



THE STROBE

EAA 5I2 Placerville

February 21

Prez Sez...

A Short Walk Down Memory Lane

My first logbook is showing its age by the loose and discolored pages. My pilot career started at a snail's pace. I liken it to watching a glacier move down the mountain, measured in inches per year. My very first entry was 1966, FAT, LOCAL, C-150, 100 HP. The last entry on page 1 was 2011, PVF, LOCAL, DA-20, 125 HP.

CLASSIFICATIONS		REMARKS
DUAL	SOLO	
30		Introduction flight J.A. Benelli 1249591
100		Basic airwork J.A. Benelli 1249591
100		Rect. patterns, T.O. + Ldg. J.A. Benelli
100		Stalls - T.O. + Ldg. J.A. Benelli
30		T.O. + Ldg. J.A. Benelli
45		T.O. + Ldg. J.A. Benelli
45		T.O. + Ldg. J.A. Benelli
100	30	First solo B.L. Taton 338029 CFI 4/20
130		FLY TO SAC, MUNI. SLO FLT. STALLS COORD. TOL
05		Alcant airport familiarizing four fundamentals J.A. Benelli 3326087 CFI 4/20
07		Four fundamentals power descent, climbing and descent turns, approach to ldy J.A. Benelli 3326087 CFI 4/20
93		

The REMARKS tell a story if I read between the lines. While attending my first year of college at Fresno State, my father at the time a young pilot of 47, encouraged me to take lessons at the local airport. FAT had a wide 10,000 ft

GENERAL MEETING INFORMATION

This Wed at 7pm
via Zoom.

Link provided on pg. 3

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runway and a control tower. I do not remember talking to the tower, but I did not get any flight violations, therefore I conclude "I talked to the tower".

It would be a better story, more nostalgic if I could say I learned in a taildragger on a grass

DATE	FLIGHT FROM	FLIGHT TO	EQUIPMENT FLOWN				CL
			AIRCRAFT MAKE AND MODEL	CERTIFICATE NUMBER	ENGINE	H. P.	
Feb 23	FAT	Local	Cessna 150	78782	C	100	
Feb 25	FAT	Local	Cessna 150	78782	C	100	
Mar 2	FAT	Local	Cessna 150	78782	C	100	
Mar 7	FAT	Local	Cessna 150	78782	C	100	
Mar 18	FAT	Local	Cessna 150	78782	C	100	
Mar 22	FAT	Local	Cessna 150	86885	C	100	
Mar 23	FAT	Local	Cessna 150	86885	C	100	
1 APR	FAT	LOCAL	" 150	86885	QNT	100	
10-15-68	CCR-SAC-CCR		PA-28-140	3466K	LYC	150	
6/7/2011	PVF	PVF	AA-20-C1	1753P		125	
6/9/2011	PVF	PVF	AA-20-C1	1753P		125	

THE RECORD ON THIS PAGE IS CERTIFIED TRUE AND CORRECT:

PILOT James Wilson ATTESTED BY _____

stripe, but the FAT in the logbook would make that a false statement. In 1966, I started and ended my flying career in 8 hours on 1 APR. Not fooling! That was not in a single workday, it was 8 flights spread out over a month. The airplane by today's standards, was a relatively new and now famous Cessna 150. I was naïve and thought the 150 stood for the horsepower. My instructor was a 6'-4" male with broad shoulders weighting over 200 lbs. He never showed me how to calculate weight and balance, he just said "You got 10,000 feet of runway, don't worry!"

When I soloed on my 8th flight, we flew around the local area doing maneuvers, returned to the airport for a few landings, and he said "STOP here" as I rolled out with 9,000 feet remaining. He stepped out on the runway and instructed me to fly around the pattern and land. "If I wave like this X, STOP." I replied "Roger" in my best fake confident voice, pushed the throttle to full and the plane leaped off the ground. I flew around the pattern and came in for a landing, squeaked it on, did not see any erratic hand gestures from the

instructor, so I advanced the throttle and did it 2 more times. It felt great to solo!

