

THE STROBE



EAA 512 Placerville

September 22

Prez Sez...

SUMMERTIME SLUMBER

BREAKING NEWS: August 14, 2021. Start of Caldor fire. Two days later, Placerville airport shut down as Caldor fire rages out of control.

FAST FORWARD: September 2022. The Mosquito fire rages 20 miles to the north of the airport. The view from Placerville depends on the wind direction and the time of day. When the prevailing wind blows from the southwest, the tarmac offers the best view of the Sierra. But the winds shift like an ocean tide, down slope winds blow the smoke from the east in the morning, up slope winds clear the smoke in the afternoon. Visibility can vary from less than a mile to greater than 10 in a 24-hour period.

This year a heat wave gripped the area breaking a record in the Sacramento valley with over 41 days of temperatures over 100 degrees F and as high as 118.

From the airport office and fuel island at elevation 2585 ft, one gets a spectacular view of the western slope of the Sierra. Forty miles to the

GENERAL MEETING

September 21

Picnic 6pm

Meeting 7pm

*Guest Speaker: Gill Wright from EAA52,
on the subject of Urban Air Mobility.*

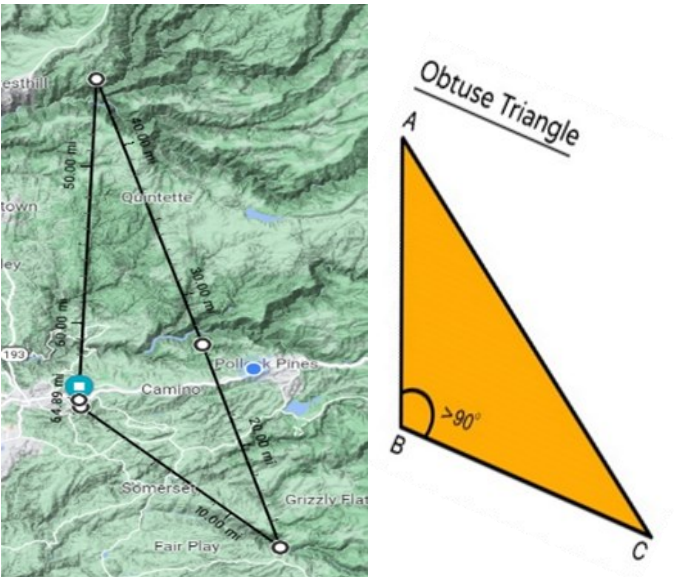
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east is Pyramid Peak at 9,985 ft MSL. I have hiked this section of the Pacific Crest Trail that

meanders north from Carson Pass (Hwy 88) to Echo Summit (Hwy 50) and continues to Donner Pass (Hwy 80) some 50 miles northeast of Placerville.

During the fire season, the Placerville airport is strategically located in the foothills as a fire-fighting base for helicopter operations. In the past 8 years, it became the epicenter of three large forest fires in the central Sierra. The map shows the origins of the Mosquito, King and Caldor fires from north to south. In geometric terms, the origins of the fires are located on the hypotenus of an obtuse triangle. The distance from the Mosquito fire A to Placerville B is 20 miles. B to C is 13 miles. C to A is 30 miles. I live



on that line in Pollock Pines about 2 miles from the start of the King fire.

For each of those fires, the airport became a hub, the home base for a dozen or more helicopters, including the large Sky-crane, Chinook and Black Hawk helicopters. And for 30 days, they can kick

up a dust storm on the east end of the field and liter the runway with rocks and debris.

Each aircraft comes with a ground support crew and tanker truck for sustained refueling operations. The entire east ramp and taxiway from mid-field to runway 23 was occupied by this impressive force.

The fire commander set up a portable control tower that parks mid-field and operates from dawn until dusk. GA aircraft must contact ground control to taxi and do a runup before they back taxi on the runway for take-off on runway 23.

One might ask "What is the value of the airport for providing a fire-fighting base of operations for multiple agencies over the past 8 years?" This rather simple question has a very complex answer. Prior to Caldor, no one asked the question. *See Summary Chart*



Summary Chart

FIRE	DATE	ACREAGE/COST	COMMUNITIES
KING FIRE 10 miles east of PVF	Sept 13, 2014	97,700 acres \$91 million	Pollock Pines, American River south fork Burned 30 miles to the northeast
CALDOR FIRE 13 miles SE of PVF	Aug 14, 2021	220,000 acres \$271 million	Grizzly Flat up HWY 50 to South Lake Tahoe
MOSQUITO FIRE 20 miles north of PVF	Sept 11, 2022	72,000 acres 21% containment Still burning	Near Foresthill, middle fork of American River, Georgetown

The adjective **Obtuse** has another meaning according to the Oxford dictionary: Annoyingly insensitive or slow to understand, slow-witted, unintelligent, witless, etc.

This definition could be applied to the agreement between El Dorado County and the USFS. This agreement comes one year after the Caldor fire which had a total cost of \$271 million.

