



# THE STROBE

EAA 512 Placerville

February 2023

## Prez Sez...

### Ray Scholarship Update from EAA

January 2022- EAA announced that the Ray Foundation has increased its funding for the Ray Aviation Scholarship in 2023. EAA has received \$1,800,000 from the Ray Foundation for the scholarship program this year. Of these funds, \$1,650,000 will be used for scholarships, with the remaining \$150,000 used for program administration.

In addition, EAA increased the size of the full Ray Aviation Scholarship from \$10,000 to \$11,000 for the 2023 program year and beyond. EAA has been keeping an eye on the flight training costs incurred by our Ray Scholars. We learned that scholars completing flight training in 2022 had average and median total flight training costs that were between \$10,000 and \$11,000. Therefore, we decided to increase the size of the full scholarship to match the

## EAA MEETING

February 15, 2023

7pm

Presentation By Mike Radomsky, CFII, Cirrus pilot

Cold Weather Operations.

**Annual Membership Fees \$20 Due  
Please pay to Treasurer**

increases in flight training costs. We will continue to monitor training costs and respond accordingly as time goes on.

We have also revised the matching Ray Scholarship for 2023 and beyond. Chapters with at least one completed

Ray Scholar were eligible to apply for a matching scholarship this year. Originally, we used a 50/50 arrangement, where the chapter provides 50% of the scholarship funds and the Ray Foundation provides the other 50%. Starting this year, we are implementing a 25/75 arrangement: the chapter provides 25% of the scholarship funds, and the Ray Foundation provides the other 75%.

This revision is meant to encourage more chapters to participate in the matching program by lowering the barrier to entry. Under the 25/75 model, the chapter will provide \$2,750 and the Ray Foundation will provide \$8,250, for a total of \$11,000 for the scholar. (Note: these figures are for Private Pilots. Payout amounts will be smaller for scholars pursuing Sport Pilot or Glider Pilot certification.)

To participate in the matching program, a chapter must have had at least one Ray Scholar who completed flight training and received their pilot certificate through the program, and the chapter must commit to providing 25% of the scholarship funds.

Ray Scholar	Start	Completion	Certificate	Type	Scholarship	
Andrew Gordon	July 2020	June 2021	Sport Pilot	Full	\$7,500	Joined USAF at air traffic controller
Jaeger Ruckman	Aug 2021	Medical hold		Full	\$10,000	Medical hold, resume flight training Feb '22
Aidan Andrews	Nov 2022	Jul 2022	Private	Full	\$10,000	Attending aviation college in Wyoming
Ben Varozza At FL Tech	Mar 2022	Mar 2023		50/50	\$10,000	Attending Florida Tech
Sam Garcia	Nov 2022	Nov 2023		50/50	\$11,000	

Greg Stein is flying King Air out of Sac Exe for medical transportation flight service.

Will Mathews accepted a job in Corvallis OR flying light twins.

Chapter Comment: Jim Wilson serves as the chapter Ray Scholarship coordinator since the beginning of the program in 2020. Each year the application deadline for the full Ray scholarship is the end of January. The chapter may also submit for the matching funds scholarship. The application deadline is year-end, Dec 31. We did not submit for matching funds (2023) because we have two scholars in training and one on medical hold. With two 50/50 scholarships, we exhausted the chapter scholarship

**Help Wanted**

**Greg Stein is looking for help in facilitating the IMC/VMC meetings the first Tuesday of each month.**

**Please contact: [greg.stein777@gmail.com](mailto:greg.stein777@gmail.com)**

fund. The announcement of the 25/75 model came after the deadline for the application. EAA will announcement winners of the full scholarship the middle of February.

## Obituary of Alex "Al" E. Herron



Alexander (Al) E. Herron, Jr. passed away of complications due to cancer at Marshall Hospital on the afternoon of January 13th, 2023. His family and friends were in attendance.

Al was born in Whittier, CA in 1955. Al grew up in Rialto, CA, racing motorcycles with his brother, Patrick (Pat). He met wife, Gail, in 1983 while still living in southern California. They married in 1987 and moved to Placerville in 1995. He was employed for 21 years by Gencorp/Aerojet of Rancho Cordova. A lifelong lover of flying, Al purchased his first plane in 1988. He sold it after the move to Placerville to invest in a homebuilt plane kit which he assembled in their garage. An active member of the Experimental Aircraft Association, Al completed the plane (RV-7A) in 2008. He and Gail spent many hours flying to visit family and attend air shows.

Al was preceded in death by his parents, Alexander Herron Sr., and Jeanette (Hodges) Herron, and half-brother, Larry Schildberg. Al is survived by wife, Gail, brother Pat and many loving in-laws, nieces, nephews and cousins.

