

THE STROBE



EAA 512 Placerville

August 22

Prez Sez...

SUMMERTIME SLUMBER

The summer heat has been relentless down in the valley and even on the tarmac here at PVF. We are lucky at over 2,600-foot elevation, the air temperature decreases 2 degrees Celsius per thousand feet on average unless there is an inversion (3.5 F per 1000 wet or dry adiabatic, I forget). Up where I live, it can be 8 degrees C cooler. I have "no fly days" when the density altitude is over 5,000 feet. One day last week it topped 5,200 feet. The little Cessna gets airborne in half the length of the runway but climbs at a slow 200 feet per minute at 65 mph.

The August 6 pancake breakfast was well attended by a dozen fly-in pilots, airport tenants and friends of the airport. We served about 200 guests and chocked 15 airplanes from surrounding airports. The breakfast crew returned from Oshkosh just-in-time to work the griddle, including Dick, Neil, Greg, Judi and Zane who flew their own planes 1500 nautical miles one direction to serve nearly 600 guests. That's like 5 miles per pancake! (I love statistics,

GENERAL MEETING

August 17

Picnic 6pm
Meeting 7pm

Bring dessert or a side dish!

IN THIS ISSUE

◆ Prez Sez	1-2
◆ Readers Digest Oshkosh 2022	3-12
◆ Minutes	13-17

however meaningless). Pretty remarkable the dedication of our chapter members to work two back-to-back weekends to earn money for the

chapter! However, I am not accepting travel expense reports.

At our chapter general meeting last month, we asked for a show of hands from attending members if they would participate in the Adopt-A-Highway program which the chapter applied for and was accepted. Fourteen members raised their hands. Do you remember who you were?

We sent out a survey to 117 members the end of July and again the first week of August. 14 members responded in the affirmative, but not the same 14. While the chapter is financially healthy and comfortably in the green with revenues from the pancake breakfast, this program is a whole new source of income. We need a pool of 25 members (my guess) who pledge to work 3 hours on a Saturday. You can pick the months you work, but a minimum of two (~~four~~) times. I know some people will volunteer every month. We believe Saturday is preferred over Sunday, and the 3rd Saturday each month works best with our pancake breakfast on the first, and holidays. So please consider signing up if you have not already done so. Go to our website <https://chapters.eaa.org/ea512> under **Events, Adopt-A-Highway**, click on **Participation List**. We are hoping to have 10 to 12 people work the east-bound and west bound stretch of highway each month. On a later sign-up sheet in September, you will pick the actual date or weekend of the month you will work.

We are asking our scholars to participate in the program in consideration of the money received and to pay forward to future scholars.

Oshkosh Report

Last month I asked for Oshkosh bound members to report back of their AirVenture experience. The reports, travel logs and essays began flooding in. The response was great. In fact, it was suggested to me by a female board member to

parse out the reports over the next several months to have great content for the Strobe ad infinitum. I accepted that suggestion, but was overruled by another strong-minded female, the Strobe newsletter editor with more forceful words. I hate it when I am in the lion's den facing death by paradox.

"Hey Jim,

"I considered that, but by the time those articles are published it will be late--very late. August may be a packed newsletter, but it will be a fun one. These members heeded the call to action (thanks to you bugging them for me!), and I'm publishing all of it. If there's nothing to publish in Sept or in 2023, there's nothing to publish. That's how it goes."

So there. Enjoy this month's encyclopedic Strobe. It might take several months to read it.

Jim Wilson

Attention Ya'll

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

Readers Digest

OSHKOSH 2022

The following read is a compilation of all the Oshkosh adventures we received this month. Read and enjoy!

Dick Wampach

Last minute planning for the trip this year, why? Glad you asked - first thank you **Judi**. She emailed me 10 days before we departed, to say that she does not have enough help for the Saturday morning Pancake Breakfast and will I please reconsider going and helping the Chapter. So, I asked 2 people if they were interested in flying to Oshkosh this year.

First, I asked Neil Robinson if he might be interested. Not much hesitation; the next day was a firm yes, with the opportunity to fly in a Cessna R-182, a complex high performing airplane and a trip to Oshkosh - he was excited.

Next, I asked Greg Stein as he is building time & always doing ferry flights for our local airplane sales company, Skywagons. He was between flights and thought 25 hours of flying time was a great opportunity. Did I mention he is also co-owner with me in N2375C?