August 30, 2022. Board of Supervisors. A reimbursement proposal of \$130,000 to USFA was balked or rejected. When asked the question "What is a reasonable compensation for the use

of the airport?" The answer was a calculation based solely on tie-down fees for 30 helicopters for 30 days. El Dorado County - Placerville Airport - Nightly Rental Calculations for USFS Agreement for Airport Use During the Caldor Fire \$10,417.

No compensation for airport tenants or leaseholders for the loss of use of the airport. No fuel flow fees for loss of fuel sales, a standard practice paid to neighboring airports. No compensation for the labor of clean-up. It's Labor Day weekend 2022.

Jim Wilson



2022 CHAPTER 512 Fall Fundraise

October 15th Dinner At 6:00 PM
Social gathering at 5pm



Just \$12.00 Per Person Including Dessert

Menu Items Include

Swedish Meatballs: In Homemade Sauce atop Egg Noodles

Green Salad: Mixed Greens with toppings & Dressing

Garlic Bread: Butter & Garlic

Dessert: Peach or Black Berry Cobbler

Drinks: Lemonade and Water, all other drinks are BYOB

We would love to know how much food to cook

Please RSVP to Dale K at 916-296-9104- Call or Text, Email: dkralfam@yahoo.com

How Ray Aviation Helped My Dreams Take Flight

Ray Aviation Scholar Ben Varozza

I can say without a doubt that May 30, 2020, forever changed me. That afternoon, two American Astronauts were launched into space from American soil for the first time in almost a decade. This was momentous because returning to space after such a long hiatus was impressive alone, but on top of that, this feat was accomplished by a private, civilian space company, something that had never been done before. Before this, I did not know what I wanted to do with my life and felt lost and unsure of my future. After witnessing this, I felt awestruck with a sense of wonder I had never really felt before. After that inspiring day, I started researching and reading everything I could get my hands on about space and aviation. The more I read, the more I developed a profound interest in aerospace, so much so that I found my passion in life. In the future, I hope to become an astronaut and step foot on the surface of the Moon or Mars. Not only do I hope to go there, but I also aim to be the first person to achieve manned-powered flight on the surface of Mars. A few months ago, Ingenuity, a small coaxial rotor helicopter, proved that powered flight on another planet is possible. I decided I wanted to scale that up and try to manually fly a similar aircraft on Mars and maybe even test if fixed-wing aircraft could work. My life goals are no easy feat and certainly no joke. Many people have laughed at my goals and would not take me seriously. To be fair, my plans do sound crazy, but then again, they told the Wright brothers the same thing.

When people told me that I wouldn't make it, that achieving my goals would be impossible, I joined my local EAA chapter. I joined just to learn more about aviation but

gained something so much more valuable. I gained a family that fully supported me and my goals and encouraged me to continue to strive towards them despite all the negative people who said I would never make it. The first step towards my goal is to get my pilot's license, and there is no way that I could ever afford to do that on my own, but my EAA chapter encouraged me to apply for the Ray Aviation scholarship. When I was awarded the scholarship, I could not believe I had the chance to get one step closer to becoming a pilot, one step closer to becoming an astronaut, and one step closer to flying on Mars. There are still many obstacles for me to clear, but just getting started is often the biggest obstacle, and because of EAA Chapter 512 and the Ray Aviation Scholarship, I can begin working towards a dream. This scholarship will impact me for life. It is not just a phase in my life; this opportunity has given me a purpose and something to strive for throughout my life. I will always look up to the sky and yearn to learn more about aviation and the universe beyond. After earning my Private Pilot's License, there will always be more knowledge to learn, more skills to perfect, and the constant inventions of new technology to learn and adapt. I am forever grateful for the opportunity I have been given by EAA 512 and the Ray Aviation Scholarship.



Boeing 221 and Boeing P-12

Airventure 2022

By Judi Gordon (with commentary by Zane Ruckman (ZR) in ***bold italicized*** text)

I think my first visit to Oshkosh was likely in 1992, when a much younger Me was still trying to impress an even younger Glenn with my interest in aviation. With our 27th wedding anniversary only weeks away, I guess it's about time to say it must've worked! ***ZR: This was my first time going to Oshkosh.***

Glenn and I have evolved in aviation to the point of His and Hers. While Glenn flew out to the east coast to pick up the prototype Ryan ST-L that he helped to design, I left from the west coast in "Pippi", my Pipistrel Virus SW, with my friend, mentee, EAA 512 scholar, and amazing human being at large, Zane Ruckman. ***ZR: My mode of travel was in a Pipistrel Virus, a 2-seater, single engine motor glider. I traveled with Judi Gordon.***

We were wheels up at daybreak on Wednesday, 7/20. We made swift and stunningly gorgeous progress over the Sierras, with our first stop in Wendover to visit the museum, grab lunch at the local Mexican joint, and plan our next leg. We ended up in Cheyenne that night, after 8.1 hours in the air. Pippi's auto-pilot did much of the flying, but Zane happily took on the challenge of most of the thermal flying, anticipating the lift and sink, leading the plane in his decision-making. I continue to be blown away by his seemingly innate abilities, and ability to transfer his deep understanding of physics and mechanics to his relatively recent exposure to aviation. But enough about Zane. ***ZR: There were crazy***

thermals in Wyoming, lots of amazing weather in the Midwest.

