



THE STROBE

Placerville EAA 512 Newsletter

November 2020

Prez Sez... *Silver Lining*

Next week’s chapter meeting (virtually via Zoom) will include an online “show of hands” for our annual election of officers. We’ve already conducted an online vote via email but if you didn’t participate in that and would still like to participate in the process, please plan to attend.

The year 2020 is winding down, and I think in some ways a lot of us will be happy to see it go. Not that I would lightly wish my time away, but I think we’re all ready for the pandemic to be over, and 2021 promises to get us much closer to that. Still, for the chapter, there have been some silver linings in this singularly dark cloud of a year. For one, as an organization, we got through a very stressful year in the midst of a society-wide crisis with civility and good humor, and even managed to be productive. I am extremely proud of this chapter and the way it steps up. At the risk of rehashing old news, here is the year-end highlight reel:

Despite losing some major sources of fundraising, we are still in very good shape financially. We’ve even managed to keep on track with scholarship awards, especially with the addition of the Ray Foundation resources that Jim Wilson did such a great job of bringing to the chapter. See the

GENERAL MEETING INFORMATION.
 This Wed at 7pm, via Zoom.
 Chapter Elections taking place!
 Info on pg. 2.

IN THIS ISSUE

- ◆ Prez Sez *pgs. 1-2*
- ◆ RV-7A Panel Upgrade *pg. 4-5*
- ◆ Solo *pg. 6*
- ◆ Wright Brothers *pg. 7*
- ◆ Trip *pg. 8*
- ◆ IMC/VMC Resuming *pg. 9*
- ◆ Tips & Tricks *pg. 9*
- ◆ Oct General Meeting *pg. 12*

article elsewhere in this newsletter for updates on that.

The Celebration of Life for Bob O'Hara was a stellar example of chapter teamwork – and just plain hard work! Kudos to everyone for putting together a brilliant – and safe in these perilous times – program that lovingly honored Bob.

We took advantage of the downtime in hangar activities to make some material improvements, including taking advantage of the EAA Tool Crib initiative to add to our collection of aircraft building tools. Dale Kral, with help from Tim Sullivan, Jim Wilson, and others, picked up on the idea and took it to a whole other level, not only procuring more (and better) tools, but building all new modular work benches, clearing out a lot the junk that inevitably builds up in any workspace, and getting everything organized and tidy. More importantly, we now have a system for maintaining the hangar space. Everything is more standardized, and all the heavy fixtures (work benches, tools, etc.) are now on heavy-duty casters so not only can they be moved for hangar cleaning, but the entire hangar space can be quickly reconfigured as needed. I can't overstate the important potential in this change. We will be able to do a hands-on aircraft building workshop in the morning, and reconfigure the hangar for a video presentation to a large audience that afternoon. Once we can have public gatherings again, this is going to really help us up our game in what we can offer both to our members as a resource and in promoting aviation to the public.

Speaking of public gatherings, Dick Wampach has taken on the challenge of coordinating the public aircraft display days for Placerville Airport and has revamped the display schedule. While this is not an EAA activity, it does support our airport and its users. In addition, the new schedule will dovetail nicely with our pancake breakfasts going forward, giving us an opportunity to promote both aviation and Chapter 512 to the general public. Please support Dick in his efforts.

One last item: obviously we are not going to be able to have an in-person holiday party this year. I'd like to get your feedback on alternative ideas. EAA is holding the Wright Brothers Memorial Banquet online this year, free to all EAA members (see details elsewhere in the Strobe). Jim Wilson suggests this might a great alternative event for our chapter members; I think so too. In recent years we have held our holiday dinner the third Wednesday in December. Is anyone interested in having a Zoom meeting that evening this year? If so, any suggestions on what that should include? Let me know via your favorite electronic device or at the Zoom meeting this week.

By: Al Herron



General Meeting Info

hosted via Zoom on

Wednesday ♦ Nov 18 ♦ 7pm

Check your email for an invitation
to EAA 512's next Zoom Meeting

Vote in the Chapter Elections!



