



THE STROBE



EAA 512

Placerville, CA

October 2023

Welcome to the Experimental Aircraft Association Chapter 512

Join us every third Wednesday of the month at 7pm on the Placerville Airport. We meet at the EAA 512, green Quonset hangar. Bring your aviation enthusiasm and we will do our best to answer your questions and share the many opportunities the EAA has to offer our aviation community.

Contact us at: chapters.eaa.org/ea512/contact-us.

Dates To Remember!

October 18-General Meeting/Picnic 6pm/7pm

21- Adopt-A-Highway 7:30am

****Volunteers must contact Judi prior at**

judieaa512@gmail.com

November 7-VOTE!-EAA Ch.512 Elections

7-IMC/VMC 7pm

8-Board Meeting Via Zoom 6pm

15-General Meeting 7pm



Amy & John M.

Neil & Sean



John V.



Wayne



Dale

Our last pancake breakfast for the year was a blast! Thank you to all of our volunteers who make this a successful event! Come join us next year, first Saturday of the month, April 2024!



Judi & Audrey



Doug



Hunter



Jim

Prez Sez by Jim Wilson

Year 2023 in Review

As the year winds to a close, like the final quarter of the game, the last miles of a marathon, 3 miles out on final approach, I have served as president since 2021 and vice president before that. During covid, we learned how to meet remotely using the internet and an app called Zoom. We have met every month and grown the chapter despite the loss of our brethren. It is time for me to step down, turn over the helm, hand the reins to someone else. A new president will relieve me on January 1st. It is time for a change of guard without any pomp and circumstance.

Chapter by-laws mandate an election each year in November when a nominating committee prepares a slate of candidates. The slate is partially filled with the names of incumbents who willfully volunteer for another year of service. We should all be grateful to Judi, Rob, and Neil.

November 7 is election day. An email will go out to all members in good standing in 2023. The results will be announced at the general meeting on November 15 when votes are tabulated.

It takes more than elected volunteers, officers, and directors, to run a chapter. It takes many active and dedicated members to run a myriad of chapter events and activities.

It all starts with **MEMBERSHIP**. The head count of members in good standing, paid dues to national and chapter 512 is 75.

PANCAKE BREAKFAST We prepared seven breakfasts this year with gross earnings of \$6,070 serving 852 people including staff and receiving \$1,125 in

donations. Thanks to the many volunteers who worked hard to serve the airport community our popular breakfast!

ADOPT -A-HIGHWAY volunteers worked the third Saturday each month since November with an average crew of 9 from a list of 20 volunteers. Judi Gordon, Neil Robinson and Jim Wilson served as the crew leaders.

YOUNG EAGLES and YE Coordinators, Jim Wilson and Jim Pinkowski, with Judi Gordon at the registration/dispatch desk for two events in June and October. We flew 25 and 26 kids with 10 and 7 pilots respectively. That is about 12 hours of flight time and \$600 of gas donated by our young eagle pilots.

YE BUILD AND FLY Dale Kral and Jim Vonderwerth kick off the new program on October 21 with six kids expected to attend. The program will last for several months and culminate when the boys earn their wings at the Sacramento Area Modelers (AMA) and fly the 6-foot electric KT-40 RC aircraft.

RAY AVIATION SCHOLARSHIP Chapter 512 nominated our first scholar, Andrew Gordon, in 2020. Andrew earned his sport pilot certificate, a great achievement that launched him on a career path in the USAF as an air traffic controller. Followed by Aiden Andrews, Jaeger Ruckman, Ben Varozza, Sam Garcia, and Hunter Sites. The nomination of six scholars in three years is a great accomplishment. They received over \$58,000 toward flight training to earn their private pilot certificate. They all started as Young Eagles destined to “fly the coupe”. The goal of the national Ray Aviation Scholarship program is to achieve an 80% success rate by graduating pilots in one year. We currently have two scholars in their final months preparing for their check ride. If they complete the program on schedule, the chapter will have exceeded the national goal of 80%.

Continued Pg. 4

The chapter is looking for a volunteer to be the Ray Scholarship coordinator for 2024 and beyond. The coordinator submits the chapter application each year to qualify and, if accepted, nominate a scholar. The application for the matching funds scholarship is due 12/31/23. The full scholarship is due the end of January 2024.

The flight path for a successful candidate is riddled with challenges and obstacles all known to aviation. Medical issues or injury can interfere with completion, as can aircraft maintenance, weather delays, and insufficient DPE's (designated pilot examiners) and scheduling a check-ride. The three milestones of the Ray Scholarship program are solo in 90 days, FAA written in 180 days, and check ride in one year. While deadlines loom, come and go, there is some forgiveness if explained by extenuating circumstances. A pending "milestone report" must be closed, like a flight plan, as a success or incomplete.

While many people deserve recognition for their contribution to the chapter, several come to mind.

Hal Stephens has been one of our elder and honorary Young Eagle pilots. As our recycling guru, he has earned much money over the years, served as president for many years, and paid for tree trimming and yard maintenance from his own pocket.

