

The Outer Market

Gateway FFA Chapter 1401

Volume 17 Issue 1

Bonnie Gottschalk - Editor



Last Full Moon of 2020



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2020

“Important Dates”

General Meeting

February 13th

8:30 AM

Gateway EAA Chapter 1401

Merced Regional Airport

HANGAR 10

Board Meeting

March 4th

7:00 PM

Mike Bodine

2519 Sea Breeze Ct.

Merced, CA



Happy New Year!

Hello Flight Enthusiasts!

What a year! Right? Twenty-twenty certainly was challenging for everyone. We got through though and 2021 is a clean slate and we can continue to press on and find ways to improve our situations. Flying is a way to release stress for many of us and we are so blessed that we or our significant others can just literally take off. That is exactly how John and I started the New Year. We

took Xavier up, up and away over to our lovely coast. It was relaxing and so beautiful. Some mist but no clouds or fog to avoid which makes me happy.

We got to fly around the Golden Gate and Alcatraz then they allowed us to fly by SFO and we got it all on film, which I created into a YouTube video and you can click on to watch in our Photo/Video section.

Xavier was asking how old he must be to fly a plane. He is definitely interested in becoming a pilot. I hope he never loses that desire and that we can help him attain his goal. My grandson wanted to become a pilot when he was a boy also but now, we can barely get him to fly because he is too uncomfortable in the plane, physically. My granddaughters loved flying when they were younger but now get motion sickness. My other great-grandson (5) tried it and did not like it one bit but hopefully when he is older, he will try again. Then there is Xavier's little sister who absolutely loved it and cannot wait to go again. My grandsons in AZ fly with us to come here and when we go meet their parents in Flagstaff sometimes, but they have not shown any interest in flying themselves. John was not interested as a teen either because it was like a car ride to him and look at him now. I have not given up hope on the AZ boys they may decide to follow in grandpa's footsteps and want to fly when they are adults.

I wish you all a happy, healthy and prosperous 2021 and pray that God will keep you all safe and sound during these trying times.

See you at the February meeting and hopefully we can start planning for some group fly events.

Bonnie G.

President's Proclamation



Mike Bodine

January 2021

Gateway EAA Chapter 1401

The January General Meeting is canceled
Covid-19 and cold temperatures are the cause for the cancellation.

Antique Aircraft displays will be available for the public to see.

All, future EAA General Meetings, are scheduled for the EAA Hangar.

The 2000 EAA Christmas Party was a success. The sandwiches were excellent, and we all had a good time telling aircraft stories.

We hope to see everyone at the February General meeting if the governor will permit it.

Mike Bodine

2021 Gateway EAA

Tentative Meeting Schedule

Board Meetings	General Meetings	Meeting Location	Meeting Agenda and Activity
Cancelled January	Cancelled January		Aircraft Display Still Relevant
Feb 4	Feb 13	EAA Hangar 10	Aircraft Display and Social
Mar 4	Mar 13	EAA Hangar 10	Aircraft Display and Social
Apr 1	Apr 10	EAA Hangar 10	Aircraft Display and Social
Apr 29	May 8	EAA Hangar 10	Aircraft Display and Social
Jun 3	Jun 12	EAA Hangar 10	Aircraft Display and Social
Jul 1	Jul 10	EAA Hangar 10	Aircraft Display and Social
Aug 5	Aig 14	EAA Hangar 10	Aircraft Display and Social
Sep 2	Sep 11	EAA Hangar 10	Aircraft Display and Social
Sep 30	Oct 9	EAA Hangar 10	Aircraft Display and Social
Nov 4	Nov 13	EAA Hangar 10	Aircraft Display and Social
Dec 2	Dec 11	EAA Hangar 10	Chapter Christmas party

Chapter Events

Annual Christmas Party



Annual Toy Drive toys



Kathleen & Margaret
Our Faithful Servers





Ed Banks
Sat, Dec 5, 2020
11:27 AM



Bonnie,

As a former MERCED EAA member, I look forward and very much enjoy your monthly Outer Marker. Your OM newsletter is fantastic! Say hello to all, miss them much.

We built a home and hangar (a lifelong dream) on the Dayton Valley Airpark (A34) in Dayton NV. I finished the Van's Aircraft RV 7a the MERCED EAA chapter came out to our house in Atwater to inspect some 10 years ago and currently working on another RV7 tail wheel.

All the Best!
Ed Banks



EAA Homebuilders Week Article
for Newsletter Editors
Charlie Becker <cbecker@eaa.org>
Dec 22, 2020, 12:51 PM (19 hours ago)



Dear Chapter Newsletter Editor,

I'm hoping you would run the attached article about Homebuilders Week in your January Newsletter. It is a great opportunity for your members to learn more about building an aircraft.