Dh88 Comet. The famous Comet Racer.

PROPOSITION

Hello Airport Friends,

It has been suggested that EAA Chapter 512 take over the display days at Placerville Airport. As a member, I'm in favor of doing this.

The first activity for EAA 512 will be the Pancake Breakfasts. As in the past, we offered them on the first Saturday of the month from April thru October from 8:00 AM till 11:00 AM. We can arrange for the Display Days and the Pancake Breakfasts to happen at the same time.

Some changes for Display Days would be:

- April thru September
- Saturday & Sunday for a total of 6 weekends (no Mondays)
- 8:00 AM-12:00 PM or 9:00AM-1:00PM
- With the option of make-up times in October.
- Sign-in sheets would be at the EAA 512 Hangar on Saturdays, or possibly at Dick's hangar on Sundays. Look for the sign: "A/C DISPLAY".

To answer a few questions:

1. No, you don't need to be an EAA Member to participate.
2. No, you don't have to eat our pancakes.

I would appreciate your feed-back on this proposition and hope it will work out for everyone for the long term. **Please let me know if the times, dates, etc., are acceptable.** If nothing said, I will assume all is good for all.

Dick Wampach
E-mail: rwampach@att.net
Cell: 530-306-1730

Editor's Notes

(probably important)

To benefit those of you who want to contribute content to the newsletter, below are some tips on how to do just that. Become a producer of December's issue! Your content is greatly appreciated—don't delay to send something in!

All submissions must be emailed to Helen
at: more_right_rudder@yahoo.com

Pictures & Articles

Imbed email, attachments, word.docx,
google.docx

NO PDF's (difficult extract pictures & text)

Links

Always welcome links to third-party articles,
pictures, ads, and misc.

TO COMPLETE A SUBMISSION, INCLUDE

1. **Title** (how would you like content to be titled for the newsletter?)
2. **Date** (pertinent, timely, or evergreen?)
3. **Content** (submissions, pictures, articles, links, attachments)
4. **Note** (additional details on how you'd like it published?)

DEADLINES 3RD SUNDAY OF THE MONTH

(anything later may not be published)

Sincerely, The Editor

Virtual General Meeting

11/18/2020, 19:00:00

Expect email containing invitation & details from Jim Wilson [AKA Jim]

RV-7A Panel Upgrade

Part 4

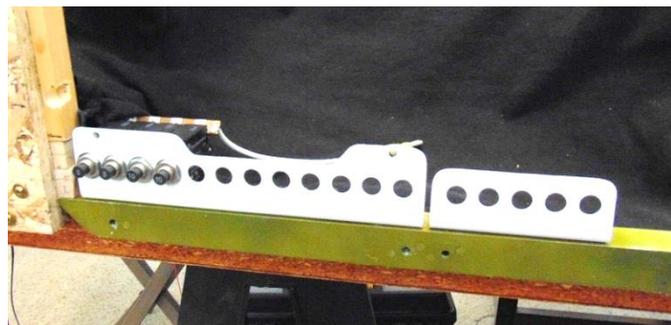
In my previous article on upgrading the panel in my RV-7A, I had tackled the problem of duplicating key physical features such as mounting hole locations from my old panel into the new split design. Using a 2D CAD program (Draftsight) I was able to modify an existing CAD layout of my old panel, then try out new versions of the panel made of inexpensive ABS plastic on a tabletop jig that matched the mounting points and physical restraints of the actual aircraft.

While this was going on, two other things were happening in the background – both literally and figuratively. The literal background work was making all of the support bracing and brackets needed to support the new panel pieces. The stock Van's instrument panel is formed from a single sheet of .063 2024T3 aluminum, with a 1" flange bent along the bottom side to provide stiffness. It's clever way to save weight but means you are stuck with a one-piece panel. I'm willing to sacrifice a few ounces of payload in exchange for the maintenance convenience of a split panel, so I replace the function of the bent flange with a 1" x 1" piece of 6061 extruded aluminum angle of the same thickness.

