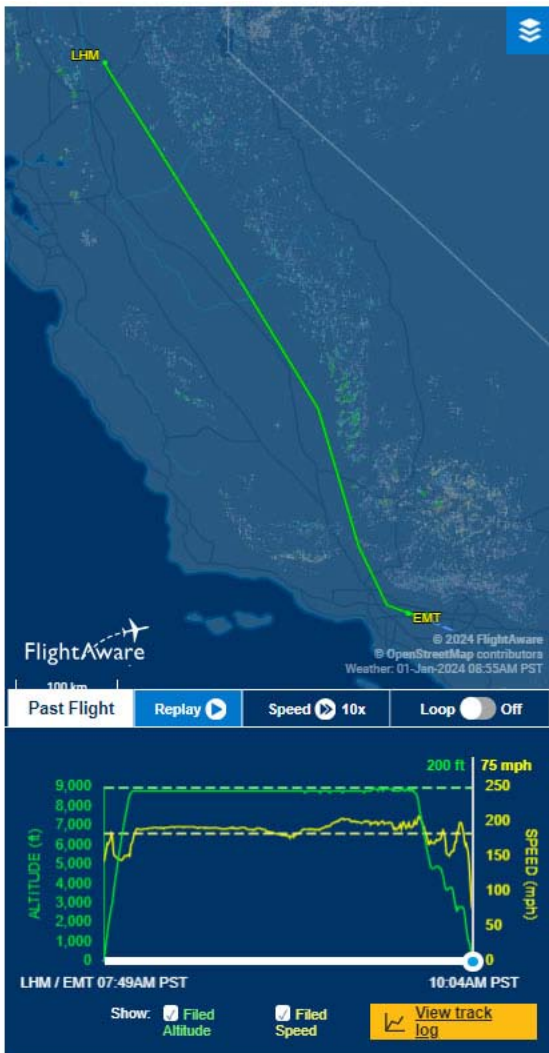
El Monte airport, a small green stripe in east LA's urban sprawl.

On a trip in the RV-10 in June of 2023, I discovered that San Gabriel Valley airport -- better known as El Monte (KEMT) -- is a hidden gem tucked under the inbound approach corridors to LAX. Sort of like a towered version of Lincoln Regional, it has a large resident population of GA aircraft, lots of transient aircraft parking, and inexpensive self-serve fuel. Unlike KLHM it also has a nice airport terminal building with restaurant overlooking the ramp and runway, an LA Metrobus stop in front of the terminal, and as of this writing there are no overnight tiedown fees. Also unlike KLHM the single runway is 4200 feet, which is too short for most bizjets, so big events don't

flood the airport with turbine jetsetters.

The #287 LA Metrobus line goes about three miles from the El Monte airport to the Arcadia Metrorail station, and the Metrorail offers a ten minute ride to downtown Pasadena, with the Rose Bowl stadium within walking distance of the station! If one happens to have a public transit TAP card and happens to be 60 or older, traveling around the LA area is basically free; less than a dollar and change to go anywhere in the Los Angeles basin. For the less adventuresome, an Uber ride from the airport to the light rail is about \$10. The distance from KEMT to the Rose Bowl is about 10 miles as the crow flies, but not as the RV is allowed to fly, so a bit of ground transportation is needed. Cars are available but not recommended on the one day of the year when Pasadena's population increases by about 750,000 people. With this experience and knowledge the fates were aligning themselves for a bucket list trip from Lincoln to Pasadena on the big day, January 1, 2024.

The final piece of the puzzle was the weather. NorCal and SoCal both got doused with a giant Pacific storm on December 30th and 31st, with another one due the evening of January 2nd. But in between were two glorious blue sky days with temps around 70, apparently ordered up by the Rose Bowl planning committee (since the event has only been rained out 4 times in over 100 years.) After a comprehensive check of weather and NOTAMs on the morning of January 1, it was go time in the RV-10. In Lincoln and most of the Central valley, that day began with ground fog, which required an IFR departure. Not an impediment, however, since flying VFR into the LA basin is not for timid or inexperienced aviators in any case, and an IFR clearance may not pave the way to an effortless arrival but it definitely means ATC can't tell you to “remain clear” when you get into that very complex airspace.



The 335 nm trip between KLHM and KEMT was predicted to take 2 hours and 5 minutes in the RV-10 on New Years day morning. Getting there starts out really easy – just GPS direct from Lincoln to either the Tule VOR (TTE) or the Lake Hughes VOR (LHS), which is the gateway for most IFR traffic southbound from the Sacramento area into the LA basin. The mountains that define the northern rim of the basin make the minimum enroute altitudes from 9000 to 10,000 feet at that location, and after crossing those mountains LA Center hands traffic off to SoCal approach, and the real fun begins.

The object of the game is to safely descend from 9000 to KEMT’s field elevation of 295 feet amidst inbound jets to LAX, Long Beach, Burbank, Van Nuys, and Ontario, and dozens if not hundreds of GA aircraft crisscrossing the urban sprawl of LA’s 502 square miles that are home to about 10 million people.

As shown on the Flightaware track to the left, this generally requires multiple step down altitudes, heading vectors, and frequency changes, usually with all three communicated at the same time by ATC. Listen fast, think fast, talk fast is the way the game is generally played; east coast pilots with experience interacting with New York Center feel right at home.

On the morning of the Rose Parade there were Temporary Flight Restrictions (a TFR) over Pasadena and the approach from the west into KEMT. As a result SoCal was vectoring

all traffic to the Paradise VOR (which seems like it must be half way to the Arizona border) to turn around and approach El Monte from the east. But it all turned out fine, and a few memorable pictures resulted:



Pilot’s selfie



RV-10 on the KEMT ramp, San Gabriel Mountains sunset



“Non-denominational” Rose Bowl hat since the pilot wasn’t rooting for either team. Oh, and Michigan beat Alabama on the way to a national championship