Audrey Brand has been our newsletter editor, grounds keeper, baker and matron of the pancake kitchen staff.

Dale Kral maintains our tool crib, is a master machinist and plane builder.

Dick Wampach is our technical counselor and master A & P.

John McPherson has been one of our elder and honorary Young Eagle pilots.

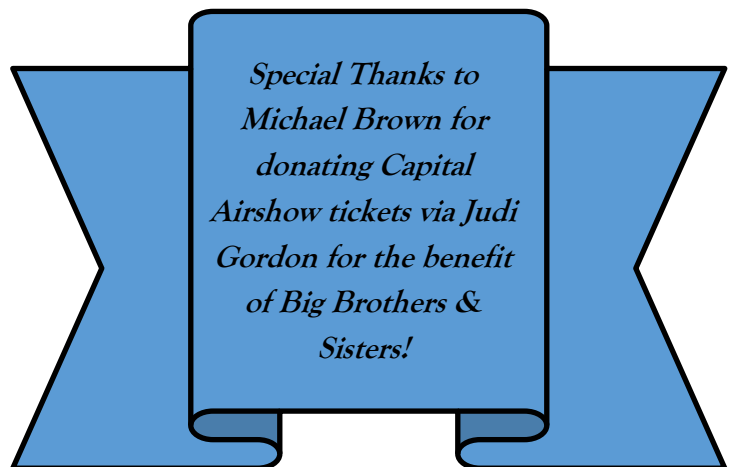
Tim Sullivan is a past president, our resident

engineer and leak detector.

Glenn Gordon is our chapter master aircraft builder and engineering professional.

This chapter has so much talent and is growing as new members join our ranks.

Looking forward to seeing everyone at our last picnic chapter gathering of the year, Wednesday October 18. The chapter welcomes everyone to our place of solace, comradery, and friendship for the young and the old.



SF Fleet Week 2023 by Tim Sullivan

Sausalito CA October 7th

As you may know I love to sail on SF Bay. A special treat for me is to combine sailing and aviation. Well the fleet week airshow on San Francisco bay affords me that opportunity. I attend the airshow once every few years and this year I was invited to help crew for my sailing friends Rob and Charlotte Happy who also belong to the Modern Sailing Club located in Sausalito. Some of you have joined me for this same sail in the past years and maybe you can join me next time I go. Two special friends Daniel and Linda Kuper, of the Happy's are aviation folks.

Continued Pg. 5



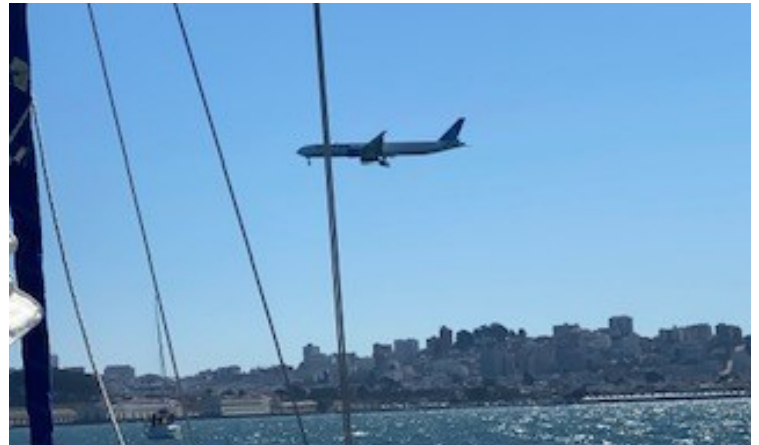
Daniel is a Delta Airlines Captain and Linda is a former American Airlines (or was it United?) flight attendant.

During the day Daniel and I would have fun identifying planes and areal maneuvers.

We boarded the 32-foot Catalina sailboat around 9:30AM from the club's marina. After loading gear and food and going through the checkout list we cast off the lines and pushed back around 10am. Within a few minutes were motoring down the channel in Richardson Bay going past hundreds of boats in the many harbors of which some would join us later for the airshow. After we passed Spinnakers, a well known and iconic local restaurant, we set course for the airshow "box" located just west and south of Alcatraz Island. Along the way the wind began to pick up and we were able to hoist the sails. The most beautiful moment on a sailboat is when the motor is shut down and all you can hear is the waves lapping on the bow. There is a perfect phrase that I like to repeat "Sailing is the most expensive way

of going from point A to point B for free". In October it is rare to have winds this early, so we didn't want to waste the opportunity. The local October winds come from the North which allowed us a beam reach all the way over to the "box".

