



THE STROBE



Prez Sez... Not Done Yet

The first rain of the Fall—albeit a week or so early—is coming down as I write this. It reminds me the summer flying season is starting to wind down, although not done yet. We have two Young Eagles rallies coming up. The first is September 28, and is a special YE rally to be held in conjunction with the Cops & Rodders Show & Shine Fly-In at Cameron Park. Jim Wilson will have an information and sign-up booth at the event, and we'll be running the flights from the ramp on the east side of the airport. This has the potential for a large turnout, so we've sent out requests to other EAA chapters to participate. October 12 will be our regular Fall YE rally at Placerville. If you would like to fly Young Eagles for either or both events, please go to www.yeday.org to register. Click on the Login button in the upper right corner to get to the pilot registration page.

On a less fun note, also coming up are our chapter elections. At the October general meeting we will establish a candidate slate and hold our election. Unlike a lot of organizations, EAA 512 is not "top heavy", that is, most of our members would rather just do the work than run things. In a way, that's good, it means our members are motivated by wanting to serve rather than by wanting to "be the boss". But the corporate functions of the chapter are critical to keeping us intact as an entity, especially as a registered non-profit. It's also the chapter officers who determine the direction and goals of the chapter, and make the strategic decisions on things like funding, activities and maintenance. The term of service is one year, which means all positions are open each election. This year, we have a *critical need* to fill the position of **Secretary**, which has been unfilled for the last several months (thank you Kim Stein for so capably serving in that position, and for staying on well past your original term). The primary duty of the Secretary is to record and publish the minutes of our meetings, along

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with some occasional correspondence and other minor paperwork. Also, if you've never served on a board of directors before, please consider running for a position as a General Director. These are voting members of the Board who are not Executive Officers. It's a good way to become familiar with how the chapter functions, and a good starting point if you think you'd like to take on one of the executive positions but aren't yet ready to commit.

OK, that's enough "business" for now. Hope everyone has had a great flying season so far. There's plenty of good weather coming, Fall is especially nice with usually clear air and cooler temperatures. If you're at a loss for a destination, check with our flyout coordinator Dick Wampach, who always has a list of events coming up. If you're without an aircraft, check with your fellow chapter members, there's usually an extra seat available. Also, EAA 512 member Dave Walters has invited everyone to a lunch flyout to Truckee airport this Saturday, September 21, sponsored by EAA Chapter 663 (Livermore), to which he also belongs. Sounds like fun!

By: Al Heron

El Dorado County Airport

Lease Rates Letter & Petition

If you lease hangar space at Placerville or Georgetown airports, or are just interested in keeping our local airports viable, you might be interested in a letter submitted to the county regarding the recent drastic increase in lease rates. The letter requests the county meet with hangar owners and revisit the lease pricing structure. The letter and, should you desire to participate, an electronic petition may be found at: <https://www.ipetitions.com/petition/edc-airport-lease-rates>

By: Al Herron

Colonel Bud Anderson



EAA 512 president Al Herron took the opportunity at the Reno Air Races this year to personally thank WWII ace Col. Bud Anderson for his signature on a bottle of Old Crow bourbon (Old Crow was the name of the P-51 Mustang Col. Anderson flew). The signed bottle was donated to Chapter 512 by Michael Brown and raffled off in 2016, raising \$1267 for our scholarship fund.

By: Al Herron

amazon smile

AmazonSmile is a simple way in which you can help support our chapter—at absolutely zero cost to you! Through AmazonSmile, Amazon donates 0.5% of the price of your eligible purchases to the charitable organization of your choice, hopefully

Hangtown Chapter 512 Experimental Aircraft Association Placerville.

AmazonSmile is the same Amazon you know. Same products, same prices, same service.

It only takes 1 minute to set up, and you can do it **RIGHT NOW**, and never have to touch it again! Just remember to always start your shopping at smile.amazon.com

Support your charitable organization by starting your shopping at smile.amazon.com.

You Shop. Amazon Gives.



"Mike echo oscar whisky! I repeat!
Mike echo oscar whisky, how do you
copy? Over"

Sent in by: Dave and Barbra Lugart

FLYOUT

September 21st at Truckee (KTRK)

141nm -Elev/TPA, 5904'/7004'

Rwys 11/29 = 7001'x100' LP, 02 LP/20 RP = 4654'x75'

AWOS 118.0 (530)587-4599

Tower/CTAF 120.575.

Meet at tiedowns at 1145 hrs for a short walk (on field) to Red Truck Cafe. Prices reasonable below \$12 for Tacos, Sandwiches, Quiches, etc. Please contact Dave Walters via grayson_segal@yahoo.com or text *BEFORE* 0800 hrs on the 21st, to 925/348-3584 if you plan on joining us as I will make reservations.