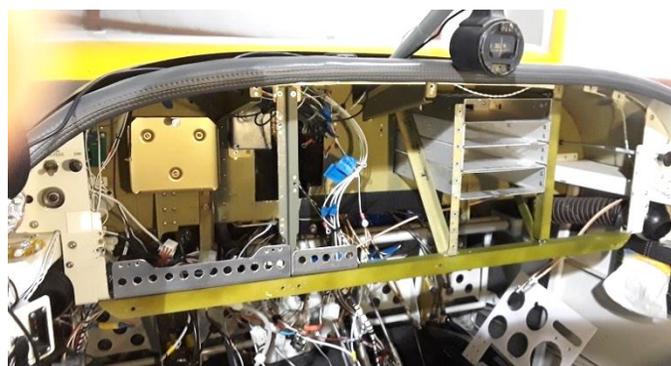


The angle also provides a handy spot to place various brackets, such as the mounting brackets for

my electrical buses, which will comprise a row of breakers along two separate brackets. A slot will be cut into the instrument panels to fit around the breaker rows, allowing the panel segments to be removed while leaving the breakers in place. This greatly simplifies the connections between the main wire loom and the individual panels, as well as reducing potential failure points.



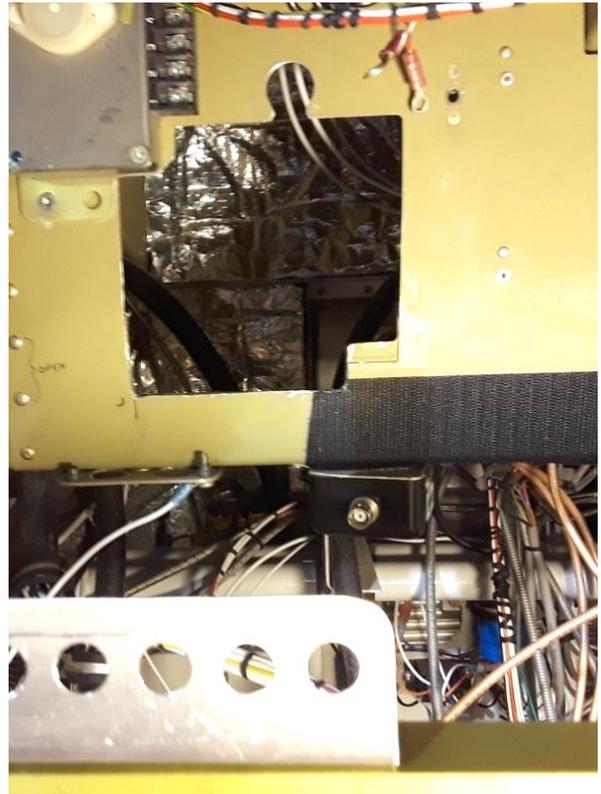
The existing radio tray was modified to be fixed in place (it would swing down with the rest of the panel previously), and various braces and brackets filled out the remaining sub-structure parts. These were developed and fabricate using the tabletop jig as a pattern, then transferred to the airplane for final fit-up.



