

The Outer Marker

Gateway EAA Chapter 1401

Volume 16 Issue 8

Bonnie Gottschalk - Editor





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2020

“Important Dates”

General Meeting

August 8, 2020

8:30 AM

Gateway EAA Chapter 1401

Merced Regional Airport

HANGAR 10

Board Meeting

September 3rd

700 PM

Mike Bodine

2519 Sea Breeze Ct.

Merced, CA



Bonnie Gottschalk
Editor

Hello Flight Enthusiasts!

Not a lot happening with the COVID-19 distancing still going on. We will not be flying to my son's anytime soon. We flew down to our friends in Oceanside again. This virus has really put a cog in everyone's social lives that is for sure. We are fortunate that we are in the virtual age and can still visit that way.

The Gottschalk Flight Center presentation was informative as expected. We had about 19 members in attendance. I have some photos in the Event section for those of you who were unable to attend.

Richard Walker will be talking about gliders for the August meeting's presentation.

The meetings have been moved to the EAA Hangar for safe distancing. Please wear masks as a courtesy, so those who feel uncomfortable when people are not wearing them will attend. We want everyone to come see the presentations without fear of becoming ill, and unless you are physically unable to wear one, we would appreciate your cooperation in wearing one for them. Also, we can not provide food or beverages but feel free to bring your own.

Stay safe on the ground and in the air!

Bonnie G.



Mike Bodine

President's Post

August 8, 2020

Gateway EAA Chapter 1401

8:30 AM HANGAR 10

Merced Regional Airport

EAA General Meeting

Richard Walker will give a presentation on flying
GLIDERS

Please wear face masks

No food or drink will be served

Regional Airport Advisory Board Meeting

The July Airport Advisory Board Meeting was
canceled we will try again August 18th.

**Regretfully your EAA Board has voted to cancel this year's
Young Eagles Event due to the Corona virus .**

Board meeting

Sept. 3rd 7PM

Bodine residence

2519 Seabreeze Ct.

Merced

Mike Bodine

2020 Gateway EAA Meeting Schedule

Board Meetings	General Meetings	Meeting Location	Meeting Agenda and Activity
July 30	Aug 8	Merced Airport KMCE Hangar 10	Aircraft Display and Social Richard Walker Gliders
Sept 3	Sept 12	Merced Airport KMCE Hangar 10	Aircraft Display and Social
Oct 1	Oct 10	Merced Airport KMCE Hangar 10	Aircraft Display and Social
Nov 5	Nov 14	Merced Airport KMCE Hangar 10	Aircraft Display and Social
Dec 3	Dec 12	Bodine's	Chapter Christmas party

Regrettably, the EAA Board has voted to eliminate the Young Eagles Event Scheduled for this year, due to COVID-19 and the necessity of social distancing

Chapter Events



While awaiting the Gottschalk's presentation Linton Wollen brought some handmade gliders to play with. Xavier was eager to participate.



GOTTSCHALK FLIGHT CENTER

Located at Modesto City Airport in sunny California, specializes in Pilot Training. Fine weather and excellent airport and school facilities make this an ideal spot to pursue flight training. State and F.A.A. certificated. Approved for veterans.



John F. Gottschalk with a Cessna 206 used as a rental plane and charter service.



CK in front of the Flight Center's car which picked up students to take to the Aviation school in Michigan. Sometimes packed to the gills.

John F. and Robert Gottschalk with one of their training plane's when first in Modesto.



Emily Gottschalk with a Cessna 206 used as a rental plane and charter service.