As Paul Harvey would say, "And now the rest of the story". In 1966, I learned to fly for \$25/hour for plane and instructor. So why did I quit? I could not afford flying with college tuition and room and board. Fast forward 45 years... in the same logbook on page 1, I returned to the air at Placerville. And after a sporadic restart due to medical complications that come with life, I finally got my medical and bought a 1976 Cessna 150 knowing it had only 100 hp. In 2013, the plane cost three time the price in 1966. With my instructors, Hal Stephens and Jose Fierro, I finally soloed for a second time in June of 2013. My tee shirt read "Pilot grows old between solos".



Since I have been flying at Placerville, I have been able to share my passion for flying with others who flew in my Cessna 150 or Cherokee 180. They include many Young Eagles, Greg Stein, Audrey Brand, Joe Herrick, Joey Slepian, Josh Corr, Rick Gaylord, Jose Fierro (my nephew), and partners John Vybiral and Dale Kral in my Cherokee 180.

The environment at Placerville as a place to learn to fly is sadly lacking in the resources that existed a few years ago. When the airport FBO closed shop 3 years ago, we lost a place to rent a plane and instructor. Now the nearest flight

school is Cameron Park, or Rancho Murietta, Auburn or Lincoln, each a short flight but a long drive.

In the last few months, I have received phone calls from young aspiring "student pilots" inquiring about learning to fly. Sadly, I cannot offer much promise or a pathway to flight at Placerville. With the right airplane, a flying club could fill the gap between the "dream of flight" and aircraft ownership. When you are young, it's hard to afford ownership, let alone the cost of a private pilot certificate. The Sport Pilot rating was intended to combat the high cost of training which requires half the flight time of a private, but at today's rates in the local area, a light sport aircraft rents out at \$140 wet and the instructor costs \$85/hr. For each hour of flight, plan on 1 hour of ground instruction, and a single flight is over \$300. The cost of a Sport Pilot certificate is north of \$10,000 and another 20 to 30 percent for a Private.

If you are an older pilot nearing the end of your flying career, consider offering your plane for sale to a flying club here on the field. Both EAA and AOPA encourage flying clubs as a more affordable way to learn to and continue to fly and spread the joy. Think of it this way, a club brings in new pilots who in turn may buy an airplane, maybe your airplane. Without a constant pipeline of new pilots, the Vref value of your plane will drop and the flying community here at Placerville, Georgetown and Cameron Park will continue to decline from the highwater mark in the mid-80s when the ramp and hangars at PVF had over 200 planes.

My last point as president of Chapter 512, chapter members could pool resources and buy a project plane, a incomplete kit, do a restoration, or build and fly a modern plane like an RV 12, which is a fantastic aircraft for

students and older pilots who just want to keep flying without the high cost of annuals or a third-class medical. The joy of flying is always greater with someone in the right seat! My vision for the chapter is to bring in a project shared by 5 or more members, and when the build or restoration is completed, put it into a flying club of 10 or more offering student pilots the fulfillment of their dreams!

If you have an interest to build or wish to comment on my article, please email me.

Thanks, JW

A Special Tribute to Bob O'Hara



Bob and his '45 Taylorcraft and '60 VW bug

Just over a year ago, on February 14, the founder of our chapter, Robert "Bob" O'Hara passed away of cancer at the age of 89. In the past year, due to COVID-19, the chapter has not held a single pancake breakfast or regular monthly meeting since his passing.

The chapter celebrated Bob's life at the hangar on October 10, 2020. Bob remains in our hearts and will be looking down when we resume normal operation later this year.



