



THE STROBE



Photo by A Brand

EAA 512

Placerville, CA

January 2024

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: ea512pvf@gmail.com

Dates To Remember

January 16 - IMC/VMC 7pm

January 17 - General Meeting & Presentation 7pm

January 20 - Adopt-A-Highway 8:30am

January 20 - Sac Exec Tower/Controller Forum 10-12

January 23 - Build & Fly Model

February 6 - IMC/VMC 7pm

February 14 - Board Meeting 6pm

February 17 - Adopt-A-Highway 8:30am

February 21 - General Meeting & Presentation 7pm



Build Fly Model

Memberships are Due!

Pay with PayPal use [PayPal.ME/EA512](https://www.paypal.com/paypalme/ea512)

or mail a check to:

Chapter Hangar

3484 Airport Rd

Placerville, CA 95667

PRESIDENT'S COLUMN

Can we say Déjà vu? I'm back after 6 years and thank you one and all for voting last year. So much to cover this month. First, I want to thank our newly elected board (see board listing below). Once again some have stepped up to the challenge again and for a couple others Audrey and Sean are new inductees. Our first board meeting of the year went well and we have lots a activities in store for 2024. Next, I want to thank all those who are either staying on or have started as new committee chairs and members (see list of committees in this newsletter). We have reinstated or added a few new committees including: Garden, Fly-outs, Build and Fly and Librarian. With all that said we are looking for a couple of volunteers to migrate into and take over the newsletter, web editor, fund raising, and grants. These are all critical to keep our chapter vibrant, informative and active. If you have any interest to join a committee (or two) please volunteer to help us carry on.

Without our members we are not a chapter, please invite someone you know who is interested in aviation to an event. Our focus for 2024 is flying. During 2023 we saw more and more places to go for fly out events so our Fly-out committee will be posting local events and/or chapter fly out days to get us back in the air. If you plan to attend and have a seat available please invite a member to join you or let our committee know they plan to keep a list of folks interested in catching a ride (again more details to follow).

Finally, we need one more favor from our members, presentations for general meetings. If you have an interesting story about your aviation career, building airplane(s), a flying trip or anything aviation related that would be of interest to our members please contact us. We only need 15-20 minutes, and possibly some Q&A after. Think about it!

Happy new year! -Tim Sullivan

Board of Directors Elect 2024

President - Tim Sullivan

Vice President - Jim Pinkowski

Treasurer - Judi Gordon

Secretary - Rob Bulaga

General Director - Audrey Brand

General Director - Sean Conley-Widing

Committees & Associates

Adopt-A-Highway - Judi Gordon,

Neil Robinson

Build & Fly - Dale Kral, Jim Vonderworth

Eagle Flights/Flying Start - Jim Pinkowski

Election Committee - TBD

Facebook - Greg Stein, Jason Brand

Fly Out/Events - Michael Zwijacz, Jim Pinkowski

Garden - Audrey Brand, Jim Vonderworth

Grants/Fund Raising - Vacant

Hangar Events Rentals - Tim Sullivan

Holiday Party - Amy Kral

Librarian - Donna McPherson

Membership - Sam Garcia

Merchandise - Vacant

Newsletter Editor - Audrey Brand

Pancake Breakfast - Audrey Brand, Vacant

Ray Scholarship - Matt Sites, Michael Brown

Recycling - Hal Stephens

Sunny Atkins Scholarship - Judi Gordon,

Michael Brown

Tools - Tom Kenny

Treasurer Assistant - Rebecca Parks

Web Editor - Sean Conley-Widing

Young Eagles - Judi Gordon, Jim Vonderworth

**If you are interested in volunteering,
we would love to hear from you!**

eea512pvf@gmail.com

Announcements

Timeless Voices of Aviation

Aviation's history is made up of many remarkable people, from the best-known aviation personalities to thousands of unheralded people who contributed to the development of aviation in their local communities. Over the past several years, EAA has been dedicated to collecting their stories in its unmatched aviation oral history project, "Timeless Voices of Aviation." Under the banner "Let No Story Go Untold," Timeless Voices of Aviation ensures that the unique, first-person oral histories of aviation's development are preserved.