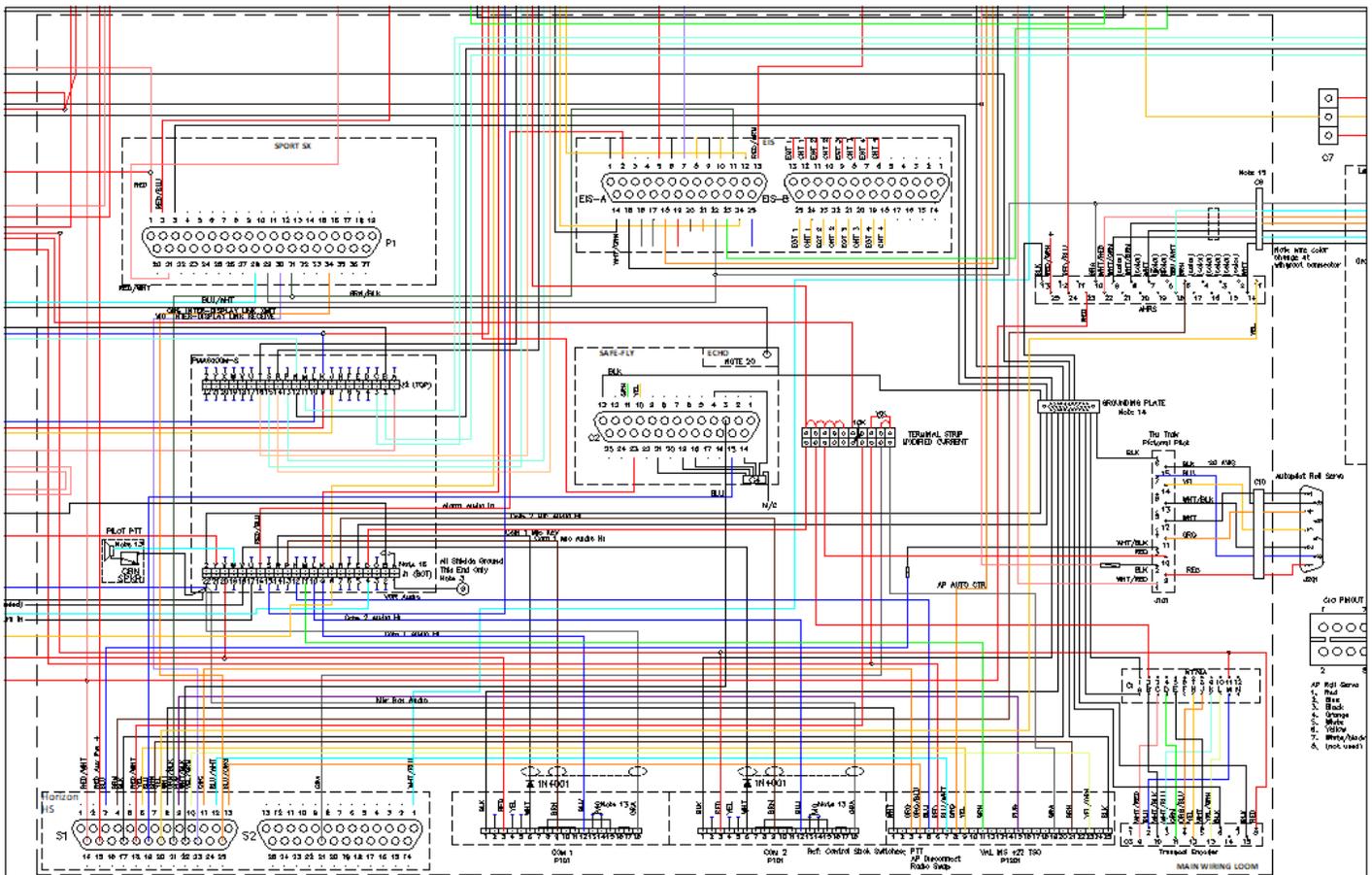
The only other structural modification was to enlarge the opening for the back end of my VOR receiver to the left and down about an inch to accommodate its new position in the panel.

The other thing happening in the background was updating the wiring schematic for the plane. I estimated this would take two to three weeks. It wound up taking more than four months for the bulk of the edits, with more edits continuing even now as I try to reconcile the documentation with reality (or my version of it anyway). A large part of this effort

was because when I made the original schematic in CAD I had access to a large format color printer that could print out huge E- and J-size sheets up to 34 x 60 inches or more. It was very handy, but I should have considered that I wouldn't always have that capability. It took quite some time to modify the schematic to fit on multiple 11 x 17 sheet that I can print at home. The other issue is cautionary for all owners and builders: update your documentation as you go. You will very likely make changes to your systems over time. If you don't take the time to document these as you go, then you are in for a forensic investigation every time you go to work on those systems. Take careful notes. Don't then just toss them in a drawer meaning to update your master records later – make the updates while everything is fresh in your mind. I'll spare you all the grisly details but here is just one of about fifteen schematic sheets:



Next time: the smoke retention test!