(CK & Joanne [little sis]with John Peeples (mechanic)

Aeronca Champ 7AC

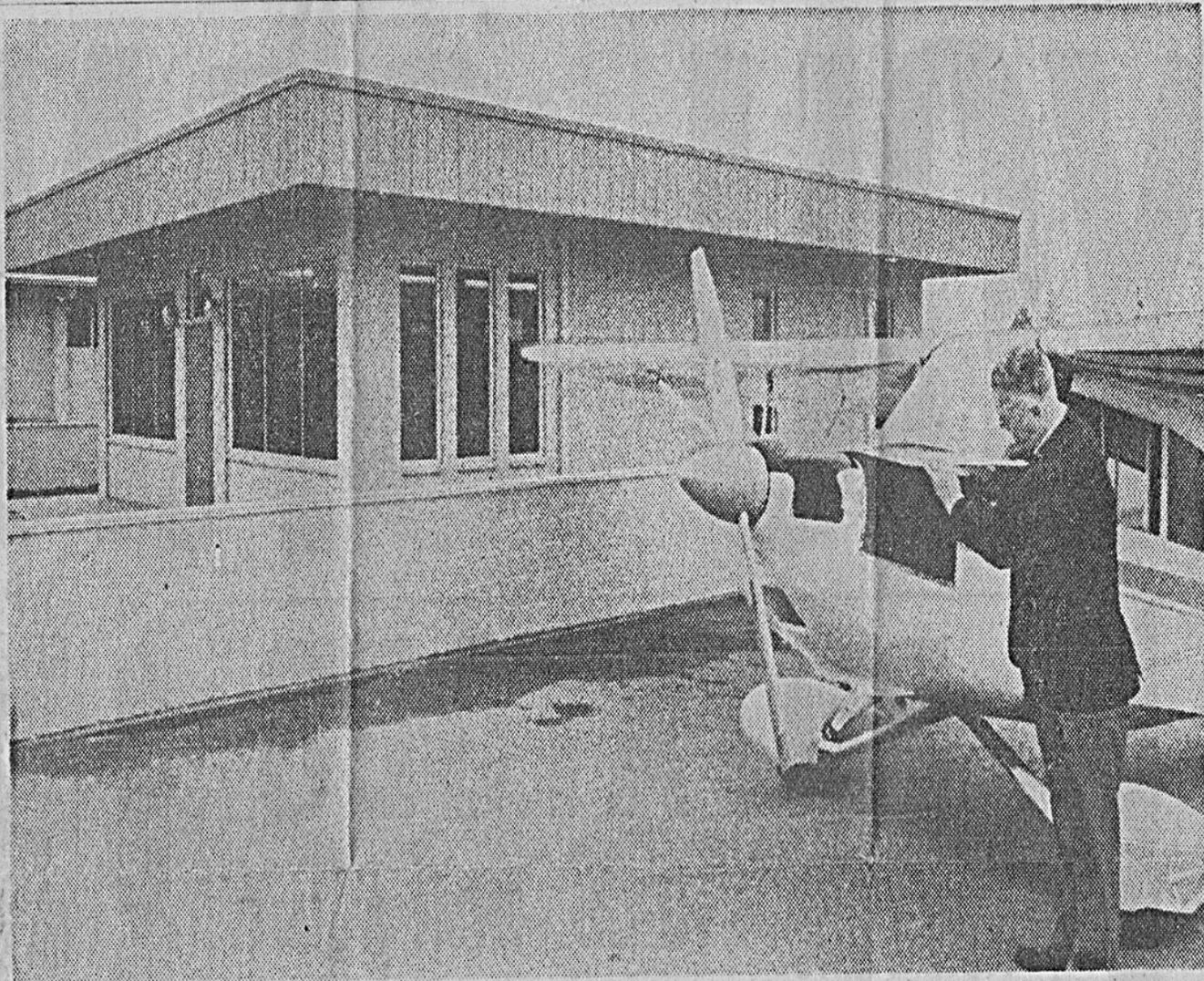
Other Aircraft:

Aeronca Chief - side by side

Aeronca Sedan – 4 place

Stinsons - 4 place

Taildragger twin



Bee Photo

Construction of the \$17,000 building for Gottschalk Flight Center at the Modesto City-County Airport is complete. Here John Gottschalk checks the engine of a two-passenger trainer.

\$17,000 Gottschalk Flight Center Opens At Airport

The Gottschalk Flight Center has begun operations in a new \$17,000 building at the Modesto City-County Airport.

