



EAA Chapter 512

Placerville, CA

April 2023

Prez Sez –

A Membership Manifesto by Jim Wilson

Planning a trip to Independence Oregon in the middle of March can be problematic. Do we fly or drive? Neil and I decided to drive the 10 hours to the EAA Chapter bootcamp hosted by Chapter 292. We departed on a beautiful clear Friday morning with a spectacular view of the coast range. Wondering “should we have flown?” Two hours north our “drive” decision was confirmed correct when we spotted snow-capped Mount Lassen in the distance, but Mt. Shasta was missing, shrouded in clouds and a strong north wind.

The first boot camp I attended was with Al Heron, Dick Wampach and John Crocker in February 2016 at Chapter 1 at Flabob. On that trip, we also drove due to strong Santa Ana winds. This would be my third bootcamp, a one-day seminar with a wealth of information for chapter leaders. Anyone who assumes a leadership role should plan to attend boot camp at Oshkosh or one on the west coast. They are excellent presentations and free of charge.

Welcome to Bootcamp

Good Morning EAA Chapter Leaders
“Thank you for participating in your local EAA chapter as a chapter officer. EAA's chapters are all about people, bringing together individuals interested in learning more about aviation and sharing their knowledge. Chapters represent our EAA national organization at a grassroots level where our EAA members live the spirit of aviation daily. Your support as an EAA chapter officer is truly appreciated. Thank you!”

EAA Potluck BBQ & Meeting
Wednesday, April 19, 2023
Eating starts at 6pm
Meeting starts at 7pm
Come join us!

“At EAA Headquarters in Oshkosh, we strive to help chapters grow their membership, as well as simply making it easier to be a chapter. We continue to expand turn-key programming and develop tools to make it easier to host all chapter programs, and to better manage your chapter. We hope you find these offerings helpful.”

“EAA Chapters are like our churches, each one dedicated to spreading the word of sport aviation“ Paul Poberezny, Founder

One of EAA's greatest assets
Grassroots... It's who we are.
Heart and soul of EAA
Differentiates our organization.

Key focus from the top down at HQ

The EAA Chapter network has 903 active chapters with 37,000 members. The average chapter has 41 members. Membership is growing nationwide, but every year, approximately 25 chapters become inactive or close, and 25 to 30 new chapters are formed for net growth.

My simplified view of chapters and members: Not all chapters are created equal. Not all members are created equal. With 270,000 members nationwide, only 15% of members belong to a chapter.

Chapter #	Location	Total Members	Current	New	Expired
1	Riverside, CA				
252	Oshkosh, WI	134			
292	Independence, OR	240			
512	Placerville, CA	~135	45	25	70

Members are classified by:

Record status (Active or Inactive)

Member type (regular, introductory, honorary, special, lifetime)

Current status (current, expired)

— — - A member of EAA national AND a member of a chapter in good standing.

By joining EAA national and a chapter, you get a membership card with ID# and you have voting rights

Pay dues each year

Frequently attend chapter meetings or events

Attend or work pancake breakfast

Read and contribute to the monthly chapter newsletter

Give back - Participate as a Young Eagle pilot or ground crew

INTRODUCTORY - Introductory or trial membership in chapter expires after 12 months

Member has not joined EAA

Attend some chapter meetings and events

Occasionally reads the newsletter

May not vote

A Member of EAA national AND/OR a member of a chapter

Dues are past due

Occasionally attend chapter meetings and events

Read newsletter less frequently

When I returned home, I logged on to the **Roster Management** program, a database of all members and chapter affiliations, to answer the question: **“How many members belong to Chapter 512”**

The answer is a little complicated. After looking at our chapter by-laws, there are FIVE classes of membership. I will focus on Regular and Associate/Introductory or a 6-month trial.