We gathered and made out a flight plan to fly KPVF straight to Fisk intersection (VPFIS), using our three iPads with ForeFlight and the Garmin 530 GPS in the plane, coupled to the ADSB Transponder system. You might ask what could go wrong--and nothing did! We planned to stop

when we needed fuel at places where the price was right, where food was available and to divert around weather - AND of course if the "need" came over one of us!

- Monday morning July 25th came & the plane loaded we were off at 6:32am, with
- Greg & Dick in the front, Neil in the back seat, and my 50 lb. scooter behind him.
- First stop was Rock springs, WY, for the free hamburgers to OSH bound planes &
- a fuel discount; the plan was working!

Our one surprise of the trip was the take-off on runway 27 - 10,000 foot long and a density alt of 9,400 feet. Greg rotated at the normal 55 kts., lifted off and came right back down. Neil began counting off the RW distant markers; Greg gained a bit more airspeed, lifted off & stayed in ground effect for a few seconds. Soon we were climbing out with no further concerns.

Our next stop was Sioux Falls, SD. With an observation of weather ahead in MN, we ordered fuel, but decided to stay the night in the airport hotel. The terminal building next door provided us with a good place to eat and unwind. We slept well that night.

Tuesday morning, we three were ready to go with Dick & Greg in the front. We soon found ourselves crossing the Mississippi River near LaCrosse, WI. A while later, we picked up landing information for the Fisk approach into Oshkosh. We used the Endeavor Bridge (VPENV) visual approach, flew past Puckaway & Green lakes. Then we decided to hold for the massive ADSB targets we saw ahead at Ripon. After 2 or 3 times around Green lake, we went on to Ripon and started to follow the rail road tracks, at Fisk with no traffic ahead - then the controller cleared the "White Cessna" for a right turn to the airport and to expect RW 36R and then

land. We didn't even get to wiggle our wings; Greg was disappointed!!!

The EAA ground crew had their act together. With hand signals, we crossed 36L, (the big runway), & another left. It seemed like we taxied forever to the south boundary, 3 rows from the south end fence, and parked in the South 40 (new to me). Greg got to camp under the wing, as he wanted to do & listen to the sunrise takeoff of P-51s. We unpacked and then Neil & I headed for Paul's Woods and found the chapter 512 camp site nearby & made ourselves at home. That evening, Judi's friend, David, arrived in his big camping rig (with our beds). It only took a few minutes to become old friends, and we settled in for the rest of the busy week at Airventure.

Before we knew it Saturday morning was upon us. This was the big day and 17 of us got started on the Pancake breakfast. We went through 70 dozen eggs, 4 big boxes of sausage patties & many bags of Krusteaz mix. Our chapter served 580 breakfasts which we are proud of! Not a record, but some darn good income for the chapter.

So let me see how that worked out - we burned about 300 gallons of 100LL, at about \$6.50 a gallon, about \$400 for admission to Airventure, another \$400 for the camping, about \$350 for hotel rooms. Chapter 512 will get about \$2500 for the efforts of the 17 workers. BUT we spent a week at Oshkosh, enjoyed air-shows, talked with vendors, looked at so many airplanes, made new friends. YAaaaa it was worth it!

The trip home on Monday was almost uneventful. Taxied for 30 minutes, airborne at 8:00 am. Stopped for fuel in Rochester, MN, Chadron, Nebraska, and Logan UT. Near Reno we dodged around weather as the sun was setting and were on the ground about 9pm in

Placerville. I went home and slept for the next 3 days! By Friday I felt pretty good so I got ready to go to PVF and worked the pancake breakfast on Saturday.

Dick Wampach



Dick, Neil, Greg



Oshkosh, WI



Greg Stein

This year on a whim Dick Wampach, Neil Robinson and I all hopped in N2375C on Monday the 25th and headed eastbound for Oshkosh WI. We were the emergency response team to supply the required the last few members required for the pancake breakfast Saturday morning. We decided that we'd go early and enjoy the air show and vendors. This was my 6th time going to AirVenture, second time flying in, first time flying in PIC. We took two days to get there as we had encountered a wall of rain on the South Dakota/ Minnesota border. We stopped at Sioux Falls South Dakota and got a little hotel room on the airport overlooking the terminal. Day two we hopped in the plane and flew the last 3 1/2 hours to Oshkosh Wisconsin. I was flying PIC on a Fisk arrival but had confidence knowing that Dick was sitting right beside me and he had done these many times before. When we got to the Endeavor bridge, the initial approach fix, they had aircraft circling the lakes and we were told to circle outside of Endeavor. We did about 3 laps around one of the smaller lakes before being cleared for the arrival. Since I was just outside the entrance to Endeavor, I was one of the first people to join the approach and had five miles of spacing between me and the aircraft in front of me. This gave me a lot more comfort, as we were going past the second lake, we had two aircraft fly over us and drop down right before hitting Fisk. As I was approaching Fisk, I became more and more comfortable as I realized this looked exactly like how Pilotedge had put together the approach virtually on Microsoft Flight sim X in 2020 using actual Oshkosh controllers. I recognize the silos and the train tracks, and I knew that this was going to be

a piece of cake. We were sent down Fisk Ave for RW 36 R and cleared to land on the Pink square.

