Runway 15

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

In This Issue

On the Horizon: Calendar of Events

For the most up-to-date information, go to the chapter website: https://eaa1541.org/

Date	Topic
Thursday July 2, 2026 7-8 pm	**IMC/VMC club online** *"What Would You Do? scenarios"* FAA Wings credit available
Saturday, July 11 8:00a – 10:30a	**Second Saturday BBQ lunch** and program
Saturday, July 18, 2026 8:00a – 12n	**KLHM Vintage Aircraft Display day** Airport main ramp
July 20-26 2026	**EAA Airventure 2026** Oshkosh, WI

EAA CHAPTER 1541 INFORMATION

Meetings	Usually the second Saturday 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	Vacant
Secretary	Penny Mach
Treasurer	Scott Whelan
Chapter Board of Directors	Paul Darbo Tim Devine Frankie Fusco Jim Hughes Lesa McArdle Josh Smith
Membership	Chapter dues: $30 per year for individuals and families; $300 for gold

President's Corner

Greetings once again as we start the summer season. Good flying weather prevails, at least in the cooler mornings. Airport activity picks up, and the traffic pattern is often full.

Our chapter does what it can to add to that activity. Our regular Second Saturday Gatherings will become pancake breakfasts for the months of July, August, and September. This is a pragmatic decision based on the summer heat of our Sacramento valley. Our next breakfast will thus be Saturday, July 11, at 8:00 am, with a program set for 9:00 am.

Speaking of heat, we were all disappointed that it was just too hot to realistically hold our planned "Land On The Dot Dinner" on the second Saturday of June. It's a great idea for an event and we're planning on adding it back on the calendar, probably for next spring when we can count on cooler temperatures.

We do continue to hold our **Young Eagles Rallies** on a regular basis. Our next Rally is set for Saturday, June 27. We are full up at 21 Young Eagles signed up to fly right now and are constrained by the number of volunteer pilots that donate time, fuel, and airplanes to the event. At this point, we have seven pilots, which is a very nice number. However, if more Young Eagles slots become available, we'll let the chapter know via an email.

The big EAA airshow, **AirVenture**, is coming up next month at Oshkosh, Wisconsin. It will officially be held from Monday, July 20 through Sunday, July 26, though many arrivals will come in beginning on Friday, July 18. We had hoped to get a gaggle of chapter pilots to fly together back to Oshkosh this year but that did not come together. If you are planning on going, however, we are trying to get a list together to add the possibility of a chapter dinner during the week. This dinner has become something of a tradition over the years, and we hope to keep it going. Let us know via an email to the chapter if you are planning to attend and if you are interested in the chapter dinner.

Coming up also is the City of Lincoln's **Wings and Wheels** event to be held on Saturday, August 29. There are also events planned for the prior Friday night. Put those days on your calendar. We already have a cadre of ramp control volunteers we can provide to the city, but are always looking for a few more, especially if you a pilot or well know your way around airplanes. The ramp crew will work to keep the airplanes moving on the ramp and the public safe and sound. Our chapter will also set up our flight simulators in the Youth Expo hangar, and also have an information booth set up. We always have room for volunteers to help out. Email the chapter at eaa1541@gmail.com to get your name added to the list.

It's still a long way off but we have set the date of our **December Holiday Party** for the evening of Wednesday, December 9. *Please mark your calendars.* We will return to BJ's Restaurant in Roseville as this has turned out to be a good venue. We continue to do all we can to hold the ticket prices down so that more families can attend. My idea of the Holiday Party is to celebrate our chapter and enjoy some social time over a good meal and some fun activities. You will see more on the Holiday Party in the months to come.

Scott Thompson
EAA chapter 1541 President

Hello from EAA HQ,

Congratulations to your chapter in successfully reaching the **GOLD** level status recognition level for the year 2025. EAA is happy to present you with your chapter recognition banner to proudly display where your chapter meets.

Your level also will be displayed online at **EAA.org/FindAChapter** with a similar emblem as seem below. You are encouraged to use your emblem on your website, newsletter, and other promotional materials.

You can download an electronic version of the EAA Gold Emblem from our EAA Chapter Recognition webpage found at **EAA.org/ChapterRecognition**. Once there, simply scroll down to the "Learn About Recognition Criteria" link, where electronic emblems are located at the bottom of the page.

