



THE STROBE



EAA 512

Placerville, CA

September 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.



Left: Pilots; Judi Gordon and Nancy Stephens sporting their aviation enthusiasm during our last General Meeting & Picnic.

Come join us and bring something to share! We are looking forward to meeting you!

Dates To Remember!

September 20 - General Meeting

Picnic/Potluck 6pm & General Meeting 7pm

October 3 - IMC/VMC Meeting 7pm

****Volunteer facilitator needed!**

October 6- Hangar Clean Up 1-3pm

October 7 - Pancake Breakfast 8-11am

October 7 - Vintage Display Day 9-1

****Sign in if you are displaying!**

October 8 - Vintage Display Day 9-1

October 11- Board Meeting via Zoom 6pm

October 14 - Young Eagles 8:30-11:30am

****Volunteers pilots needed!**

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

October 21 - Adopt-A-Highway 7:30am

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

judieaa512@gmail.com

Prez Sez - The Hunter Sites Story

Interview with Jim Wilson



Chatting with Jim at the Pancake Breakfast September 2023 with my new Zulu 3 Headset on.

A Young Man has an Aviation Career in his Sites

Hunter Sites was selected for the Ray Aviation Scholarship in March 2023. I sat down with Hunter and his parents, Matt and Jodie, and sister Samantha at the September pancake breakfast.

When did you develop an interest in aviation?

I have been interested in aviation since I was very young. I loved going to see the airplanes at the California Capitol Airshow. When I was in middle school, I decided to pursue the possibility of learning to fly and going in the aviation field as a career.

Do members of your family have an aviation background or an interest in aviation?

My mom was an Aircraft Rescue Firefighter at Sacramento International Airport (SMF) in the early 1990's. Back then her job also required refueling aircraft as well so I've heard lots of stories about her time at SMF as a firefighter and aircraft refueler. I have met some of her old co-workers from back then as well and they have great aviation stories as well.

My dad worked for United and other airlines as a Ramp Agent, Cleaning Crew, and Freight Agent out of

Washington Dulles (IAD) when he was in college. My grandpa was a crewmember in the Navy on a Northrop Grumman E-2 Hawkeye. Since my grandpa was in the Navy, my dad was very interested in becoming a pilot and working with aircraft. My dad went to Embry-Riddle to study Aerospace Engineering after not choosing not to fly with the Navy and instead design next generation aircraft. He ended up deciding that engineers didn't like to have the same kind of fun he did, so he switched over to architecture hoping one day to design airports. My dad's best friend Paul (Uncle Paul) also was an F-16 Fighter Pilot in the Air Force and recently retired has shared many of his experiences with me. Uncle Paul is always a phone call away for aviation questions and support....my own personal help desk if you will.

When I went on my first Young Eagle flight on October 8, 2022 my sister enjoyed flying on the simulator. Recently my sister went on her first Young Eagle flight and flew in a Gyro Magni M16 on June 10, 2023. She is looking forward to going on another Young Eagle flight soon and this time going up in a fixed wing aircraft.

When did you have your first flight in a small aircraft?

When I turned 16 my dad had a friend at work that has a Piper Archer II that he is a part owner of and flies out of Lincoln (KLHM) and he set up some time with him for us to go up in his plane. My birthday is in December and the weather wasn't cooperating so we ended up going for our flight on February 6, 2021. We flew over our house in El Dorado Hills and over Folsom Lake. I will always remember the 'log pile' at Lincoln Airport. During this flight is when I realized that I really enjoyed being in the air and that I wanted to become a pilot.

Describe your education, current grade and goals for the future.

I attended Rising Sun Montessori School in El Dorado Hills through 8th grade. I then attended Oak Ridge High School for my Freshman year and early in my Sophomore year I transitioned to homeschool with Visions in Education and I am now a Senior in high school. One of the really cool things about being homeschooled is that I

can have Aviation as a class and get high school credit while I'm in flight training. I am also able to take some community college courses as well while still in high school and started those last year as a Junior. Although I could have graduated early from high school I decided to stay in high school so that I can still be on the Hangtown Composite Mountain Bike Racing Team for my Senior year. I plan to graduate high school in June 2024 and will continue my flight training and college courses.



