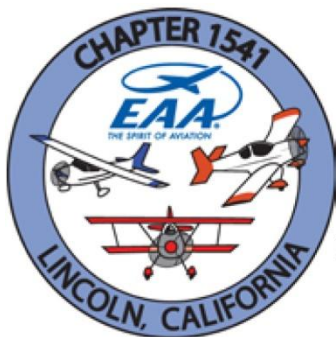




Runway 15



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: <https://eaa1541.org/>

Date	Topic
Thursday Oct 1, 2026 7-8 pm	IMC/VMC club online "What Would You Do? scenarios" FAA Wings credit available
Saturday Oct 3, 2026 9:00a-12n	EAA Regional Oktoberfest Poker Run <i>Details below</i>
Saturday, Oct 10 8:00a – 10:30a	Second Saturday Breakfast and program: Tom Taylor on Loss of Thrust on Takeoff
Saturday, Oct 17, 2026 8:00a – 12n	KLHM Vintage Aircraft Display day Airport main ramp

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 Larry Goldsmith Jim Hughes Lesa McArdle Josh Smith
Membership	Chapter dues: \$30 per year for individuals and families; \$300 for gold



President's Corner



Greetings for September. Our summer is wrapping up but the highlight for the chapter occurred a few weeks ago for the **City of Lincoln's Wings and Wheels event** on August 28-29. We participated in three big ways.

First, we had a booth set up where we provided information about our chapter, Young Eagles, scholarship programs, learning to fly, the airport, and aviation itself to hundreds of guests. Our cadre of friendly booth volunteers talked to a lot of people and answered lots of questions.

Our chapter also had three flight simulators set up and operating under the guidance of Dan Masys and his busy volunteer team. Set up in the Youth Center hangar, they provided 131 simulator rides to young and old alike. There was always a line at the simulator booth, so it was a popular attraction to the airport visitors.

And, we supported the city of Lincoln with a cadre of pilot volunteers who helped provide ramp control of display aircraft as they arrived and departed from the ramp area. Under the direction of ramp boss Ken Schwartz, we had about twenty-five purple-vested chapter members spend the day directing airplane movements.

As I write this, the impressive **CAF B-17, *Sentimental Journey***, is in town and drawing quite a bit of attention to the Lincoln ramp. When (if) you read this, it will be winging its way off to other parts, continuing its Summer 2028 Flying Legends of Victory national tour. We were fortunate to have the airplane make a stop for a week here at Lincoln, and the rumor is it and the CAF B-25 Mitchell will be back for Wings and Wheels in August 2027.

We are planning on having chapter member and retired Navy F-18 pilot Tom Taylor back to do another presentation at our October 2nd Saturday Breakfast on October 10. This time around he will speak about how a pilot should consider the possibility of **loss of thrust on takeoff** - building and preparing to execute a game plan that optimizes survivability. It should be another great program and a good breakfast to boot.

And, finally, put Wednesday, December 9, on your calendar. That's the date for our chapter's annual **Holiday Party**. Plans are being formulated and we'll have details and tickets available next month, so look for that.

Scott Thompson
EAA chapter 1541 President

Wings and Wheels Photos



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

Our **Second Saturday Breakfast** on September 12 featured a presentation by Robert Long from the



state's Division of Aeronautics. He did an interesting briefing on the service that state inspectors with the division do to support aviation in California. Each public-use airport is inspected by the state each year to ensure that the airport is operated in a safe manner. Runways, taxiways, lighting, markings, obstructions, and other airport infrastructure are all evaluated. The state operates two light aircraft to allow the far-flung inspections...a Cirrus SR22 and a Beech Bonanza. He flew the Cirrus in for the meeting to allow a close look at the airplane and its avionics.



We also had a presentation from one of our Air Academy attendees, **Luke Ruhlin**, who provided a report on his week at the EAA summer camp at Oshkosh, Wisconsin. A bonus was that Luke was able to pay a visit to the AirVenture convention/airshow while he was there.