Congratulations again on your chapter's accomplishment. We hope to see you at EAA AirVenture Oshkosh 2026. Be sure to stop by the EAA Blue Barn – Home of EAA Chapters and Young Eagles. Here you have the opportunity to join a chapter related forum, view all of our EAA chapter programs and activities and meet EAA staff and volunteers.

If you have additional questions, please contact us at 800-564-6322 or chapters@eaa.org.

Tailwinds,
EAA Chapters Staff

We just added a new banner to our chapter hangar recognizing that we again received status as an EAA Gold chapter. EAA Chapter 1541 has achieved this significant status with the EAA for each year since 2019

New Private Pilot

Chapter member and Ray Aviation Scholar **Tyler Madson** earned his Private Pilot certificate on the morning of Monday, June 15. I think I can speak for our entire chapter to say we heartily congratulate him on this significant accomplishment.

Tyler 'enjoyed' something close to a two-hour oral exam followed by a two-hour flight. From all accounts, he was well prepared and the check ride went smoothly.

His short-term plans? He'll take his parents flying in the near future, take a short break from studying and training, and then jump into work on his **Instrument Rating**.

Congratulations to Tyler!

Our New Chapter Board Member: Frankie Fusco

We were pleased to invite Frankie Fusco to consider joining our chapter Board of Directors, and our May board meeting, we voted to add him to our chapter's leadership team. We thank him to volunteer to help move the chapter forward. Here is a bit about our newest board member:

I am a 47-year-old husband and proud father of two. I was born in Rome, Italy, and grew up in Milan before my family relocated to Washington, D.C., when I was 13 years old. I spent most of my teenage years there before moving to San Francisco in 1999 to attend the Academy of Art University, where I earned a Bachelor of Fine Arts degree.

While balancing work and school, I met an incredible woman who would later become my wife. Together, we have built a wonderful life and raised two amazing sons.

My oldest son, Enzo (19), recently graduated from lineman college and is currently pursuing placement in the IBEW Local 1245 apprenticeship program. My youngest son, Marco (almost 15), will be a sophomore at Whitney High School this fall. Marco has a deep passion for aviation and dreams of one day becoming a pilot for a major airline.

Professionally, I work as a Safety Technician for Pinnacle Power Services. Our company partners with PG&E throughout California to help maintain, replace, and install critical electrical infrastructure. Our work helps ensure the safety, reliability, and continued growth of the state's power grid.

I am both honored and grateful to have the opportunity to serve as a Board Member for EAA Chapter 1541, and I look forward to contributing in any way I can. Aviation has become a special interest that Marco and I share, and a few months ago we traveled to Washington, D.C., to visit my parents and explore both the National Air and Space Museum and the Steven F. Udvar-Hazy Center. It was an incredible experience, and I highly recommend visiting if you ever have the chance. Seeing some of the most iconic aircraft in history up close was both inspiring and unforgettable.

I look forward to meeting more of you and seeing everyone at the next EAA 1541 event!

Lincoln
AREA CHAMBER OF COMMERCE

LINCOLN WINGS & WHEELS

City of Lincoln

AT THE LINCOLN REGIONAL AIRPORT

FRIDAY, AUGUST 28TH PRE PARTY

VIP EXPERIENCE OPTION

EVENING MOON GLOW
LIVE MUSIC
FOOD TRUCKS & BEER GARDEN

GATES OPEN AT 5PM
$5 ENTRY FEE

SATURDAY, AUGUST 29TH

$20 CAR SHOW FEE

AVIATION & CAR SHOW
YOUTH AVIATION EXPO - FLIGHT SIMULATORS
FOOD TRUCKS - VENDORS - DJ

GATES OPEN AT 7AM
$10 ENTRY

Treasurer's Report

Members: As of May 31st, our chapter membership stands at 151, including 12 Gold memberships.

Ray Scholar(s): As of May 31st, we now have 3 Ray Scholars, and their combined balance is $ 5,83.88. The balance for Aria is -$559 and the balance for Tyler stands at $2,853. We received the initial payment for our 3rd Ray Scholar Sam, and his balance is $3,600.