Bob and his clipped wing T-craft restoration

PILOT LOG

In the Pipeline

PILOT	DATE	FROM	TO
Andrew Gordon	July 2020	O61	Nominated Ray Scholar for sport pilot rating
	Nov 2020	O61	Solo
	Jan 2021	SAC	Pass FAA written!
	Feb 2021	O61	X-C solo to Rio Vista
	Mar		DPE check-ride
Nathan West	Jan 2021	O61	First flight, solo
			C/4C, AFROTC Cadet
			Cal State Univ Sac
Diego Bartolome	Jan 2021		Army NG, Sac Start ground school
Brian Rauchfuss	Dec 2020		Aspiring young pilot
Tommy Carlson	2020		congressional nomination and application to the USAF academy

Tobias Klein	2021	Delayed enrollment Sac City College A&P school EAA Scholarship pending
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Certificate upgrade

Dale Kral	Feb 2021	PA-28 PPL DPE check ride
Greg Stein	2013	Eagle Scout
	2019	PPL, EAA 512 Scholarship
	Feb 2021	Inst check ride

At Flight Level

Michael Brown	2018	PPL, flew Young Eagles EAA 512 scholarship
	2019	Comm, CFII, Inst, taildragger,
		Seaplane rating, Kenmore Air, Lake Washington
		Attending Cal Poly, SLO
Joey Slepian	2018	Graduate Ponderosa HS, PPL
	Spring 2019	Graduated, Az St Univ Comm, Inst, CFI, ATP
	Summer	CFI, ID near Grand Teton
	Fall 2019	1 st Officer, Skywest, CRJ Phoenix based
	Sep 2020	Bought 1 st plane, Mooney M20C Flown 80 hrs. on days off
Josh Corr	2018	Graduate Ponderosa HS, PPL, taildragger
		Cal State Camarillo

Will Mathews	Jan 2018	EAA 512 ground school
	Nov 2020	PPL, Inst, Utah flight training
Matt Nagy	Jan 2018	EAA 512 ground school Cal Poly, PPL, Inst
Conner G	Jan 2018	EAA 512 ground school Cal Poly, PPL, Inst

New Airport Arrivals

Charles Mellor	Fitfox tri-gear
Dave Ross	Piper Tomahawk

Guest Speaker

The longest serving NASA Flight Director, Mr. Paul Dye, will be our featured guest speaker at the next virtual (ZOOM) General Meeting, 19:00 PST, Wednesday Feb 17, 2021. He will discuss "Tips from Mission Control", presenting advice from the world of aerospace-operations that can be directly applied to the design, construction and operation of homebuilt aircraft. Safety and Risk Management are emphasized, and numerous stories from NASA's mission control flesh out the lessons. He will be at the top of the meeting agenda, so please log into ZOOM on time!

ZOOM MEETING

↓ TEMPORARY LINK ↓

[External Link](#)

Use above link to join
General Meeting

Feb 17th at 7pm.

Or, check your email for an official
invitation.

And God Saw

that it was

Good

Most seniors never get enough exercise. In His wisdom God decreed that seniors become forgetful so they would have to search for their glasses, keys, and other things, thus doing more walking. And God looked down and saw that it was good.

Then God saw there was another need. In His wisdom He made seniors lose coordination so they would drop things, requiring them to bend, reach, and stretch. And God looked down and saw that it was good.

Then God considered the function of bladders and decided seniors would have additional calls of nature, requiring more trips to the bathroom, thus providing more exercise. God looked down and saw that it was good.

So if you find, as you age, you are getting up and down more, remember it's God's will. It is all in your best interest even though you mutter under your breath.

Sent in by Dick Wampach



Register for Spring Ground School

There's still time to register for Private Pilot or Instrument Rating Ground School.

Classes start in March.

Private Pilot Tuesday evenings
beginning March 2nd

Instrument Rating Thursday evenings
beginning March 4th

Each course is \$399 (includes materials).

Sign-up now! Bring a friend!

IMC/VMC

March 2nd at 7pm

Virtual meeting via Zoom

If you are interested in attending, please email or call Greg Stein to ensure you're on the mailing list to attend.