Day 2 was a total of 6.1 hours, cut short by ominous-looking cumulonimbus on the horizon. Leg 1 was a stop at Millard Airport in Omaha, NE which had the most helpful FBO, outshined only by the FBO at our second stop in Iowa City. By the time we landed, all the rental car places were closed. The FBO let us take their courtesy car overnight, which was a darn good thing, because all the hotels in the area were fully booked! We spent a "homeless" night in the car. I had about 2 hours' sleep, and Zane didn't sleep a wink. The thunderstorms rolled in some time during the early morning, and we were treated to an absolutely stunning sunrise, and double rainbow, before retreating to the FBO to SLEEP when it opened at 6:30 a.m. ***ZR: We experienced some intense lightning on the ground.*** We finally got going in the early afternoon, making it to our home base for the next few days, Palwaukee Airport in Illinois. I know, I know... (put your nose up in the air before reading this), it's Chicago EXECUTIVE Airport, but I learned to fly at Palwaukee, and it'll will forever more be Palwaukee to me. The identifier is still PWK.

On Friday, Glenn, Zane, Becky (who took the train in), and I all converged upon Glenn's parents' house, which is our base for Airventure. When we moved from Chicago 5 years ago, we left our Oshkosh gear in their basement, and every year we pick it up, borrow their car, and rope a friend (thank you Becky!) into driving our stuff to Wisconsin.

Our son Andrew arrived from his Air Force base in Tyndall on Saturday. We arranged for all the family members to gather at Glenn's parents' house for a meet and greet, and Andrew enthusiastically explained his Air Traffic

Controller training to anyone who would listen. Everyone was riveted!

On Saturday, we looked at the weather, and the decision about flying in to KOSH on Saturday or Sunday was blatantly obvious. There were very nasty, damaging storms on Saturday and very few people decided to fly in that day. On Sunday when we finally went in, so did everyone else, so the usual earliest starting point of Endeavor Bridge was preceded by a new starting point, 30 miles south of Portage, created by the KOSH powers-that-be "on the fly" that day. Andrew and Becky drove, while Zane and I rendezvoused with Glenn in Watertown (1.6 hours), and monitored the INSANE amount of traffic joining the conga line into KOSH. At that time, the winds were too strong for Glenn to go in with the Ryan (taildragger), but Zane and I made the call to motor on.

Unable to raise the ATIS, we worked our way into the line just east of Endeavor Bridge, which had been the ATIS when we left Watertown. It turns out that we unknowingly cut the line, as they had gone back to the "south of Portage" starting point. Nonetheless, we made it in, heads on a swivel, and had our traffic about 0.7 miles in front of us. It was neat seeing the bigger/faster/cooler planes (well, not MUCH is cooler than Pippi), passing overhead at 135kts, 2,300' MSL (we were at 90kts, 1,800' MSL). Before we knew it, the plane in front of us was over Ripon, and we heard him being told to rock his wings, which he did. I excitedly commented to Zane: "We're next!!!". Right then, they switched controllers, and the new one must've thought we'd been given more information than we had been, because we got NOTHING other than "White high-wing, turn right heading 090 now." No "rock your wings", no runway assignment. It was the biggest

disappointment of Oshkosh, but also motivation to give it another shot next year. Because I'd studied (and studied and studied) the Oshkosh 2022 NOTICE, I knew that I was getting runway 36L, and switched to tower. "White high-wing on base, begin your descent now, runway 36L, yellow dot, cleared to land." The precision landing training I took with my instructor the week before paid off, as my wheels touched down right in the middle of the yellow dot. I was pleased with my performance, but disappointed in no "Welcome to Oshkosh!" It's probably just as well. I'd have cried.

Becky and Andrew had very kindly already set up camp at our Chapter Camping spot in Camp Scholler, and soon all the people who were camping together showed up. Over the course of the week, a full 20 people stayed at our campsite!