Aviate,
Dave Walters

Pedal-Powered Flying Machines

"Dad! Hold the tail down!" David Barford shouts to his 73-year-old father, Paul, who shuffles along the grass while supporting a slender spar that connects the rear stabilizers to the cockpit and wings of *Betterfly*, a fragile aircraft that balances on two inline wheels. David's 20-year-old daughter, Charlotte, supports the starboard-wing spar with his best friend, Paul Wales. David's 17-year-old son, Chris, marches alongside the port wing, while David, 44, coordinates the action from the nose of the plane.

Team *Betterfly*'s sense of urgency grows as the summer daylight fades and the sky west of Sywell Aerodrome, a rural airstrip 75 miles north of London, darkens prematurely with thunderclouds. It's the second day of the weeklong Icarus Cup, the world's most challenging human-powered-aircraft competition, and Barford wants to make a first attempt at the speed-course event. Two dozen spectators also anxiously monitor the weather, hoping the threatening rain doesn't ground the pilots.

The team gently sets *Betterfly* on the centerline at the end of Sywell's lone paved runway. To shed weight, Barford strips down to his underwear and bike shoes, and then eases into a red fabric pilot's seat made from two aluminum folding chairs. The only controls in the transparent cockpit are bike pedals and a handle for the rudder.

Barford calls out, "Three, two, one—rolling!" and begins to pedal furiously. The front-mounted propeller claws the air, and *Betterfly* starts gathering speed as it rolls down the runway.

By: Jeff Wise, 2014

Finishing reading at: www.popularmechanics.com

Guest Speaker

I have a speaker lined up for the September 18th general meeting and pot luck. He was not available for August. So, after the pot luck we can go inside and participate in a short onscreen presentation and Q & A session. Dave Vega from Concord Batteries Co. will be our guest speaker for the September 18th meeting. He will come up from So. Cal. For this event. He will have a presentation on keeping your Concord battery up and ready to give you a start! His company specializes in the maintenance free "Dry" cell batteries for our planes. Dave will talk on the advantages of the dry battery and the cost advantages. Also, he will speak about the battery minder trickle charger that Concord recommends...and he just might be able to offer some of the Oshkosh special deals.

By: Dick Wampach A/P, ATP, CFI

HIGHEST, FASTEST, FARTHEST

January of 1950



IN reviewing international air records as homologated by the Fédération Aéronautique Internationale up to the end of 1949, it is once again regrettable that in the majority of classes the name of Great Britain seldom appears. The acknowledged excellence of British aircraft makes it anomalous that, out of some 80-odd unlimited and class records for powered aircraft only four are at present credited to this country; that no balloon or airship records are held is probably of no great consequence. That Britain has attempted so few international records in recent years is almost certainly due primarily to the great expense that such ventures involve, and to their inevitable interference with development programmes.

America and Russia remain the most prominent amongst the record-holders, having achieved their successes in most cases with standard or slightly modified military aircraft. The American B-29 still holds a large proportion of the weight-carrying records—a fact which prompts the thought that a British aircraft, the Canberra, would be capable of very considerably raising the speed figures in the class for aircraft carrying a load of up to 5,000 kg. That the lists as they stand are not a true reflection of technical progress is evidenced by the fact that many of the *hydravion* records are still held by pre-war Italian aircraft: had two of the three Saro A.1 flying boats not met with unfortunate accidents these particular figures might have looked very different by this time.

All helicopter records are at present held in the United

"ABSOLUTE"

Straight-line distance
Davies, Rankin, Reid and T
P2V-1), Perth, Austral
Sept. 29th-Oct. 1st, 1944
(miles).

Altitude (United States)
and Capt. Albert W. Stev
Nov. 11th, 1935. 22,066 m

Speed at Low Level (U
Johnson, U.S.A.F. (North
1948. 1,079.841 km/hr (67

From the Archives of the 50's. Continued on Pg. 8
or go to www.flightglobal.com

Windows

Wife texts husband on a cold winter morning:

Windows frozen, won't open

Gently pour some lukewarm water over it and gently tap edges with hammer

10 minutes later:

Computer really messed up now

Delivered



Subject

iMessage



From: Dick Wampach



faceBook

I have some exciting news to share with all of you! Facebook prompted me (as they do each year) to create a fundraiser for my birthday. In doing so, they commit to contributing a dollar. So, I chose Hangtown EAA Chapter 512 as my not-for-profit, and my friends and family contributed a total of **\$474!** This took almost zero effort on my part, and to put it into perspective, I raised 263% of the money we raised at the Sizzler Bash for Cash event, which took a **WHOLE LOT** of effort.