Email: greg.stein777@gmail.com

Call: (916)862-0175

Editor's Notes

(obviously)

Add value to the newsletter; contribute your own stuff. It's easy, it's fun, it's publishable.

Email Content [to Helen] at:
more_right_rudder@yahoo.com

INCLUDE

1. **Article, Link, Ad, Image, Misc.**
2. **Title** (or I'll make one up)
3. **Date** (current or evergreen)
4. **Notes** (additional details on how you'd like it published or I'll be creative on your behalf)

DEADLINES 3RD SUNDAY

For anything you'd like to share, The Strobe is here to propagate the Spirit of Aviation

As Always,

The Editor

On February 10th, I took my IFR Checkride and passed! Now on to Commercial and Multi Engine rating! Thank you All for your continued support.

-Greg Stein

Thanks for the Small Things

Small actions make a big difference. Just ask Jim Wilson. He identified Tommy Carlson as a potential Air Force Academy candidate, allowing EAA 512 to guide and assist Tommy in a successful congressional nomination and application to the service academy. How about Jason Brand who offered Brandon Brown a ride in his taildagger in October, then went a step further offering Brandon multiple rides. Now, Brandon has a tailwheel endorsement and is instructing tailwheel flying at KSLO (Brandon was already a CFI).

Now there is a story of success for EAA 512. I gave Brandon a Young Eagles ride about six years ago. He is now an instrument, commercial, CFII with Sea plane, multi engine, tailwheel endorsements.

Brandon took flying seriously and worked really hard to accomplish his goals. He did the work but, individual contributions from EAA 512 members really helped. Dick Wampach completed Brandon's complex rating using Dick's airplane and time. EAA 512 provided him with scholarship money when he was completing his instrument rating. Oh yes, and Brandon came up and flew Young Eagles for one of the Chapter Young Eagle days.

Look, you understand that with all these stories, the core success is from the individual student's hard work, but we helped. Want proof?

Greg Stein has been an EAA 512 member for years. He was selling tee shirts and patches for the Chapter before he was in high school. We took him for rides, talked about a flying future, and gave him scholarship money. A serious non-aviation accident put the brakes on his dreams. Even a basic PPL seemed out of reason but, he had friends and encouragement from 512. Hal Stevens was his initial instructor; I and many others give him multiple aircraft rides. Greg exhibited remarkable tenacity by

recovering from his accident, tackling the FAA bureaucracy and getting medically cleared to fly (this is a story in itself). Greg accomplished the big actions and 512 helped, Greg passed his written with a 92% (hard work) and again Dick Wampach got him his complex endorsement. Greg is just finishing his instrument ticket, well on his way to commercial and his goal of corporate flying. Greg understands giving actions. He now runs our IMC/VMC sessions!

Josh Corr, PPL at Camarillo, Joey Slepian, PPL at Arizona State University, Tobias Klein, A&P Student, Sacramento City College, all helped by EAA 512.

Our latest involvement is with Andrew. He is our Ray Scholarship award winner. Andrew has done the work required. He soloed, accomplished his cross country, passed his FAA written and will finish his check ride this month. Jim Wilson personally mentored Andrew in this success. A lot of others helped Andrew as well. That is the point of the Ray Scholarship, that everyone in the chapter gives a bit to the scholar.

Andrew is a great measure for you because he is EAA 512's *scholar*. Each Ray scholarship opens many doors in the scholar's life. It also determines if EAA512 will get another scholarship. In plain speak that means another kid in our area learns to fly!

So here is the challenge. If I left your name out of these mentor descriptions, (and I missed a lot) thanks! You made a difference! If I didn't miss you, challenge yourself. Think back to an adult who mentored or otherwise assisted you, big or small, and replicate it this year.

It is my hope that that EAA Chapter 512 will integrate youth flying programs into its very core. Scholarships, discovery flights, advanced knowledge, and always doing the little actions to further aviation in our area.