Before taking off I checked camper availability on the field the North 40 was 100% full and the South 40 was 80% full so I decided to give it a shot anyways. When we got there, we were marshaled to the South most end of the airfield backing up to the fence on Fisk Ave. I spent the nights under the airplane wing and Dick and Neil joined the rest of the EAA chapter in Paul's woods. I didn't mind being so far down the runway as it meant that I got to see the aircraft coming in setting up for their air show performances and the arrivals and departures we're right over my head.

My main mission was to meet with all charter and regional airlines recruiters to submit resumes as I just recently crossed 800 hours. Regarding the air show performances, being able to see the F35 perform for the first time was quite the experience. They also had a couple A10 warthogs that flew in throughout the week, but the best part of AirVenture is always the night air shows.

Flying home on Sunday was a long day. I flew the first leg departing Osh for Rochester, MN. Neil got to do a few takeoffs and landings with Dick instructing by his side and then I flew the last leg as I was night current, and we would be getting in after sunset. Coming home was another 13 1/2 hour a day. I took a nap in the back so that I would be refreshed and ready for my final leg. All in all, Oshkosh 2022 was a good reminder and re-motivation of the excitement, joy, and community that has always drawn me to aviation.

Greg Stein

Glenn Gordon

I'm really not sure what trip number this was for me to Oshkosh, however my first Oshkosh was in 1986, the year of the movie, "Top Gun". I have driven into Oshkosh a few times, but I usually fly in. This year I flew in the Timber Tiger ST-L as I was helping to show the plane at the Timber Tiger booth located in the homebuilt exhibitor's area.

My airplane travels to and from the show were solo, logging an additional 11.6 hours on the plane. At the show I enjoyed the company of other Chapter 512 members at our campsite as well as all the non-512 friends I see every year at the show.

The challenges getting into the show this year were substantial. Two very large storm systems kept many people away from Oshkosh in the days leading up to the show. When the weather windows finally opened, there was a huge influx of traffic trying to jockey for a position in line on the Fisk Approach into Oshkosh. The line was forming starting 25 miles south of Portage WI which at one point was over 225 airplanes long. While all this was going on, the winds were gusting to over 30 knots and were presenting the same crosswind component to the runways in use, 27, 36L and 36R. There were between 4-6 runway closures that day

due to X-wind related incidents such as ground-loops and a gear collapse. Every time the runway closed, the planes in line had to hold or divert to an alternate. Needless to say, it was rather Chaotic.

I opted to divert to Dodge County Airport and tie down there for the night with plans to fly into the show first thing Monday morning.

That next morning at around 6am at Dodge County Airport, I met with the pilots of a flight of NORDO (no radio) antique airplane aviators who were getting ready to depart. They were happy to let me tag onto their flight. I called the Oshkosh controllers and told them that the flight of 4 NORDO aircraft was now a flight of 5. This worked out really well as we flew to Oshkosh and were on the ground at Oshkosh by 8:15am.

Our Chapter's Campsite and Pancake breakfast were enjoyed by many. The reserved site location was excellent as it was just north of Paul's Woods. In addition, we had a great turnout at the chapter's pancake breakfast with over 500 breakfasts served!!

Once again, EAA's AirVenture did not fail to disappoint and I look forward to going again and again!

Glenn

Rebecca Parks

First time OSH attendee here! My trip began with driving down the hill from Camino to SMF. I got in line with the other sharkmobiles hunting for vacated spaces in the vast parking lot and eventually secured my prey. I then hotfooted it to the bus terminal, hopped a bus to downtown Sac, and hurried to the Amtrak station where I boarded, Chicago-bound. I took some lovely photos and talked with interesting people in the observation car while meandering through the Colorado Rockies, the Nebraskan plains, and Iowa's golden fields. Some two and a half days later, I arrived in Illinois grateful to the Wi-Fi gods for restoring their beneficence. I staged camping gear with Glenn Gordon and his delightful family and, after waiting out the massive Saturday storm, drove to OSH and helped set up the 512 campsite, all with the most cheerful of companions, Airman Andrew Gordon.