CLASS OF MEMBER-SHIP	CUR-RENT	EX-PIRED	PAY CHAP-TER DUES	PAY NA-TIONAL DUES	TERM	RENEW-ABLE	Vote or hold of- fice
Regular	45	70	YES	YES		YES	YES
Associate/ Introductory New /6-MON TRI- AL		25	NO	NO	Limit 12 months	NO	NO
Honorary (age over 80)	6				Set by board		NO
Special (student/ scholar)	6		Exempt	Exempt			NO
Lifetime	0		NO	YES			YES

Chapter 512 has approximately 45 current active members who paid dues for 2023 and 70 members who are past due or EXPIRED. Expired members do not count toward our membership count. If our goal is to grow our membership, we like to see that count get bigger. If a chapter is not growing, it is dying. Therefore, being consistent in how we count members is IMPORTANT.

The current membership count will go up and down during the renewal period (first quarter of the year). Remember, Associate members are limited to 12 months and must join EAA national or they do not count toward membership.

Another attribute of members which is more difficult to quantify and subjective in nature is the level of participation. We don't expect to see you at every event, but you can support the chapter by coming to a chapter gathering, pancake breakfast, participate in Adopt-A-Highway, or fly Young Eagles, or all of the above. Become an active member and consider becoming a chapter officer to continue our legacy of growth and aviation education. For example: When we plan a Young Eagle event, we need one pilot and aircraft for every three kids. We also need ground personnel. Pilots must be current, paid members in good standing with EAA, complete the Youth Protection course (15-minutes), and pass a background check. These expire after three years. It may sound complicated, but it really is not. In a recent survey, twenty-two chapter YE pilots were asked if they can fly on June 10. Only four responded affirmative. With some recruitment of pilots, we expect to fly 30 young eagles in June and again in October.

Are we growing or dying? Ask yourself this question. Are your EAA and chapter dues paid through 2023? If you are not a member of EAA national (\$48/yr), you can join at www.eaa.org. By our bylaws, your associate or introductory membership is good for one year and expires.

What are hallmarks of a healthy chapter?

- A growing membership

- Leadership training and development at the local level

- Embody the Spirit of Aviation for all ages

RAY AVIATION SCHOLARSHIP UPDATE

Weather has cooperated and Sam Garcia, 50/50 Ray Scholar, has been flying on a more frequent basis. He solo'd Wednesday April 12. We celebrate this accomplishment with the unpredictable flying weather of late.

Ben Varozza, 50/50 Ray Scholar, in Florida has transitioned to a Cessna 172, is competing cross-country requirements and getting ready for his check-ride in May.

Jaeger Ruckman is recovering from injuries sustained in October and is on a path to a check-ride and completion. Chapter 512 was selected for and awarded a \$11,000 Ray Aviation scholarship to Hunter Sites who is enrolled in a flight school with 20 hours, is near solo and will begin the cross-country stage and prepare for his check-ride.

BYLAWS

A regular member

- one who has paid annual dues to the Chapter, and their spouse, and

- Is a member or a spouse of a member of the EAA National or its successor.

- A junior member shall be a person under eighteen (18) years of age who meets the criteria of(a)(1) and (2) above.

- Shall be entitled to one vote and hold a Chapter office.

Honorary Membership.

- Any person recommended by the Board of Directors and approved by a simple majority vote of the eligible voting Members present at a General meeting.

- Term of such membership shall be set by the Board of Directors

- Honorary Members shall not be entitled to vote or hold a Chapter office.

Associate/Introductory Membership.

- An associate/introductory membership will be limited to a twelve (12) month period, and will not be renewable and does not require member is EAA National.

- Associate members shall not be entitled to vote or hold a chapter office.

Special Membership.

- A special member shall be any person nominated and elected by the Board of Directors and renewed annually.

- Special members shall be exempt from chapter and EAA National dues.

- Special members shall not be entitled to vote or hold office.

- Special membership shall be extended to any person who is financially unable to pay the required dues, but has the desire to work and support the organization through their efforts and spirit.

Lifetime Membership.

- A Lifetime Membership is available to any person eligible for membership

- Lifetime Membership requires a non-refundable one time payment of dues as established under Article V of these Bylaws.

- Lifetime Members must maintain membership in EAA National.

- Shall be entitled to one vote and hold a Chapter office.

PAST PREZ SEZ...

