



# CHAPTER 25

SACRAMENTO, CA

## July 2020 Newsletter

### PRESIDENT'S REPORT

Welcome back to another newsletter. Hard to believe, but it's almost July! Half of the year gone, and I'm trying to figure out where it went. I'll never figure that out, so we might as well get going on the second half of the year.

Things are gradually opening up, albeit with face coverings. That's fine. It's a small inconvenience to pay for protection from the virus. So, we are going to try to get things rolling with VAA 25. As you know, we canceled the last few fly-outs, including the June trip up to Chico for a tour of the Chico Air Museum and lunch. We are now going to try to do that fly-out in July, namely July 11<sup>th</sup>, if we get enough interest. Right now, it looks like the air museum is still closed, but staff may give us a private tour if we request it. And Foodies, the restaurant, is open. So how about going to Chico? Arrive in Chico at 11 a.m., followed by a museum tour and lunch. Interested?

More good news! After a brief sabbatical from VAA 25, Esteban has returned as our VP and YE Coordinator. (I knew he would miss us.) Welcome back, Esteban!

He is finalizing a VAA 25 logo and merchandise for our organization and will help with YE flights in the future.

Well, they can close Oshkosh down (for the year), but they can't stop Stan and Nick from flying back there anyway. Stan and Nick will be leaving July 9<sup>th</sup> for Oshkosh and points in between with our YEs. In addition to stopping at Oshkosh, Stan said they will be taking in other air museums as well. Safe travels, Stan and Nick!

As I previously reported, we restarted our monthly VMC safety meeting on the third Saturday of the month. Because of social distancing concerns, we have been conducting them on Zoom. Let me give a shout-out for our VMC coordinator, Steve Lightstone, who is doing a super job. It is a well spent hour-and-a-half, and makes you think about emergency situations you hope you never have to deal with. Of course, that's the best time to think about them, when you are down on the ground and have time to talk about them with other pilots. So, plan on joining our next VMC meeting.

As we move through the summer, just a reminder that we will also have VAA 25 corn and brats' lunch at KSAC on August 8<sup>th</sup>, so mark that on your calendar. More on that in the next newsletter.

We are also anticipating restarting our YE flights later in the year. Right now, we are looking at September, October, or November, depending on how things with the virus play out. We will keep you advised.

Finally, a word of caution. Some lowlifes apparently hacked my email address and sent out scamming emails in my name to fellow VAA 25 officers. The scamming emails are asking for gift cards to help a bogus organization with the Covid-19 virus. If you receive a bogus-looking email, please ignore it. Thanks, and sorry.

Well, that's it for another month. And as always, stay safe and keep the greasy side down!

Jim Sobolewski  
President

## **SECRETARY'S REPORT**

The CH25 VMC met via zoom this past Saturday June 20th, which was well attended. They reviewed and quizzed on emergency preparedness with lots of great info passed around.

The next Fly-in is set for July 11th going from KSAC to KCIC (Chico 150 Airpark Blvd, Chico, CA 95973) and a tour of the Air Museum Lunch will be at the Foodie Restaurant.

From a parental perspective:

I am continually amazed at my son Tyler Pierson's dedication and passion for the Young Eagles program at KSAC. he has progressed so far in just a years' time from being afraid of heights to soloing in a Cessna 150/150 as well as night flying. his overall dedication to not only flying but learning all aspects of flight and airplanes at his age (16) has been a real pleasure! even his older brothers look up to him as achieving so much at a young age. The commitment and dedication by his instructor (Stan Lawrence) and the other EAA Vintage members I feel is what keeps Tyler coming back every single week. these guys make it fun and exciting to learn!