I am looking into requirements to becoming an A & P Mechanic as well as I like working on things and being around aircraft so this seems like it would be a good fit for me.

When and where did you start your private pilot flight training?

I started my private pilot training in December of 2022 at Advanced International Aviation Academy out of Executive Airport (KSAC) in Sacramento. It was a crazy time to start flight training with all of the weather we had this last winter but I'm glad I was able to get started.

The Ray Scholarship has 3 milestones: solo, written, check-ride. What is your timeline for completion of these milestones?

When I received the Ray Scholarship I had about 30

hours of flight training and was close to doing my phase 5 check to confirm that I was ready for my first solo. After some slight delays due to aircraft availability and weather I completed my first solo on June 15, 2023. I am currently studying to take my FAA written test and plan to take that in the next month with the check-ride shortly after that. I also just flew my first solo cross-country on August 22, 2023 from Sacramento Executive (KSAC) to Modesto (KMOD) and back. My plan is to have my private pilot license and move on to Instrument Rating training before my 18th birthday which is in December.

What is your budget for a private certificate?

My family has set aside about \$30,000 for flight training for me at this point. I have also been working a few hours a week and have been saving my money to purchase some of the items I need for flight training. I recently purchased an iPad Pro so that I can use ForeFlight.

What are your aviation career goals? (Certificates and ratings, aspirational goals)

I plan to continue flight training after getting my Private Pilot license. The next rating I plan to get is my Instrument Rating. I would like to continue my training and eventually get my Commercial Pilot Certificate. I also plan to pursue getting my A&P Certificate and I'm currently looking at the different options to achieve that goal.

What are your greatest challenges in flight training?

The weather this last winter was definitely a challenge with many cancellations and rescheduling. I have had some issues hearing tower on climb-out in certain planes with the headset that I had been using. That should be resolved now though as I just received a Zulu 3 Headset from Lightspeed as a part of the Ray Scholar program after completing my solo and submitting an essay to EAA on my flight training experience so far.

As a successful Ray Scholar, how can you give back to the EAA chapter and future scholarship candidates?

I have helped connect friends that also want to fly to EAA Chapter 512 events such as the EAA 512 Young Eagle Rallies and Pancake Breakfasts. Two of my friends that are interested in aviation and my sister Sammie, who loves flying on the simulator we have at home, have gone on Young Eagle Flights recently. My dad and I have participated in the Adopt-a-Highway program with EAA 512 also and I regularly volunteer at the Pancake Breakfasts.

Volunteering at the Young Eagle Rallies is really fun. Walking kids out to go on flights and seeing how excited they are to go flying is really cool to experience.

I regularly share my flight experiences and information on the Young Eagles program, Sporty's Online Groundschool, and the Ray Scholarship program to others interested in learning to fly and potentially becoming a Ray Scholar in their journey.



Adopt-a-Highway
August 2023

Me, upper far left volunteering for
Adopt-A-Highway



In the right seat of a De Havilland DHC-3 Otter
Juneau, Alaska- June 2023

I am grateful that there are scholarship programs available for young people like me who have an interest in flying. To be able to start my flight training while still in high school has been a great experience and I'm looking forward to all of my future flight training and aviation adventures.

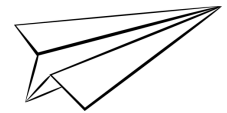


Mountain Bike Racing in Petaluma- April 2023

Special Thanks...

...to our many volunteers, some who often go unnoticed in the background but are consistently helping to make our fundraising events and Young Eagle activities run smoothly.

We appreciate you!



EAA 512 Movie Night

Presents



(2005) **ONE SIX RIGHT** is an exhilarating documentary film that celebrates the unsung hero of aviation, the local airport, by tracing the life, history, and struggles of an airport icon: Southern California's Van Nuys Airport. Featuring thrilling aerial photography and a sweeping original score, the film dispels common misconceptions and opposes criticism of General Aviation airports. Through the love story of one airport, past to present, the film shares the timeless romance of flying.