Airventure has something for everyone whether it's their very first time there, or if they go almost every year. For me, this was the first year I wasn't either working or volunteering but was a participant instead. I spent my time being "Mom" to the group, taking classes, bonding with friends, and just enjoying the heck out of this incredibly unique experience, available to all, but enjoyed by "only" 650,000 people. ***ZR: The best accommodations at Oshkosh for me were the free trams, which made it very easy to cover large distances going from exhibit to exhibit.***

The seminars I participated in were Air Traffic Control communications, weather, Rotax engines, and advance Foreflight. I applied some of my learning from every class on the flight home. Going back to California, I gave my very first weather-related pIREPS to ATC, managed my fuel differently, and utilized many more Foreflight features, all because of what I'd

learned at Airventure. **ZR: Two of my favorite attractions were the warbirds exhibit, and the seaplane base.**

I know others have written about the pancake breakfast, so I'll keep it short, but what an amazing experience that was! Everyone showed up at the crack of dawn on a Saturday and worked their tails off serving breakfast to 580 people for the purposes of comradery and fundraising for our chapter. It was beautiful to see our own scholars participating to give back to the chapter. Thank you so much to everyone who participated, especially Dick, Greg, and Neil whose decision to attend Airventure at all was a direct result of my minor "freak out" at the board meeting the week before that we didn't have enough volunteers to meet our 14-person commitment. As it turns out, we had 17 volunteers that morning, but I won't say "they could have stayed home" because we honestly couldn't have done it without them! **ZR: We volunteered at the pancake breakfast, and I was very pleased with how we were all able to come together to raise money for the chapter.**

There is not much I would do differently next time, except maybe take on a job again. Perhaps I'll alternate between participant and volunteer each year. There is something to be said for volunteering, which I can't quite put into words. I missed it this year. **ZR: Next year something I will do differently is to bring a portable charger. It was very easy to find myself suddenly lost and without a phone charge in the multi-acre airpark.**

Zane and I left on Saturday between the afternoon and night airshows, just to get out before the mad rush on Sunday. It took a frustrating 5 days (19.3 hours) to get back, being forced to stop for weather at every turn, but I did get to celebrate my 55th birthday in the air, which was awesome. We did quite a bit of

scud-running, and detouring to get around weather, and we learned to recognize and overcome "get-there-itis" with a lot of input and feedback from Glenn and my brother. **ZR: We had to move quickly on the way home to avoid a storm.** We also learned to appreciate VERY early morning departures to avoid those pesky afternoon thunderstorms.

On our last leg from Tonopah (don't EVER get stuck in Tonopah!) to Cameron Park, I got a text from Jim Wilson "Welcome home Pippi! Can you make a low pass over PVF for the film crew?" So, we did. It was fun - our own private airshow, as Zane said. But then came the follow up text from Jim: "Oh Sh*t! I had the wrong speed on the video. Take two next year!" Oh Jim!

I guess that's the second reason I'll be doing this all again in 2023! **ZR: I will absolutely be going again! Looking forward to it next year.**

Trip summary and statistics:

7.20: O61 - KENV 3.5 hours
7.20: KENV - KCYS 4.6 hours
7.21: KCYS - KMLE 4.3 hours
7.21: KMLE - KIOW 1.8 hours
7.22: KIOW - KPWK 1.9 hours
7.24: KPWK - KRYV 1.6 hours
7.24: KRYV - KOSH 1.5 hours
7.30: KOSH - C47 0.7 hours
7.31: C47 - KCBF 3.5 hours
7.31: KCBF - KGRI 1.7 hours
8.1: KGRI - KRWL: 4.4 hours
8.2: KRWL - KFBR: 2.1 hours
8.2: KFBR - KTPH: 4.3 hours
8.3: KTPH - O61: 2.6 hours
Total: 38.5 hours
167.14 gallons of fuel
4.34 gph ← read it and weep!
\$1,171 total fuel cost
\$7/gallon average.

Pilgrimage to Oshkosh

Reflection by Audrey Brand

Saturday morning. we were staged at Dane Co. Airport in Madison, WI with the Mooney Caravan, having our final morning briefing for the formation flight into Oshkosh. Each squadron leader reviewed the inbound flight path with their wingmen, including emergency procedures. While I have some light exposure with formation flying, our squadron leader was a very experienced airline pilot and Oshkosh formation flying veteran. She wanted to make sure that the passengers were comfortable with the maneuvers and what to expect.

Leading up to our participation in the Mooney Caravan were months of preparation & training down in San Luis Obispo to receive the FAA required endorsement which my dad diligently sought. Having trained heavily in the Navy during the Vietnam War in air-to-air combat and precision formation flying, his desire to revisit and practice these skills needed fulfillment.

In Madison the temperatures were already approaching 85 and the tarmac was heating up quickly. The concern for overheating engines in our caravan of 63 was of great concern. Our run-ups needed to be short so as not to blast the Mooney behind us quickly followed by properly leaning the engine for the lengthy taxi ahead.