By: Al Herron



generation of student pilots who have become interested in aviation through electronic means.

Other surprising factors include learning my own limits, not only as a pilot but as a teenager. I am susceptible to the "dangerous attitude" of being infallible, feeling "it can't happen to me," and therefore I've had to learn when to put my foot down with myself several times while executing my PAVE checklist. It has been some learned maturity that will serve me well in life in general.

Last week I finally soloed! If I were to be completely honest, my solo flight felt very comfortable. While I didn't have the "wow factor," I hear other pilots talking about when referring to the realization that they are in fact flying without an instructor, I did experience a feeling of accomplishment as I'd been anxious to solo for some time. Most of my pattern work had actually been committed to muscle memory at that point and therefore I was able to relax a bit on the downwind leg of my pattern and briefly enjoy the sunset out to the west.

My next massive challenge is my written. My study habits have much room to be improved upon, but I chip away at the material a little bit each day.

In terms of flying, I am now transitioning to preparing for my solo cross-country and the weather will be a challenge. As we approach winter, conditions will fall below VFR which won't allow for many days in which I can actually fly. Despite this, I'm still hopeful for some sunny days and the silver lining of being able to focus on my written material.

I also want to take this opportunity to publicly thank the people and organizations who have provided me with tremendous support during this most challenging pursuit of my life so far. Of course, my parents (my mom didn't make me say that) for exposing me to their passion for flying and for the near-constant reminders to hit the books. To Jim Wilson, my mentor and the Ray Scholarship Foundation coordinator for being the driving force that encouraged me to apply for the scholarship and for being there for me all along, to E.A.A. 512 for pursuing the scholarship and for choosing me as their first recipient, to E.A.A. National and all the donors that make funds available to all the scholars, and to the phenomenal instructors at Foothill Flight Center for their patience and diligence in teaching me.

Looking forward to being able to update you all on my next milestone!

By: Andrew Gordon

I recall my first flight with my family as we departed for Vegas from Chicago. Initially, I had absolutely no idea what was going on (being woken up at 4 am for our flight may have been a factor) but as soon as I heard the engines roar to life as we took off down the runway, it was as though a spark had been lit inside me as my eyes went wide with excitement.

Growing up in an aviation family, my parents made it clear from a young age that if I wanted my license, they'd support it. However, things aren't always so black and white, life happens, and I got busy with other priorities.

It wasn't 'till I heard about the Ray Aviation Scholarship that the fire relit inside of me that motivated me to get my butt in gear and finally achieve something I'd wanted my whole life. If it weren't for the Ray Aviation scholarship, I don't know if I would have ever decided to learn to fly.

While it was obvious that studying was not going to be a small undertaking by any margin, I was still surprised at how much information was out there and how little time I had to digest it all.

I've had a fair share of roadblocks come up during my training. The pandemic delayed the start of my training, we moved into a new house, the smoke from the wildfires caused IFR conditions for a couple of weeks, and several other delays have all played a role in providing additional challenge. One of the biggest challenges, perhaps unique to my generation, was having to rewire many years of simulated flight which has led to numerous bad habits. This is a new problem faced by a

APOLLO XIII
EX LUNA

WRIGHT BROTHERS

MEMORIAL BANQUET

FEATURING
CAPT. JIM LOVELL
HOSTED BY CHARLIE PRECOURT

Thursday, December 10, 2020
LIVE STREAMED AT
EAA.ORG/WRIGHTBROTHERS

December 10, 2020

EAA's annual Wright Brothers Memorial Banquet, which has brought some of the world's top aviation personalities to Oshkosh for nearly 20 years, is moving to a virtual online format for this year's event.

Apollo 13 commander James Lovell will be the special guest for the evening, which honors the 117th anniversary of the Wright brothers' first successful powered flight at Kitty Hawk, North Carolina, on December 17, 1903. Capt. Lovell will be interviewed by Charlie Precourt, a former NASA space shuttle commander and member of EAA's board of directors, in a program that begins at 7 p.m. Central Time on December 10.

