



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
Presidents' Corner	2
Wings and Wheels 2026	3
CalTrans Division of Aeronautics program	5
A B-17 Comes to Town	6
Celebrating the B-17 Dinner	10
An EAA Success Story	10
Treasurer's report	14
Project Updates and Adventures	15

On the Horizon: Calendar of Events

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

Date	Topic
Fri-Sat Aug. 28 & 29th	Wings and Wheels event at KLHM
Thursday Sept 3, 2026 7-8 pm	IMC/VMC club online "What Would You Do? scenarios" FAA Wings credit available
Saturday, Sept 12 8:00a – 10:30a	Second Saturday Breakfast and program: Robert Long on the Caltrans Division. of Aeronautics
Tues-Thurs Sept 15-17	B-17 Sentimental Journey visits KLHM
Saturday, Sept 19, 2026 8:00a – 12n	KLHM Vintage Aircraft Display day Airport main ramp
Sat. Sept 19	Celebrating the B-17 Dinner EAA hangar

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	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	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



Two big events are being held at our airport in the next few weeks, both of which are covered elsewhere in this newsletter but bear repeating here.

Coming quickly into the foreground of airport activities is the gala **Wings and Wheels** event arriving at an airport near you next Friday and Saturday. (That would be August 28 and 29.) Events are planned for Friday night from 5 pm to 10 pm, and Saturday from 7:00 am to 2 pm. More information can be found at Lincoln's [Chamber of Commerce webpage](#) and elsewhere in this newsletter. But for our chapter, we are pitching in with some ramp safety volunteers, and we'll also have a big booth on the vendor line, plus have our simulators available in the Youth Center hangar. Whether you are coming to help or bringing

your family out for the fun, it should be a good time to be had by all. Forecast is normal for late August in Lincoln (i.e. hot) for Saturday, so plan for that. Bring the kids and the sunscreen for a fun day at the airport.

I'm also excited that the **CAF B-17 Flying Fortress** flying as *Sentimental Journey* is making a tour stop at our fair airport during the week of September 14. For me personally, it's pretty cool because I've spent many decades as something of a B-17 historian (see also <https://www.aerovintage.com/>), an interest that started back in the mid-1960s with (original) episodes of the ABC TV series **12 O'Clock High** (a QM production, for those who remember such things). There are only 46 surviving B-17s out of the 12,731 built between 1935 and 1945, and only *three* of those are flying in the world these days. So having a living, breathing, oil-dripping example on our ramp and flying in the area for a week is a special treat. I'll be particularly interested to see what kind of a local draw will occur when the sound of four Wright R-1820 engines begin to rumble over the skies of Lincoln. I suspect our airport fence will become crowded with curious throngs eager to see a slice of aviation history. At least I hope so. A B-17 is not a cheap thing to operate, and selling ground tours and flight experiences is what keeps this B-17 in the air these days.

Our EAA chapter is not directly involved in assisting the CAF for this tour visit. We're obviously available if needed or wanted but, if nothing else, I would expect we will provide an enthusiastic pool of visitors to see, hear, smell, and touch this rare piece of aviation history. There is also a special dinner being put together on Saturday, September 19, to celebrate the B-17 and crew in town, so look for details soon on how you can attend.

Besides those two items of interest, airport users should already be aware of some changes underway with our airport management. Earlier in August, the Lincoln City Council (our airport owner and operator) approved a contract that will bring a company named KT Aero to our airport. KT Aero will assume providing fueling service, ramp, and ground support for transient and based aircraft, and also make daily airfield inspections, provide facility maintenance, recordkeeping, airport marketing, and business development services. This, in conjunction with the recently enacted Common Area Maintenance fees on hangars and tiedowns, should result in some continual improvements in the airport infrastructure, appearance, and usability. And, as any airport user has

no doubt observed, we also have a slew of new hangars approaching completion, a year-long project that will also enhance our airport environment.