It turns out that rather than feeling it's "rude" to ask for money, many people are happy to contribute towards a worthy cause in celebration of someone that matters to them. I hope that everyone here who has a FB account will consider setting up something similar for their birthday or for any celebration, really.

So, please consider the idea.

By: Judi Gorden

It takes very little, compared to building a road; ridiculously little, compared to building an airport. A swipe or two with the bulldozer; maybe a hunk of rock blasted, some trees cut and stumps pulled, maybe a drainage ditch. The very smallness of the job makes it impractical if you attempt it as an independent, single operation. You can't move the big machines to so small a job; it doesn't pay the expert operators to fool with it. But now, under the new highway building program, the road-building crews will be going right past the sites we want. Now is our time!

If we want to get action, we'll have to build *down*, rather up, people's ideas about the facilities it takes to land an airplane. We've done so much wallowing in super runways and electronic complications! It's time to remind everybody that, to land an airplane, a pilot normally needs nothing but a suitable running-surface and his own skilled eye. He needs no help, advice, supervision or information from the ground. The whole apparatus of our big airports has to do with traffic congestion and with bad-weather "blind landing" procedures. An ordinary landing is a simple thing.

By: Wolfgang Langewiesche, 1956

Article snippet clipped from airfactsjournal.com
Finish reading at: airfactsjournal.com

Wolfgang Langewiesche Airports in Every Town

From the Archives of 1956

Make Your Town Air-Accessible

Now that we are going to build all those roads, why not, in the same grand operation, fix up a landing strip for every town? Not an "airport;" not even a *small* airport; but merely a place where one can put an airplane down, park it, and take it off again: just enough to make every town *air-accessible*.

The flying Tigers – Amazing performers



Lots of walking in EVERYWHERE!

Pics From Osh



Sky Writer



Nature is Awesome



Planes with Fireworks...firework planes



Look at that Aluminum!



Simulation of the End Times after arriving at Whitman Regional Airport

Photos Courtesy of the Brand Family

SEPTEMBER ALBUM



Judi and Glen



Pippi



Photos Courtesy of Jason Brand

Things to Do n' Ads

Special Thanks

To: **Doug** for cooking the meat at the general meeting and potluck!

THE SPITFIRE

KHLM (Lincoln Airport)

Mission Statement

“The Spitfire@LHM has been created in the spirit of aviation and human achievement. We provide flight and ground instruction to pilots seeking financial aid to fly. You're welcome to volunteer here in exchange for training.”

For more information:

Call: (916) 755-2440

E-mail: spitfirelhm@gmail.com

FOR RENT

Hangar Space Available

The Gordon Family (Cameron Airpark - O61) sold their biplane and now have room in the corner of the hangar for a homebuilt approx. 25' wingspan/21' long. A Cessna 150 lives in the hangar too. It is a daily commuter when the weather is good.

This is a nice hangar at a private airpark residence. It has a bathroom, electricity, lighting, and a compressor too.

For more information, please contact

Judi Gordon at:

glennandjudi@gmail.com

Attention!

Pilots & Aircraft Owners

Join Minter Field Air Museum and California Pinups and Patriots at [Wings 'N' Wheels](#) Minter Field on **November 2, 2019**. Start [registering](#) for your visit to Wings 'N' Wheels at Minter Field in Shafter, CA.

There will be tons of cool stuff to see and do. Also, there will be plenty of food and drink.

YOU WON'T WANT TO MISS IT! FLY IN AND STAY ALL DAY.

[Click here](#) for registration form. Fill it out and mail it back or Email it to us and we'll save you a spot in 2019 [Wings 'N' Wheels](#).

ANTIQUE AIRCRAFT DISPLAY AND FLY-IN

At: 1C9 - Frazier Lake Airpark

7901 Frazier Lake Rd, Hollister, CA

Frazier Lake Airpark's Antique Aircraft Display and fly-in will be held on the first Saturday of every month throughout the year of 2019, and additionally on Sunday in June, July, and August.