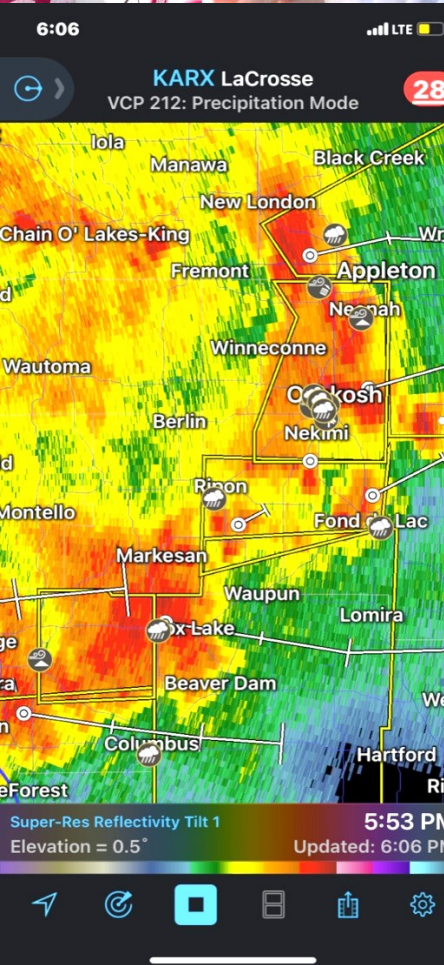
Twenty-one squadrons rolled out onto the taxiway becoming the great Procession of Moonies. What a beautiful sight! My job was very important and simply put, involved sitting down and shutting up. I was merely to point to where our squadron was on the map if asked,

signal the direction of squadrons beginning to enter a turn, and to let my dad know if I saw an aircraft approaching from the right of us that didn't belong there!

Counting our three second spacing to full throttle mark, the rollout began our 62.1-mile final leg and coveted pilgrimage to Oshkosh. Only the squadron leader and tail were communicating. The winds and combined wake trails were not friendly to us and tight formation was nearly impossible. Looking ahead I observed the Moonies tossing up and down, left then right and anticipated the feel of discarded turbulence while my dad kept his point of focus solely on the wing to our left. The caravan flight was beautiful with puffy clouds, ample blue waters, and green land as far as could be seen. We were living a flying dream!

Final posed a bit of challenge, noted by Mooney pilots as the synchronized slowing of our aircrafts. Challenge accepted. We landed long as requested on taxiway alpha, a first among many and proceeded to merge our squadron of three together again near the end of RWY 36. We continued to North 40 camping area where a sea of airplanes appeared in the yonder. It was at that moment we realized our accomplishment, with the feeling as only a pilot can describe to be "aviator euphoria".





7/21 - 8/9 46.4 Hours
 KRDD-KGTE-KBWW-KMSN-KOSH-KATW-
 KMCD-KSJX-4I3-2I3-M20-KMQI-KSME-
 KDMO-KCYS-KJAC-KIDA-KRGB-KRDD

GoFly Update

9/22

Rob Bulaga

As many of you know, Jim Wilson, his nephew, Jose Fierro, and I have been building a vehicle to compete for the GoFly Prize. The initial flyoff for the GoFly competition was in February, 2020. No one achieved the competition's goals. The \$1,000,000 Grand Prize was still up for grabs. The GoFly Team set a new deadline for the competition, September 26, 2022. As that deadline approaches, everyone has come to realize that no team is ready. Covid induced delays have slowed everyone down. Recently, GoFly extended the deadline to September, 2023. Our vehicle, FlyKart3, has been experiencing teething troubles with its electrical systems. The extra breathing space is well appreciated.

The overall GoFly rules can be found at <https://www.herox.com/GoFly/guidelines>. Once we solve our electrical concerns, we will begin flight testing at the Placerville Airport. When we finally think we're ready to demonstrate our aircraft, GoFly has a detailed checklist of hoops to jump through to verify that we are indeed ready. My immediate goal is just to get the motors running and get the aircraft up to the airport.



We'll keep you posted.

Dear Reader

The newsletter is made up ENTIRELY of content submitted by YOU. That means: if the Strobe seems boring after Jim's Prez Sez, then you know why. If there is something you'd like to share with the membership about an airplane project, weekend flight, a joke, a pastime, photos without context, etc.—we would love to hear from you. *Don't talk yourself out of it!* Send your stuff to this easy-to-remember email address at:

more_right_rudder@yahoo.com

It's that simple.

Sincerely, The Editor

Me trying to plot a cross country for the first time while my instructor is watching



Donations to our Chapter Library

Tim Styles, former Rans dealer at Lodi Airport, recently donated the following Plans and Books to our Chapter. These will be available at our "library".