Activity:

R&S Scholarship fund:
Increases – Income from the donation buckets at the lunch meeting - $15.00. Donations from the Young Eagles Rally $36.00. We received a deposit on the sale of the Zenith aircraft - $2,250.00.

Hangar fund: No Activity

Chapter's fund:
Increases – Member Dues $120.00, Meal sales - $295.00
Decreases – Food Costs (Lunches) – $188.20.

Account Balances:

Hangar Fund	
Ending Balance	*$ 30,216.48*
R&S Scholarship Fund	
Ending Balance	*$ 29,154.93*
General Fund	
Ending Balance	$ 20,502.35
Ray Scholar Fund	
Ending Balance	$ 5,893.88
Balance of all accounts	
May 31, 2026	$ 85,767.64

Aviation thought for the month: "Wherever you go, go with all your heart." **- Confucius**

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Respectfully Submitted,
Scott Whelan
Treasurer
EAA Chapter 1541

Project Updates and Adventures

Chris Silva writes:

First U.S. Magni M16 Xtreme Retrofit

My Magni M16 gyroplane recently received a major upgrade with Magni's new Xtreme kit, and it turned into exactly the kind of hands-on aviation project that makes being part of our EAA chapter so valuable.

With much-needed assistance from fellow chapter member Dug Smith, we installed the kit on my existing M16. The upgrade includes larger 21-inch tires and wheels, a new main axle, and a redesigned articulating nose fork with a larger nose wheel and shock-absorbing capability. The goal is to give the M16 more capability on rougher grass, dirt, and off-airport-style surfaces while preserving the flying qualities that make the Magni such an enjoyable gyroplane.

This was an especially interesting project because, to the best of my knowledge, this is the first Magni M16 in the United States to receive the Xtreme kit as a retrofit on an existing aircraft. Magni has offered the Xtreme configuration as a factory option for about a year, but converting an existing M16 is still very new.

The installation was mostly straightforward, but not simply bolt-on. The larger nose fork required fitting and body clearance work, and the new main gear setup required careful installation and checks. Fortunately, the existing Beringer brakes and rotors were able to bolt onto the new wheels.

After the install, I went back to basics with taxi testing, takeoffs, landings, and several hours of careful flight evaluation. So far, the gyro still feels like the M16 I know, but with a different ground feel, landing sight picture, and soft-tire compression. I am sure you will see it around at future EAA meetings.

I put together a video showing the upgrade, installation highlights, and first flight impressions here: https://youtu.be/9pSP6FKTxT8 A big thanks to Dug Smith for the help getting this first U.S. retrofit completed.

Brent Smith writes:

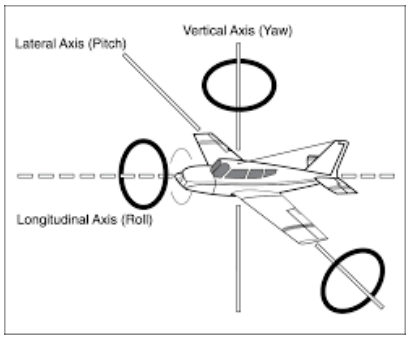
While awaiting solution to my alternator problem, I've changed the main landing gear tires to slightly larger aircraft type, replacing the racing go-kart tires Molt Taylor used on the smaller, lighter short-nose prototype. The slightly larger tires required corresponding modifications to the wheel well openings. The new tires were followed by a fresh wheel alignment check that found them toed-out nearly 3 degrees. A small aluminum wedge under the left axle brought the total toe out to about 1/2 degree; camber for both sides is on-spec 1 degree. I also replaced a gear retraction synchronizer chain that had broken during the fitting of the new tires into the wheel wells. I was just informed that my alternator is ready to re-install so... hopefully, you'll see me resuming taxi testing soon!