"We are grateful, however, that Capt. Lovell has agreed to join us for an online streaming interview session where he'll talk about his aviation and spaceflight experiences."

This December 10 special event is free for all EAA members. EAA members must log in to their EAA.org web account and

visit EAA.org/WrightBrothers to access the event. A recording of the event will also be available on demand for members to view at their convenience. Nonmembers may attend the event by first purchasing a one-year EAA membership for \$40 at EAA.org/Join, and then creating a member web account at EAA.org.

Capt. Lovell, a longtime EAA member and supporter of the organization's programs, grew up in Milwaukee, Wisconsin. He attended the U.S. Naval Academy and after graduation flew McDonnell F2H Banshee fighters off of the USS Shangri-La before attending test pilot school at NAS Patuxent River. In 1962 he applied for and was accepted into the second group of U.S. astronauts. The Mercury astronauts were known as the "Original Seven," while Lovell and his peers became the "New Nine."

Lovell's first space mission was Gemini 7 with fellow EAA member Frank Borman, followed by Gemini 12, in which he and Buzz Aldrin worked on extravehicular activities and docking. [...] [Read Full Article Here](#)

Sent in by Jim Wilson

Trip

Many great accomplishments have happened these past couple months and I wanted to share a quick update with you all. I have been working on completing my instrument rating this summer and am getting ready to take the checkride hopefully the first week in December. I passed the written on the 5th of November with a 90%, and fingers crossed, that will make the oral portion that much easier.

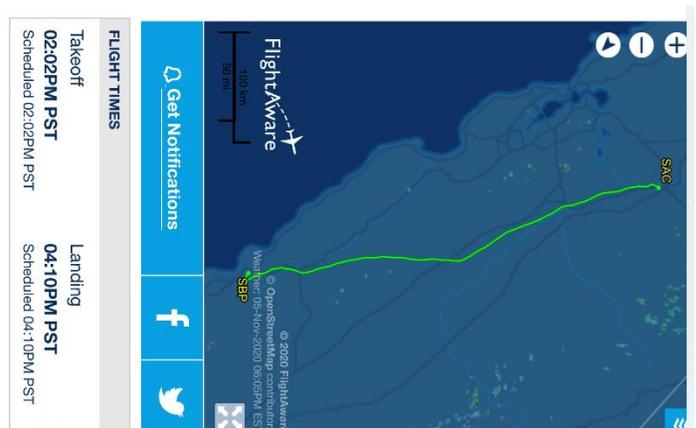
I also recently bought into a co-ownership of a Piper Cherokee 180D in late October, there is so much more cost savings than trying to pay a flight school and scheduled cross country trips for time building, and it didn't take long for that first trip to happen.

On the 7th of November I got to fly my parents down to KSBP San Luis Obispo Regional to celebrate a birthday with my grandma. Nice airport and restaurant on the field. There was a \$12 a day parking fee for GA.

Going down was easy, I followed Roads I-5 then US101. Returning to Sac executive was a bit more entertaining and we had to climb up on top of the cloud deck that sat at 8,500.

"Aint No Virus gonna stop Us" -GC

By: Greg Stein



Tricks & Tips

If you use lacing cord on your wire bundles like I do, here is a handy little tool you might already have in your first aid kit. If you need to do a repair or reroute, cutting old lacing cord from wire bundles can be time consuming and risky to the wires. It's pretty easy to sever an AWG 22 wire with standard scissors or wire clippers. My solution is to use medical suture scissors to do this. These are designed to cut stitches from a healed wound. Since humans are just as sensitive, if not more so, as aircraft wire to having their "insulation" damaged, the scissors are designed with a small hook at the end to gently pull the cord away from the area before making the cut. I have found them online for \$6 or less; better yet, if you know anyone in the medical field, or someone who has recently had a surgery, you might be able to score a pair for free. They are often sent home with patients as part of a "wound care kit".