Hundreds of interviews are available at www.eaa.org/videos/timeless-voices. Random examples include Cliff Robertson (actor), Mike Melvill (Scaled Composite's test pilot), Bob Hoover (test pilot / aerobatic legend), and Craig Catto (prop manufacturer from Jackson, CA). It seems almost no one knows about these videos, but they're really intriguing to watch. Check them out!

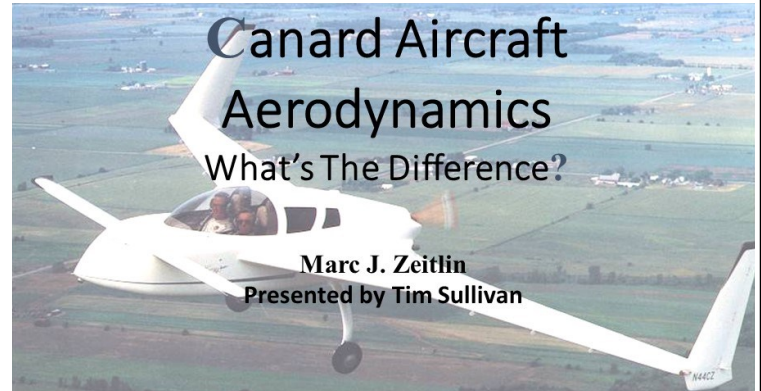
-Rob Bulaga

Do you know any 11 - 14 year-olds interested in aviation?

Our Treasurer, Judi Gordon, will be holding a mini "Ground School" for kids passionate about aviation, but still a bit too young to start official lessons. The topics will be taught at an age-appropriate level, and will be engaging and interactive. Meetings will be at her home in Cameron Park, on a quarterly basis. The first meeting is on Sunday, 1/14 at 1 p.m. Lessons will be followed by snacks, and an aviation-related movie.

Contact Judi at eea512pvf@gmail.com

This month's presentation at the General Meeting...



Upcoming Aviation Related Events

If you would like to post an event to the attention of our membership, please contact Jim Pinkowski or Michael Zwijacz. eea512pvf@gmail.com

Here's what we have:

January 20, Saturday, 10:00 – 12:00: **Sacramento Executive Airport Pilot / Tower Controller Forum**; Terminal conference room; KSAC (37 nM from KPVF).

March 3, Sunday, 10:00 – 1600: **Oakland Aviation Museum Open Cockpit Days**; Oakland Aviation Museum; KOAK (91.8 nM from KSAC).

March 16-17, 09:00 (gate), 11:00 (show): **Wings over Solano**; Travis AFB (not a fly-in event).

Come Fly with Me!

Organized chapter fly-outs are resuming this year! Restaurants on and off field are resuming operations post-pandemic, so we will be flying out once each month to enjoy the ever popular \$100 hamburger at some interesting location not too far from Placerville. Fly-outs will start next month in February, so look for this article in the next month's Strobe for details...

KSAC Controller/ Pilot Forum December 16 2021

The main audience for this forum was Student pilot and Flight schools operating in and out of the SAC towered area, however there was some information for IFR traffic and changes that will be occurring in 2024. They are working to overall improve the flow of traffic operations due to the multiple flight schools. They worked 560 the day before this forum.

Primarily for the VFR traffic pattern work they started off with an emphasis on keeping the pattern within the 1/2 to 1 mile area in the Downwind and base. For Right traffic 20 they would like to see base turns beginning at William Land Park and for Left Traffic base turn beginning above 99 and Fruitridge Rd.

For Runway 30 Right traffic, base turns begin around 99 and 47th Ave and for Left traffic it was hard to pick out an easily distinguishable land mark, but there is a field with 2 school yards that could be used.

For IFR procedures they reminded us to file TEC (tower en-route control) routes for Bay Area routes. They also advised when shooting Instrument 'practice' approaches to Rw 2 on a IFR flight plan and cleared for the approach from NorCal, as soon as transferred to tower they will ask if you have the field in sight. Once you reply "in sight" they may change the clearance to a Visual 20 approach if there are many aircraft in the pattern and run-up area, do NOT continue down the approach thinking you're still good to circling minimums.