A Celebration of Life will be held at the EAA hangar at the Placerville Airport on April 29th, 2023.

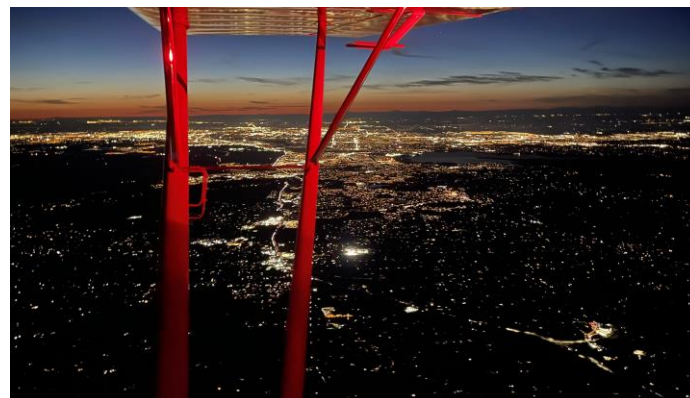
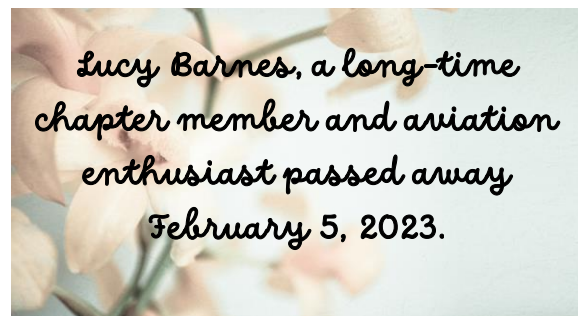
Funeral home website

<https://placervillefuneralandcremation.com/tribute/details/311923/Alex-Al-Herron/obituary.html#tribute-start>

# Hangar Clean Up Day -

March 25<sup>th</sup> 2023 9am-2pm

It's that time of year again to start ramping up for the pancake breakfast season and outdoor dinner meetings. We need a lot of help this time since some items were postponed due to the you-know-what the last few years. Our first priority is getting the interior shipshape for food service and eating surfaces. Next priority is the outside landscaping which has been hit by many storms this winter. We will need folks with pickup trucks willing to haul yard waste out to the disposal station in Diamond Springs. We will also need folks to bring rakes for debris collection, and shovels to level off some areas and move soils away from the hangar to help stop the rain from getting inside. Also, we need to trim up bushes and trees so bring your tree trimming pole saws and clippers. Lunch will be provided. No need to sign up, we know you will be there. Thanks all.



City Sunset by Jason Brand

## Dear Reader

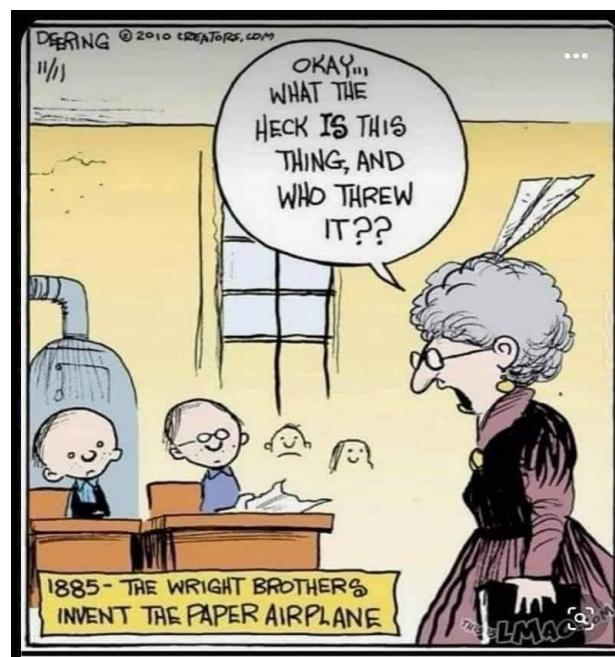
The newsletter is made up ENTIRELY of content submitted by YOU. If there is something you'd like to share with the membership, *don't talk yourself out of it!* Send your stuff to this easy-to-remember email address at:

[more\\_right\\_rudder@yahoo.com](mailto:more_right_rudder@yahoo.com)

It's that simple.