By: Al Herron



BOB O'HARA

Bob O'Hara's memorial granite plaque was installed the first week of November at the El Dorado County Veteran's Memorial Monument in recognition of his 27 years of service. It was one of seven new "bricks" set in place for the 2020 Veterans Day celebration. The military abbreviations inscribed are as follows:

| | |
|--------|-----------------------------------|
| TSGT | Technical Sergeant [WWII & Korea] |
| AAC | Army Air Core |
| USAF | United States Air Force |
| ROK | Republic of Korea |
| CANG | California Air National Guard |
| LTCOL | Lieutenant Colonel [CAP] |
| CAP | Civil Air Patrol |
| AIR MD | Air Medal Korea 1950 |

By: Dave Lugert



IMC VMC

Resuming Dec 1st

Hi All,

Greg Stein here: this is just a brief update for all **IMC/VMC** attendees. We will be restarting the club monthly meetings **December 1, 2020**. If you are interested in attending please email or call me to make sure I have you on the mailing list.

Email: greg.stein777@gmail.com

Call: (916)862-0175

Ground Schools

Beginning
January 2021
Reserve Your Seat Now!

Private Pilot

Tuesday Evenings
First Day 1/5/21
\$399

[More Information](#)

Instrument Rating

Thursday evenings
First Day 1/7/21
\$399

[More Information](#)

Contacts

Chapter Board of Directors

President:

Al Herron (530) 626-4165
E-mail: herronpvf@sbcglobal.net

Previous President:

Tim Sullivan (530) 417-0761
E-Mail: timpvf@pacbell.net

Vice President:

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

Secretary:

Robert Bulaga

Treasurer:

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

General Directors:

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

John McPherson (530) 626-4334
E-mail: jgmcplt@pacbell.net

Chapter Committee Chairmen

Membership:

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

Young Eagles:

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

Webmaster:

Tim Sullivan (530) 417-0761
E-Mail: timpvf@pacbell.net

Newsletter Editor:

Helen Brand (530) 306-3205
E-mail: more_right_rudder@yahoo.com

Scholarship Chair: New committee

EAA Flight Advisor:

Hal Stephens (530) 263-3699
E-mail: arohal@comcast.net

EAA Technical Counselor FAAS Team Coordinator:

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

General Meeting Report

EAA Chapter 512
Monthly General Gathering
October 14, 2020
MINUTES

Meeting called to order at 7:05 PM by: Al Herron

Number Present: 13 Zoom connections, 19 people present

Guests: None

PRESIDENT'S ANNOUNCEMENTS

- Board Elections - Elections for next year's board members will be held in November. The current slate of candidates is listed in this month's Strobe. Additional nominations are welcome.
- Aircraft Display Days - We are proposing changing the schedule for the Display Days to 9AM to 1 PM on the Saturdays and Sundays of our first 6 Pancake Breakfasts. We will contact aircraft owners that display their aircraft to get their input on this change.
- IMC/VMC Club - Russ Sardini and Greg Stein have agreed to co-chair the IMC/VMC meetings. Tentatively, meetings will start up again on the first Tuesday of December. Updates will follow.
- Bob O'Hara's Memorial - Response and turnout for Bob's memorial on October 10th was greater than expected. The annual veteran's dedication ceremony, where Bob's stone will be unveiled, will be held at the EDC Memorial Park, 360 Fair Lane, Placerville at 11AM on Nov 11.

MEMBER PROJECTS & ANNOUNCEMENTS:

- Neil Robinson's RV-12 is nearly ready to start rolling on its own gear.
- Dale Kral has been working on his Private Pilot's license, leaving his RV-6 project in limbo.
- Judi Gordon announced that the house at 3168 Boeing Rd., Cameron Park is for sale. This is a 7 bedroom, 4 bath home with hangar. A listing can be found on Zillow.
- Dick Wampach is stepping down as our IMC/VMC Club chair, but he is still our Chapter Technical Advisor.
- Bob Pensien is interested in starting an RV-14A build. He asked about Chapter help and tool availability. A lengthy discussion ensued.

PRESENTATION

- We had problems with the sound on the EAA October 2020 Chapter Video Magazine. Consequently, there was no presentation this month.