Bhuvan Datta writes on his independent research into RC aircraft control systems and their effects on pilot perspective while flying them:

In the realm of Radio Controlled aircraft, **orientation** is an extremely prevalent issue. Flying an airplane is intuitive when the plane is at its 'default position', when the nose is pointed away from the user and wings are level. The predictive power of our intuition dominates when the airplane is in this convenient configuration, it is easy to see that pulling the right transmitter leftwards (left aileron) yields a circular rotation counter clockwise. In other words, the user can easily imagine the effect of this input on the airplane, the wings will trace out a perfect two-dimensional circle in the x-y plane (not to be confused with airplane) about the fuselage. But don't just take my word for it. The next time you hop in an airplane with a turn coordinator pay close attention. You'll see that the turn coordinator is literally the circle traced out by the wings of the miniature airplane as previously described, about the fuselage. This corroborates

with the idea that this is how the movement of planes based on inputs is viewed, as two-dimensional circles. In this convenient orientation, the effect of the other two control surfaces also take the form of easy-to-visualize circles.

The input of elevator results in the nose of the plane tracing out a two-dimensional circle in the y-z plane about the wings, as viewed from the side of the airplane. Technically, if the user imagined this circle from where they stand (behind the airplane), it would be invisible, but since the y-z plane is orthogonal to the current perspective of the x-y plane, the user can easily orient themselves in this perspective and imagine said y-z circle. The same applies to the input of the rudder, since the nose traces out a circle in the x-z plane as a result of rudder. The user can easily imagine the plane from a aerial perspective above the airplane, since the x-z plane is orthogonal to their current perspective of the x-y plane. But, once again, do not just take my word for it. Heading indicators are a an example of this aerial view circle in the x-z plane, which demonstrates that this is indeed how people view the effects of yaw (or rudder). In fact, in ground school you were probably shown an image similar to this:



which describes all three aforementioned circles, demonstrating how integral this way of thinking about the result of the controls is.

Going back to the realm of Radio Controlled aircraft, what makes the airplane easy to predict at the 'default' orientation is the fact that these circles which correspond to specific inputs are easy to visualize from where the user stands, or any orthogonal perspective. These circles lie exactly on one of the two-dimensional planes.

However, at more realistic and probable orientations of an RC aircraft, these same circles do not just occupy the x-y plane or y-z plane. Instead, these two-dimensional circles occupy 3 dimensions, adding a factor of depth and making it these circles less easy to visualize from our perspective of the x-z plane. In other words, these 'circles of motion' as I like to call them are no longer solely two dimensional and require some advanced cognitive perception. Even though the retinas are technically 2D receptors capturing flat images, I'm not saying we aren't incapable of 3D cognitive perception, because we are. However, the added layer of depth in each circle of motion definitely demands more imaginative effort and, thus, time to think. Continuously pausing to think about what inputs to use is a quick way to lose an RC airplane, as you let it crash into the ground while you think about what to do next, or, even worse, you instinctively input the wrong control which catalyzes its fate.