Prez Sez – Approach to Landing by Al Herron, September 2020 Strobe

It has been my honor and privilege to serve as your chapter president for the past two years, even if this last year didn't go quite the way I, or anyone else, expected. At the end of this year I will be stepping down as president, at least for a while, to explore some new work possibilities and try to get caught up on some seemingly endless projects, including getting my RV-7A back in the air with some new gadgets in the panel. I have thoroughly enjoyed the experience of being president; even through the challenges of the COVID-19 pandemic. I couldn't ask for a better group to be associated with.

I hope everyone in Chapter 512 has an appreciation for the scope of what this chapter represents. We have been in existence now for 46 years. I'm astonished to realize I've been part of this chapter for over half that time (how did that happen? I feel like I just got here!). This is, and always has been, an organization of "doers". Within just a few years of its inception, 512 had a hangar built and paid for. Since then, the grounds have been landscaped and continuously improved, the hangar upgraded, many aircraft projects completed, flights flown, airplane rides given including numerous Young Eagles, picnics and parties held, pancakes flipped, stories told, friends both made and bade farewell, adventures had, and laughter shared. Presiding over (if I may be so pretentious) such a group of passionate enthusiasts has been an exceedingly easy and enjoyable task. Partly because almost every time something needs to be done, I find that someone in the chapter has already stepped up and done it. Also, because when we all have a common interest, we are passionate about, egos tend to get set aside and people just concentrate on getting the job done because everyone wants the chapter to thrive. It is my hope this spirit will prevail in our group for many, many years to come.

Something else that made my job easier was all the work the previous chapter leadership put in over the years. I was handed an organization that is well thought out and functions very smoothly. This did not happen by accident; it is the result of careful stewardship and many small course corrections over the years. If you are a chapter member, especially a newer member, and have not yet done so, please consider taking on a coordinator position or even a position on the board of directors. Not only can this be a lot of fun (yes, really!) and add a new dimension to your participation, it will give you experience in how the chapter functions as an organization. It also helps create a pool of experienced volunteers who can become the basis for our future leadership and help ensure the continuing success of Chapter 512.

Next month we will be having a Celebration of Life for Bob O'Hara at the EAA hangar. Originally scheduled for June, it had to be postponed due to coronavirus concerns and health guidelines. Even now we have had to scale back the size of the event simply because of the physical limitations of our hangar area. We need to limit the number of attendees, and as a result the event is by invitation only and an RSVP is required. If you have not received an invitation and strongly feel that you should attend, please contact me or Jim Wilson and we will accommodate you if space permits.

Also coming up next month are our chapter elections. Our chapter bylaws require a nominating committee of two board members and at least one voting member from the general membership. We have the board members but still need one or more other members to participate. Since we are (as usual) way behind on this, it will be a relatively short commitment! I will be asking for volunteers at this Wednesday's online membership meeting. If you would like to contribute your input on potential chapter leadership, please consider volunteering. That's it for now. I hope to see many of you online this Wednesday.

**Thank you to our
Volunteers!**



**Looking for a fun way
to volunteer & raise funds
for our chapter?**

**Come join us for the next
Adopt-A-Highway
Work Party**

**Saturday, May 20, 2023
8:30-11:30am
Meet at McDonalds in
Cameron Park for briefing**





Sun N Fun March 30th Report

By Tim Sullivan

Those who know me are aware that I'm just not a big fan, as in go every year, of Oshkosh. There is nothing wrong with the event but its just overwhelming. Over the last 20 years I have far more enjoyed the more sensible sized Arlington WA fly-in typically held in July or August more recently. Unfortunately, Arlington is slowly showing signs of decline is not the event it used to be years ago and most like on its way to extinction like Golden West. So what's left for someone like myself that wants all the features of Oshkosh but not the enormity? Sun N Fun (SNF) seems to hit the Goldie Locks spot.