Meeting adjourned at 8:23 PM by: Al Herron

EAA Chapter 512
Monthly Board of Directors
November 11, 2020
Minutes

Meeting called to order at: 7:05 p.m. by: Al Herron

Board Members Present (Online Meeting):

- | | |
|-------------------------------------|---|
| √ Al Herron, <i>President</i> | |
| √ Jim Wilson, <i>Vice President</i> | √ John McPherson, <i>General Director</i> |
| √ Judi Gordon, <i>Treasurer</i> | √ Dave Lugert, <i>General Director</i> |
| √ Rob Bulaga, <i>Secretary</i> | ∅ Tim Sullivan, <i>Past President</i> |

Other Members Present:

- √ Dale Kral
- √ Andrew Gordon

Business from the Floor, Changes to Agenda - none

Approval of Minutes – motion to approve by John McPherson; seconded by Judi Gordon; approved

Board Member Reports

➤ **Al Herron – President**

- Transition plan – Al will be handing all of the President’s files and papers to Jim Wilson
- Chapter goals – We need to update our 5-year plan. Our primary goals are to find alternate sources for fund raising during the pandemic, increasing membership participation in Zoom meetings, and increasing overall membership. We hope that changing the way we do display days, be tying them to our Pancake Breakfasts, will encourage more people to join our chapter.
- Virtual holiday observance – Due to COVID-19, we will not be having our traditional holiday meeting this year. We will probably have a regular meeting on Wednesday, December 16th; details to follow. We will also encourage members to virtually attend EAA’s Wright Brothers Memorial Banquet (see below).
- Chapter awards – Al will mail out this year’s Chapter Awards.

➤ **Jim Wilson – Vice President**

- Ray Aviation Scholarship - Congratulations to Andrew Gordon for his first solo flight on 11/10. Jim is preparing Andrew’s 1st Progress Report for submission to EAA.
- Wright Brothers Memorial Banquet - EAA's annual Wright Brothers Memorial Banquet is moving to a virtual online format for this year's event; Thursday, 5pm, Dec 11. Apollo 13 commander, James Lovell, will be the special guest for the evening. Members must logon to the EAA website to watch live streaming. An announcement of this event will be published in the Strobe.
- Elections - Early Survey Monkey results for the election and committee/activity responses was presented. At this time 85 ballots have been sent out; 29 have been returned (via Survey Monkey). Voting is open until Tuesday, Nov 17th. Final results will be presented at the November General Meeting.

➤ **Judi Gordon – Treasurer, Membership**

- Banking account balances as of 10/31/2020:
 - Cash and checks on hand: \$408.05
 - Chase Checking 6001: \$14,387.83 (of which \$5,270.71 is earmarked for scholarship funds)
 - Chase Savings 8668: \$2,922.14 (Airport security account held in trust. Not property of EAA 512)

- Current total: \$14,795.88 plus \$2,922.14 in Airport Security Account.
- Donations – Tim Sullivan donated \$50 from the sale of his wine rack. Thank you, Tim.

➤ **Dave Lugert - General Director**

- Bob O'Hara Remembrance – Due to COVID-19, the unveiling of Bob's tile at EDC Memorial Park was done virtually. Footage of the event can be seen on the Park's Facebook page. Pictures of Bob's tile will be posted in this month's Strobe.
- IMC/VMC – The December meeting of the IMC/VMC club will be postponed. We are planning to start these meeting up again, in the hangar, on the January 4, 2021 (the first Tuesday of January). Al will check to make sure Greg will be prepared by then.

➤ **Chapter Tools – Dale Kral**

- Workshop Area – The hangar has been cleaned up. The bandsaw is now working and will be brought back to the hangar, from Dale's home, shortly.

Comments, Announcements, and Other Business

- Dale Kral passed his Private Pilot's Written Exam. When you get a chance, ask him about the obstacles he had to overcome to just take the test. Congrat's Dale.

Meeting adjourned at 8:18 p.m. by: Al Herron