Hours are from 10am to 4pm
Admission and parking are FREE

More Info frazierlake.com

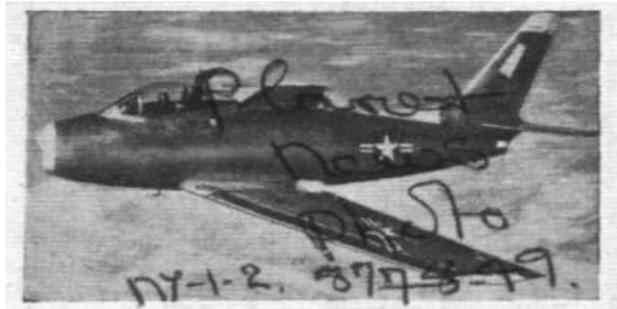


KERN VALLEY AIRPORT
ANNUAL BACKCOUNTRY FLY-IN/CAMPOUT

SEPTEMBER 27-29, 2019

AIRPLANE CAMPING
DESERT & MOUNTAIN BACKCOUNTRY AIRSTRIPS
FRIDAY EVENING LOCAL MICROBREWERY
SATURDAY EVENING TRI-TIP BBQ
CAMPSITE FISHING, BONFIRES, & HOT SHOWERS
FRIENDS, FAMILY, & FLYING FUN!

KERNVILLE, CA
WWW.KERNVALLEYAIRPORT.COM



States—by the Sikorsky R-5A and the newer S.52-1.

One or two events of the past two years present brighter spots in this rather gloomy picture. There was, for instance, the breaking of the world's heavier-than-air height record by John Cunningham with a Ghost-powered Vampire I, which achieved a height of 18,119 m (59,445ft) in March, 1948. In 1948, too, John Derry captured the "speed over 100 km" title for Britain with the extremely creditable figure of 974 km/hr (605.23 m.p.h.) in the D.H. 108. Maximum speed at low level, however, still stands to the credit of the United States with Major Richard Johnson's flight in the North American F-86 at 1,080 km/hr (670.981 m.p.h.).

During 1949 the only successful record attempts of any significance were the 7,978 km (4,957 miles) flight by William C. Odom in the Beech Bonanza from Honolulu to Teterboro, New Jersey, which captured for America the light-aircraft distance-in-a-straight-line record in two categories; Madame du Peyron's flight of 5,932 km (3,686 miles) in the Morane-Saulnier monoplane from Mont-de-Marsan to Jiwani in Baluchistan, an exceptional performance for an aircraft with an engine in the 4-6.5 cubic-litre capacity category; the breaking of the absolute height record for gliders by J. Robinson of the United States, who achieved an altitude of 10,211 m (33,497ft); and a flight by Guy Marchand in the Nord 2000, which gained for France the duration record for single-seat sailplanes with a flight of 40 hr 51 min. Another notable achievement was that of René Leduc, who ascended to

" RECORDS
 (United States).—Cdrs. labeling, U.S.N. (Lockheed to Columbus, Ohio, 18,081.990 km (11,237

—Capt. O. A. Anderson (4,000 cu m balloon), (72,395ft).

(United States).—Maj. R. L. American F-86), Sept. 15th, 1,981 m.p.h.).

FLYOUT

September 21st at Truckee (KTRK)
 141nm -Elev/TPA, 5904'/7004'
 Rwy 11/29 = 7001'x100' LP, 02 LP/20 RP = 4654'x75'
 AWOS 118.0 (530)587-4599
 Tower/CTAF 120.575.

Meet at tiedowns at 1145 hrs for a short walk (on field) to Red Truck Cafe. Prices reasonable below \$12 for Tacos, Sandwiches, Quiches, etc. Please contact Dave Walters via grayson_segal@yahoo.com or text *BEFORE* 0800 hrs on the 21st, to 925/348-3584 if you plan on joining us as I will make reservations.

Aviate,
 Dave Walters



5 JANUARY 1950

FLIGHT

ENGINE DRIVEN ACCESSORIES: Hydraulic pump, Generator, Vacuum pump, Compressor

ARMAMENT (Standard): Cannon, Machine, Rocket, Magazine

HYDRAULIC SYSTEM: Reservoir, Filter, Relief valve, Accumulator, etc.

FUEL: Main Tank, L.P. Pumps and Cocks, Ventral Drop tank (optional)

GROUND START PANEL: Ground/Flight switch, Electrical plug, Regulator, Cut-out, Man, Warning and Indicator Panel

RAIDED: Transmitter/receiver and under Nose Approach

Good grouping!