As we all can attest, the aircraft were fabulous, the military reenactment encampments were amazing, and of course I don't need to expound on the fabulosity of the fireworks displays. Although the prices for onsite foodstuffs were astronomical, I highly recommend Osorio's Mexican food and Dunkin's coffee, in addition to the reasonably-priced Chapter pancake breakfasts. Between visiting vendors, exhibits, and shows, I walked an average of 6 miles a day; at dusk, I rejoiced in the hot showers, which I understand were recently renovated to great effect. I'm thrilled that I was able to attend so many workshops - - I'm very proud to have worked on the One Week Wonder, learned a bit of fabric wrapping and stitching, and created a wooden wing rib

that miraculously survived unscathed in my suitcase on the way home.

Having never been to Chicago, I extended my trip after OSH with days planned around museums and food. The local cuisine was all that I'd hoped for, if not more so. I proved much too tired for the Science & Industry and Art Museums, but managed to get in some sightseeing, be trouble-bound on Lakeshore Drive, and come away with some unique cultural and spiritual experiences that will live with me always. (Happily, mugging was not one of those experiences.)

Coming home, I flew commercial from MKE to SMF without incident. The convoluted machinations needed to get from the terminal to my car at SMF were eventually dealt with, likely blown out of proportion by my tired brain. Bless Judi Gordon for providing a late dinner when my spirit was flagging. That kindness allowed me to deal well with the last leg of my trip, which went a bit south. I blew a tire driving home, ending my trip via tow truck around 1am due to an unseen road hazard somewhere around Shingle Springs.

So, if anyone's keeping track: that's car, bus, train, plane, and truck. I think the only thing I missed was the boat out to the seaplanes!

I will most definitely AirVenture again in future, but next time with much less luggage, more shifts at One Week Wonder, and hopefully someday I can rock my own wings.

Rebecca

Adventure to Airventure

2022

Neil Robinson

I thought it odd – the sort of thing resulting from fuzzy logic. When the topic came up that our chapter succeeded in securing an opportunity to cook breakfast at Airventure but did not have the necessary number of people, it was strongly encouraged that I help fill the deficit. My initial thought was *how in the world can I make a last-minute trip half-way across the continent to flip sausage for hundreds of people who I do not know*. I considered flying Southwest Airlines to Milwaukee but failed in securing reliable ground transportation to Oshkosh when the person sitting across the table from me suggested that we fly. In my experience, Dick Wampach is not known as a jokester, but I nonetheless thought he was pulling my leg. He was serious, even a bit determined. Dick had made the trip multiple times before.

Dick's aircraft partner, Greg Stein, was also enthusiastic about blasting off to Airventure with limited preparation time, however for Greg, this was not an issue. Greg's day job requires ferrying airplanes of all types to every corner of our continent so flying to Airventure is just another day at the office. Dick and Greg's combined thousands of hours of experience, many involving crisscrossing America, set my mind at ease. We were in good hands, although I possessed one nagging thought – would I be expected or allowed to share some of the flying time. I haven't flown a complex or high-performance airplane in about thirty years. Hmm – was this an opportunity or a recipe for disaster?

We began our preparation by downloading documentation for the legendary FISK arrival. Seemingly straightforward, never having personally flown or witnessed the procedures in the EAA Airventure Oshkosh 2022 Notice, I was still a bit anxious, even though it was clear that the more seasoned pilots would be flying this final leg of our eastbound journey. We were informed and prepared. We agreed to leave at sunrise on Monday, July 25, the first day of Airventure.

As scheduled, we strapped in the airplane with Greg flying the initial leg departing from Placerville as the sun rose. We agreed that we would determine the best fuel stop based on several factors such as weather, fuel cost, and most importantly whether the FBO was offering free meals for aviators traveling to Airventure. All factors converged in Rock Springs, Wyoming. We were greeted with burgers, reasonable fuel costs, and friendly helpful people. There was some discussion about me flying the next leg, but with a density altitude of 9,400 feet and a gross weight airplane, I thought it was best for more experienced aviators to perform the departure. Greg's skill shined as we flew east.

Somehow, flyover country is a bit more relaxing at 35,000 feet in pressurized comfort. Flying below scattered cumulous clouds at 11,500 feet we were bounced and battered for the next four hours making our way across Wyoming and South Dakota. We settled on a fuel and overnight stop in Sioux Falls. The burgers were no longer free.