Regional Oktoberfest Poker Run Saturday, October 3, 2026

EAA Vintage Chapter 25 at Sacramento Executive (SAC) is organizing a **Poker Run** to be held on **Saturday, October 3**, from 9:00 am to 12:00. The Run will conclude at SAC and is followed by an **Oktoberfest** event hosted by Chapter 25. Details below:

Hosting Airports

- KSAC *EAA Vintage 25*
- KLHM *EAA 1541*
- O52 (instead of KMYV). *EAA 1593 has a lot of fun activities going on at Sutter County that day*
- KMCC *EAA 1741*
- KDWA *EAA 52*
- KAUN *EAA 526*

**There will be 6 airports to pick up cards at. Pilots can go to just 5, or all 6 for a chance at a better deck.*

Participation and Costs



To participate in the Poker Run, it will be \$35/person. When people sign up, they can Zelle EAA Vintage Chapter 25 at stanleydlawrence@gmail.com. The event will end at KSAC with an Oktoberfest celebration.

For anyone who doesn't participate in the poker run, there will be food and drink tickets available for purchase.

The prize: All proceeds will go towards the event costs and the winner will get a cash prize of \$200. All remaining funds will be distributed amongst chapters to use towards their EAA programs. Our chapter, Chapter 1541, held a very successful poker run a few years ago and most of the same chapters that participated in that one are participating in this one. Our chapter will have a pickup station at the Gazebo for visiting pilots. If you choose to participate in this fun event, you'll need to come to the Gazebo to pick up your first set of cards before departing on your merry way.

[Click Here for the invitation.](#)

[Click Here for the Sign Up form.](#)

Meet our new chapter Board Member

Larry Goldsmith



My Aviation Journey

I trained out of Van Nuys Airport, now KVNy, and earned my Private Pilot Certificate on December 22, 1968. At the time, I was also working toward both my Commercial and Instrument ratings. Unfortunately, just before completing those additional ratings, life took me in a different direction, and I never had the opportunity to finish the flight tests.

For the next fifteen years, however, aviation remained an important part of both my personal and professional life. For nearly four years, flying three out of every four weekends each month, I transported resident orthopedic surgeons from Los Angeles to Calexico, a small community on the California-Mexico border. The physicians would see and treat patients who traveled to the clinic for care, and in some cases patients were brought back to Los Angeles for surgery and recovery.

The experience was especially meaningful because it gave physicians in training an opportunity to help people in need while gaining firsthand experience with medical conditions such as polio and various birth defects that were becoming increasingly uncommon in the United States. For me, it was an opportunity to combine flying with helping the physicians—and it provided a lot of flight time. Over those fifteen years, I accumulated approximately 1,950 hours.

As my career evolved and business and family demands changed, the need to fly diminished, and I eventually stopped flying. But the thought of getting back into the left seat never really went away. It wasn't until I began traveling extensively again for business that the idea of returning to aviation started to take hold. Getting up at the crack of dawn to catch a flight to Los Angeles, El Paso, or Utah, followed by spending countless hours in airline terminals—when many of those trips could potentially have been one-day round trips in my own aircraft—made me rethink both my love of flying and my desire to recapture those skills and get back in the game. Living approximately 20 minutes from KLHM, EAA Chapter 1541 was a natural first stop in my effort to return to aviation. I found the members welcoming from the beginning, and after attending a meeting, I joined the chapter at last year's Wings & Wheels event.

What I Bring to the Chapter

My professional career has been as an independent medical-products representative, primarily working in the cardiology and heart-failure arenas. Over the years, that work has put me in regular contact with physicians, healthcare organizations, and business owners. The experience has given me a strong background in communication, relationship building, business development, and bringing people and organizations together. I enjoy meeting people, finding common ground, and figuring out how to turn an idea into something that actually gets done.

I was honored to be asked to serve on the Board of EAA Chapter 1541. My goal is to give back to the aviation community that has meant so much to me, help support the chapter's continued growth and youth programs, and contribute my experience, energy, and perspective to an organization I am proud to be part of.

Larry Goldsmith

Who is Sidney Pickels and why did they rename the Colusa County Airport for him?

Jim Hughes,
EAA 1541 Board member

As I approached the Colusa County Airport, on August 27th this year, I was surprised to see on my tablet, that the name showing was 'Sidney Pickels Field'. I immediately thought uh-oh, am I lost, and what did they do to the Colusa County airport. But, there it was, a few miles ahead, looking like it always did the dozens of times that I'd flown there, next to California Highway 20.