I've included a few images to go with it.

Thanks for your help!

Merry Christmas, Happy Holidays, and Happy New Year!

Charlie Becker
Director, Chapters & Homebuilt Community Manager
EAA #515808
P: 920.426.6850 | C: 920.573.3381



Homebuilders Week – Online Event Starts January 26

An online opportunity to learn about all aspects of building your own aircraft

By Charlie Becker, EAA Homebuilt Community Manager

EAA is launching a new online learning event for aircraft builders: (www.EAA.org/HomebuildersWeek). It will be five straight days of educational forums covering a broad spectrum of aircraft building topics. It will launch on Tuesday, January 26, 2021, and run until Saturday, January 30, 2021. The live online presentations will be open to everyone interested in building their own aircraft. Sessions will start at 1 p.m. CST and run until 8:30 p.m. CST daily.

This event is an opportunity for a new person to jump in with both feet and learn a lot about the wonderful world of homebuilding. We will cover areas like getting started successfully and techniques when building with sheet metal, composites, steel, and wood. But it won't be just for the newbie; we are offering in-depth talks on panel planning, engine selection, FAA certification, flight testing, and selling a homebuilt aircraft. There will be something for every builder, whether you are just starting out, knee deep in a project, or just received your airworthiness certificate — it is going to be a great learning opportunity.

EAA is working with industry experts, kit manufacturers, and other subject matter experts to provide top-notch material for builders. The sessions will be live and allow plenty of time for attendee questions. Recordings will be archived and available to EAA members for review.

The launch of EAA Homebuilders Week coincides with the 68th anniversary of the founding of the Experimental Aircraft Association in 1953. Those founding members of EAA lit the fuse on the homebuilt movement that provides affordable access to aircraft ownership and today has spread worldwide.

EAA Homebuilders Week is possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, Inc., and Van's Aircraft, Inc.

Visit EAA.org/HomebuildersWeek to review the schedule and sign up for a session.

Chuck Yeager, Air Force officer who broke speed of sound, dies at 97

By Tim Stelloh and The Associated Press

The history-making pilot helped "set our nation's dreams soaring into the jet age and the space age," NASA Administrator Jim Bridenstine said.



Chuck Yeager, a former U.S. Air Force officer who became the first pilot to break the speed of sound, died Monday. He was 97.

NASA Administrator Jim Bridenstine called his death "a tremendous loss to our nation."

"Gen. Yeager's pioneering and innovative spirit advanced America's abilities in the sky and set our nation's dreams soaring into the jet age and the space age. He said, 'You don't concentrate on risks. You concentrate on results. No risk is too great to prevent the necessary job from getting done,'" Bridenstine said in a statement.

"In an age of media-made heroes, he is the real deal," Edwards Air Force Base historian Jim Young said in August 2006 at the unveiling of a bronze statue of Yeager.

"Yeager epitomized the pioneering spirit that has and always will propel the Test community "Toward the Unexplored" —Ad Inexplorata! We will miss this legend and continue to break barriers in his honor." said Maj. Gen. Christopher Azzano, commander of the Air Force Test Center at Edwards.

Yeager's wife, Victoria, paid tribute on Twitter.

"An incredible life well lived, America's greatest Pilot, & a legacy of strength, adventure, & patriotism will be remembered forever," she wrote.