In the back of my mind, I think it would be a great idea for one of our early 2027 chapter meetings to be dedicated to having representatives from the city of Lincoln, KT Aero, and Executive Hangars of Lincoln come and spend some time with our chapter members over lunch. Alas, though, I will be leaving it to the next chapter president and board (for the 2027-2028 term) to put that together. Yes, chapter leadership will be morphing after December, so look for those coming changes too.

But, for now, there are many things going on at our Lincoln airport, both on the fun side and in the background, all of which is important to keeping it as our regional aviation jewel.

Scott Thompson
EAA chapter 1541 President

Lincoln Airport Wings and Wheels Friday, August 28 and Saturday, August 29

As you read this, the big Lincoln Airport ***Wings and Wheels*** event is next weekend, on Friday, August 28 and Saturday, August 29. It will be a landmark event for the airport.

Presented by the City of Lincoln and the Lincoln Chamber of Commerce, it is expected that as many as 10,000 guests from across the region will take part in this two-day event, showcasing the best of air, land, and local flavor.

[Visit this website for more information.](#)

From the Wings and Wheels announcement:

Friday Night – August 28 | 5–10 PM

Kick off the weekend with an evening of good food, glowing skies, and great music. Enjoy gourmet food trucks, dance to a live local band playing fan favorites, and don't miss the breathtaking hot air balloon moonglow – a magical sight you won't forget.

Saturday – August 29 | 7:00 AM–2 PM

Start your morning with a peaceful hot air balloon rise, then watch the skies come alive with flybys and aircraft displays. On the ground, you'll find hundreds of classic cars, hot rods, specialty vehicles, and aircraft up close, plus artisan vendors, tasty food, and fun for the whole family.

Our chapter is participating in three ways:

- We are providing chapter members as volunteers to the city's ramp control team.
- We will have an informational booth on the vendor line to spread the word about aviation, EAA, and our chapter. We'll have some special exhibits and some of our young people available to answer questions and just talk to people about what aviation has to offer.
- We will have **four** flight simulators set up in the Youth area inside the Youth Aviation Hangar. Our simulators are a popular attraction at these events and gives our chapter a chance to interact with kids and parents about flying and aviation.

Let your friends, family, and neighbors know about this fun and entertaining event that features our airport and aviation to the regional community.



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

September Breakfast Program: Robert Long from Caltrans Division. of Aeronautics

Our **Second Saturday Pancake Breakfast** is set for **September 12** and, as usual, will start at 8:00 am with a delicious breakfast from our fine cooking team.

Our program for September will be a special one. **Robert Long**, an Aviation Safety Officer with the state Division of Aeronautics will be our presenter. The Division of Aeronautics is the aviation part of Caltrans, our state transportation agency. Robert will give us an overview of what the **Division of Aeronautics** does. Not widely known is that the division inspects all public-use airports in California, and provides a wide range of other services also. The airport inspection process is complex and extensive, and is in cooperation with the FAA. Robert will provide some details about his job, and will also be providing information about the division hiring two or three Aviation Safety Officers in the near future. For those who might be interested...he can provide the scoop about how to apply.



For our Saturday gathering, we'll also have a report from one of our EAA Air Academy attendees from July, as well as our flight simulators up and running, hot coffee, and some excellent hangar flying available.

We'll be cooking pancakes, eggs, and other good stuff from **8:00 am to 9:00 am when the grill shuts down**, so come early. Breakfast will be \$10.00 per person or \$25.00 per family, (or complimentary if you are one of our chapter's Gold Members).

A B-17 Comes to Town

The Boeing B-17 Flying Fortress has long been a symbol of American airpower during World War II. It and its companion B-24 Liberator formed the backbone of the U.S. strategic bombing effort of Germany between August 1942 and May 1945. Equipped with thirteen 0.50 caliber machine guns spread around its airframe, it was dubbed as the Flying Fortress. However, early combat missions severely tested the ability of the B-17 to defend itself in the skies over Europe against determined opposition from German flak and fighters, even while tightly packed into formations to mass defensive firepower.