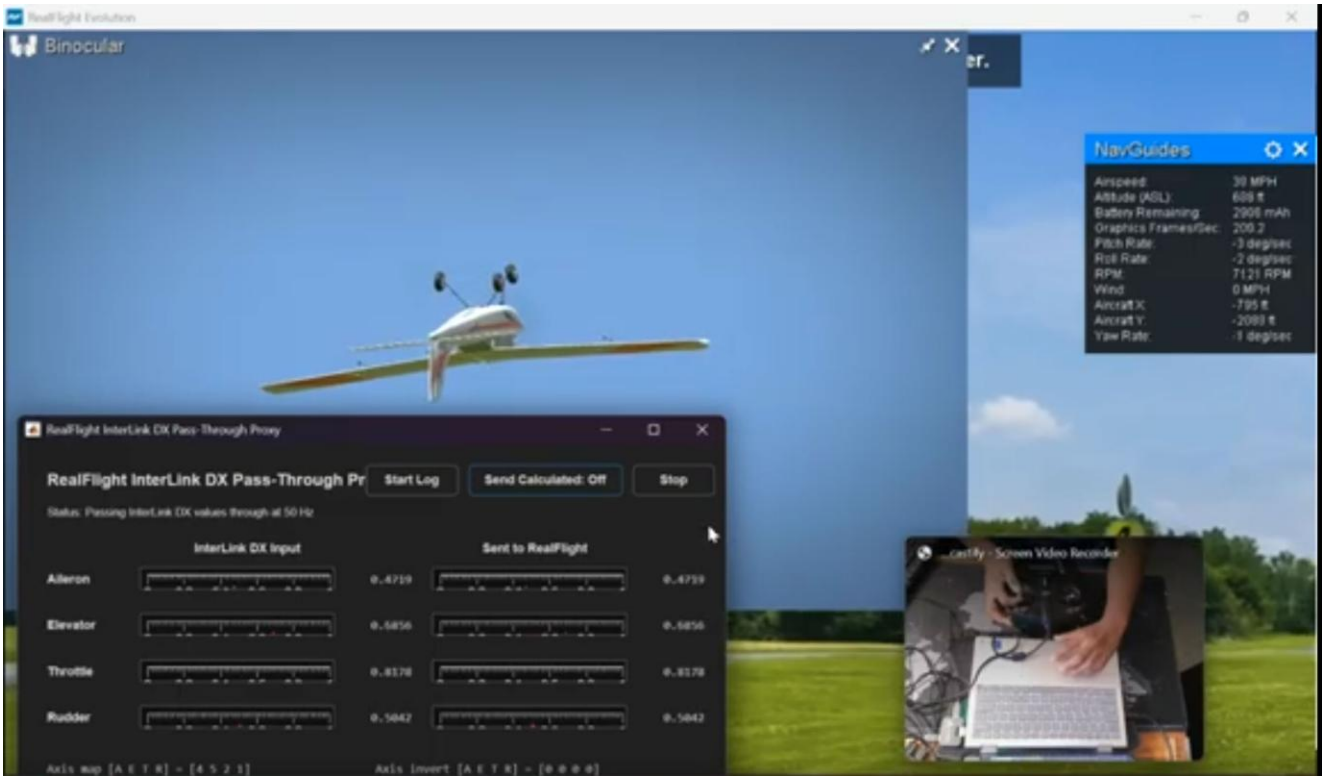
Anyway, simply put, I am working on a way to combat the problem of orientation in RC flying through something called "**Pilot's Perspective**." This project is a mathematical framework which maps inputs onto those familiar rotations in space rather than specific control surfaces. What this means is that at pulling the right transmitter stick downwards (elevator up) will always result in the plane performing that classic y-z circular rotation. Moving the left stick leftwards (left rudder) will always result in the plane performing that circular rotation as seen from a bird's eye view, or the x-z circle. Not to delve to deeply into the mathematical details, this is achieved by factoring in the airplane's orientation, the user's input, the airplane's inertia around each of its axes (longitudinal, lateral, vertical) in combination with linear algebra to compute how much each control surface needs to deflect in order to perform the desired rotation. So far I have had success with this algorithm in basic cases where the rotation demands only one control surface (albeit a separate one).

On the EAA1541 YouTube channel you can see two brief **Pilot Perspective** videos:

- One demonstrating left rudder input at a 90 degree bank, and
- One demonstrating elevator input at 180 degree bank (i.e., inverted).

In each video, despite the odd orientation the airplane utilizes control surfaces different from the ones that would normally correspond to the input in order to achieve the desired rotation. For example, yaw left rudder input forces the plane into that flat x-z circle by using elevator, since it is banked 90 degrees. Cases where the airplane requires multiple control surfaces are a work in progress for now, since factoring in different inertias is a complex step. Currently, my method of tracking the plane's orientation via continuous integration is unsuccessful, so I am currently working on a different way to track the airplane's orientation when given pitch, roll, and yaw rates over time.

While this is backed by some evidence and is logically sound, it is mostly based on theoretical, innate, reasoning. As I continue with this project I plan to get more empirical data to support the fact that orientation is an issue in RC and full-scale flight. Nevertheless, I have got multiple statements from RC pilots and even full-scale pilots, who agree that it has taken significant effort to resist pulling the yolk when upside down, one example of the problem orientation causes. If this topic interests you, you can follow my progress at https://bhuvandatta.blogspot.com/p/the-fastest-exit-problem-choosing.html



Bhuvan Datta

Sightings

A Lockheed 18 Lodestar on the ramp at KVCB Vacaville, CA on May 25, 2026. The aircraft was originally delivered to the USAAF in World War II as C-60A 42-56011, then transferred to the RCAF as 559 in 1943. It converted to a Howard 250 trigear business aircraft in 1966 and re-registered as N6711 in 1968. Cancelled from the register in 2013 and later restored to the FAA registry as N90711 in 2022. Hasn't flown in quite a while and needs a little work.