Ground Ops discussions primarily focused on being familiar with the Non-Movement areas. Particularly from the ramp all the way up to the A/B taxiways is uncontrolled so if frequency is busy you can taxi around that area while waiting for a break on the frequency. There is 2 way traffic at A/B, the Bravo taxiway is for outbound from the ramp and Alpha is for Inbound traffic to the ramp.

After land and during busy traffic times, to help the controllers with the flow, after exiting the runway as the safest practical taxiway they are requesting that we don't sit for extended periods of time to run after landing checklist. For example if you can make the Alpha taxiway off of 20, that is a particularly busy exit especially for the single engine trainers. For runway 30 if you exit at W taxiway, they would like us to pull all the way up to the 20 hold short bar and stop there before competing the after landing checks, this allows for at least 2 more aircraft to land and exit behind you.

When making radio calls on the ground, the mandatory information that they need to hear us say is any Runway were instructed to hold short of, taxi too, and our Tail number as long as it's the last 3 of the call sign. If we are given a taxi instruction to the ramp or a Take off clearance and the

KSAC Pilot / Tower Forum

Saturday, January 20, 2024

At 10 AM

Terminal Conference Room

Do you have questions about airport operations, communications, or airspace? Have you ever had a questions for the tower? Come meet your KSAC tower controllers and learn about local KSAC operations. Help improve runway safety by asking questions and getting answers.



Sponsored by EAA Vintage Aircraft Association Chapter 25 and
<https://chapters.eaa.org/vin25>

FAA Safety Team
FAASTeam



frequency is busy and no RW crossings or Hold shorts are involved a read back is not required, the action is acknowledgement enough.

If one controller is working both frequencies, continue to transmit on the appropriate frequency for which you are operating on, Ground or Air, but be vigilant about cutting off the other frequency unless you have to make an urgent transmission. For example if you are requesting a taxi clearance and you hear a clearance to take off, give it a couple seconds before calling for taxi, or if you are approaching the pattern and you hear a IFR clearance being read off on the tower freq., wait for the 30 seconds it usually takes to read back a clearance and to hear "read back correct" before calling up tower.

There are 2 new things to expect to see coming in 2024. Sacramento Executive airport will begin to operate LUAW (Lineup and wait) ops mid February. You will know that they are taking place by listening to the entire ATIS. Some key reminders about the LUAW Operations are that all before take off or "Final Items" and runs up checks must be completed prior to Lining up due too the fact that as soon as you are cleared to Take off, this must be a immediate action by the pilots too begin the take off roll.

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When issued a LUAW you should expect no more than a 90 second delay before being cleared to Take off. If you believe you are getting close to that 90 seconds query ATC. From a landing perspective if LUAW are being issued you can NOT be issued a clearance to Land if there is an aircraft on the runway and waiting for their Take off clearance.

Also coming to the Sacramento Area, the McClellan (KMCC) will be getting a 365 day a year Class D Tower. This will be a FAA Contract tower operated by the same company the works the KSAC tower.

I did get the chance to ask the controller about the non-standard displaced threshold markings at the begging of 20. That area is acceptable to used to begin the take off roll and they would prefer that we us is as such. They are fighting with CalTrans to get that area properly remarked.

Some key contacts were provided for any additional information or clarification.

KSAC Tower Supervisor - Laura Hinojos

KSAC Operations - Ann LeBlanc

-Greg Stein

*Many Thanks to our Wonderful Volunteers,
some who quietly yet diligently work unnoticed
behind the scenes !*



**Only 200 days left until AirVenture 2024,
it's time to start planning!**

We already have 8 people planning to attend, and expect the number to at least double by the time Whitman Field is again home to the "The World's Busiest Control Tower"!

We book a Chapter campsite each year, and have an amazing time camping together and bonding as a group. The location of our campsite is always in a premier spot, with no need to spend precious hours on a school bus going between the campsite and the entrance.