The air war of 1943 and 1944 was bloody and unforgiving, and many American airmen paid the ultimate price in those battles. But, by the first months of 1945, the air war was clearly won, with the help of escort fighters like the P-51 Mustang. A thousand American heavy bombers were routinely launched nearly each day against military targets in Germany. Eventually, the mighty Eighth Air Force ran out of targets.



The B-17 proved its worth in the air battles over Europe, repeatedly demonstrating an ability to absorb incredible combat damage while still getting through to its targets, and then bringing flight crews home to England. However, the bombers were not invulnerable. It should also be noted that 4,700 B-17s and B-24s were lost in combat, with more than 26,000 American airmen killed in action during the European air war.



But the B-17 was the focal point of that air war, with its exploits and reputation legendary. War time and post-war films featured the B-17...films such as 1949's *Twelve O'clock High* and *The Memphis Belle* (both the 1943 and 1989 versions) remain well known even today. In 2026, there are less than fifty B-17s left of the 12,731 built. And of those few surviving B-17s, only two of them are currently flying in the U.S.

Thus, it is a rare treat that one of those few flying B-17s is coming to our Lincoln airport during the week of September 14. The Commemorative Air Force's B-17G, *Sentimental Journey*, will be based at Lincoln for that week, offering a tangible taste of history with ground tours and airborne flight experiences. The schedule has the B-17 arriving on Monday, September 14. Ground tours will be available beginning the following day, Tuesday, September 15, through Thursday, from 9:00 am until 5:00 pm. On Friday through Sunday, B-17 rides are available from 9 am until 2 pm, with ground tours available from 2 pm until 6 pm. Ground tours are offered for \$10 per individual or \$20 for a family of four. Flights in the B-17, indeed a rare opportunity, are offered with seats at \$475 or \$850, depending on where the seats are in the aircraft. Flight opportunities are limited...and it is suggested that bookings are done as early as possible. [This website offers more details and booking information.](#) The revenue from the ground tours and rides are what keep the airplane flying. It is a very expensive proposition to keep an 80-year-old four-engine bomber flying when fuel, oil, maintenance, insurance, and crew costs are factored in.

As for the CAF's B-17 that is coming, a brief history. This particular B-17 is a B-17G, the last production model of the B-17. It was built by Douglas at Long Beach and delivered to the Army Air Forces in late March 1945...too late to see action in the war. It was placed into long-term storage, first at Lubbock, Texas, and then at Pyote Field, also in west Texas. The air force saw the need for B-17s in its postwar fleet, not as bombers but for other special uses. This B-17s was then pulled from storage in June 1950 and modified to become a B-17 drone director, designated as a DB-17G. It was first used during a nuclear test series, *Operation Greenhouse*, in the spring of 1951 while based at a nuclear test range in the southwest Pacific. As a drone director, special operators on board flew remote-piloted QB-17 drones through nuclear tests to collect air samples and other test results. *Sentimental Journey* soldiered on for the next eight years as a drone director for air-to-air and ground-to-air missile tests conducted in the U.S. at various military bases. It was finally deemed excess to USAF needs in 1959 as one of the last USAF B-17s in service. But, instead of being scrapped, it was purchased by Aero Union, the air tanker company based at Chico, California.



(William T. Larkins photo)

There, it was operated as one of six Aero Union B-17 forest fire fighting air tankers for nearly two decades until 1977 when it was finally, again, retired. It was sold to what was then the Confederate Air Force's Arizona squadron based at Mesa, Arizona. The airplane was meticulously and lovingly restored over the subsequent decade, becoming *Sentimental Journey* in the process. It is the centerpiece aircraft of what is now the CAF's Airbase Arizona, still at Mesa. The markings on the airplane represent a B-17G from the 457th Bomb Group of the Eighth Air Force as based in England during the war.