Thank you,

Scott Pierson  
Secretary

## **TREASURER'S REPORT**

**Balance as of May 20, 2020** **\$10,069.09**

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**June 2020**

### ***Income***

Total Income \$0

### ***Expenses***

June 10 Check 9001 \$ 434.00

Total Expense \$ 434.00

**Balance as of June 24, 2020 \$ 9,635.09**

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Respectfully submitted,

Stan Lawrence  
Treasurer

**YOUNG EAGLES SACRAMENTO / DGA REPORT**



## CFI Report:

Again, Young Eagle Student pilot and Ray Foundation Scholarship winner Tyler Pierson is ahead of schedule on his training! On June 15th he took his Private Pilot written test and passed with an excellent score. I must believe Tyler has established a record that will not soon be broken. The test is 60 questions and he completed it in 25 minutes! That is less than 25 seconds per question. This feat will not be surpassed any time soon! By the way he self-studied using the free to Young Eagles 🦅 Sporty's online course only.

He obviously reads and understands as fast as he talks! I find it amusing that when he talks to the tower at KSAC he creates a mini contest as to who can talk the fastest. He will call for taxi instructions at a quick clip and the tower responds quicker with Tyler responding even faster! Way too funny! As you all know I speak slowly and could never keep up with Tyler.

On June 17th Tyler flew his night cross country, of 50 nautical miles or more from his home base a requirement. We started the flight from KSAC to KEDU to fuel (fuel is \$2.96). From there he got aquatinted with VOR Navigation tracking to the SAC VOR. By the time we arrived at the VOR it was officially night, being one hour after sunset. From the VOR to Modesto City Airport Tyler flew via pilotage. Using Galt, Lodi, and Manteca as check points. On the return flight Tyler used GPS and the ForeFlight app to navigate to the Lodi Airport (103). He had his "foggles" on flying simulated Instrument conditions for 30 minutes. Landing at Lodi. From there we headed home to KSAC again using pilotage.

Tyler's performance was excellent! Making 4 total night landings one with a simulated landing light failure. The requirements before taking his practical test is 3 hours of night flight with 10 landings to a full stop. He now has 2 hours of night flight and four landings.

Tyler's next challenge is his first solo cross country to Merced Regional Airport, Los Banos Airport and Back to Sacramento Executive Airport. I'm planning to have Tyler fly his solo XCountry on Friday, June 26.

Young Eagles, Tyler Pierson, Dylan Fricke, Liam Robinson, and a new Young Eagle replacement for Audrey Robins, Tyler Stump, continue to attend our

Saturday sessions of 6 hours of building, maintaining and flying aircraft at the Chapter 25 hangar space donated by DGA Aviation, LLC.

Currently we are planning our consolation flight to Oshkosh even though AirVenture has been cancelled due to the virus. The plan is to fly to Moab, UT and the Arches National Park for two nights. Then off to Granite Falls, MN for one overnight via Casper, WY, Custer, SD. From Granite Falls it's a relatively short flight to Oshkosh arriving July 12th. Once there we are hoping to make contact with the "head shed" and hopefully able to visit some of the venues. Though at the moment we are told the grounds are closed. We will be staying in Neenah, WI eleven miles north of Oshkosh and on Lake Winnebago for two to three nights depending what venues are available. From Oshkosh we head to Dayton, OH visiting the Wright Bros Bicycle Shop, and Huffman Prairie where the Wrights test flew their Model B airplane. We are also hoping to visit the Wright-Patterson Air Force Museum, it's closed at the moment because of the virus. There is a possibility it will open in July. From Dayton we will be flying back to Granite Falls and the Fagen World War II fighter museum. Leaving Granite Falls to Custer, South Dakota visiting Mount Rushmore and the Crazy Horse Monument. From Custer we will fly back home to Sacramento. We are leaving July 9th and returning July 22, 2020.

All the Young Eagles will do much of the flight planning, navigation, weather watching and assist with flying When appropriate.

Respectfully Submitted,

Stan Lawrence  
Young Eagles Sacramento / DGA

## **VMC CLUB REPORT**

June' "Zoom" VMC Club meeting went very well and we had a good turnout. We are looking forward to everyone interesting in learning about flight safety and having a fun aviation-oriented activity joining us. The information necessary to attend the next meeting will be provided in your Google calendar invitation.