By John Crocker

AVIATOR ARCHIVES

“

I remember two of us hitchhiked along a two-lane “super highway” out to the Flying Cloud Airport near Minneapolis and got a ride

in a Piper J-5 cub with the wide back seat. My uncle gave me a little B-17 stick model, helped me start building, and then had to continue his enlistment in the army as a fireman and so my mom helped me. I enjoyed building more models and started thinking that I might like to be a pilot someday.

We left Minnesota at the end of my ninth grade and so I attended high school in Eugene, OR. My senior year, I was flying U-control model airplanes at the local airport with a group of friends. We’d go fly them, break some of them, and spend all week repairing them to fly again the next weekend. We got to the point where we would play with streamers and try to cut each other’s streamers. We tried shortening the wings so we could make tighter turns reducing the wing from 36” to 28”. The elevator was about 18” long. Soon, I was good enough to do a little tail dance and cut my own streamer right before it ran out of gas.

After being in Eugene a few years, I was blessed to meet an older gentleman who was a precision watch maker. His name was OB St. Clair. I was told he was the father of U-control airplanes. The story, OB took his idea up to

Johnny Walker, a model maker, and [OB] was told the idea would never fly. But as the door closed at OB’s feet, Johnny was calling a patent attorney.

One day a fellow named Jack Murray came by and mentioned, “You guys are flying those pretty good, would you like to build an airplane and set a world record?” With his help, we built several aircraft of the same model; one with fixed flaps, one with moving flaps. We were shooting for 100 hours, which was going to take 50 gallons. We put a gallon tank on our chest with the fuel line going up along with the two control wires, and then we had to build a fuel tank that would hold constant fuel level. OB helped us build the fuel tank by taking float system out of an old Plymouth carburetor and soldered it all up so that it would shut off just like an automobile giving us an even fuel level so the airplane could remain in constant flight. We spent several months testing it during hot afternoons and cool nights. We even heard a shotgun go off one night followed by, “You kids get out of here!” This taught us how susceptible the mixture ratio was in the engine. OB helped us solve this problem by taking a speedometer cable from a car and weld it to the needle control and put it into the fuselage just in front of the fuel tank and control it with a servo motor. So, we hung two wires, the fuel line, and the control lines to our dual hand controller with a switch for rich and lean just in case we got tired or needed to scratch something. We made a panel that had a push button that was wired to the battery which we also carried on us.

We launched on Saturday night, Labor Day Weekend, about midnight at the local dirt track and were given permission to use the lights. Our competitors who had just broken a record of 28 hours showed up from the Salem area to watch us. OB officiated the timing of the stop

watches for the record. We took off and the airplane was flying smooth and steady. The news people showed up to give us a little coverage. We had about 17 pilots that each got to have some time flying during the record attempt.

64:33:15 later of going around in circles it sputtered, and quit. I went over and checked the engine and when I turned the propeller, it was tight at first and after a turn or two, started running again just fine. We think, maybe a bug had gotten into the venturi. Our record still holds to this day.

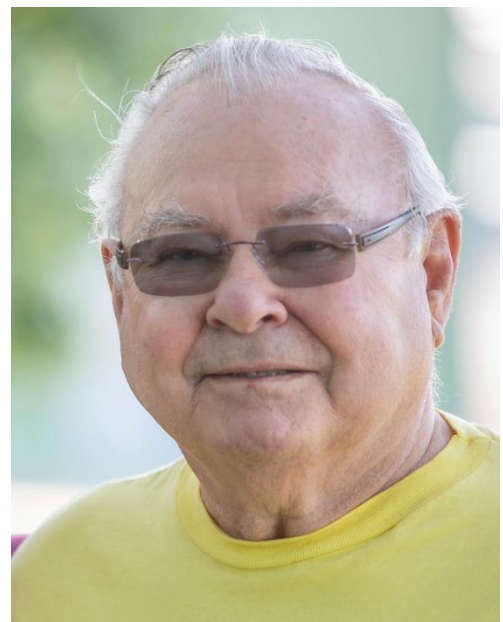
I went into the Air Force in 1958 after graduating high school and spending four years plus an extension during the Cuban Missile Crisis. I wanted to get back to my AMP school, Eugene Technical/Vocational, originally formed for WWII purposes. After I got out of there, I had a job waiting for me at TWA in Los Angeles.