On a recent trip, my first, to Florida for more than just a layover to the Caribbean I stayed in Long Boat Key which is a nice coastal town near Sarasota. I decided to attend SNF on Thursday march 30th and avoid the Friday- Sunday crowds. It was about a 2-hour drive from Long Boat Key to Lakeland where SNF is held. All nicely maintained Interstate and feeder roads in the area. Being a native of CA I found it really odd to drive for so long and not see so much as a small hill. SNF organizers have really done a great job of traffic control for cars. Dedicated lanes for parking arrival, online parking passes are just one quick QR code away to enter. The parking area was well maintained green grass and excellent parking attendants to guide you to a spot. After you collect your gear for the day you can either walk to the main gate or take one of the many (tip appreciated) golf carts. The day was gorgeous with clear skies, 5-10 mph breeze and mid 80's temps.





Probably about the same you would see at OSH on a nice day. At the main gate (insert photo) I was greeted by a volunteer that scanned my ticket and said “Have a nice day”. Super simple. No one needed to check in my backpack, metal detector etc etc. What a nice gesture of trust for us

aviation folks. As I entered another volunteer had program guides. “How much?” I said, “Oh always no cost” from the Volunteer. So at this point I really didn’t know what to expect on the size of the event. I was shocked when I opened the map to see that I was standing in a very small portion of the event. I’m sure glad I brought good walking shoes. SNF is substantially larger than Arlington even back in its heyday, like 10 times as big. I proceeded to hit the vendor area with the plan of watching aerial demos later in the morning. The Blue Angels arrived around 11am with their thunderous fly-bys and military precision peel offs for pattern spacing and landing. Unfortunately that day was a practice day for the Angels, but the practice routines were very nice to watch. Anyway back to the vendors, the large number and area used by the vendors I think was almost the same size as OSH.

I walked pretty fast through the main vendor buildings, fortunately for me and my wallet I was not looking to buy any new aviation toys this time. My plane is pretty well outfitted these days. I did stop at the uavionix booth to check out their small Multi Function Display (AV-20 MFD).



I have an MGL small diameter backup altimeter and airspeed display combination but the AV-20 blew that away. It’s amazing how many functions (12) you can scroll through in such a small device. This would be pretty handy if my Dynon Skyview decides to quit in flight and for about \$900 and all you have to do is provide power and pitot/static. After the inside vendor walk throughs I went over to the outside vendors which consisted of the larger items such as plane, engine, hangar and other manufacturers.

I walked over to the aircraft parking area and caught a well worth \$5 tram (ok a tractor and trailer with bench seats) that toured through all the aircraft parking areas. This included GA, Experimental, and of course warbirds. There were other shuttles available that stopped in each area but I was just interested in a once around the area tour. Lots of planes were there and it was just Thursday!

I would say the aircraft parking areas were about 1/2 to 2/3 the size of OSH and just as many interesting planes. One in particular that was being towed as I boarded the tram was a Consolidated PB4Y. Wow, does that plane have a large wing span. I promise you that what I saw for the interior was not government issue. Leather and finely finished wood everywhere. If Jimmy Buffett had bought another plane to go fishing after the Albatross, this would have been it.



After the tour I met up with fellow EAA 512 member Jamie Johnson who spent the entire week at the event. His main reason was to check out a new plane kit by Veloce Planes, a four seater model 400. We walked around for a while and wound up spending some time at their booth asking many questions about the plane. They are selling the kits and trying to push a modified 6 cylinder Corvette LS3 engine and gear reduction. I was not particularly impressed with the display engine. You can fit a Lycoming engines to the kit as well. Another plane kit that was interesting was a scaled down version of a P51. It looked exactly like the original one but smaller. How small? Well it runs on a Rotax engine that's how small. Their sales folks were super friendly and the price I think was around \$300K. At least that's cheaper than a real P51. We also stopped by the Velocity Booth and checked out the twin velocity (pusher yay), a unique build with two IO320 engines. After that we saw a super cool 747 engine conversion.



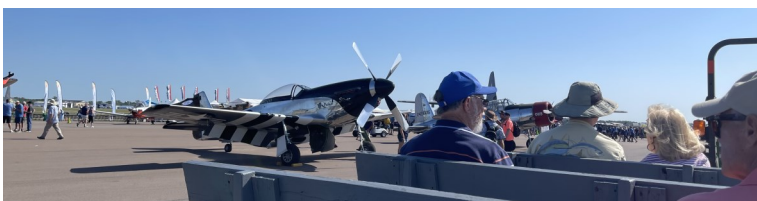
No it wasn't fitted to a kit plane, it was gutted and mounted on a golf cart with a fire breathing exhaust cone mounted on a trailer. The stereo speakers on this puppy were impressive. You could hear it 1/2 a mile away. The driver sat in a bubble dome on the top and two lucky passengers could ride inside (hopefully with ear plugs). The spinning front turbine blades were actually a clever plastic disk painted to look like blades but see through for the two passengers.