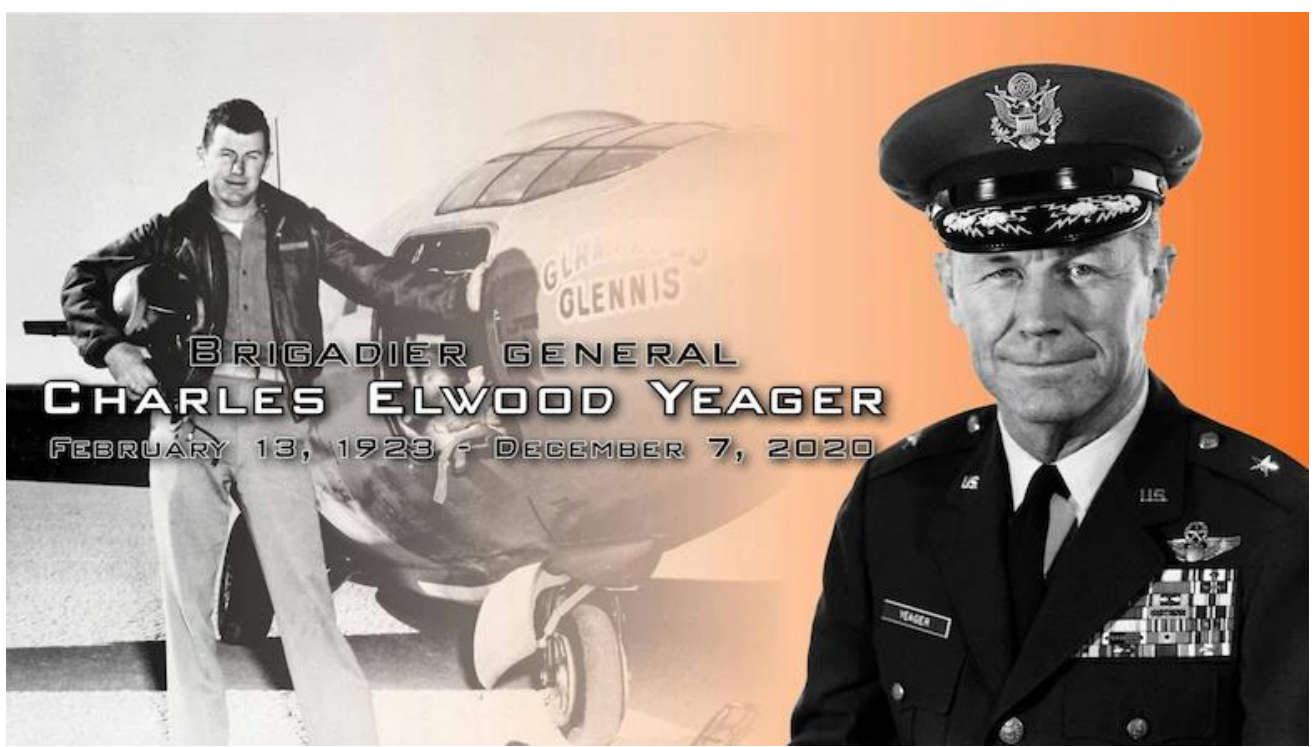


US Air Force test pilot Chuck Yeager, stands beside the plane in which he broke the sound barrier, the Bell X-1, nicknamed Glamorous Glennis in honor of his wife, in California, circa March 1949. US Air Force / The LIFE Picture Collection via Getty Images file

Oct. 14, 1947, Yeager became the first test pilot to break the sound barrier as he flew the experimental Bell XS-1 (later X-1) rocket plane over Muroc Dry Lake in California. Yeager nicknamed the plane "Glamorous Glennis" after his wife. "Sure, I was apprehensive," he said in 1968. "When you're fooling around with something you don't know much about, there has to be apprehension. But you don't let that affect your job." The modest Yeager said in 1947 he could have gone even faster had the plane carried more fuel. He said the ride "was nice, just like riding fast in a car." Yeager's feat was kept top secret for about a year when the world thought the British had broken the sound barrier first. "It wasn't a matter of not having airplanes that would fly at speeds like this. It was a matter of keeping them from falling apart," Yeager said. Sixty-five years later to the minute, on Oct. 14, 2012, Yeager commemorated the feat, flying in the back seat of an F-15 Eagle as it broke the sound barrier at more than 30,000 feet above California's Mojave Desert. The pilot later commanded fighter squadrons in Germany and Southeast Asia during the Vietnam War and was promoted to brigadier general in 1969. He retired on March 1, 1975.



Air Force
Captain Charles Yeager
25
in Los Angeles on
Jan. 21, 1949
Bettmann Archive/Getty
Images file



He became familiar to a younger generation 36 years later when the actor Sam Shepard portrayed him in the movie, "The Right Stuff," based on the Tom Wolfe book. The book and movie centered on the daring test pilots of the space program's early days. Yeager himself even made a cameo as Fred, a bartender at Pancho's Palace. Yeager was born Feb. 23, 1923, in Myra, a tiny community on the Mud River deep in an Appalachian hollow about 40 miles southwest of Charleston. The family later moved to Hamlin, the county seat. His father was an oil and gas driller and a farmer.

"What really strikes me looking over all those years is how lucky I was, how lucky, for example, to have been born in 1923 and not 1963 so that I came of age just as aviation itself was entering the modern era," Yeager said in a December 1985 speech at the Smithsonian Air and Space Museum.

"I was just a lucky kid who caught the right ride," he said.



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Youth is when you're allowed to stay up for New Year's.
Middle age is when you're forced to.