After getting home I did what we all would do, a Google AI search for 'Sidney Pickels'. I found out it was 2010 when the county voted to rename the airport, and published an article in the local paper. (See https://www.appeal-democrat.com/colusa_sun_herald/news/airport-honors-aviation-inventor/article_cb183537-3ed7-5595-a2c2-dcb17f011799.html)



1909 - 1996

An excerpt from the 2010 Colusa Sun Herald article about him reads:

"Pickles was one of the key engineers working on specialized aviation engineering before World War II. Although he was employed by ITT, his work was classified secret by the government.

In 1938, working as an assistant engineer for Mackey Radio and Telegraph Company, Pickles was part of a team that was completing work on antennas for Trans Pacific, Trans Continental and Pacific Coast Service. A year later, he was developing a portable instrument landing system in a wartime race with Hitler and his engineers.

"It was not long before some of these units were installed on the Aleutian Peninsula," Pickles said in a 1993 interview. "Encouraging reports were received of safe landings at fogbound airports."

Pickles continued his work after the war when he came up with a highly accurate antenna system for U.S. Navy carriers, expanding on his knowledge of the Omni directional and unidirectional localizer systems he developed during the war. From there, he led the team that developed the Tactical Air Navigation System (TACAN) for the U.S. Air Force. That work continued through the 1980s until his

retirement due to health problems. His system also is used by U.S. space shuttles to re-enter Earth's atmosphere.

"I actually worked for another man (Andrew Alfred of ITT) who was really the father of the principles. I took his principles and developed the system," Pickles said modestly. "No one person does it all. Many people have worked on it, at least 400 people."

Pickles was born in Monterey on April 23, 1909, the second son of Shelly and Edith Pickles. His father was an engineer. His older brother, Horace, died at an early age in 1939 and was a veteran of World War I. Both sets of grandparents came to America from England. Pickles said he could not remember when he wasn't tinkering with engines and radio tubes. At age 12, with his parents away, he even erected a 60-foot tower in the backyard to improve his radio reception and transmission.

Pickles was the valedictorian of Monterey Union High School in 1927. He was a physics student at California Institute of Technology for two years, transferring to Stanford University where he earned his bachelor's and master's degrees in electrical engineering."

Sidney had the runway at Colusa constructed to develop the localizer antennas, flying his own aircraft to develop it, and refining the system. He worked on, and developed a number of aircraft navigation and landing systems, and had 42 US patents granted for his work.

So, the next time that you fly there, what will you announce on the 122.80 CTAF? Pickels Field traffic, or Colusa traffic?

Ironically, there is another Sydney Pickles (different first name spelling), an early aviator in WW1 from Australia. <https://www.earlyaviators.com/epickles.htm>



First local DIY Garmin AXIS system installation takes flight in chapter member's RV-7A

Chapter member **Todd Tanber** acquired a 2008 Vans RV-7A from its second owner in Washington State in late June of this year, and it was flown by the seller to KLHM the week before EAA Airventure.



Todd's mission for the RV is to air commute from Lincoln to the Bay Area and back for his day job at NVIDIA, instead of logging the miles on I-80 by car, which is rumored to occasionally encounter some traffic delays. Todd also intends to get his instrument rating in the plane, following the time honored principle that it is best to train in the plane you own and fly if possible.



RV7A panel when purchased by Todd

As purchased, the 2008 aircraft had a hodgepodge of different vendor's avionics, including a first generation Grand Rapids EFIS system, a TruTrak autopilot that worked sometimes, a Garmin IFR GPS

navigator, and an ailing Garmin SL30 Nav/Com, with backup round gauges. In collaboration with tech counselor Dan Masys, the original plan was to replace the panel and its instruments with a Garmin G3X dual display system, which is a reliable and well respected ‘glass cockpit’ technology.