On Tuesday, we flew further east enjoying smooth air and verdant landscapes. We crossed the Mississippi River into Wisconsin and began navigating to the first published

waypoint in the FISK arrival, Endeavor Bridge. Before arriving at Endeavor Bridge, as instructed we monitored the KOSH ATIS frequency for up-to-the-minute information. We held for a few minutes before arriving at Endeavor Bridge to allow holding aircraft to clear before proceeding to Endeavor Bridge, Puckaway Lake, Green Lake then to the town of Ripon. The final leg requires aircraft to follow each other single file along the railroad tracks from Ripon to FISK which is just outside the KOSH Class D airspace. Disappointedly, we were spotted without the traditional "rock your wings" command and were cleared to land on Runway 36R, on the Red Square.

Greg nailed the landing. I perceived a blotch of red rushing through my peripheral vision as our gear rumbled onto the pavement. We arrived as though this was an everyday occurrence, without confusion, without adamant corrective instructions, or fear – smooth, competent and satisfied. Wizards somehow orchestrated hundreds of airplanes converging on the same airport into an organized, compliant chain of aircraft landing at reasonable intervals one after the other. My grin must have been something behold. Dick commented on the excitement that I apparently failed to conceal. Why bother? We and other aircraft were welcomed to Oshkosh.

After taxiing for what must have been 20 minutes, we reached our final parking place just a row or two from the south fence, where airplane camping is allowed. Greg set up camp here for the remainder of the week. Judi Gordon had arranged for Dick and me to stay in a friend's motor home in Camp Scholler where the rest of Chapter 512 had established camp. Dave, our benefactor, made our stay

very comfortable while graciously sharing his living space for the next five days.

Airventure is an aviator's dream. Aircraft and aircraft kit manufacturers display their products. New-to-market products are introduced to the public here. Thousands of aircraft are parked, and many are on display. There are helicopters, warbirds, vintage, military, ultralight, electrically propelled, homebuilt, airliner and flying craft that look like they emerged from the pages of science fiction. Entertaining daily airshows and two impressive night shows with airplanes, fireworks and gasoline explosions wowed attendees. Throughout Airventure week there are hundreds of seminars, sponsored by EAA, AOPA and many other aviation related organizations and businesses. Immersive and, at times, overwhelming, describes the experience; there is too much to see and not enough time to experience everything.

For me, part of the value of attending Airventure, is the ability to interact with aviation enthusiasts literally from 60 countries around the world. One of my favorite interactions is with the many folks from nearby communities who volunteer their time and expertise each year to make Airventure successful. Some have been volunteering for more than 30 years and display tremendous pride in doing their part even if they have little interest in aviation. It is this spirit of volunteer service that inspired our trek to Airventure in the first place.

On Saturday morning Chapter 512 attendees were instructed to meet at the Chapter Pavilion at 5:30 AM to begin preparation for cooking pancakes, sausage, and eggs. Most of us had some experience with our Chapter 512 monthly pancake breakfasts, however, this was

different. We cooked for 580 people, who consumed 70 to 75 dozen eggs, four cases of sausage and enough pancake batter for everyone to have as many pancakes as they could eat. A few hours were dedicated to clean-up. Chapter 512 earned several thousand dollars that will be used to fund future scholarships and operating expenses. It was pure pleasure seeing our chapter members gathered in this distant place to play our part in the very immersive experience known as Airventure.

We headed west the next day leaving behind the vivid memories of flying to and living at Airventure for the better part of a week. I flew about 8 hours homeward, and due to favorable weather, Greg flew the last leg from Logan, Utah to Placerville. We awakened at Airventure and retired in our homes that night. The following morning, I felt exhausted and displaced. I had just returned from an adventure with many extraordinary people, two of whom made my journey possible and delightful. I will long remember Dick and Greg's generosity in making this experience reality along with the many other Chapter 512 people who tirelessly invest time and energy to ensure our chapter's continuing success.

We aviators know about Airventure as though it is in our DNA. Pilots of all stripes have been or would like to someday attend. However, we in aviation are a small subset of society. People who are uninterested in or underexposed to aviation, do not know or understand the import of Airventure. In preparing for our trip, I found myself explaining to the uninitiated that there is something happening in Oshkosh that does not involve the purchase of new overalls. EAA is the mothership and we in EAA's local chapters are the ambassadors, encouraging

people to pursue aviation and preserve our right to fly. We are one thin slice of Americana here to share our passion for flight.

Neil Robinson



Dick



EAA 512 Pancake Breakfast at Oshkosh

Oshkosh Newby

Tracey Fremd

I'm sure most new Oshkosh AirVenture attendees experience a similar experience when they get home from their 1st time attendance. Of course, I was certain at disembarkment that I understood the footprint, placement, and topography of what to expect when I arrived. That was simply not the case.