USAF Heritage Formation, Edwards AFB, 2005;
F-117 Stealth Fighter, F-16D Fighting Falcons (Vipers), F-22A Raptor



"There are bold pilots, and old pilots, but very few old bold pilots."
— 1930s Army Air Corps Sign



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NOMINATED FOR ONE ONCE**

A BIT OF HISTORY

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[Mike Guardia - Author](#)

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For all the fans of “It’s A Wonderful Life” and Jimmy Stewart. Just months after winning his 1941 Academy Award for best actor in “The Philadelphia Story,” Jimmy Stewart, one of the best-known actors of the day, left Hollywood and joined the US Army. He was the first big-name movie star to enlist in World War II.

An accomplished private pilot, the 33-year-old Hollywood icon became a US Army Air Force aviator, earning his 2nd Lieutenant commission in early 1942. With his celebrity status and huge popularity with the American public, he was assigned to starring in recruiting films, attending rallies, and training younger pilots.

Stewart, however, wasn’t satisfied. He wanted to fly combat missions in Europe, not spend time in a stateside training command. By 1944, frustrated and feeling the war was passing him by, he asked his commanding officer to transfer him to a unit deploying to Europe. His request was reluctantly granted.

Stewart, now a Captain, was sent to England, where he spent the next 18 months flying B-24 Liberator bombers over Germany. Throughout his time overseas, the US Army Air Corps' top brass had tried to keep the popular movie star from flying over enemy territory. But Stewart would hear nothing of it.

Determined to lead by example, he bucked the system, assigning himself to every combat mission he could. By the end of the war, he was one of the most respected and decorated pilots in his unit. But his wartime service came at a high personal price.

In the final months of WWII he was grounded for being “flak happy,” today called Post Traumatic Stress Disorder (PTSD).

When he returned to the US in August 1945, Stewart was a changed man. He had lost so much weight that he looked sickly. He rarely slept, and when he did, he had nightmares of planes exploding and men falling through the air screaming (in one mission alone his unit had lost 13 planes and 130 men, most of whom he knew personally). He was depressed, couldn't focus, and refused to talk to anyone about his war experiences. His acting career was all but over.

As one of Stewart's biographers put it, "Every decision he made [during the war] was going to preserve life or cost lives. He took back to Hollywood all the stress that he had built up." In 1946 he got his break. He took the role of George Bailey, the suicidal father in “It's a Wonderful Life.” The rest is history. Actors and crew of the set realized that in many of the disturbing scenes of George Bailey unraveling in front of his family, Stewart wasn't acting. His PTSD was being captured on film for potentially millions to see.

But despite Stewart's inner turmoil, making the movie was therapeutic for the combat veteran. He would go on to become one of the most accomplished and loved actors in American history.

When asked in 1941 why he wanted to leave his acting career to fly combat missions over Nazi Germany, he said, "This country's conscience is bigger than all the studios in Hollywood put together, and the time will come when we'll have to fight.”

This holiday season, as many of us watch the classic Christmas film, "It's A Wonderful Life," it's also a fitting time to remember the sacrifices of Jimmy Stewart and all the men who gave up so much to serve their country during wartime. We will always remember you!

Postscript: While fighting in Europe, Stewart's Oscar statue was proudly displayed in his father's Pennsylvania hardware store. Throughout his life, the beloved actor always said his father, a World War I veteran, was the person who had made the biggest impact on him.

Jimmy Stewart was awarded the Presidential Medal of Freedom in 1985 and died in 1997 at the age of 89.

-- Ned Forney, Writer, Saluting America's Veterans



June 30, 1944

Lt Col JAMES STEWART INTERROGATES AIRMEN RETURNING FROM BERLIN

After the attack by 8th AAF Heavy Bombers on June 21.

Left to right: 2nd Lt Robert F. Sullivan, 3 Charles Street, Chicopee Falls, Mass, NAVIGATOR; Capt Ray L. Sears, 803 Walnut Street, Lamar, Missouri, PILOT of the B-24 Liberator "Spirit of Notre Dame"; 1st Lt Arthur Cromarty, 62 Albany Avenue, Amityville, NJ; and Lt Col James M. Stewart, Group Operations Officer

[Dawn Tomlinson Ladd](#)

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This is my Grandpa, Lt. Col Ray Sears (standing, though he was a Captain at the time this was taken) who flew with Jimmy Stewart during the war. After my mom passed we found a lot of pictures of the two of them together in Europe. My Grandpa always spoke of how he "enjoyed Jimmy's company", but we never realized it was Jimmy Stewart - he never spoke of him that way, just "Jimmy".

Plane & Pilot



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John & Bonnie's First Flight of 2021



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