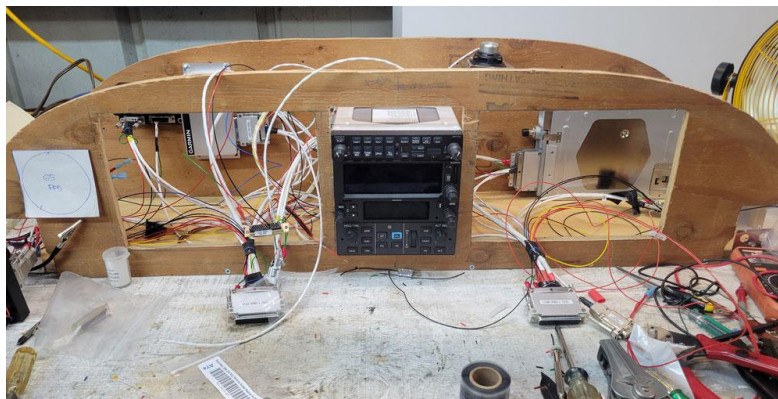
The design for the G3X system for Todd's plane was nearly complete when Garmin made their carefully timed pre-AirVenture surprise announcement on July 8 of the new **Garmin AXIS system** as the eventual replacement for G3X, guaranteeing there would be much media frenzy about avionics on the grounds of Oshkosh. G3X has been around for the past 13 years, and AXIS builds upon its foundation to add larger high resolution (HDMI 1080p) displays, a touch screen interface that emulates the Garmin Pilot app running on an iPad, inflight workflows from the Garmin 3000 Prime avionics found in bizjets, and interconnects between components that use 100megabit

Ethernet links in addition to G3X's CAN bus network, for display of multimedia graphics and sound.

For Todd, it was an opportunity to get his IFR ticket using the newest IFR general aviation technology available, and for Dan it was an opportunity to learn how to design and build an AXIS system, in the general spirit of lifelong learning and being able as an EAA tech counselor to become a knowledgeable advisor for other current and future aircraft builders. The AXIS flight displays appeared on the Aircraft Spruce website on July 9th, the day after the announcement and Todd promptly placed his order for a pair of them, with delivery promised some time in early August. The boxes actually arrived the last week of July, while AirVenture was still in progress. Let the project begin!

The AXIS installation manual is 875 pages long, and not for the faint of heart or technology averse builder. (If that seems like a lot, the current G3X Touch installation manual is 1016 pages, and is often referenced in the AXIS instructions so one needs both). Homebuilders who want to wire up their own systems need to be prepared for some serious study, since the details really do count in these systems that on average have 14 or more separate avionics components sucking up electricity and communicating with one another (but only when wired and programmed correctly!)

While Todd was out getting VFR transition training in his new bird, Dan was creating wiring connections for the yet-to-be-delivered system components and building a plywood mockup of the new panel to get the wires and service loops the correct lengths.



Being some of the first guinea pigs down the chute of AXIS do-it-yourself building, Dan and Todd experienced a few surprises and error messages that even the Garmin technical experts had not yet seen, so August of 2026 was a time of experimentation and debugging (and the Garmin team thanked us for discovering and communicating do's and don't that will help other future system builders).

The new panel took shape from a single flat sheet of 0.063 aluminum and includes new switches for all of the original aircraft systems, plus some new systems enhancements including a vacuum pad mounted backup alternator to keep all those fancy colorful screens from turning black at an inconvenient IFR moment if the primary alternator fails.



Using the cinematic device of “cutting to the chase” we’ll skip over the details and are pleased to announce that Todd’s RV-7A with its dual AXIS displays doing their multimedia thing took to the skies for a 1.5 hours of flight testing by Todd on Saturday, September 12th and returned with a relatively short bug list of issues needing a bit more attention.



Technologically Advanced Aircraft (TAA) systems (i.e., glass cockpit avionics) are major changes that put an aircraft back into phase one flight testing over unpopulated areas, and that is in progress currently. When it passes all of its inflight checks and adjustments, AXIS promises to deliver quite a nice set of personal airliner touch screen capabilities for cross country travel.

Stay tuned for a future chapter program presentation entitled something like ***“Everything You Need to Know to Build or Buy a Garmin AXIS System”***...

Chris Silva's YouTube Channel

by Chris Silva



I started my YouTube channel, ****SilvaAdventures****, for a pretty simple reason: I wanted to share my passion for sport aviation.

I recognize how fortunate I am to be able to do what we do. Flying requires money, training, time and, to some extent, a lifestyle built around aviation. Not everyone gets that opportunity. When I started flying about eight years ago, I began recording some of my flights and putting them on YouTube so friends, family and others could experience a little of what I was seeing from the cockpit.

The name **SilvaAdventures** seemed to fit. At first, the videos were primarily about my own flying adventures. Over time, though, I became much more interested in storytelling. Today, most of the aviation content I create falls into three categories: flying travelogues, pilot and airplane stories, and aviation updates from events such as EAA AirVenture Oshkosh.