Please contact Judi Gordon to indicate your interest in attending, and for help in coordinating logistics, should you need it!

eea512pvf@gmail.com

ATTENTION: *If you have a build project update, have recently flown into a place with an air museum or some great food, or would like to share your aviation experiences & knowledge, please submit your content and photos to more_right_rudder@yahoo.com*

We would love to hear from you!

****Helpful Pro-Submission Hint for a Happy Editor-*** *Send typed content via word document no font changes or special spacing & send photos, graphs, and diagrams separately as a jpeg!*

*Thanks,
The Editor*



2024 VETERAN * VINTAGE

**AIRCRAFT DISPLAYS AT
PLACERVILLE AIRPORT**

SATURDAY & SUNDAY 8AM--12 NOON

APRIL 6, 7

MAY 4, 5

JUNE 1, 2

JULY 6, 7

AUG 3, 4

SEPT 7, 8

OCT 5, 6 MAKE UP DAYS

FREE TO THE PUBLIC.

**SPONSORED BY HANG-
TOWN EAA 512**

**IN CONJUNCTION WITH OUR
FAMOUS SATURDAY PANCAKE
BREAKFASTS**

APRIL – OCTOBER. 8 TO 11AM

MEET...

Our newest member, Jake Hakala (12) "stole" this original artwork of a gorgeous Chance Vought F4U Corsair at the EAA 512 Holiday party. The amazing artwork was done by our very own Amy Kral. Way to go, Jake! And welcome to Chapter 512!

December 17th, 2023, was by far the best day for this young 12-year-old plane enthusiast. Meeting Glenn and Judi Gordon turned out to be more than just an introduction to the local flying community. I got to climb into Judi's Pipistrel Virus SW, lift off and then actually take the stick. What a thrill!

I always love driving into the Cameron Park Airpark. Everything about it is great with huge hangars attached to houses where we can see different planes and imagine them taking off. We didn't see a plane when we got to Judi and Glenn's house, but then suddenly, Glenn was back in Judi's experimental plane! It was smaller than I expected, which is perfect for me, because I'm not big. I couldn't reach the pedals, but I buckled up and Glenn turned the plane around easily.



We taxied down the same road I've been trick-or-treating on, and we headed to the airstrip. I was amazed by how well the plane turned and maneuvered. Glenn was on the radio, then turning around, then we were taking off! We climbed very quickly and were soaring. My eyes warmed with happy tears after Glenn's hard turn pulled me into my seat.

We headed towards Folsom Lake, and I was overwhelmed by everything around us. Because I'd never been in a cockpit, it was so much to

see. When we flew over Auburn bridge, I took control of the stick and was surprised by the responsiveness of the controls. Feeling the plane stay steady or change with the weight of a single finger was amazing.

Eventually we had to come back, and we did a



couple of circles around while Glenn continued to communicate with other pilots. It felt like we were too high to be landing, but suddenly, we touched the ground with none of the bumps that I was used to when flying commercially. The plane stopped easily, and we headed over to where my parents were waiting. I was so happy; I wrapped my dad in a huge hug.

A few days later, on December 20th, my dad and I attended the Placerville EAA Chapter 512's White Elephant Christmas party. Although most people were older, another 12-year-old took me upstairs to show me the model airplane group members were building. His dad invited me to join them on weekends to help build it. Helping build their plane will increase my knowledge of the mechanics of flight. I was so excited, my best December ever just kept getting better!

Most of my summers included attending local air shows. The Capitol City Air Show at Mather is a must for me. At 10 years old, in 2021, watching the

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nose of the C-5 Galaxy lift to allow the loading of huge equipment was fascinating. We were able to climb into a Humvee and stand where a fifty-caliber machine gun or a grenade launcher would be mounted. The Galaxy's hold was enormous.

Other standout air shows would have to include military sponsored shows at Travis Air Force Base and Nellis Air Force Base in Nevada. My aunt is a colonel, and my grandfather is a retired Air Force major.

They provided us with VIP/DV passes allowing special access. While walking to the grand stand an F22 Raptor and an F35 Lightning buzzed over us, and I jumped about two feet off the ground. It was too late to cover my ears, but I was thrilled!

Summer vacation of 2021 included a day long



visit to the indescribably awesome, unbelievable Steven F. Udvar-Hazy Museum in Virginia. A few of my favorite planes were on display. The size alone of the United States Space Shuttle Discovery was amazing. Other displays included the P-40 Warhawk, and of course the SR-71 Blackbird, which was very impressive, as was the blue-grey MiG-21 Fishbed. And finally, my all-time favorite is the F4C Phantom II, with a speed of Mach 2.2. It was designed to go fast! Most designs required a gun to be mounted to the aircraft's under belly. Even with this disadvantage it produced many ace pilots.

In conclusion, the end of 2023 has been a blast. I was invited to my first White Elephant party and won a cool hand drawn picture of a F4U Corsair. I've attended a plethora of great air shows and am looking forward to more. Hopefully, I'll travel to more out of state air shows. The Oshkosh,

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Wisconsin Air Show is definitely on my wish list.

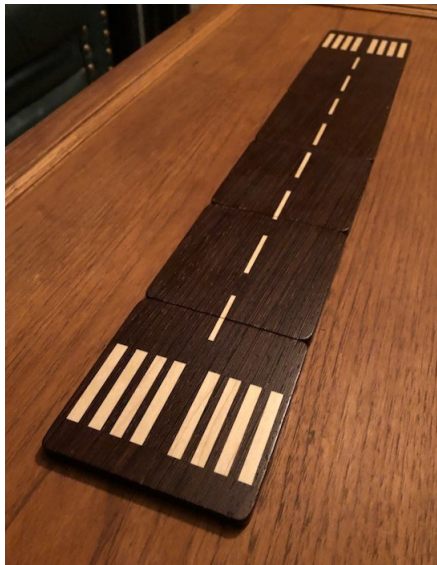
A return to Washington D.C. to visit additional Smithsonian National Air Museum centers is also a must. Our limited, one-day visit wasn't enough to take in all the planes. But above all else, actually flying with Glenn and holding the "stick" was the best part of my year. Thank you, Glenn, for giving me the opportunity and thrill of my life!

-Jake Hakala

Out Chapter has Hidden Talents!

Photos Below: After having his Lego Float Plane stolen from him at the holiday party, Greg Stein chose a gift, and was rewarded with these gorgeous runway coasters, hand-made by our scholar Sam Garcia.

Beautiful work, Sam!



Calendar of Events 2024

Eyes out of the Cockpit!

March

- 3 - KOAK Oakland Aviation Museum Open Cockpit Day Fly In
- 5 - IMC/VMC EAA Hangar 7pm
- 10 - Build & Fly Model
- 13 - BOD Meeting 6pm
- 16 - Adopt-A-Highway 8:30am
- 16/17 - Wings Over Solano (non-fly in at Travis AFB)
- 20 - General Meeting/Presentation EAA Hangar 7pm
- 30 - Hangar/Garden Clean Up Day/Pancake Breakfast Preparation

April

- 2 - IMC/VMC EAA Hangar 7pm
- 6 - Pancake Breakfast/Vintage Display 8-11am
- 10 - BOD Meeting 6pm
- 17 - General Meeting/Presentation EAA Hangar 7pm
- 20 - Adopt-A-Highway 8:30am

May

- 4 - Pancake Breakfast/Vintage Display 8-11am
- 6 - IMC/VMC Meeting EAA Hangar 7pm
- 8 - BOD Meeting 6pm
- 15 - General Meeting/Picnic/Presentation 5:30pm
- 18 - Fly Start EAA National Ages 18 and Up
- 18 - Adopt-A-Highway ???

June

- 1 - Pancake Breakfast/Vintage Display 8-11am
- 29 - Young Eagles PVF

July

- 6 - Pancake Breakfast/Vintage Display 8-11am
- 22-28 - EAA Air Venture 2024 Oshkosh

August

- 3 - Pancake Breakfast/Vintage Display 8-11am