Sincerely,

The Editor

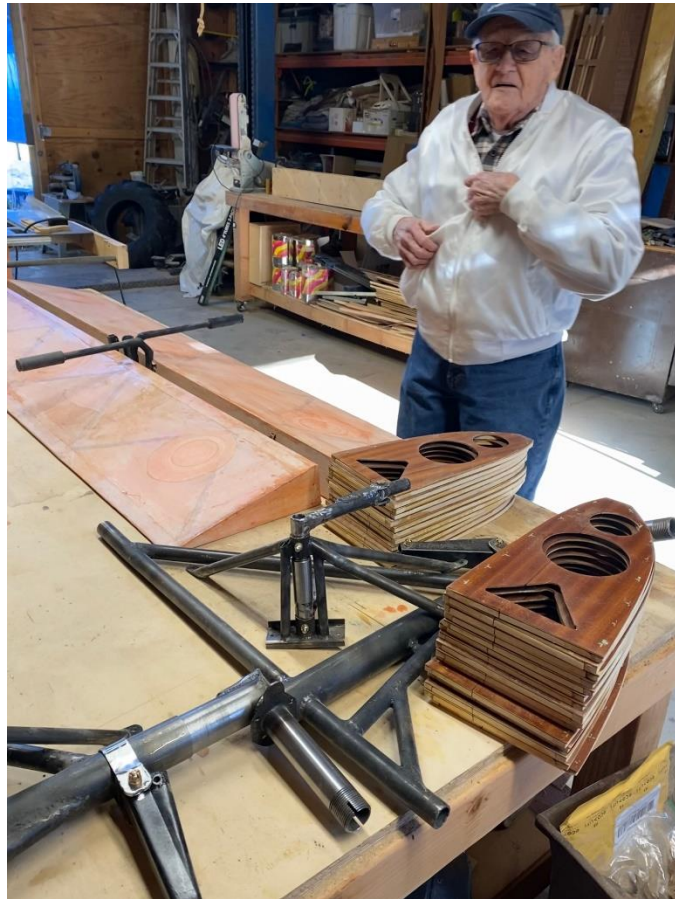




# Builders Corner

## Update by Audrey Brand

I had the opportunity to visit Jim Golding recently and see the progress of his homebuilt Osprey project. It's coming along quite nicely although he's at a point where warmer weather is needed in order to finish pouring and shaping the foam on the belly.



For best results, the foam needs to expand to 40 times it's original state. If it is too cold, the foam won't expand properly and will be too dense.

The plane is constructed with birch on the main spars and mahogany plywood for the rear spars.

The mold for the canopy weighs about a 100 lbs. and Jim is hoping to be able to form the canopy soon using a large oven.

The aircraft will be powered by a Lycoming O320 160 hp.

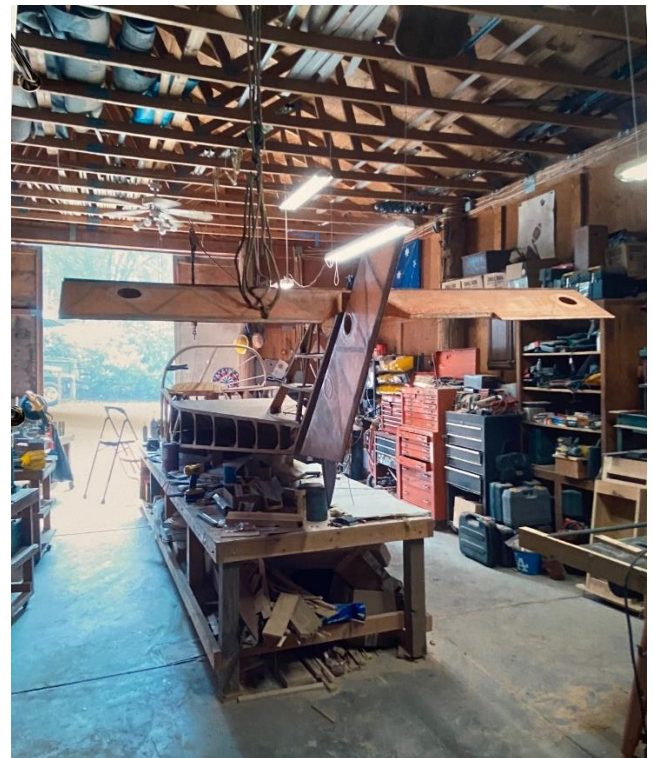
Having over 50 years of machining under his belt and the fact that he kept all of his tools and machines has helped him with the precision construction of the aircraft since this is not a kit

He also enjoys building beautiful furniture, kitchen utensils, and anything else that comes to mind out of scrap wood often given to him.

He is looking forward to visiting the Pensacola, FL Naval Air Base by private invitation later this month.



Fuselage of the aircraft belly up looking toward the rear.







fewhairs@pacbell.net

## Coffee and Doughnuts

most Sundays at  
KPVF FBO  
sometime after 8:30am  
to  
sometime before lunch



### Chapter Committee Chairmen

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