Date: Sunday September 24th, 2023, 5:30 pm social, 7:30 pm movie

Location: Starfall – 3204 Western Drive, (O61), Cameron Park, CA

Snacks & Drinks: Potluck! Please bring something to share.
Beer and Soft Drinks will be provided.

Seating: We already have seating available for around 12 people, but space for plenty more. Please bring a folding chair to ensure you have a comfy place to sit.

RSVP: glennandjudi@gmail.com

Trip Report – Arlington WA

By Tim Sullivan

Its not the destination...

August 16th – PVF to OLM

Flew up to McMinnville (MMV) OR from Placerville (PVF). Distance 402nm, flight time 2hr 30 mins. I took off from PVF around 9 AM after packing for the trip. Had 40 gallons of fuel on board. I checked the weather and NOTAMS and not surprisingly I would have to cross the smoky areas of OR around Eugene. I climbed up to 10,500 ft, put on the funny mustache with tubes and set the german pilot “auto” to hit the way points along the way which included: Red Bluff, Ashland, Eugene and then McMinnville. Arrived around 11:30 and met up with fellow 512 member Mike Z “Z-man” based in south lake Tahoe. He flew from Florence OR that morning.



We grabbed a bite to eat at the Evergreen Museum and then toured the main building which the Spruce Goose is hangered. They were having a heat wave that day and the museum was really hot inside, so we headed over to the space building and watched an lmax movie in the AC (the only building that has AC). After that we walked (yes walked) back to the airport about 1.5 miles in the heat to hang out at the FBO hoping that it would cool down before 5PM when they closed. The museum no longer has a shuttle to the airport therefore its walk or call an Uber for 1.5 miles. By 5pm the temperatures



only went up...102F. The FBO was closing for the day therefore our free AC time was coming to an end. So reluctantly we headed to the planes and started our departure to Olympia WA. As we took off Mike had a problem retracting his nose gear, which we found out was due to taxing across a poorly marked drainage swale at MMV. It bent his worm gear bracket attaching to the nose strut which was no longer aligned with the wheel well. So he flew with the gear partially retracted.

We flew from MMV to Olympia (OLM) at 6,500 which was a 107 nm flight took about 40 minutes since we flew slower than normal due to the hot temps and Mike’s nose gear partly blocking the cooling intake NACA. We landed at OLM without incident. It was pretty hot there as well upper 90’s. We met up with Brian and Andy who are fellow long ez flyers and are based in OLM. After pulling Mike’s gear we headed to dinner with Brian and Andy. Brian put us up at this home in OLM which was right on the water. What a treat.

August 17th – Repair Day

So after many discussions on the repair of Mike’s nose gear, we took apart the brackets and used applied engineering (pounded them back to original shape) reinstalled them with structural epoxy which had to cure overnight. We were not worried about the cure since the entire day it was in the mid 90’s. After a late break-



fast (noon) at Denny's and dinner later on we went back to Brian's place to crash for another night. Originally, we were supposed to head to Arlington today but the nose repair curtailed that for the day. No complaints from me, water front house and a nice bed, sure I can stay another day.

August 18 – Arlington

So the day finally arrived to continue the trip to Arlington (AWO). I flew at 6,500 most of the 89nm trip which took about 40 minutes. The weather was picture perfect that afternoon over Puget Sound when the morning marine layer burned off. The route took me west of SEATAC and a right turn at the ARPEE intersection direct to AWO. After the turn east it got really busy until approaching AWO. Its all in the timing... when I arrived a