The structure, located just north of the airport administration building, was completed Friday.

Built by John Gottschalk and his sons, the structure will become the property of the city

at the end of 12 years. The land, in the meantime, will be leased to the firm rent free by the city.

Flight Instruction

The 1,200 square foot building will serve as an office for the flight center's pilot instruction classes and as headquarters for the Gottschalk Music Center Flying Club, which started 18 months ago with 12

members and has since grown to 120 members.

Gottschalk said the new flight center is an outgrowth of the flying club. He began giving flight lessons to club members about a year ago.

Sons Will Help

Assisting him in the operation of the flight center will be his two sons, Clayton and Robert, also pilots.

The elder Gottschalk and his

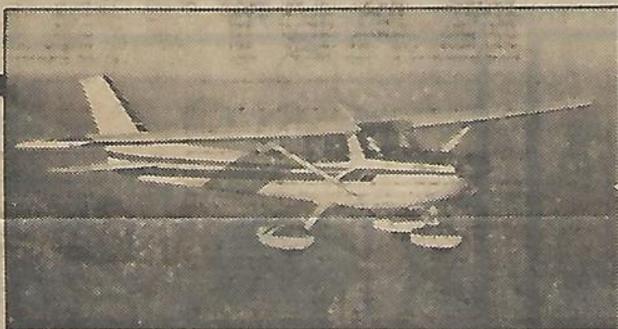
wife, Emily, were both flight instructors in Michigan before moving to California. Since they came to Modesto in 1951 Mrs. Gottschalk has operated the Gottschalk Music Store. Gottschalk was band director for six years at Davis High School before taking a leave of absence this school year.

A grand opening will be held at the center sometime in March.

OPEN HOUSE

 **GOTTSCHALK**
Flight Center

MODESTO AIRPORT
SAT., JUNE 9th from 10:00 AM to 4:00 PM



SEE: NEW CESSNA AIRCRAFT
NEW CESSNA PILOT CENTER



EXPANDED AVIATION SERVICE FACILITIES



ALSO SEE
DEVIL'S
DESPERADO
A HOT AIR
BALLOON

INFLATION
SCHEDULED FOR
10:00 AM!

Free
DRAWING
FOR
PRIZES

FREE Demonstration Flight Lesson

(Pilots and Pilots in training not eligible)

FOR
APPOINTMENT
PHONE —



MODESTO CITY AIRPORT — 523-4902

Not valid unless signed by a "GMC FLYING CLUB" member

Date _____

Signed

J. Gottschalk

(Member, GMC Flying Club)

Valid only within 30 days
from above date

Recipient must purchase a log book (\$1.00) to record this and future flights.
No further obligations.



This is to certify that

has successfully completed _____ first

Solo Flight

in a _____ No. _____ on this

_____ day of _____ 19 _____

Instructor _____ City _____ State _____

Lift Your Spirits

Pilot rules of flying to live by if you want to be an old pilot!

1. Every takeoff is optional. Every landing is mandatory.
2. If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. That is, unless you keep pulling the stick all the way back, then they get bigger again.
3. Flying isn't dangerous. Crashing is what's dangerous.
4. It's always better to be down here wishing you were up there than up there wishing you were down here.
5. The only time you have too much fuel is when you're on fire.
6. The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.
7. When in doubt, hold on to your altitude. No one has ever collided with the sky.
8. A 'good' landing is one from which you can walk away. A 'great' landing is one after which they can use the plane again.
9. Learn from the mistakes of others. You won't live long enough to make all of them yourself.
10. You know you've landed with the wheels up if it takes full power to taxi to the ramp.
11. The probability of survival is inversely proportional to the angle of arrival. Large angle of arrival, small probability of survival and vice versa.
12. Never let an aircraft take you somewhere your brain didn't get to five minutes earlier.
13. STAY OUT OF CLOUDS!!!! The silver lining everyone keeps talking about might be another airplane going in the opposite direction. Reliable sources also report that mountains have been known to hide out in clouds.