Plans

- The Acro II, Acro Sport, Inc., 1993, S/N1647
- Starduster Too, Stolp, Model SA300, 1967
- Revolution II, Warner Aircraft Co., Inc., 1996
- Bakeng Duce, Gerald M. Bakeng, 1970



Books

- Taming the Taildragger, John Ball, 1977
- Cessna 150 Owner's Manual, Giddings Aircraft Services, 1967
- The New Private Pilot, 8th Edition, Your Guide to the FAA Rating, 1970
- Manual of Flight, Cessna Integrated Flight Training System, 1982
- Better Takeoffs & Landings, Michael C. Love, 1995
- Airplane Ownership, Ronald J. Wanttaja, 1995
- Cessna Skyhawk 172M Pilot's Operating Handbook, American Aero Club, 1976
- Cessna Commuter 150M Pilot's Operating Handbook, American Aero Club, 1977
- Private Oral Exam Guide, Michael D. Hayes, 1999
- Pilot's Handbook of Aeronautical Knowledge, U.S. Dept of Transportation, 1997
- Speed with Economy, Kent Paser, 1994
- Custom Built Sport Aircraft Handbook, EAA, 1995
- Firewall Forward, Tony Bingelis, 1986
- The Sportplane Builder, Tony Bingelis, 1996
- EAA Aircraft Building Techniques Wood, EAA Aviation Foundation, 1994
- Converting Auto Engines for Experimental Aircraft, 4th Edition, Richard Finch, 1998
- Converting Auto Engines for Experimental Aircraft, 3rd Edition, Richard Finch, 1991
- Alternative Engines, Mick Myal, 1996

By Rob Bulaga

Contacts

Board of Directors

President

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

Former President

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

Vice President

Jim Pinkowski (916) 952-7354
jamespinkowski@comcast.net

Secretary

Robert Bulaga
rbulaga@sbcglobal.net

Treasurer

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

Directors at Large

John Crocker (916) 416-3492
croc01.john@gmail.com

Dave Lugert (831) 214-4247
lugertd@yahoo.com

General Directors

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

Neil Robinson (916) 600-6175
fewhairs@pacbell.net

Chapter Committee Chairmen

Membership Administrator

Zane Ruckman
zaneaaa512@gmail.com

Young Eagles Organizer

Jim Pinkowski (916) 952-7354
jamespinkowski@comcast.net

Webmaster

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

Editor

Helen Brand (530) 306-3205

more_right_rudder@yahoo.com

EAA Flight Advisor

Hal Stephens (530) 263-3699
aerohal@comcast.net

EAA Technical Counselor FAASTeam Coordinator

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

IMC/VMC Coordinator

Greg Stein (916) 862-0175
greg.stein777@gmail.com

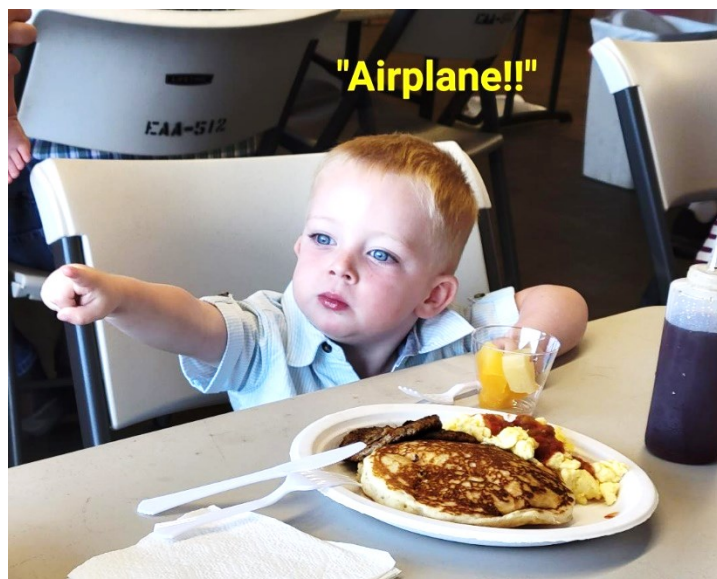
Fundraising

Tracey Fremd
t.fremd@gmail.com.

THE GRAND FINALE

PANCAKE BREAKFAST PLACERVILLE AIRPORT

8am-11am



**EAA Chapter 512
Monthly General Gathering
August 17 2022
Minutes**

**Minutes are now being
approved a month prior to
publishing*

Picnic at 6 PM. 21 people in attendance.

General meeting called to order at 7:22 PM by Jim Wilson. 24 people in attendance.

GUESTS/NEW MEMBER INTRODUCTIONS

- We met, Malcolm, a new member who has a C-152 based at Cameron Park.