My travel videos were the first to evolve. Rather than simply showing scenery from the air, I started trying to tell the story of the trip. Where are we going? What are we flying over? What is interesting about the places below us? Whenever I can, I add some history or interesting facts about the landscape. But I also try to convey what it actually feels like to fly a small airplane or gyroplane on a long cross-country trip. What do you see? What surprises you? What happens along the way?

Sometimes the adventure is simply traveling hundreds of miles in a small aircraft. Other times it is more unusual, such as the day I sat in the back of a T-6 with the canopy open, taking pictures of a P-51 Mustang flying formation off our wing. Those are experiences I want to preserve and share.

The second major part of SilvaAdventures is stories about pilots and their airplanes. One thing I've learned through aviation is that nearly everyone has an interesting story about how they became a pilot. When I find an interesting pilot who also has an interesting airplane, I like bringing those two stories together. I gravitate toward experimental and sport aircraft because that is where much of my own interest lies, but I don't limit the channel to them. I've interviewed a number of pilots from our local aviation community, including Lincoln pilots Bruce Milan, Nate Cleaver and Tony Kaisabach, while exploring some remarkable airplanes along the way. Dug Smith is also my trusted confidant and consultant, helping me craft stories and film many of my pilot interviews.

I don't want those videos to feel like formal interviews. My goal is to let the pilot tell the story: How did you get into aviation? Why this airplane? What makes it special? And what have you done with it? More recently, a third type of content has emerged from my trips to Oshkosh.

A couple of years ago I began doing short AirVenture updates whenever I found something interesting. That has grown into a much larger part of the channel. From AirVenture 2026 alone, I have produced nine videos so far, with several more still in the works.

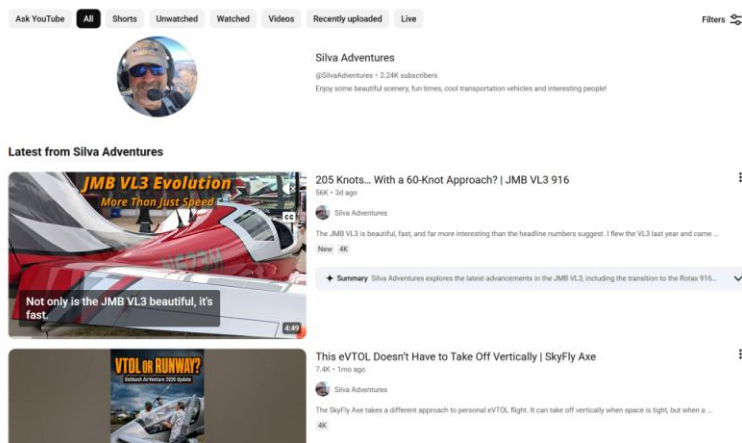
These range from new sport airplanes to experimental designs and emerging technologies. Personal eVTOL aircraft particularly caught my attention this year. Several companies appear to be moving beyond concepts and prototypes toward aircraft people may actually be able to buy and fly, and I expect to follow that segment as it develops.

Producing these videos has also given me a new appreciation for how much work goes into telling a story well. A ten- or fifteen-minute finished video can represent many days of work. One recent pilot-and-airplane story took more than 80 hours between planning, filming, reviewing footage, writing narration, editing, audio and graphics.\

Fortunately, that number is coming down as I get better at filming and editing. My equipment has evolved along with the channel. I now use several cameras, including 360-degree cameras, a GoPro, Canon R10, DJI wireless microphones and, occasionally, a small DJI drone. I edit everything at home using DaVinci Resolve.

But the equipment and editing are just tools. The reason I continue doing this is much simpler. During the eight years I've been flying, I've become increasingly concerned about the future of recreational aviation. The cost of airplanes, fuel, maintenance, insurance and training continues to rise. Affordable entry points are harder to find, and it sometimes seems fewer young people grow up with the same fascination with airplanes and flight that many of us had as kids.

I don't think a YouTube channel is going to solve those problems. But perhaps a video can help someone discover aviation. Maybe someone sees a small airplane crossing the Sierra Nevada and thinks, *I didn't know ordinary people could do that.* Maybe they hear about a pilot who didn't start flying until later in life and realize, *Maybe I could learn to fly too.* Or maybe a young person sees an unusual experimental airplane and develops the same fascination with flight that brought many of us into aviation.