I finally started flying again in 1966 and received my private in early '67 in a Cessna 140. I soon got my commercial, instrument rating, and then began instructing. Not long after that, I met my wife who at the time was the secretary in our maintenance department and about the time I was got the hankering, she left and moved onto another company. I pursued her anyhow and talked her into going flying with me. I flew her and her little boy Jimmy near Catalina Islands and hiked down the hill with our picnic lunch by the stream. All of a sudden, about 25 of these big fellows showed up and I didn't know the disposition of buffalo so I thought maybe we should pack up and leave. After telling her that I intended to own an airplane and fly places, she decided to marry me in 1971.

I bought a Cessna 150 in 1975 a couple years later a Cessna 172. After being furloughed from TWA I was hired for Cessna in 1979 and attended Cessna maintenance school in Wichita studying aircraft systems. There was a real satisfaction in problem solving a system and being able to make it work properly. I worked at the Torrence mechanic shop for two years and then was offered a job at Patterson Aircraft. I eventually sold the 150 & 172 and went in on a partnership with a Cessna 182. I also decided to build a Murphy Moose, one of my favorite projects and planes.

”

Dick Wampach is a certified IA and CFII and still pilots a 1985 Cessna 182 RG. He is an active volunteer with the EAA Chapter 512, has enjoyed giving Young Eagle Flights, leading IMC/VMC and Wings, and loves telling a good joke while flipping pancakes. He offers advice for mechanics as well as pilots: Don't make a project harder than it is, check the mags on your plane before parking and it's alright to make the decision to get a new flight instructor.



Richard Wampach



Inner Moose



Micro Moose



Mason inside Moose cockpit



Macro Moose

Murphy Moose

Compressed Interview by Audrey Brand
Story & Photos Courtesy of Richard Wampach



RWA: Richard Wampach's Airplane

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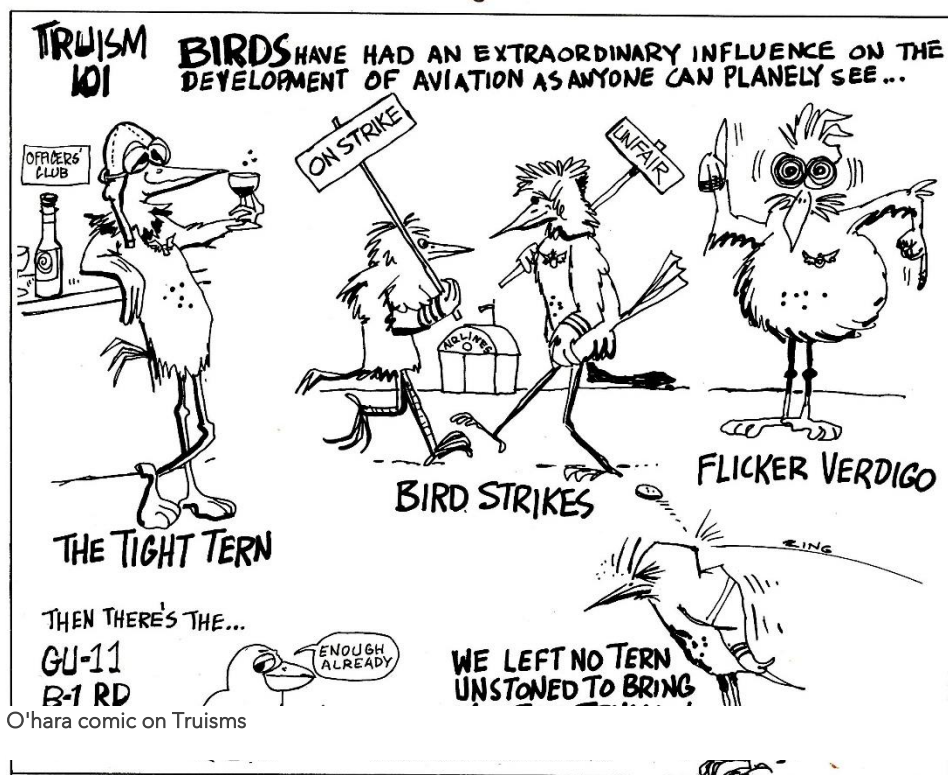
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EAA Chapter 512
Monthly General Gathering
January 20, 2021
MINUTES