ANNOUNCEMENTS

- **Events Calendar** – The Chapter's Events Calendar can now be accessed at [EAA Chapter 512 Home \(https://chapters.eaa.org/ea512\)](https://chapters.eaa.org/ea512).
- **Young Eagles** –
 - The next YE event is on October 8. Registration is full, with 35 kids signed up.
 - Reminder: Child Protection Certificate required for pilots.
 - Chris O'Leary, or Cameron Park, will be participating with his Evector.
 - The next YE event will be in June, 2023.
- **Flying Start** – Event scheduled for September 10. There is a sign-up sheet for volunteers, presenters, and pilots. People getting rides must be at least 18 years old.
- **Strobe**
 - The number of newsletters delivered, which is a reflection of the number of members, continues to climb. Since the beginning of the year, we have grown from 114 to 146, up 4 more since last month.
 - We want to thank all of our members that submitted accounts of their AirVenture adventure to the Strobe.
- **T-Mobile Internet** – Through October, we are testing high-speed internet at the hangar. So far, we are happy with the results. Jim pulled up a couple of internet sites, Overature Aircraft and Joby Aviation, to demonstrate the system.
- **Scholarship Updates**
 - **Sunny Atkins Scholarships**
 - **Zane Ruckman** – Zane continues to work on his Glider Pilot certificate, flying Judi's Pipistrel. Zane has been awarded \$2500 in scholarship funds.
 - **Liana Round** – By the beginning of August, Liana has logged 7.5 hours. She is flying with Will in the C-150. Liana has been awarded \$2500 in scholarship funds.
 - **Tobias Klein** – Tobias continues to work on his A&P license at Sac City College. He has been awarded \$1000 in scholarship funds.
 - **Ray Aviation Scholarships**
 - **Jaeger Ruckman** – Jaeger has logged 48.7 hours in the C-150. He is preparing for his checkride. Jaeger was awarded a \$10,000 Ray Scholarship.
 - **Aidan Andrews** – Aidan successfully completed his Private Pilot license and his scholarship requirements. He was awarded a \$10,000 scholarship and ending up spending \$13,300 to get his license.
 - **Ben Varozza** – Ben was awarded a \$10,000 Ray Scholarship. He will be heading off to college in Florida shortly and plans to continue his training there.
- **Adopt-A-Highway Program** – Jim has a sign-up sheet. We need 9 more volunteers.

PROGRAM

- **Oshkosh Report/Presentation** - Jim tracked Judi's flight to OSH in the Pipistrel Virus with co-pilot Zane on Flight Aware.

Meeting adjourned at 8:23 PM by: Jim Wilson

EAA Chapter 512
Monthly Board of Directors
Minutes
August 10, 2022

In-person meeting, Gordon hangar, 3201 Western Drive, Cameron Park
Meeting called to order at: <> p.m. by: Jim Wilson

Board Members Present:

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

Dick Wampach, *General Director*
Neil Robinson, *General Director*

Others Present:

Dale Kral Tracey Fremd

Approval of Minutes - Minutes for the July Board and General Meetings were approved. They will be attached to the August Strobe.

Board Member Reports & Announcements

○ **Jim Wilson – President**

- **Prez Sez** - AirVenture 2022 attendees were asked to write a personal article for August Strobe.
- **Nominating Committee** – We still need to form a Nominating Committee of at least 2 members. The committee will create the slate of candidates for November's election of chapter officers, directors and coordinators. We will ask for volunteers for the Nominating Committee at the August General Meeting. The positions to be filled, and who currently holds those positions, is:
 - President (Jim W), Vice Pres (Jim P), Treasurer (Judi G), Secretary (Rob B), Directors (Dick W & Neil R)
 - Ray Aviation Scholarship Coordinator (Jim W, who will be stepping down from this position at the end of year).
 - Scholarship Committee of 3 (Jim W, Andrew G, Judi G)
 - Pancake Breakfast Coordinator (Jim W)
 - Young Eagle Coordinator (Jim W, Jim P)
 - Strobe editor (Helen B)
 - Webmaster (Jim W)
 - Adopt-A-Highway coordinators (Jim W, Judi G, and Neil R)
- **Young Eagles Rally**
 - 10/8 Next YE event. 33 kids have signed up for flights and a wait list of 3.
- **Flying Start**
 - 9/10 Next: Flying Start event. Currently have 6 attendees signed up.
 - We will promote the event at Pancake Breakfasts
 - Judi has received marketing materials. Zane will go talk to high schools in the area.
 - Don Bradley from Foothill has volunteered to be the required CFI at the event.
 - We still need volunteers and presenters. A sign-up sheet will be available at our General Membership meeting.
- **August Pancake Breakfast**
 - 8/6/22: \$1,386 total: \$1,189 breakfast, \$171 donation, \$40 chapter gear, \$9 Helen's cards.
 - 15 aircraft flew in
 - Served 185 paying guests and 15 staff (estimate)
- **Ray Aviation Scholarship Status**
 - Jaeger Ruckman - 2021 Ray Scholar, Placerville
 - Total flight time as of 8/1/22, 48.8 hrs.