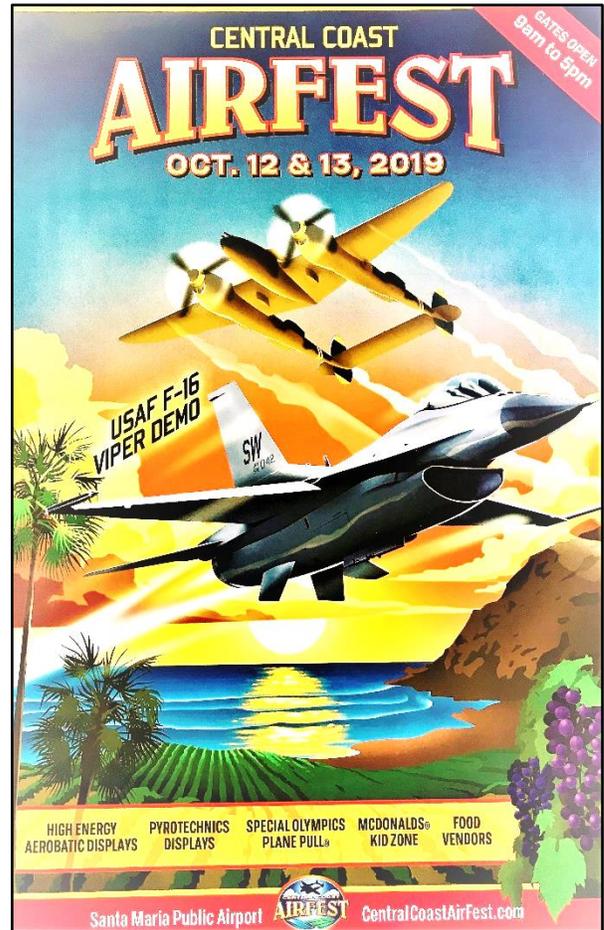
On the Meteor 4, components of the hydraulic system are collectively grouped on the rear bulkhead of the magazine bay. In a similar manner, components of all other systems are in readily accessible positions throughout the aircraft. This is but one of the many features which have established the Meteor's high standard of serviceability under a wide variety of fully operational conditions.

GLOSTER METEOR
 For Easily Maintained Airpower

GLOSTER AIRCRAFT CO. LTD. (BRANCH OF THE HAWKER SIDDELEY GROUP LTD.)



For more information about *End O' Summer* visit:
<https://www.376.eaachapter.org/>



Save the Date

Saturday, Sept. 21, 2019 (9 AM to 3 PM) Westover Field
 Amador County Airport 12380 Airport Road, Martell

90TH ANNIVERSARY

Please contact us to reserve space for you Classic Car Clubs participation, Vintage & War Bird Planes, and EAA Chapter participation and Flying Clubs.

Help make this Celebration worthy of 90 years of Aviation in Amador County!

Contact: Dave Sheppard, Airport Manager (209) 223-2376 dsheppard@amadorgov.org
 Randy Ilich, Member EAA Chapter 1539, (650) 303-9898 randyilich@gmail.com

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:

OPEN

Treasurer:

Judi Gordon (847) 414-7773
E-mail: glennandjudi@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

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Webmaster:

Kim Stein (916) 941-7585
E-mail: dksfly@comcast.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: aerohal@comcast.net

EAA Technical Counselor / IMC & VMC / FAAS Team Coordinator:

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

NEW MEMBER APPLICATION

Experimental Aircraft Association (EAA)

Hangtown Chapter 512

3483 Airport Road
Placerville, CA 95667

www.512.eaachapter.org

Note: Membership in EAA National is required for membership in local EAA Chapters. Application for both memberships may be made simultaneously. All Chapter memberships are family memberships.



Chapter 512 Dues: \$20.00

Please make checks payable to: EAA 512

Name* _____

Spouse's name: _____

EAA number* _____ Expires*: _____ # of participating family members : _____

Mailing address* _____

City* _____ ST* _____ Zip* _____

Home phone number (____) _____ Cell phone number (____) _____

E-mail _____

Address _____

City _____ State _____ Zip _____

DATE & TIMES	REACURING EVENTS	LOCATION
2 Wed of Month	Board Meeting	EAA Hangar Placerville Airport
3 Wed of Month	General Meeting	EAA Hangar Placerville Airport
1 Sat of the Month (Apr – Oct) 8am – 11am	Pancake Breakfast	EAA Hangar Placerville Airport
1 Sat of the Month	Antique Aircraft Display and Fly-in	1C9 – Frazier Lake Airpark 7901 Frazier Lake Rd. Hollister, CA
1 Tue of the Month	IMC/VMC	EAA Hangar Placerville Airport
DATE	ONCE A YEAR EVENTS	LOCATION
Sept 21st	Save The Date	Westover Field Amador County, CA
Oct 5 - 6	Capital Airshow	Mather Airport, Sacramento
Oct 19 8am	End O' Summer	Sierra Sky Park, Fresno, CA
Oct 27-29	Kern Valley Fly-in	Kern Vally Airport, CA
Nov 2nd	Wings and Wheels	Minter Field in Shafter, CA