Steve Lightstone  
VMC Club Leader



## **SCHOLARSHIP COMMITTEE**

We are thrilled with the progress our Ray Scholar continues to make on his flight training. He is not only dedicated to his training but also consistently comes to the airport every weekend to help with projects!

Notes from Tyler:

Man, this past month has been full of fun and milestones. To start it off, I was able to take my knowledge exam a few days ago. All my studying proved to be useful and I was able to finish the exam with an 88%. Almost right after this I

then had to go and do my night cross country. That was quite the experience, looking down at my home city and seeing all the lights going past. I still must do a few more cross countries and night flying, but other than that I feel pretty comfortable doing my check ride this coming December.

Thanks,

Kim Owen  
Ray Scholarship Coordinator





## **WEBMASTER REPORT**

Nothing really new to report regarding the website. All newsletters to date (last year and for this year) can be downloaded from the website. If anyone has any pictures, they would like posted to the website, or any information regarding them, they can send me an email, and I can see about getting them on the website.

Regarding my RV-4, during the first engine run, I found a few minor bugs to fix, not the least of which the mixture control was reversed on the Rotec TBI (I am so embarrassed!). There also were a couple of minor wiring issues on the engine monitor sensors, which of course then didn't read correctly, due to my failure to

read carefully and entirely all instructions, but nothing that couldn't be fixed in fairly short order.

I am awaiting the FAA inspection for the AW certificate, which won't happen until the local FAA reduces the travel and meeting restrictions on their inspectors due to the COVID-19, and who knows when that will be. Meanwhile, I am flying my Pitts and Cessna...

Dave Magaw  
Webmaster

## **CALENDAR - DATES AND EVENTS**

<b>July</b>	<b>Saturday, July 11, Fly-out to Chico (KCIC) (10:00 a.m.) Visit the Chico Air Museum and lunch after at Foodies airport restaurant.</b>
<b>August</b>	<b>Saturday, Aug 8, Meeting at KSAC for Corn &amp; Brats BBQ (10 a.m. to 1 p.m.) Saturday, Aug 15, VMC Club Meeting at KSAC (8 a.m. to Noon)</b>
<b>Sept</b>	<b>Saturday, Sep 19, VMC Club Meeting at KSAC (8 a.m. to Noon)</b>
<b>October</b>	<b>Saturday, Oct 3, Young Eagles Flights at Little River (KLLR) (8:30 a.m. to Noon) Saturday, Oct 10, Fly-out to Shelter Cove (0Q5) meet at airport (11 a.m. to 1 p.m.) Saturday, Oct 17, VMC Club Meeting at KSAC (8 a.m. to Noon) Sunday, Oct 18, Young Eagles Flights at KSAC (8 a.m. to 3 p.m.)</b>
<b>November</b>	<b>Saturday, Nov 21, VMC Club Meeting at KSAC (8 a.m. to Noon)</b>
<b>December</b>	<b>Saturday, Dec 12, Holiday &amp; Planning meeting at Aviator's Restaurant KSAC (10 a.m.)</b>

### **EAA-VAA CHAPTER 25 OFFICERS**

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## **TRAINING AND EDUCATION**

The following story was recommended by Red Hamilton. It is an interesting story.



In the early years of the Cold War, Canada decided to design and build the most advanced fighter aircraft in the world.

Canada is well known for its rugged bush planes, capable of rough landings and hair-raising take-offs in the wilderness. From the late 1930s, the North American country had also started to manufacture British-designed planes for the Allied war effort. Many of these planes were iconic wartime designs like the Hawker Hurricane fighter and Avro Lancaster bomber.

Ambitious Canadian politicians and engineers weren't satisfied with this. They decided to forge a world-leading aircraft manufacturing industry out of the factories and skilled workforce built up during the war. Tired of manufacturing aircraft designed by others, this new generation of Canadian leaders were determined to produce Canadian designs. Avro Aircraft, the Canadian airplane maker created after the war, was the company that would deliver their dream.

To read the remainder of the story, please click on the following link:

<https://www.bbc.com/future/article/20200615-the-record-breaking-jet-which-still-haunts-a-country?ut>