- Has been doing Ground School with Will at the Gordon's house.
 - Total R & I expense to date \$6985 or \$146/hr.
 - Jaeger needs to schedule his checkride due no later than 9/12/22, his Ray Scholarship anniversary. Failure to complete the checkride by one year anniversary could jeopardize remaining funds.
 - **MOTION:** Approved Great Planes' invoice 22-022 of \$121 for aircraft and CFI Will Matthews' for \$55 for July flight.
- Ben Varozza - 2022 RAY SCHOLAR/Sunny Atkins Scholar
 - Total flight time as of 8/1/22, 27.7 hours.
 - Ben will more than likely not complete his Private Pilot training prior to his departure for college. His training, however, can continue at school.
 - **MOTION:** Approved Great Planes' invoice 22-023 for \$286 for aircraft and Will Matthews' invoice \$70 for July flight.
 - The second 50/50 is optional. We have until September to select a scholar for the October 31 deadline and to raise the funds. We have \$6,294.81 in Sunny Atkins funds available. If we are to pursue this scholarship, we need to identify a student soon.
- **Sunny Atkins Scholarship**
- Liana Round:
 - Total flight time as of 8/1/22, 7.5 hours.
 - **MOTION:** Approved Great Planes' invoice 22-024 of \$143 for aircraft and Will Matthews' invoice \$65 for July flight.
 - Funds remaining: \$1,508. (\$2,500 - \$992)
 - Zane Ruckman:
 - Total flight time as of 8/9/22, 16.7 hours.
 - Zane flew 38.5 unloggable hours with Judi to Airventure and back.
 - Funds remaining: \$783. (\$1500 - \$717)
 - **MOTION:** Approved an additional \$1,000 for Zane.
- **AirVenture 2022, Oshkosh, WI**
- EAA 512 pancake breakfast crew served 580 meals on Saturday, 7/30. Thanks to 17 volunteers. Gross proceeds \$4,210. EAA National will subtract the cost of supplies; we will get the rest.
 - On top of that, we received \$187 in donations. We get 100% of this amount.
 - Audrey has ordered 8 customized EAA 512 aprons @ \$35/each, and has generously donated them to our chapter. Thank you, Audrey!
- **August 17 General Membership Meeting**
- Picnic dinner at 6:00PM. General meeting at 7:00PM.
 - Presentation - Chapter attendees will report on their experiences at this year's AirVenture.
- **Judi Gordon – Treasurer**
- Banking account balances as of 08/09/2022:
- Cash and checks on hand: \$4,861.28
 - Chase Checking # 6001: \$15,322
 - Chase Savings # 8668: \$2,922.61 (Airport security account held in trust. Not property of EAA 512)

DESCRIPTION	AMOUNT (AS OF 8/9/2022)
SUNNY ATKINS SCHOLARSHIP FUNDS	\$8,284.81 (LR: \$1,508, BV: \$5 (Ray Match), ZR: \$477) AVAILABLE \$6,294.81)
RAY FOUNDATION SCHOLARSHIP FUNDS	\$2,906.50 (JR: \$2,901.50, BV: \$5)

OPERATING FUNDS	\$8,991.97
TOTAL	\$20,183.28 PLUS \$2,922.61 IN AIRPORT SECURITY ACCOUNT

Committee Reports

- **Tool Crib** – Dale Kral
 - Hangtown Miners Tool Donations. Organization of retired UAL mechanics offering tools for A&P mechanics. Mostly small tools will be donated.
 - Jason Brand and Dale Kral are coordinating the fabrication and donation of engine stands and tire bead breakers.
- **Fundraising** – Tracey Fremd
 - Mae Preece will be using the Introductory Flight (\$250 value) with Advanced International Aviation Academy at Sacramento Executive Airport that was donated to us. This flight coupon expires on 8/31/2022.
- **Adopt-A-Highway** – Judi Gordon
 - The site review has been complete.
 - Jim Wilson sent out two email requests for participation from chapter members, and received a total of 15 commitments. We would like to have a pool of 25 to draw from, so that people don't need to commit to more than 4 of the 12 months each year.
 - We submitted our acceptance for both the East Bound and West Bound lanes.
 - Steps required to start:
 1. CA DOT : site review: **COMPLETED**
 2. We sign the permit applications: **COMPLETED** 8.9.22 - copy in Google Drive
 3. We wait to receive the encroachment permits. **← CURRENT STEP**
 4. We complete a Safety Orientation with the Maintenance Supervisor, which includes a training video.
 5. The Maintenance Supervisor meets us at the locations to show us where to park and to show us where to leave our bags for pickup once we are done.
 6. We need to let them know 5 days prior to cleanup each month.
 7. There is a schedule of no cleanup days, which are the major holidays and the day before. It is in the Google Drive.
 8. All volunteers need to have viewed the safety video and be trained on the details in the Safety Orientation. We track in Google Drive.
 9. We will receive two recognition panels, one for each direction.
 - The chapter website has an Event page with Adopt-A-Highway program details including a Volunteer Participation list requesting members to sign-up and commit to a minimum of 4 events per year. Goal is to have 25 volunteers to participate at least 4 times per year. 2 crews (EB and WB) of 5 or 6 each will work one Saturday per month for about 3 hours. Plan to carpool, park at McDonalds, shuttle people and cars between exit 34 and 35 and start pick-up at 9:00 AM and complete work by noon. Crews must attend a safety training meeting and walk as a group facing traffic.
 - It was suggested that all of our Scholarship students be required to participate in the Adopt-A-Highway program. It was agreed that this is a good option. Further discussion and requirements will be required.

Meeting adjourned at 9:30 p.m. by: Jim Wilson