Meeting called to order at 7:09 PM by: Jim Wilson

Number Present: 22 Zoom connections, 24 people present

Guests:

Diego Bartolome – interested in learning to fly – dbartolome24@gmail.com
Decann Hawley – restoring an ultralight – decann@decannseuropean.com
Amelia Korveziroska – friend of Andrew Gordon – interested in learning to fly
Gerhard du Toit - ?

MEMBER PROJECTS & ANNOUNCEMENTS:

- Judi Gordon – Judi is trying to hook Amelia (see guests above) with an EAA Chapter in the Normal, IL region. If anyone has contact in that area, please let Judi know.
- Hal Stephens – Hal reported on a recent flight he had to and from Reid Hillview airport, where he encountered severe turbulence and the loss of GPS. Jim Wilson presented plots of his flights from Flight Aware.
- Will Mathews – Will is in Ogden, UT and passed his Commercial checkride last Wednesday.
- John Crocker – John reported that Brandon Brown just got his tailwheel endorsement and can now instruct in conventional gear aircraft.

CHAPTER NEWS

- Recycling – Hal Stephens reports that he collected \$43 from recycling metals. This money will be added to our scholarship funds.
- Calendars – Judi Gordon is still taking orders for EAA calendars. \$7.85 each, plus any additional you're willing to donate to the Chapter.

PRESENTATION

- Greg Stein presented photos and talked about his 16 hour X-C flight on Dec 29-30 from Tulsa, OK to Sacramento Executive, in a Cessna 172S.

Meeting adjourned at 8:58 PM by: Jim Wilson

EAA Chapter 512
Monthly Board of Directors
February 10, 2021
Minutes

Meeting called to order at: 7:11 p.m. by: Jim Wilson

Board Members Present (Online Meeting):

€ Jim Wilson, *President*
€ Judi Gordon, *Treasurer*
€ Rob Bulaga, *Secretary*

€ John Crocker, *General Director*
€ Dave Lugert, *General Director*
€ Al Herron, *Past President*

Others Present

John McPherson Dick Wampach Andrew Gordon

Approval of Minutes – Minutes approved by Jim Wilson

Board Member Reports

○ **Jim Wilson – President**

- **Donations** – Mark Nagy, Pneu Design LLC, donated \$3000 to the Chapter. Judi Gordon wrote a thank you note (see below).

- **Ray Aviation Scholarship**

- Andrew Gordon's progress report was submitted to EAA National on 2/3/2021. Andrew has passed his written exam and completed his solo X-C flight. His check ride is pending. The final report to EAA National is due after check ride.
- The 2021 Application for another Ray Aviation Scholarship was submitted on 1/31/21. Awardees will be announced the end of Feb. If the chapter is awarded, we will search for scholar. We currently have 2-3 potential candidates.

