



# THE STROBE

EAA 512 Placerville

May 22

## Prez Sez...

PAST, PRESENT, FUTURE, YIKES!

Last month I summarized chapter activities during the two-year COVID pandemic. For the most part, we are getting back to "normal" now that we have removed masks and returned to in-person meetings and activities. Unfortunately, our lives are reeling from the turbulence of our time, as we watch one crisis after another unfold. As I listened to the headlines on the radio one morning last week, in a one-hour segment, I wrote down the headlines: crime, draught, water storage, inflation, food, border, homeless, oil production, climate change, War in Ukraine. STOP! ENOUGH! Are we suffering from a crisis of leadership, or is this the new normal?

If that does not scare you, just think about mankind that occupies the planet Earth which is rotating on its axis at 1,000 mph, traveling through space at 67,000 mph. Yikes!

2022 Dues are

**OVERDUE**

\$20/family

*See page 5 for important details!!!*

## GENERAL MEETING

**APRIL 20**

PICNIC 6PM  
MEETING 7PM

*Guest Speaker*

**Ben Lomov**

*aerobatic pilot of Pitts Special*

Since I was born in the first half of the last century (now that really make me feel old), I remember the lyrics to a song and play "Stop the world, I want to get off" by English composer, Leslie Bricusse and actor, singer, and songwriter Anthony Newley, (1931-1999).

Now looking into the future, Elon Musk may make it possible to get off the earth and go to Mars before I die. NO THANK YOU. I will take my chances here on earth. I prefer to fly at 90 knots so if I hit the ground hard, I will largely remain intact.

Another friend of mine and member of the chapter who loved to fly in low earth orbit and at 90 knots was George Buttles. Sadly, on January 22, 2022 George quietly passed in the night, survived by his two sons, Curtis and Timothy.

My first flight with George was nine years ago when we flew to Fresno in Hal's Mooney and picked up a Cessna 150. Shortly after take-off, George gave me the controls, a zero-time student pilot, and after 20 minutes, he asked why I was wandering through the sky, "Did you forget to cage your gyro? "

George had a dry sense of humor and was always present at chapter events, manned his hangar during display days, and always offered a seat in the corner and a little bit of aviation wisdom. He tirelessly served as the web editor when most people didn't know what language a web editor spoke or wrote, HYPERTEXT MARKUP that is. Like magic on a white Ouija board, George composed web pages in the early days of the web with just a text editor. May the tailwinds be with you, George.

Thanks to Curtis for composing and compiling his father's aviation history in words and pictures.

Jim Wilson

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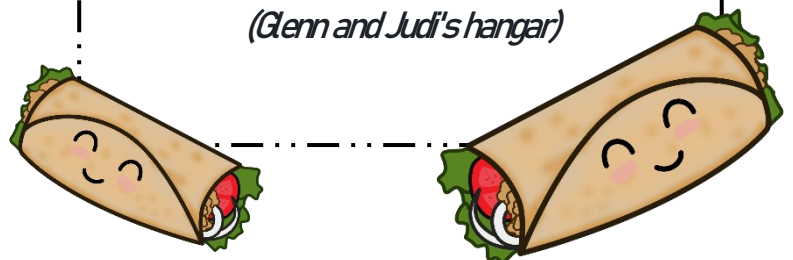
## LOCAL FLY-IN

EAA Chapter 512 will be hosting a fly-in to  
**061 (CAMERON PARK)**

Sunday, June 5, 2022  
8 a.m - 11 a.m

Breakfast burritos, coffee, a great cause, and  
awesome camaraderie!  
\$8 for adults, \$4 for children 12 and under.

3204 Western Drive  
(Glenn and Judi's hangar)



# GEORGE ALAN BUTTLES

01/29/1939 - 01/22/2022

*By Curtis Buttles*

George was born in Zeeland Michigan to Clyde George Buttles and Marie Cornelia Buttles (Ver Hage). Clyde was a machinist at the Studebaker factory in South Bend, Indiana returning to Michigan during great depression to run the family hardware store. (Ver Hage Hardware) Marie was a 2nd grade school teacher. George graduated Zeeland high school class of 1957. He attended Michigan College of Mining and Technology Houghton Upper Peninsula of Michigan. After experiencing 247 inches snowfall in Houghton first year, he transferred to Valparaiso Tech in Indiana. In 1962 he earned BSEE from Valparaiso Technical Institute. (VTI)

While attending VTI, George's cousin Paul Elzinga was learning to fly through the collage flying club. Paul's flying club acquired a new radio and George was able to install it into the club's Aeronca. He was given a ride in the air knocker to a nearby airport touring a FSS. His aviation hook was set.