With dock fender still out, we braved the ever growing boat crowd along the north side of the "box" and motored/drifted while being treated to several aerial show performers including Fat Albert the Blue Angels C-130 crew plane, National Anthem Flag Jumpers by the US Navy Parachute Team. Several very low fly-bys of a United Airlines 777 , USCG MH-65 in water rescue Demo, an Airforce U-2 Flyby. A special Memorial Squadron of AT-6s that did three groups of 4-ship flybys in memory of the those who died at the Reno air races



this year. I was there with Doug Delapp when that happened. Also in the show included some pretty good moves from a very old T-33 called "Pace Maker" which is used in the Reno air races as the pace and safety plane during the faster plane races. One of my favorite show planes was the F-35B Demo. I think it came from either Salt Lake or Lemoore, either location is only few seconds flight for these fast planes. It sure can do amazing maneuvers with the thrust vectoring system. The Patriots L-39s out of Byron also performed a spectacular show. Although they cannot blast the crowds with afterburners they can sure do a great routine second only to military demo teams.

Speaking of military teams, last and definitely not least was the Blue Angels ("Blues"). They are just pure poetry in the air.

Continued Pg. 6

If you haven't seen them before or attended the fleet week airshow you'll be another year older before you do (Warren Miller quote). I suggest you watch this



youtube video which is a 360 just to see how close they fly together (<https://youtu.be/H6SsB3JYqQg?si=HARVwRNYXCfVlZg>).



During the Blues show I took the helm from Rob to have him shoot the pictures you see in this article. It's a bit tricky going slow with a current and wind pushing you around while most everyone is not paying attention to where they are steering. You have to keep your head on a swivel in case some one is getting too close. I've learned over the years to keep the dock fenders down along the side in case there is an "incursion". There were probably a hundred boats in the area of all types and sizes. A majority of them only came out for the last of the show to watch the blues. After the show was over, we headed back with the rest of the armada of boats to the harbor on a beam reach. Yes the wind was now coming from the south, that's typical in the afternoon in October. We only had to use the jib on the way back which makes it a bit quicker to start sailing.

After arriving and docking the boat the crew headed over to the clubhouse area and had beer and wine followed by a short 5-minute walk to dinner at FISH.



FISH is a super cool restaurant that is not fancy but has the freshest fish dishes you can get, like right off the boats in the harbor. So make sure you set your calendar for Fleet week 2024, it will not disappoint.

Brand Family at High Sierra Fly-In

Photo by Helen Brand



Autumn flying provides some of the most fair weather combined with spectacular color. In two months we've managed to squeeze in several flying trips to help hold us over through the rainy months including Reno Air Races, Ala Doble, RAF in Boonville, weekend in So. Lake Tahoe, and HSF at Dead Cow dry lakebed. The latter has become a family favorite and we even have grandparents and friends joining us regardless of the ice cold mornings & evenings plus the clean up required after we return home. I imagine we're camping on the moon. Everything must be brought in and hauled back out. Required prior to arriving is a complete understanding of the STOLTam or NOTAM. Every year at least one aircraft enters the area uniformed lighting excitement with ATC.

After the dawn flights and some desert grub, STOL (Short Take-Off/Landing) Drag enthusiasts line up

along the course to watch races paired up between simple but powerful backcountry planes and is open to new pilots with opportunity to practice and qualify.



When the winds pick up, the flying quiets down for the afternoon only to become the busiest flying desert just before sunset.

Afternoon entertainment items were two para





Cockpit photo by Jason Brand



Citabria dressed up for evening.



Partial solar eclipse by Walter Brand

foil kites we brought, one having a 70' tail. Walter said it was a complete workout during gusts trying to keep both feet on the ground.

This year we celebrated 3 October birthdays, one graduation, and the clouds parted enough for us to enjoy a partial solar eclipse! Luckily for us, there was an ice cream truck on the la playa! With all the flying we do while out in the desert, it's nice that Susanville is nearby for refueling.

On the last evening at HSF, Walter & Jason taxied up for a sunset flight and just before their departure ended up getting a front row seat watching the Red Bull STOL craft perform.

The trip was certainly one to remember and worth getting a little dirty!



Contacts

Board of Directors

President

Jim Wilson (916) 337-6700
james.wilson.consulting@gmail.com

Vice President

Jim Pinkowski (916) 952-7354 jamespinkowski@comcast.net

Secretary

Robert Bulaga
rbulaga@sbcglobal.net

Treasurer

Judi Gordon (847) 414-7773
judieaa512@gmail.com

General Directors

Dick Wampach (530) 677-8251
rwampach@att.net

Neil Robinson (916) 600-6175
fewhairs@pacbell.net

Chapter Committee Chairmen

Membership Administrator

Sam Garcia
(530) 409 7145

Young Eagles Coordinator

Jim Pinkowski (916) 952-7354
jamespinkowski@comcast.net

Webmaster

Jim Wilson (916) 337-6700
james.wilson.consulting@gmail.com

Editor

Audrey Brand (530) 409-4468
more_right_rudder@yahoo.com

EAA Flight Advisor

Hal Stephens (530) 263-3699
aerohal@comcast.net

EAA Technical Counselors

FAASTeam Coordinator

Dick Wampach (530) 677-8251
rwampach@att.net

Glenn Gordon 847-414-7773
glenn@glennSGordon.com

IMC/VMC Coordinator

Greg Stein (916) 862-0175
greg.stein777@gmail.com

Fundraising

Tracey Fremd
t.fremd@gmail.com