- **Chapter goals**

- Survive COVID-19
- Grow membership (currently 73) by 4 members (5.2%)
- Continues holding virtual meetings for BOD, general, IMC/VMC
- Continue planning hangar improvement projects:
 - Loft railing (Tim)
 - New stairwell
 - Current stairwell (45 degree 8" rise x 9" tread) is not safe, not to code
 - Replace with stairwell, (34 degree 8" rise x 11.5" tread) 2 steps to 3 x 4' landing, 90 d turn with 16 more steps.
 - Replace 6 fiberglass skylights with 4' x 4' wood frame with flat plexiglass or safety glass routed in OR replace 5 dormer style wood framed vertical windows. Center panel on west side replaced with door and enclosed entry to enclose compressor on existing concrete slab.
 - Purchase 8' x 8' x 20 shipping container modified with doors and windows for building projects and storage of tools
- Plan for pancake breakfast with modifications, plexiglass barriers, limited capacity seating, serving protocols, etc.
- Host Display Day starting in April thru Sept (1st Saturday and Sunday of the month)
 - Provide coffee and donuts
 - Greet aircraft owners
- Dale Kral purchased an Iron Lock (\$34.31) for locking keys to tool crib locker. Contact Jim Wilson for the combination.



- Website updates – send inputs to Tim Sullivan
- General meeting guest speaker – Next week's guest speaker will be Paul Dye, retired NASA Flight Controller.

- **Judi Gordon – Treasurer, Membership**

- Banking account balances as of 1/29/2021:

Cash and checks on hand: \$3,502.75 (this includes very generous donation of \$3,000 from Mark Nagy). A thank you note was sent, along with complimentary membership for 2021 and a calendar. Artwork for the note was provided by Helen



Dear Mark,

Hangtown EAA Chapter 512 thanks you from the bottom of its collective heart for your amazingly generous donation. As you know, with COVID, we were unable to hold our pancake breakfasts, our biggest fundraiser. We received your check and immediately exclaimed that you single-handedly replaced all our lost fundraising income from last year's cancelled pancake breakfasts!!! As a small token of our appreciation, we are providing you with complimentary membership for 2021 and the enclosed World of Flight EAA calendar.

OVER →

If you would like a letter to document your tax-deductible contribution, please email me at JUDI EAA 512@gmail.com.

On behalf of the Board of Directors, and all the other members of EAA 512, thank you! Thank you! Thank you!

With deep appreciation,



JUDI GORDON, TREASURER

- Chase Checking 6001: \$13,093.22 (of which \$5,251.45 is earmarked for scholarship funds of which \$500 is earmarked for Tobias Klein)
- Chase Savings 8668: \$2,922.20 (Airport security account held in trust. Not property of EAA 512)
- Current total: \$16,595.97 plus \$2,922.20 in Airport Security Account.
- Annual Financial Review - Russ Sardino is scheduled to review our accounting books again this year.
- Dues – Only 18 memberships have been paid so far this year. Judi will be contacting members with reminders.
- Calendars – Due to high demand, additional calendars were ordered. We currently have 6 unclaimed still available.

Committee Reports

➤ **Scholarship – Dave Lugert**

- There was a discussion on the dearth of flight schools in the area. Our airport has none. The flight school at Rancho Murietta has moved to Napa, leaving their Ray Scholarship student stranded with no training facility. Our Chapter will investigate contacting High Schools in the county to promote the Flying Start program. The goal is to get more youth interested in aviation and to find more recipients of our aviation scholarship opportunities.
- The Ray Scholarship will provide Andrew Gordon with \$7500 towards his Recreational Pilot's license. The actual cost will be around \$11K. A motion was made by John Crocker and seconded by Dave Lugert that the Chapter award Andrew \$1000-\$1500 (based on his final costs) after the completion of his check ride. Voting on this motion will be postponed until a final cost is determined.

Comments, Announcements, and Other Business

- Greg Stein passed his Instrument check ride.
- Andrew Gordon completed his solo X-C and is preparing for his Recreational Pilot's License check ride.

Meeting adjourned at 9:11 p.m. by: Jim Wilson