George had accepted an offer from IBM for customer engineer position in Chicago Illinois a couple months before graduation. Reporting to work, IBM sent him to company orientation / technical training school in Minnesota for around 6 months. Per diem was provided for living expenses. If one was frugal, it was possible to bank paychecks for half a year. In light of this, he had two goals for when he returned to Chicago. To buy a new car and

take flying lessons. After buying a new 1963 Volkswagen beetle, he started flight instruction at Chicago Hammond airport. The school on the field was Southtown Aviation, run by Fred Schumacher. They maintained approximately 7 Super Cubs and 2 Super Cruisers available for training / rental.



**Chicago-Hammond airport 1960's era**

At a point just prior to completing his check ride, George was looking to buy an airplane with side-by-side seating. He looked at an Aeronca chief and a Taylorcraft, but purchased a 1947 Luscombe 8A s/n 5621 (N2894K). It had an A65, hand prop start, and wind driven generator. He later sold it, for a 1947 Luscombe 8F s/n 4838 (N2111K) that was for sale at a local airport. It was powered by C90 and had battery, starter motor, and a radio.



**Luscombe 8A (N2894K) parked in front of the historic Ford hanger at Chicago-Hammond airport**





Luscombe 8F (N2111K) Tulip City airport Holland Michigan

George joined EAA and participated in local chapter 260 activities. Meetings were held at the chapter president Fred and his wife Marie's basement. On one weekend a group fly out to attend a fly-in was planned. Marie was coordinating filling open seats with chapter members needing a ride. She worked it out so her oldest daughter Vicki, a new pilot, would ride with George in his Luscombe. George and Vicki were engaged on March 5, 1967 and were married June 24, 1967 (52 years). They honeymooned in New York. In their travels they stopped at Old Rhinebeck Aerodrome and got a midweek tour from Cole Palen himself.

George found a newer Luscombe 8F located in Los Alamos New Mexico. The owner agreed to meet in Kansas, about half way, and he flew the 1948 Luscombe 8F s/n 6266 (N1839B) home.

George took a program product test position at IBM San Jose CA. As a result, they moved to San Jose California. Curtis was born in San Jose CA August 1971



Luscombe 8F (N1839B) Curtis first airplane ride Reid-Hillview airport (1971)

George left IBM and entered into Motel business. Purchased Skyway Lodge and moved to Paradise CA (1973). Timothy was born in Paradise CA October 1975

They then purchased the El Dorado Motel (now National 9) moved to Placerville CA. (1976)

Bought 1966 Citabria 7ECA s/n 118 N5146T (1977)



1966 Champion 7ECA (N5146T) PVF (photo 1977)

They then bought a 1969 Citabria 7ECA s/n 706 N5256X (1978)



1969 Champion 7ECA (N5256X) PVF (photo 1978)

In 1979 he built the hanger at PVF with His father Clyde. (1979) Clyde's jacket and hat still hang from a nail on the back wall of the hanger, he left when it was completed.



Hanger raising PVF (photo 1979)

#### Notes:

Today Chicago Hammond is known as Lansing Municipal Airport (KIGO) renamed when village of Lansing Ill acquired the airport in 1976. Interesting history: the land was owned by Henry Ford, who had the airfield and large state of the art (1927) hanger built for tri-motor operations. Great depression evaporated dreams of a vast aircraft factory at the site, and the airport/hanger were leased out. The Ford hanger was designated a national historic site in 1985.

# Thank You!

**Rick Atkins of Ragtime Aero**

**Matt Bosco of Axis Jet**


**Augustine Joseph of Advanced International Aviation Academy**

for a Certificate for a one-hour Discovery Flight

**CT Thomas for JT Thomas' Celebration of Life**

**Russ and Katie Murphy of Ford's Only Truck Shop**  
in Placerville

For their recent generous donations  
EAA 512 received for our  
Sunny Atkins Scholarship Fund