I grew up in an EAA-Oshkosh family as my father was an EAA member for more than 40 years and served as president, treasurer and many other volunteer positions for Chapter 1116 in Palm Springs, California. We built a Christen Eagle and Taylor Craft in our garage growing up and were part of a close-knit flying community. I remember the 'Oshkosh preparation' of my father and his friends preparing to go to Oshkosh year after year and hearing their stories upon return.

Finally, this was my year to go see the AirVenture! I met up with my friend Ron Parrow from Connecticut, who purchased my dad's Cessna 205 4 years ago, and has almost completed the process of restoring the plane to pristine condition.

All these years of AirVenture preparation proved to be of little value upon arrival. I was completely overwhelmed by the massive layout of the event. Walking through the exhibit venues, experimental aircraft fly-ins (including Judi and Glenn Gordon's Pipistrel), Warbirds, dozens of classroom venues, food stands, and



more than 10,000 fly-in planes in the surrounding area.

Upon return I had no idea how massive and well-planned this event is. The two most memorable experiences I summarized were the Wednesday night air show with fireworks and aerobatics. Of all the airshows I've seen I've never watched anything quite like this. Airplanes with fireworks coming off their wings flying aerobatics in formation at night.

The second was every night after the air show Ron and I would go to the dive bar near us

called Kelly's. Beginning on the first night we met up with a group of former NASA Space Shuttle team leaders, shuttle pilots and astronauts that we hung out with for the rest of the week. It was unbelievable to hear their experience in space while standing on earth. I felt really blessed to be introduced to their personal friends who have served our planet in outer space.

Given the perspective of how far aviation has progressed in 119 years I am very excited about the Artemis project that NASA is partnering with Space X and Boeing to eventually take man (and woman) to Mars. I had an opportunity to meet the chief engineer and 2 former NASA shuttle pilots who are leaders of the first maiden capsule to be launched to the moon since 1972. This is planned to launch on August 29 from Cape Canaveral in a few weeks. The goal is to circle the moon for 40 days and if all goes well to launch the 1st woman and person of color astronauts to walk on the moon in approximately 12 to 18 months after the maiden voyage.

In summary, I had no idea how much my AirVenture would further my passion in aviation! I would say, "until you go you have no idea what to know". Not only is it a once-in-a-lifetime adventure, I'm certain that I will return again in the future.

Tracey Fremd

A HUGE THANK YOU to Audrey Brand for the donation of customized EAA 512 aprons to our Pancake Breakfast crew! These were proudly worn at the Airventure pancake breakfast, and will continue to be worn at our local chapter pancake breakfasts. Thank you, Audrey!

A gentle reminder that if you are one of the kind people who volunteered to take an apron home with you to wash it, please return it! Thank you.



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
zaneeaa512@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.

2022 VETERAN VINTAGE AIRCRAFT DISPLAYS & PANCAKES AT PLACERVILLE AIRPORT

SATURDAY & SUNDAY 9am-1pm

SEPT 3, 4

FREE TO THE PUBLIC

Thank You to this month's contributors!

Dick Wampach, Greg Stein, Glenn
Gordon, Rebecca Parks, Neil
Robinson, Tracey Fremd, Jim Wilson,
Rob Bulaga, & Judi Gordon

**EAA Chapter 512
Monthly General Gathering
July 20, 2022
Minutes**

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

Picnic at 6 PM. 28 people in attendance.

General Meeting called to order at 7:43 PM by Jim Wilson. 26 people in attendance.

ANNOUNCEMENTS

- **Young Eagles** – Next YE event is October 8. Registration is already full, with 35 kids signed up.
- **Flying Start** – Event scheduled for September 10.
- **Strobe Statistics** – Since the beginning of the year, the number of newsletters delivered to members each month has risen from 114 to 142; an increase of nearly 25%.
- **Scholarship Updates**
 - **Sunny Atkins Scholarships**
 - **Zane Ruckman** – Working on Glider Pilot certificate. Soloed on April 24th.
 - **Liana Round** – Started instruction in the C-150. 7 hr by July 1st.
 - **Ray Aviation Scholarships**
 - **Jaeger Ruckman** – Passed the FAA written in March. Preparing for his check ride.
 - **Aidan Andrews** – Passed his Private Pilot check ride in June.
 - **Ben Varozza** – Soloed on June 26th. Currently has 26 hours logged.
 - **Great Planes** – Great Planes LLC owns the Cessna 150 that our scholars use for their training. That 150 has flown 150 hours since its arrived at PVF last September. To continue operation as a trainer offering flight instruction at PVF, more student pilots and a second CFI are needed.
- **Oshkosh** – Judi Gordon and Zane Ruckman are flying Judi's Pipistrel Virus motorglider to Oshkosh. Jim Wilson will track their progress on Flight Aware and will present their flight profile at next month's meeting.
- **Adopt-A-Highway Program** – The Chapter has been awarded an opportunity to Adopt-A-Highway. Volunteers will pick up trash along two 2-mile stretches of Hwy50 in Cameron Park. This can bring in \$500/month to the Chapter's coffers.
- **Warning** – Firefighting helicopters are operating out of PVF. Be aware of wake turbulence and dust clouds at the east end of the runway.