Each year during the summer months *Sentimental Journey* is sent on national tours, often with the unit's B-25 and C-47, in the CAF *Flying Legends of Victories Tour*. And, this year, this rare B-17 is coming to Lincoln as part of its 2026 tour. We enthusiastically welcome the CAF and *Sentimental Journey*. Make sure you take the opportunity to come out and touch history during that week in September.



Scott Thompson

Celebrating the B-17 Dinner Planned

Local airport sponsors are planning to hold a **Celebrating the B-17 Dinner** on **Saturday, September 19th**, in an airport hangar. This will be a private event, with net proceeds benefiting the CAF's 501(c)(3). It will include dinner and talks on both the B-17 and the **Masters of the Air** series, led by the B-17's tour director and Taigh Ramey, respectively. There will be an opportunity for an early-evening interior tour of the B-17 (before dusk, as there's no interior lighting on the aircraft) for a small admission fee. Dinner pricing is still to be determined but will be reasonable for the experience. We're also planning on a WW II costume contest to add to the fun. Dinner capacity will be limited due to hangar size, and pre-registration will be required. We'll share the registration opportunity with our EAA chapter members early. The B-17 visit and dinner will be heavily promoted at Wings & Wheels event on Saturday, August 29. For more information, contact **Richard Pearl** at pennyrich99@gmail.com or 916-715-9666

An EAA Success Story

Editor's note: Chapter 1541's first Ray Scholar, **Amy Whelan**, is featured on the Inspire.EAA.org [website](#) in an article published July 18, 2026.



By Madeline Wooten

Amy Whelan, EAA 1283566, is making strides in aviation while giving back to EAA, the organization that first sparked and supported her passion for flight.

With no family background in aviation, Amy relied on EAA's Young Eagles program to help her discover a path into the industry. Since the program's birth in 1992, the Young Eagles mission has remained the same — to introduce youths ages 8-17 to flight. It's the only program of its kind that's inspiring the next generation of aviators in such an impactful way.

Amy took her first Young Eagles flight at age 16, unaware of the opportunities that would follow.

“I didn’t think it was possible at that age. I thought it was something you’d do in college or after college. I didn’t have anyone in my family with a background in aviation, so I was figuring it all out myself. The program really helped me succeed by showing me how I wanted to do it and what I wanted to do,” she said.

After that first flight, Amy received scholarships from EAA Chapter 1541 in Lincoln, California, to attend ground school and the EAA Air Academy, a summer camp in Oshkosh, Wisconsin, that provides hands-on learning opportunities for those interested in aviation. The camp opened her eyes to the many career paths available to her.



As Amy continued her education and flight training, EAA remained a constant source of support. As a recipient of the EAA Ray Aviation Scholarship, she was able to get financial assistance to complete her flight training and earn her private pilot certificate. On top of that, the Jack Burnham scholarship, an EAA postsecondary scholarship, helped fund her Bachelor of Science in aeronautical science with a minor in airline operations at Embry-Riddle Aeronautical University.

“I knew it was going to be a life-changing experience. Every single time, it was amazing to feel the support from EAA and know they believed in my career and wanted to help me move forward at every stage,” Amy said.

After graduating, Amy received the EAA Florence “Coffy” Gregory scholarship to complete her airline transport pilot certification training program (ATP-CTP).



“It’s been everything to me because it’s given me the experiences to get where I am today and made it possible to pursue this life in aviation,” Amy said. “Even now, I still attribute so much of what I’ve accomplished to EAA and my upbringing in aviation.”

Today, Amy monitors and manages autonomous small unmanned aircraft systems (sUAS) supporting commercial drone delivery operations for Wing. Over the next five years, she hopes to fly for a regional airline before eventually joining a major airline.

Throughout her aviation journey, Amy has remained committed to giving back to the organization that helped launch her career. She volunteers as a Young Eagles pilot and Air Academy counselor, introducing young people, especially those without an aviation background, to the same opportunities that inspired her.



*Amy in her role as CFI celebrating her student Aria Ramey's first solo in October 2025.
Aria is also an EAA chapter 1541 Ray Scholar*

Her advice to aspiring pilots is simple: Network, ask questions, and listen.