If SilvaAdventures can help spark that curiosity or deepen someone's interest in aviation, then all those hours sitting in front of the editing computer are worthwhile.

Going forward, I expect the channel to continue evolving around those same three areas: flying adventures, pilot and airplane stories, and interesting developments in sport aviation.

If you know a pilot with an interesting story, an unusual airplane tucked away in a hangar, or an aviation subject you think deserves a closer look, let me know. Some of the best stories are probably sitting right here at Lincoln Airport.

And, of course, you're invited to follow along on my future **[SilvaAdventures](#)**.

Air Academy 2027



Registration for Air Academy 2027 is now open, and space is filling fast. If you have a youth age 14-17 that is interested in attending aviation camp at EAA Air Academy Lodge in Oshkosh, Wisconsin this summer, please go to the [EAA Air Academy web page](#) for more information and registration.

Note that there is a new day camp for age 11-13. This is a great opportunity for a family that wants to travel and stay in Oshkosh and drop off their 11-13 year old each day for three days.

Discover Camp:

Session 1 (Ages 14-15): June 12 - 17, 2027 - Saturday, June 12, 2027 12:00 PM - Thursday, June 17, 2027 12:00 PM \$1350

Session 2 (Ages 16-17): June 20 - 25, 2027 - Sunday, June 20, 2027 12:00 PM - Friday, June 25, 2027 12:00 PM \$1350

Explore Camp (AirVenture 2027 is July 26 – August 1):

Session 1 (Ages 14-15): June 28- July 3, 2027 - Monday, June 28, 2027 12:00 PM - Saturday, July 03, 2027 12:00 PM \$1350

Session 2 (Ages 14-15): July 12 - 17, 2027 - Monday, July 12, 2027 12:00 PM - Saturday, July 17, 2027 12:00 PM \$1350

Session 3 (Ages 16-17): July 20-28, 2027 - Tuesday, July 20, 2027 12:00 PM - Wednesday, July 28, 2027 12:00 PM \$1700

Session 4 (Ages 16-17): July 30 - August 7, 2027 - Friday, July 30, 2027 12:00 PM - Saturday, August 07, 2027 12:00 PM \$1700

Note: Session 3 & 4 overlap AirVenture!

Aero Innovators Day Camp:

Session (Ages 11-13): July 7, 8, 9, 2027 - Wednesday, July 07, 2027 8:00 AM - Friday, July 09, 2027 4:00 PM \$300

EAA Air Academy Day Camp

Aero Innovators Camp (Ages 11—13)

Give your child their first step into the world of aviation with our brand-new **Aero Innovators Camp!** Designed for ages 11-13, this three-day experience introduces young explorers to the excitement of flight in a fun, supportive, and hands-on environment. No prior knowledge required!

Dates: July 7,8,9, 2027

Times: 8:30 a.m.-4 p.m. daily

Location:EAA Youth Education Center (attached to EAA Aviation Museum) — Oshkosh, Wisconsin

Cost:\$300 (includes all camp materials and daily lunches)

Camp Capacity:40 campers

What to Expect

- Hands-on building projects like wing ribs, balsa gliders, and propellers.
- Interactive experiences with flight simulators and air traffic control activities.
- Creative exploration of aerodynamics and aircraft design.
- Behind-the-scenes opportunities, including an EAA Aviation Museum tour.
- A chance to connect with other aviation-curious campers.
-

Daily Schedule:

Event	Date
8:30-9 a.m.	Camper Arrival and Check-In
9 a.m.–12 p.m.	Day Camp Programming
12–12:30 p.m.	LUNCH (provided daily)
12:30–4 p.m.	Day Camp Programming
4 p.m.	Camper Pickup and Checkout

Additional details for families:

Camper families must arrange their own transportation to and from day camp.

Camper families must arrange their own overnight accommodations (hotel, etc.), if applicable.

Daily breakfast and dinner are not provided.

EAA Chapter reservations are not available for day campers.

EAA Campership is not available for day campers.

2027 registration open now!



Youth Volunteer Log



The Youth Volunteer Log is available for any youth wanting to receive credit for their volunteer hours with our non-profit organization. Documented and verified volunteer hours are valuable for some high school graduation requirements, college applications, and scholarships. Please complete the information sheet inside the binder and have a leadership member sign each time you log hours. You will find the Youth Volunteer Log inside the Lending Library in the hangar.