B-17 was taking off from AWO with a load of paying passengers. I landed on RWY 16, taxied over to aircraft camping and set up camp for the next two days stay. As you may know my plane has limited cargo capacity but fortunately, I have under wing cargo pods which I placed the lighter stuff like the camping gear for the flight. The back seat held my heavier luggage. Shortly after setting up camp the organizers found me and checked me in for the event. Right after that the liquid gold truck (fuel) found me to replace the 26.2 gallons I used to travel the last few days from PVF. So, if you think fuel prices are high in CA, WA has that beat by a lot. \$7.49 a gallon which they kindly used the self-serve price for the week-end. Full service would have been \$8.10 a gallon...yikes. So, after fueling and filling out the loan paperwork the rest of the OLM group arrived consisting of Mike and Brian in their long ez's and Brian Jr in the Murphy Rebel on floats (which actually arrived before I did). Ric Martin a local to the area, who always volunteers for the event and handles aircraft parking, is a big fan of the canards. He has been hosting us at the event for decades. My first time to AWO was in 2004 and Rick was there with the pop-up tent, ice chest full of drinks and chairs for folks to hang out, sometimes even a BBQ. A lot of hangar flying happened until dinner time. The canard group had a couple of cars to haul us to dinner and back. Later returning to the planes, I crashed for the night. Just too much time in a hot hangar got to me.

August 19 – Show Time

Today was the big day for the AWO event. Lots of folks flying in but not like the good ole days when EAA ran the event. Back in 2004 there was no less than 150 planes on the field. Sadly, only about 30 this year. The event like golden west has been slowly declining for all the same reasons. The organizers survived the COVID years and did some re-evaluations on how to keep the event going. They now allow the general public to park on the field (away from the planes) at 2PM for \$20 a car load. Let me tell you they were pros. Super decked out SUV's and well stocked cars for the night time events. Also,

about 100 hot rods drove in for display. The entire field had hundreds of cars filling the parking to capacity by 4PM. During the day we walked around to look at the military encampment from a local group that brings in some pretty spectacular vehicles. Also a few warbirds



flew in including a P-51, T-34, AT6, B17, B25, and a Russian prop plane I could not identify which later that evening did an aerobatic routine. We took the tractor pulled trailer shuttle around the area to see the sights and scope out the food trucks which were about a mile away at the overnight auto camping area. Later on, we grabbed some dinner from the trucks and settled in for the cool evening (ok cold) to watch the balloon glow and the drone show. Got the drone show on video, maybe I can show it at a future meeting. After the show was over the hundreds of cars left the field as fast as they arrived. Off to bed for an early morning departure back to PVF.

August 20 – Smoke if you have one

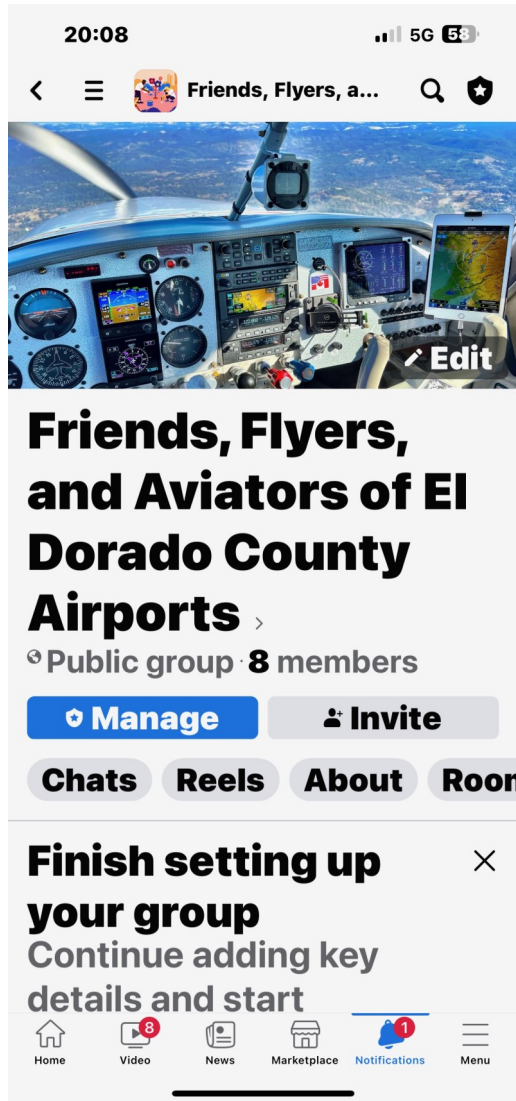
So I woke up around 7 and packed my gear back into the pods and plane, did my walk around. Joe Person (also a Canadian) who is local arrived with my breakfast and the most wonderful 16 bottle of hard to get Guinness “Foreign Extra”. This stuff is the real deal and hard to find on the west coast. So Joe’s son who has access to a lot of cargo capacity in his work, flew these wonderful hard to find treasures back from the east coast. God bless him!! So, at about 9:30am I departed AWO in pretty thick smoke from the fires in eastern WA and OR. I picked up flight following as soon as able and they let me cross the Class B airspace rather than go around. I flew from AWO to Eugene (EUG) at 3,000 and started to climb