GUEST/NEW MEMBER INTRODUCTIONS:

- Of the 26 people in attendance, quite a few were first time visitors and short time members. Quick introductions were made.

MEMBER PROJECTS

- Bob Penzion's, Dale Kral's, and Glenn Gordon's projects have been added to the EAA Builder's Log. Details of their builds can be found at eaabuilderslog.org.

PROGRAM

- **Virus, Vegas, & Vybiral** – John Vybiral reported on his flight to Las Vegas with Judi Gordon in her Pipistrel Virus.

Meeting adjourned at 8:54 PM by: Jim Wilson

**EAA Chapter 512
Monthly Board of Directors
Minutes
July 13, 2022**

**In-person meeting, Gordon hangar, 3201 Western Drive, Cameron Park
Meeting called to order at 7:09 p.m. by Jim Wilson**

Board Members Present:

Jim Wilson, *President*
Jim Pinkowski, *Vice President*
Judi Gordon, *Treasurer*

Rob Bulaga, *Secretary*
Dick Wampach, *General Director*
Neil Robinson, *General Director*

Others Present:

Tracey Fremd

Approval of Minutes

- Minutes for the June Board Meeting are still being prepared. Once completed, they will be submitted to Jim Wilson for approval and then attached to the July Strobe.
- Minutes for the June General Meeting will be attached to the July Strobe.

Board Member Reports & Announcements

- **Jim Wilson – President**
 - **Prez Sez** - Those attending AirVenture 2022 should collaborate and write the lead article for August Strobe. Chapter Members need to share the burden by contributing articles to the Strobe, or we may have to change the format, perhaps to a quarterly newsletter.
 - **Nominating Committee** – A Nominating Committee of at least 2 members needs to be formed. The committee will create the slate of candidates for November's election of chapter officers, directors and coordinators (i.e., President, Vice President, Treasurer, Secretary, 2 Directors, Scholarships Coordinator & Committee, Pancake Breakfast Coordinator, & Young Eagle Coordinator). We will ask for volunteers for the Nominating Committee at the July General Meeting.
 - **Young Eagles Rally**
 - 6/11 Approximately 34 kids signed up. 3 on the waitlist. Ten planes and pilots participated. We flew a 10 year old and his mother from Ukraine. Contributions of \$180 received. Weather was warm. Flights began at 0830 and ended at 1030.
 - 10/8 Next YE event. 28 kids have signed up for 30 flights with a wait list of 3. We will emphasize that this is for **First Time Young Eagles**. Repeat flyers will only be accommodated after first time flyers have had their rides.
 - **July Pancake Breakfast**
 - 7/2/22: \$1,556 total, \$1,300 breakfast, \$217 donation, sodas \$14, Tool crib \$25
 - 12 aircraft flew in
 - Served 180+ paying guests and 15 staff (estimate)
 - **Ray Aviation Scholarship**
 - Jaeger Ruckman - 2021 Ray Scholar, Placerville
 - Total flight time as of 7/1/22, 47.6 hrs.
 - Total R & I expenses to date \$6985 or \$146/hr.
 - Aidan Andrews - 2021 Ray Scholar, Cameron Park
 - Passed checkride on 6/15/22.
 - Jim submitted the final report to EAA on 6/29.
 - Total R & I expenses: Total cost, including \$900 for DPE check ride in NV, is \$13,300 for 66 hrs, or \$204/hr.
 - Ben Varozza - 2022 Ray Scholar/Sunny Atkins Scholar, Placerville
 - Chapter was awarded two 50/50 matching funds scholarships