Membership Update: New Members

Please welcome the following new members to EAA Chapter 1541:

Timothy Power
Scott Phillips and Tanner
Aaron Weltner
Vick Tvere & Family
Patricia & Jamie Jameson & Jamie
Bill Gray

Treasurer's Report

Members: As of August 31st, our chapter membership stands at 169, including 12 Gold memberships.

Ray Scholar(s): The balance for Aria stands at -\$559.00. Sams expenses for August were \$1,777.27 from the Ray Scholarship and \$592.43 from the chapter matching. We received Sam's second payment of \$3,600 from EAA, now that he successfully soloed.

Activity:

R&S Scholarship fund:

Increases – Meal donations
\$32.00. Recycling \$12.37
Decreases – Ray Scholarship
chapter matching funds \$592.43.
We awarded Bhuvan a \$500
scholarship, and \$700 to Luke for
reimbursement for travel costs to
attend Air Academy.

Hangar fund: No Activity

Chapter's fund:

Increases – Membership Dues \$150.00.

Meal Sales \$300.00.

Decreases – Food Costs \$223.06. Hangar Supplies - \$797.05 for spray paint to mark the new tables and a needed T-Shirt order.

Account Balances:

Hangar Fund	
<i>Ending Balance</i>	\$ 30,216.48
R&S Scholarship Fund	
<i>Ending Balance</i>	\$ 20,654.68
General Fund	
<i>Ending Balance</i>	\$ 18,076.76
Ray Scholar Fund	
<i>Ending Balance</i>	\$ 2,434.53
Balance of all accounts	
<i>August 31, 2026</i>	\$ 71,382.45

Aviation thought for the month: Every flight, just like every day in life, is a chance to build better skills, practice good judgment, and grow wiser - ***Unknown***

Respectfully Submitted,
Scott Whelan
Treasurer
EAA Chapter 1541

Project Updates and Adventures

Bhuvan Datta writes:

This is not a typical 'project', but I just wanted to share this with the chapter.

My school has a day (on September 3rd this year) called 'Club Rush', where school clubs have booths and advertise themselves during lunch. I revamped the RC-plane club into the general Aviation club, calling it **Granite Bay Aviation Club**, where I introduced students to the many aviation-related opportunities/organizations in the area (AMOS, Aerospace Museum, EAA 1541 etc.).



I heavily promoted this chapter during club rush, and our booth got a lot of attention. We had around 40 sign ups on the Google form, and that number is still increasing because of the posters we have hung around our school.

I also held the first meeting on Wednesday (9/9) afterschool, and 18 people showed up, which is a lot more than I anticipated.

Currently, I have 37 people on the Remind (a communication app) who receive information and news about this club. One of them is actually a student pilot with 30+ hours who recently moved here from Tennessee, and a couple more in the club have significant flight hours too. I'm pretty sure one already has a Sport Pilot License. We have some pretty serious members here.

Regarding this chapter, I talked about the Young Eagle Rallies, this chapter's monthly meetings/guest speakers, opportunities for youth, and ties to the city amongst other things. That already hooked a lot of people, but surprisingly, a lot of people are also looking for interesting places to volunteer, and this chapter definitely fits in that category. Later this week, before the next meeting, I am sending links to the group for becoming members of EAA 1541 and the other organizations, so the chapter may receive a flux of new student memberships in the next couple weeks.

One of my peers wanted to have a role in this club, so I put his photography/video skills to work, and he captured our table and the crowd at club rush. His time lapse video is online here:

https://drive.google.com/file/d/1ND_q-Pht1DqgbbyXgtlR_hbPnfbCcsNn/view

Sincerely,
Bhuvan Datta

Brent Smith provides a brief update on his Mini-IMP:

Fuel tank finally cleaned; preparing to re-seal and close it up.

Tom O'Hair writes,



My partner and I have decided to sell our Zenith CH750 Cruzor project. The wings and tail are complete and assembled. We have a factory-issued serial number and full set of plans. Assembled wings include the fuel tanks and aluminum plumbing from SkyTec. AeroLED nav/strobe kit installed. I'm asking \$8,000, which is less than half of what I've got into it. We plan to shop for a certified plane to purchase.

Thanks,
Thomas O'Hair
Roseville
[916.407.6545](tel:916.407.6545)