because EUG was LIFR due to the smoke. Seems like most of southern OR is on fire these days. Guess it was their turn after our fires the last few years. After climbing and reaching EUG it was obvious that going south towards Medford was not a good idea. Therefore, I diverted to the coast and flew the coastline at 12,500 (yes with O2 on) above the smoke layer until Brooking then started towards Redding. All around me and below were TFR’s for the fires in NE CA. After passing over the Siskiyou’s the smoke started to thin out but mother nature decided that is where the clouds from the hurricane from Mexico would start. They were broken at 10,000 and 14,000 with small squalls over 30 miles or so apart. So I played slalom across and down the coastal range before getting into the central valley just south of Redding. There I was greeted by virga and a 9,000 cloud cover. This diversion took my 656nm trip to 764nm and an extra 30 minutes. I should have added an hour to a normal flight path but my one and only lucky parts of the return was lots of big tailwinds due the southern storm. Even the first hour or so had 20kt tailwinds at 3,000. I landed in PVF around 2pm, unpacked the plane and pulled sappy PNW soaked camping gear out to dry out in the hangar.

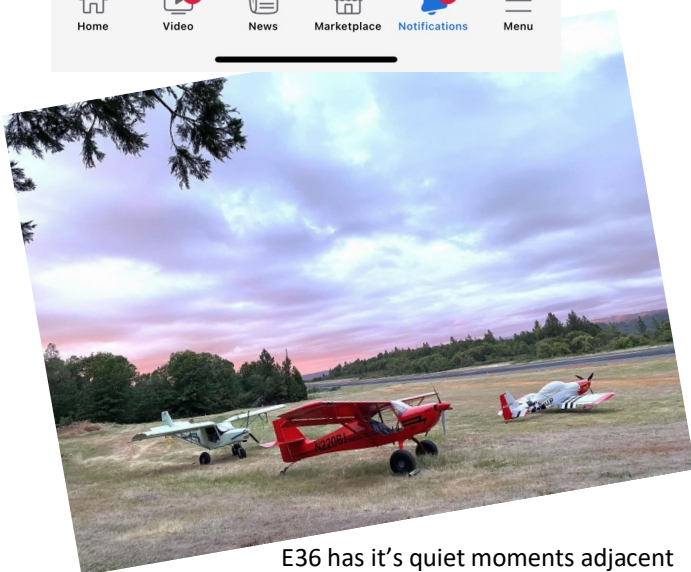
Summary – Lots of fun, smoke and no cheap fuel. My fuel consumption each way was exactly 26.2 gallons. Total miles 1362nm, 52.4 gallons, just over 8 hours of flying, avg 26nm/gallon (lean of peak naturally) at around 168kts. Try that in a car. Hah! 😊



El Dorado Co. Airports users have started a Face Book page to help keep each other informed. Please join us!



*Photo by Audrey Brand
Landing by Jason Brand
What I Think My Husband was Thinking
by Audrey Brand*



E36 has it's quiet moments adjacent to the campground.

Below is the suggested schedule for next years Vintage Display in conjunction with our Pancake Breakfast. Note time change!

If you would like to make a suggestion please contact Dick Wampach.

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 DAY

FREE TO THE PUBLIC

SPONSORED BY HANGTOWN EAA 512

IN CONJUNCTION WITH OUR

FAMOUS SATURDAY PANCAKE BREAKFASTS

APRIL – OCTOBER 8 - 11AM

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