- Chapter selected Ben Varroza as the first scholar. Ray Foundation paid the first \$2,000, and we matched \$2,000 from Sunny Atkins for a total of \$4,000.
- The objective is to complete training in 5 months, before enrolling in college in Florida in late August. Objective modified to complete FAA written by early Aug.
- Soloed 6/26/22. Jim submitted the solo report on the same day.
- 26 hours as of 6/26/22.
- Motion approved to pay Great Planes' invoice of \$792 for June.
- Will Mathews invoiced \$330.
- The second 50/50 Ray Scholarship is optional. We have until September to select a scholar for the October 31 deadline and to raise the funds. We have \$7,294.81 in Sunny Atkins funds available.
- **Sunny Atkins Scholarship**
 - Liana Round
 - Began instruction May 6.
 - Total time 6.2 as of 7/1/22.
 - Motion approved to pay Great Planes' invoice of \$275 for June.
 - Will Mathews invoiced \$125.
 - Funds remaining: \$508. (\$1500 - \$992) That is only 3 hours of instruction.
 - A motion was approve to provide an additional \$1000 (bringing her total to the Scholarship limit of \$2500) with the condition that Liana perform 5 hours of Chapter volunteer work.
 - Zane Ruckman:
 - Total time 16.7 hr as of 7/13/2022.
 - Motion approved to pay Judi Gordon's invoice of \$306. (Zane is training in Judi's motorglider.)
 - Funds remaining: \$783. (\$1500 - \$717) That is only 7 hours of instruction.
- **Tool Crib**
 - Tool Crib and Hangtown Miners Tool Donations. Organization of retired UAL mechanics offering tools for A&P mechanics. Tools could start rolling in within the month. Both large and small tools will be donated. We need to find a place to store these tools.
 - Storage options
 - Temporary storage in CH-12 county hangar
 - Buy or build new shed 10 x 10 in Area 51.2
 - Build 8 x 12 shed on flatbed trailer frame, remove wheels
- **Upcoming Events**
 - July 20: Membership meeting
 - Picnic dinner
 - Jason Brand was going to present on the RAF, but it's challenging for him to get back in time, so we said we'd look for an alternate speaker, and he can present another time. Suggestion: John Vybiral present on flight with Judi to Vegas in the Pipistrel.
 - July 25 - 31: AirVenture, OshKosh, WI
 - We won the pancake breakfast lottery and are serving on Saturday, 7/30. Need 14 volunteers. Currently have 10-11 volunteers.
 - We have reserved 2 campsites and have added a 3rd for free.
 - Talk to Judi if you're considering attending. Please DO consider attending.
- **Al Herron – Past President**
 - The Airport Advisory Committee commented on the fire safety/brush clearing issue. As part of our service commitment to improve Placerville Airport, I'd propose the Chapter look into helping organize a vegetation clean-up day among the affected hangar owners when weather permits sometime this Fall. The hangar owners can't do all the work the County needs done for wildfire prevention, but we could at least create a fire defense zone behind the hangars.

- **Jim Pinkowski – Vice President**
 - Now that we have a reliable internet connection at the hanger, Jim will look into scheduling remote speakers/presenter for our General Meetings.
- **Judi Gordon – Treasurer**
 - Banking account balances as of 07/12/2022:
 - Cash and checks on hand: \$13,475.28
 - Chase Checking # 6001: \$8,277.89
 - Chase Savings # 8668: \$2,922.59 (Airport security account held in trust. Not property of EAA 512)

DESCRIPTION	AMOUNT (AS OF 07/12/2022)
SUNNY ATKINS SCHOLARSHIP FUNDS	\$12,551.81 (LR: \$908, BV: \$3,566 (Ray Match), ZR: \$783) AVA \$7,294.81)
RAY FOUNDATION SCHOLARSHIP FUNDS	\$3,467.50 (JR: \$2,901.50, BV: \$566)
OPERATING FUNDS	\$5,733.86
TOTAL	\$21,753.17 PLUS \$2,922.59 IN AIRPORT SECURITY ACCOUNT

Committee Reports

- **Fundraising**
 - Tracey Fremd - \$333 raised at Young Eagles, including general donations, hotdog sales, and 2 big donations totaling \$180.
 - Judi Gordon - **Awesome news!** We were approved for Adopt-A-Highway even though there is a huge waiting list. We have been approved for the ramps at the Chevron off Route 50 in Cameron Park, both Eastbound (off to Cambridge Road) and Westbound (on from Cambridge Road) - 2 miles each direction = 4 miles total, at \$250/month each (\$500/month total). This is \$6,000/year for the Sunny Atkins Scholarship fund for at least 5 years (**\$30,000 total**). This is a Fundraising Opportunity for our scholars to give back to the chapter

Meeting adjourned at 8:47 p.m. by: Jim Wilson