“Go out there, put yourself out there, ask all the questions you have. But also sit and listen to other people's experiences and learn from everyone else. Then, once you're in a position where you have some knowledge, be willing to pass it on and share it with the next generation.”



Amy in her role as an instructor at EAA Air Academy, Oshkosh

Interested in pursuing flight or a career in aviation? Learn more about EAA scholarships at [EAA.org/Scholarships](https://www.eaa.org/Scholarships). Applications are open each year from October 1 through December 19.



Treasurer's Report

Members: As of July 31st, our chapter membership stands at 157, including 12 Gold memberships.

Ray Scholar(s): The balance for Aria stands at -559.00. Tyler has completed his PPL training, and his invoices have been completed. His final balance was \$2,852.88 from the Ray Scholarship and \$1,800 from the Chapter matching balance. Sams expenses for July were \$2,429.20 from the Ray Scholarship and \$809.74 from the chapter matching.

Activity:

R&S Scholarship fund:

Increases – Meal donations \$62.00.

Recycling \$7.24

Decreases – Ray Scholarship chapter matching funds \$2,609.74.

Hangar fund: No Activity

Chapter's fund:

Increases – Membership Dues

\$90.00. Meal Sales \$205.00.

Decreases – Food Costs \$100.05.

Hangar Supplies - \$252.07 for four additional tables. Young Eagle program materials - \$39.22.

Account Balances:

Hangar Fund

Ending Balance \$ 30,216.48

R&S Scholarship Fund

Ending Balance \$ 21,810.31

General Fund

Ending Balance \$ 19,600.85

Ray Scholar Fund

Ending Balance \$ 611.80

Balance of all accounts

July 31, 2026 \$ 72,239.44

Aviation thought for the month: “Higher, faster, longer” **Wally Funk** Her life’s motto. She passed July 8, 2026. She was an amazing aviation pioneer, an incredible life story.

Respectfully Submitted,
Scott Whelan
Treasurer
EAA Chapter 1541

Project Updates and Adventures

Dan Doman writes:

Hi everybody! My name is Dan Doman and I've been a member of the EAA for about two years now. Recently, I graduated from high school and will begin serving a mission for The Church of Jesus Christ of Latter Day Saints in a few short weeks.

One project I've been working on is close to completion. This unique vehicle is my own experimental variation of a ground effect vehicle (I call it "Aerospiritus"). I started out with CAD after prioritizing desired characteristics and drawing sketches. Afterwards, I 3d printed parts on an fdm printer, harvested electrical hardware from an old RC plane, and solved various problems. Recently, I painted the vehicle and applied some homemade decals.

So far the vehicle works very well. The vehicle stays close to the ground due to its ram foil, it has a great thrust to weight ratio, turns with a flexible rudder to reduce drag, has an elevator and ailerons for trimming, and looks awesome.

One thing that I'm not quite satisfied with is its directional stability (I may need to add some extra vertical stabilizers). It's still controllable but not as easy to control as desired.



Brent Smith provides an update in the form of a photo essay about the source of the sediment he has repeatedly found accumulating and clogging the gascolator of his Mini-IMP.



Brent first removed the airfoil shaped cover panel on his centrally placed fuel tank.

He then de-riveted the entire tank top and removed it, revealing the four bay design.

The tank had been sealed with “slosh sealer” by designer/builder Molt Taylor approximately 50 years ago, and it is showing its age:



When removed by scraping, it shows why tank sealant was apparently never designed to withstand either decades of age or the types of solvents such as toluene that are present in contemporary 100 low lead aviation fuel. Application of a modern aviation grade sealant will be the final step in cleaning up the source of the fuel contamination.

Brent adds that removing old slosh compound is tedious at best.



When removed by scraping, it shows why tank sealant was apparently never designed to withstand either decades of age or the types of solvents such as toluene that are present in contemporary 100 low lead aviation