14. Always try to keep the number of landings you make equal to the number of take offs you've made.
15. There are three simple rules for making a smooth landing. Unfortunately no one knows what they are.
16. You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.
17. Helicopters can't fly; they're just so ugly the earth repels them.
18. If all you can see out the window is ground that's going round and round and all you can hear is commotion coming from the passenger compartment, things are not at all as they should be.
19. In the ongoing battle between objects made of aluminum going hundreds of miles per hour and the ground going zero miles per hour, the ground has yet to lose.
20. Good judgment comes from experience. Unfortunately, the experience usually comes from bad judgment.
21. It's always a good idea to keep the pointy end going forward as much as possible.
22. Keep looking around. There is always something you have missed. Isn't that why they created checklists!
23. Remember, gravity is not just a good idea. It is the law and it is not subject to repeal.
24. The three most useless things to a pilot are the altitude above you, the runway behind you and a tenth of a second ago.
25. There are old pilots and there are bold pilots. However, there are no old, bold pilots.
26. When you are lost... Climb, Conserve and Confess. (Actual line from the U.S. Navy SNJ training manual.)

A BIT OF HISTORY

The Merced Regional Airport saw an interesting and unexpected visitor yesterday.

N295RL 1941 CURTISS WRIGHT P-40C "Tomahawk" IIB

Produced 1939–1944

Number built 13,738

Unit cost US\$44,892 in 1944

Developed from Curtiss P-36 Hawk

Variants Curtiss XP-46

Curtiss P-40E Warhawk



Curtiss P-40E Warhawk, No. 41-25402 assigned to Lieutenant Dallas Clinger of 16th Fighter Squadron, 23rd Fighter Group from Pearl Harbor (CHAC), September 1941.

Of the 13,738 P-40s built, only 28 remain airworthy, with three of them being converted to dual-controls/dual-seat configuration. Approximately 13 aircraft are on static display and another 36 airframes are under restoration for either display or flight

N295RL 1941 CURTISS WRIGHT P-40C WARHAWK, LEWIS VINTAGE COLLECTION LLC, SAN ANTONIO, TX (ALLISON V-1710-19)

In the markings of George Welch who shot down 4 Japanese planes at Pearl Harbor. (The British Commonwealth and Soviet air forces used the name Tomahawk for models equivalent to the P-40B and P-40C, and the name Kittyhawk for models equivalent to the P-40D and all later variants.)

The paint scheme of the Lewis Air Legends P-40 commemorates one of the first American heroes of WWII, 2nd Lieutenant George Welch, who claimed four kills on Japanese aircraft during the attack on Pearl Harbor.

This aircraft served on the Russian Northern Front until it was shot down on February 1, 1942, making it the first combat loss of its type in the European Theater. The Tomahawk was the third most produced American fighter, after the P-51 and the P-47. Today, however, this aircraft is one of only two airworthy P-40Cs in existence.

Restoration

This Tomahawk IIB, discovered as a wreck in Northern Russia around 1990, has been restored as the 194th P-40C. Warbird experts and rebuild specialists in New Zealand, AvSpecs, poured over 25,000 man-hours into the restoration of this priceless aircraft. Using the damaged originals as patterns, many parts were produced and restored. Rod Lewis was proud to add this remarkable piece of history to the unique Lewis Air Legends collection based in San Antonio, Texas. This Tomahawk was awarded Grand Champion Warbird at the Classic Fighters Airshow in Omaka, New Zealand and the Henry 'Hap' Arnold trophy for best Warbird at the National Championship Races in Reno, Nevada.

CHEERS!

Jon Kwiatkowski

Airport Operations

Merced Regional Airport

20 Macready Dr., Merced, CA 95341



I could have been an astronaut, but my parents told me the sky was the limit.

Plane & Pilot



[Just the Facts Roundup Of Aviation News For The Week of July 27, 2020](#)



[Cessna 172 Crashes Into Tree, Perfectly](#)

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[Swedish pilot does crazy things with #Chinook helicopter!](#)[\[1\]](#) CREDIT ; RAFAEL M



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so good"
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