After walking around the outside displays it was getting pretty warm so we stopped off at a Ice cream vendor and with a little sticker shock (\$8 a scoop) I realized SNF is not far behind on food vendor prices from OSH. Wow cha-ching! I wanted to hit the air museum before I headed back to Long Boat Key. The museum was located close to the main gate, so on my way out we walked over and checked out the outside display aircraft including a Dyke Delta, Cirrus VK-30 (pusher yay again), XVF, vertical take off prop





plane. All very very rare. The day was getting long and I had to get back to Long Boat Key soon so I didn't miss the rush hour traffic. I didn't have enough time visit inside the museum (next time). On the drive back in the middle of a two lane country road I saw a big rock. I swerved and put two wheels in the shoulder as I passed not a rock but a pretty big turtle. That's right Florida, reptiles and such. After the two-hour drive, I made it back in time to enjoy the Sunset with Angela at Bayport Beach which is across the street from our Condo. I plan to go again maybe next year or so. I really think this a great manageable sized fly-in if you are less apt to attend OSH



Eagle Field

Near Dos Palos, CA




June 3rd & 4th, 2023

Dinner Dance Fly-In Fundraiser

Formal Dinner
18 piece Live Big Band Orchestra
Swing Dancing
WWII Aircraft and Military Vehicles
\$75 Per person

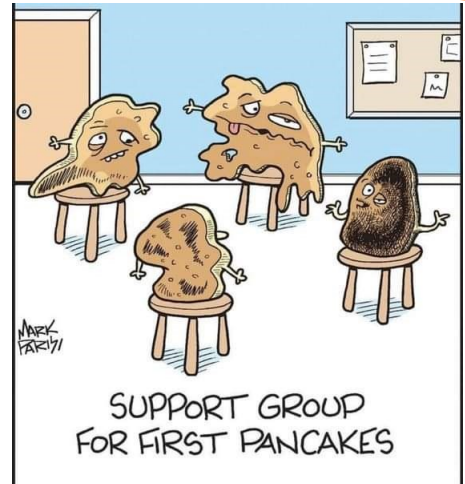
Tickets and Info @ eaglefieldmuseum.com
or call 925-383-3916

E-mail: michelle.knobbe@sbcglobal.net
Find Eagle Field Dinner Dance and Fly In on  Facebook



Cake with flashing bombs brought to the movie night for the showing of *Lancaster*. 77 attendees enjoyed a varied and delicious potluck meal followed by an array of amazing desserts and popcorn. Thank you Glenn & Judi Gordon for putting on such a wonderful evening!

Special Thanks
to the wonderful volunteers who
joined in to help clean up the hangar
and garden area for our first
pancake breakfast!
Tracey, Tim, Kim, Greg, Sam,
John V, John M, Dale, Jason, Audrey,
Hal, Jody, Larry, & Kirk



Reminders!

April 19
Chapter Picnic 6pm
General Meeting 7pm

April 29 at the EAA Hangar
Al Herron Celebration of Life

May 6
Pancake Breakfast 8-11
& Vintage Display 9-1

May 7
Vintage Display 9-1

Contacts

Board of Directors

President

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

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

General Directors

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

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

Chapter Committee Chairmen

Membership Administrator

Sam Garcia
(530) 409 7145

Young Eagles Coordinator

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

Webmaster

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

Editor

Audrey Brand (530) 409-4468
more_right_rudder@yahoo.com

EAA Flight Advisor

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

EAA Technical Counselors

FAAS Team Coordinator

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

Glenn Gordon 847-414-7773
glenn@glennSGordon.com

IMC/VMC Coordinator

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

Fundraising

Tracey Fremd
t.fremd@gmail.com.