  
**Andrea Carpenter of Cameron Park Starbucks**  
(inside Forklift)

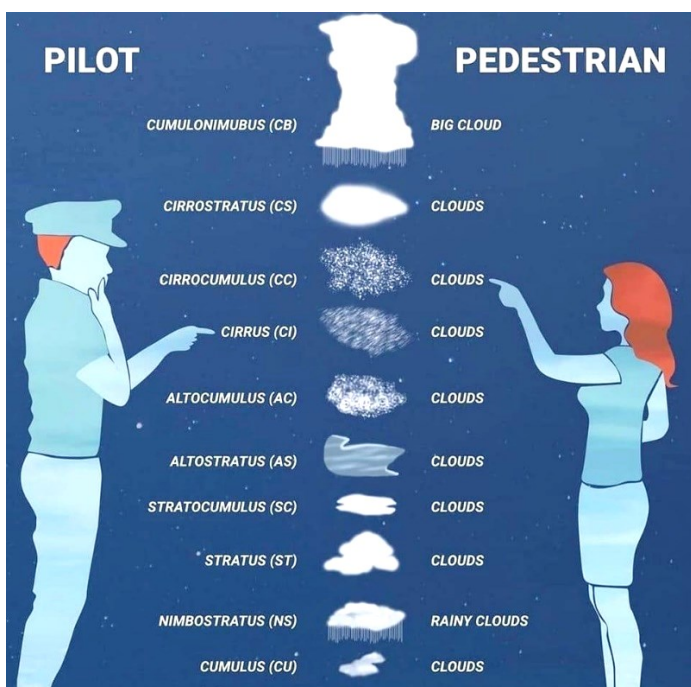
For donating coffee, cups, and other items needed for our amazing pancake breakfasts. It is greatly appreciated!



# Solo



Congratulations to our Sunny Atkins scholar, **Zane Ruckman**, on his first solo on April 24th! Zane is pursuing his glider rating in Judi's Pipistrel Virus SW, and soloed after 9.5 hours in the motor glider.



## MEMBERSHIP DUES ARE OVERDUE

DON'T FORGET! 2022 membership dues!

You can send a check for \$20 payable to EAA 512 to:

Zane Ruckman  
3204 Western Drive  
Cameron Park, CA 95682

Alternatively, you can pay by Zelle using this QR code.



We hope that we can count on your continued support!

If you have any questions, please feel free to reach out to me at [zaneaaa512@gmail.com](mailto:zaneaaa512@gmail.com)

Thank you!

## The History Behind World Pilots' Day

By Giacomo Amati, 2-minute read

<https://travelradar.aero/the-history-behind-world-pilots-day>



# 2022 California Capital Airshow commemorates *75'th Anniversary* United States Air Force

The 2022 California Capital Airshow commemorates the 75'th anniversary of the United States Air Force with an airshow heavily skewed toward military air power. In acknowledgment of this significant anniversary, the flight line will be filled with US Air Force assets, complimented by NATO military aircraft largely unknown to American airshow audiences. Picture a NATO country's equivalent of our Air Force One, and the B1, B2 and B52 in formation over the skies of Sacramento! That's all that can be revealed for now, but rest assured the airshow is coordinating with the US Department of Defense to make this happen, so stay tuned – it's going to be exciting! **General aviation fly-in traffic is always welcomed and encouraged**, so mark your calendar for October 1-2 and we'll see you there!!!

## Notice to Pilots at KSAC Sacramento Executive

The Sacramento Executive Airport control tower is currently understaffed which mandates the following operational changes.

Control tower hours of operation:

- 08:00 - 19:00 (Monday-Friday)
- 10:00 - 18:00 (Saturday-Sunday)

The following services are NOT available when there is only one controller on duty in the Control Tower at KSAC:

- Practice approaches
- Pattern Work
- Flight Following

Listen to the ATIS at KSAC prior to taxi, or before calling the control tower inbound, to hear what services are currently available.



We still have a few EAA 2022 calendars for sale for \$21 each. These are beautiful calendars. (*that's true*)

If you are thinking "It's already April - it's a little late!" don't fret! These are actually 16-month calendars that will carry you well into 2023!

If you'd like to order a calendar, please email Judi Gordon at [judieaa512@gmail.com](mailto:judieaa512@gmail.com)

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## 2022 VETERAN VINTAGE

## AIRCRAFT DISPLAYS AT PLACERVILLE AIRPORT

SATURDAY & SUNDAY 9am-1pm

JUNE 4, 5

JULY 2, 3

AUG 6, 7

SEPT 3, 4

## FREE TO THE PUBLIC

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HANGTOWN EAA 512 AND  
HELD IN CONJUNCTION  
WITH OUR FAMOUS  
SATURDAY PANCAKE  
BREAKFASTS**



# MEMES AND THINGS

Instructor: Pulls throttle out\* You've just lost your engine where are you going to land?

Me as a student pilot: That field over there.



My kidnappers returning me after listening to me talk about airplanes for 2 hours



Me: Lands plane\*  
My Apple Watch:

