



Prez Sez... *Celebrating Bob*

After months of delay in a year gone completely sideways, we were finally able to hold a Celebration of Life for Bob O'Hara at the EAA hangar. Following a brief welcome and lunch, the [Victory Warrior Riders] arrived in a motorcycle escort, formed a flag line and escorted Bob's daughter Colleen along with the ashes of Bob and his late wife Anne into the hangar. Family members also in attendance were Bob's son Randy O'Hara and daughter Sharon Coulsen with her husband Ted. The VFW provided a 21-gun salute and a bugler playing Taps, as well as a touching rendition of Amazing Grace played on a wooden flute. A full program followed including several videos about Bob prepared by Jim Wilson, including an interview of Bob by Gabriel Tyler of Heritage Flyers. Beale AFB sent an honor guard who performed a moving flag presentation ceremony to the family. Speakers included Jim Wilson, John Crocker, Tom Braithwaite (who also read aloud a letter sent by Dee Howe), Bob Wakeman, Gary Vanderbruggen, and a representative from the Quiet Birdmen (QBs). Many others also spoke during an open tribute period. We also rededicated the hangar as the Bob O'Hara Memorial Hangar and unveiled the updated plaque honoring Bob. After the ceremony Bob and Anne's

GENERAL MEETING INFORMATION

October's General Meeting,
Wednesday at 7pm, via Zoom.
Chapter Elections taking place!
Info regarding Meeting & Voting
please refer to pg. 2.

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ashes were placed at the base of a pine tree newly planted in their honor in the Chapter 512 garden next to the hangar. It was a truly fine tribute to a very fine life.

This event could not have taken place without hard work from some very dedicated chapter members. Jim Wilson took the lead on developing the program, with input from John Crocker and Dave Lugert, among others. John McPherson arranged a very nice box lunch catered by John Sanders of Old Town Grill. Tim Sullivan procured a new PA system, and he and Jim Wilson spent days setting up and testing it. Treasurer Judi Gordon worked hard making sure all the invoices were covered, and her son Andrew helped with set up and clean up. Thanks to all of our members who helped in ways large and small, all of it is very appreciated. A special thanks to our “itinerant” member Dave Walters (who belongs to both Chapter 512 and Chapter 663 in Livermore), for driving all the way out from Antioch to unmount Bob’s memorial, take it back to his shop, update the design, then drive it all the way back out the following weekend to remount it. (Pictures on page 13)

Elections

We are, as is often the case, a little behind on holding our chapter officer elections this year. Our bylaws call for them to be held in October; instead, this year we will hold them in November. The good news is we do have a candidate slate in place after some long hours put in by our nominating committee Dave Lugert, John McPherson, and Hal Stephens, and I think the lineup looks really good. Maybe one of the silver linings from 2020 is that we’ve all been forced to adapt to new ways of doing some things. Although inarguably a pain in the behind, sometimes the new ways have turned out to, actually, be an improvement. Since we can’t meet in person, this year we are going to do the **vote by both email and at November’s “virtual” General Meeting via Zoom**. The improvement here is that email will make it easier for more of our members to participate.

Some of membership meetings in past elections were attended by only a handful of members. We will send out an email with the proposed slate of nominees in the next few days. Members may vote for each of the members on the slate as well as have the opportunity to write in an alternative candidate. We will tally all of the email votes returned, and combine those with the results of the online vote. Please remember leadership positions are open to any member. **We encourage all members to consider running for a position on our board of directors or to take on a coordinator position.** Our chapter thrives when members participate.

Keep on Keepin’ On

I guess maybe this comes under the heading of, I don’t know, public service announcement perhaps. I just want to offer some words of encouragement. It’s been a very tough year for everyone, some more than others, and everyone is getting very tired of dealing with the pandemic. I just want to remind everyone that this won’t last forever. I’m already thinking about what we’ll be able to do as a chapter when we get back to “normal”, whatever that may be. I’m looking forward to in-person events, more pancake breakfasts and picnics, maybe some fun new flyouts or fundraising events. I don’t know how long it will take but we **WILL** get there. In the meantime, keep doing everything necessary to stay safe and healthy. We gotta a whole lot more flyin’ to do!

By: Al Herron



General Meeting is hosted via **Zoom** on
Wednesday ♦ Oct 21 ♦ 7pm
Check your email for an invitation
to EAA 512’s next Zoom Meeting
Vote in the Chapter Elections!

PROPOSITION

Hello Airport Friends,

We've held 9 of the required 12 airport DISPLAY days for 2020—with good results. I thank all of you for your participation. We have 1 more weekend in November, on the 7th, 8th, 9th. I think we can do display days next year as well, but perhaps earlier.

It has been suggested that EAA Chapter 512 take over the display days at Placerville Airport. As a member, I'm in favor of doing this. It is hoped that COVID-19 will become a thing of the past and restrictions on gatherings will be a distant memory and airport activities will become normal again.

The first activity for EAA 512 will be the Pancake Breakfasts. As in the past, we offered them on the first Saturday of the month from April thru October from 8:00 AM till 11:00 AM. We can arrange for the Display Days and the Pancake Breakfasts to happen at the same time.

Some changes for Display Days would be:

- April thru September
- Saturday & Sunday for a total of 6 weekends (no Mondays)
- 8:00 AM to 12:00 PM or 9:00AM to 1:00PM
- With the option of make-up times in October.
- Sign-in sheets would be at the EAA 512 Hangar on Saturdays, or possibly at Dick's hangar on Sundays. Look for the sign: "A/C DISPLAY".

To answer a few questions:

1. No, you don't need to be an EAA Member to participate.
2. No, you don't have to eat our pancakes (but it would be nice if you did! We are proud of our breakfasts and our pancakes and I think they're the absolute best!)

I would appreciate your feed-back on this proposition and hope it will work out for everyone for the long term. **Please let me know if the times, dates, etc., are acceptable.** If nothing said, I will assume all is good for all.

Dick Wampach
E-mail: rwampach@att.net
Cell: 530-306-1730

Special Thanks

To: Jim Wilson, Dale Kral, and John Vybiral make repairs to our royal EAA 512 brick walkway to the picnic area!



REQUEST MAINTENANCE EXPERIENCE

Tobias Klein, one of our Scholarship Recipients, is an accepted student at Sac City College, enrolled in the A&P (Airframe & Powerplant) Program.

He would like to help/shadow (for no compensation) in your **annual inspections, tire changes, R&R engine accessories, oil filter changes, landing gear swings, painting preparation**, etc. Any and all as needed!

If you have any such work to perform in the coming months, please give serious consideration to Tobias as he represents the future of our skilled certified fleet maintenance needs!

Tobias is from Cameron Park. Please give me (Dave Lugert) a call and I'll put you in contact with Tobias. Thank you.

Dave Lugert
Cell: (831) 214 - 4247

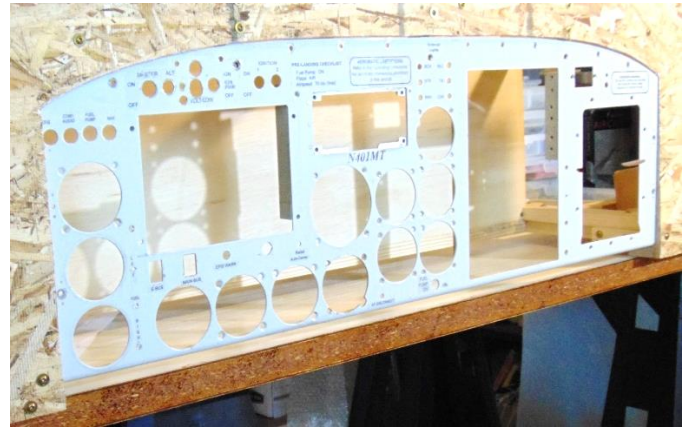
RV-7A Panel Upgrade Part III

Panel Discussion

After a couple of detours, one through Idaho helping a friend move, I'm finally back working on my instrument panel upgrade again. Progress since my last report included building a tabletop jig to establish the working envelope for the new multi-piece panel and accurately transfer the existing mounting fastener locations. The old panel, now stripped of all the avionics, was laid on top of a piece of oriented strand board (OSB) and outlined with a marker. A panel-shaped hole was then cut out of the OSB. Pieces of 1 x 2 (actually $\frac{3}{4}$ x 1- $\frac{1}{2}$ but, hey, have you checked the actual size of a "gallon" of ice cream lately either?) were screwed to the backside to simulate the existing aircraft structural elements. A piece of 3/16 plywood was spaced back from panel to duplicate the bulkhead forward of the instrument panel, and various spacers and support pieces were fashioned from bit of scrap to hold everything upright and matching the existing aircraft structure dimensions. The whole shebang was clamped to a workbench, and the old panel screwed into place using wood screws in the existing mounting holes.

My original panel used the stock Van's RV-7 part with a small portion of the left and right sides cut off and fixed in place on the aircraft. The entire center piece shown mounted in the jig had two triangular arms fixed to the back side which extended to a pair of brackets fixed to the bulkhead ahead of the panel and attached with two bolts. By removing the panel mount screws, the assembled panel could be swung down to gain access to the back side for servicing. This actually worked more or less as planned, but in practice wasn't as convenient as I had hoped. Lifting the panel with all its avionics could be

awkward, wires and cables were often pinched, and access to components not mounted on the main panel was less than ideal. My solution is to split the panel into several pieces. This will allow one or more to be easily removed and taken to a workbench, as well as making the wiring installation cleaner and giving easier access to the sub-structure. I just had to figure out where to put the components and how to split up the panel into segments and mount them.



Old panel in jig.



Plywood panel standing in for existing bulkhead.

Fortunately, my original panel was laid out in a 2D CAD program using a template supplied by Van's. It was a relatively simple matter to make a copy of that file and modify the layout to the way I wanted it. I also wanted to get a reality check on the layout by test fitting the pieces onto the jig. I happened to have some sheets of ABS plastic left over from another project, just slightly thicker than the aluminum I planned to use and stiff enough to mount components to. When I had the layout for each

piece, or sub-panel, the way I wanted I would print it out full-size on a sheet of paper. This was glued to the plastic sheet with spray adhesive. I had included all of the hole diameters on the printout, so it was simple matter of selecting the correct drill bits, drilling all the holes, and then cutting out the panel outline and any openings. Instrument holes were easily cut with hole saws. I initially used a high-speed cutting wheel on a micro die-grinder for the straight cuts and inadvertently re-invented friction-stir welding—the hot plastic would seal itself back together after the wheel passed through it! Eventually I found that a wood blade in a scroll saw made a much cleaner cut, with outside cuts being made with a radial arm saw. I got where I could cut out a good panel in about twenty minutes, a good thing since I eventually wound up making more than a dozen of them to get everything right. This kind of iterative design lets you pre-assemble everything and saves a lot of back-end work trying to salvage finished parts later on. It also helped me work out how the new support pieces would fit. We'll tackle all that in the next installment.



First “practice” piece. Angle at bottom replaces integra bottom flange on original panel.



Final panel layout with most components installed. Square hole is for existing radio stack, lower right will be new, more compact glove box. New GRT Sport SX on left will be slaved to older GRT Horizon HZ and become the new primary display.

Editor's Notes

(probably important)

To benefit those of you who want to contribute contents to the newsletter, below are some tips on how to do just that. Become a producer of November's issue! Your content is greatly appreciated—don't delay to send something in!

All submissions must be emailed to
Helen at:
more_right_rudder@yahoo.com

Pictures & Articles

Imbed email, attachments, word.docx, google.docx

NO PDF's (cannot extract pictures or text from PDF files)

Links to External Sites

Always welcome links to third-party articles, pictures, ads, and misc.

To Complete a Submission, Include

1. **Title** (how would you like content to be titled for the newsletter?)
2. **Date** (pertinent, timely, or evergreen?)
3. **Content** (submissions, pictures, article, links, attachments)
4. **Note optional** (additional details on how you'd like it published?)

Deadlines

Always 3rd Sunday of the month
(anything later may not be published)

**YOUR CONTENT IS WHAT
KEEPS THE Strobe GOING!**

Sincerely, The Editor



What Our Members are Building, Restoring & Flying

Rob Bulaga

I've been a long-time member of EAA national. When I started looking to join a local Chapter, I had numerous choices in this area. I eventually picked Chapter 512 because of their facilities, camaraderie, and activity. Our chapter boasts of many involved builders, restorers, and fliers.

Every month *Sport Aviation* features "What Our Members Are Building/Restoring". They present a handful of finished projects from around the world. I'd like to see our members report here in the Strobe what they're working on—finished or not. Nothing fancy, just a short blurb or two on what we're up to. To kick off this effort, I've put together the following --->

Help get this column in the air!

Write a short exposé on your project(s) to appear in next month's issue! Take a picture, accompanied with a description of what you're up to and email the submission to the Editor at: **more_right_rudder@yahoo.com**

Keep members posted on what you're doing!

Epiphany

Rob Bulaga



Those of you that have been around the Chapter for a while know that, for me, "There's *always* a project." Over the years I've worked on aircraft, boats, surf boards, race cars, motorcycles, bicycles, sleds... If air or water flows over or around it, I'll work on it. Beside the ones I'm personally pursuing, my company, Trek Aerospace, consults on various other endeavors. The latest is Applied VTOL Concept's Epiphany Flying CARpet (<https://epiphanyflyingcarpet.com>). Epiphany is a 2-seat, 6-rotor, VTOL. Each rotor is powered by a 40kW electric motor with overall power being supplied via two, onboard turbogenerators (basically small jet engines driving generators). Cruise speed is 100 mph. Endurance is over an hour (which is significant for an electric aircraft). Although still in the early stages, parts for this vehicle are already being made.



Martin PBM on takeoff, using rocket thrusters (photo courtesy of the internet)

AVIATOR ARCHIVES

“ Born in 1927, I lived with my grand folks during the Great Depression in Gualala, CA. One day when I was about 5 years old, someone decided I should be chief test pilot for an airplane. I got in the apple crate with the 2x4 wings and went off the barn roof. It didn't fly!

In 1938 I badgered my mom into taking me down to San Francisco International Airport which at the time was 3 buildings and a lot of open land. I took my first ride in the back of a Stinson Reliant. It was a 30-minute flight for \$5. I enjoyed it so much I never stopped thinking about aviation.

I went to school, grew up and then in 1945 enlisted in the Navy as a combat crewman, tail gunner TBM (tactical ballistic missile) but the war ended and they didn't need gunners anymore. They switched me over to ordinance school and soon found myself in Coco Solo, Panama. The captain of our airplane found out I was taking flying lessons at Paitilla Airport in Panama flying piper cubs and he decided to let me fly the [Martin PBM](#), also known as the "Flying Boxcar". We flew several 7-9-hour missions including to Florida and Guantanamo Bay. We could stay up in the air for 22 hours if needed. Our squadron was originally a patrol bomber for anti-submarines, patrolling the Panama Canal. We flew some 2,000 hours in about 2 ½ years. I was discharged just prior to getting my pilots license.

One of my jobs was to load four 500lb depth charges into the wings and 20,000 rounds of ammunition. We had a smoke light in a small wooden bodied bomb about 2 1/2" in diameter, laid with impact fuses that would send off white smoke patterns as soon as they hit the water in order to determine the effective range of depth charges on a submarine. We would set the intervalometer box that would activate the release of the shackles for the bombs and they had to be dropped in order. All of them dropped but bomb #4. Now we had a live bomb on board set for 50 feet hydrostatic pressure. We tried the emergency manual release. Nothing! I offered to climb up into the wing tunnel with a two-foot-long screwdriver and crawled into the bombay to release the shackle. Being very intelligent, I didn't put the safety lanyards on the bombay doors. As I was holding on to the main wing spar a full reach away, I leaned forward and yanked the shackle. The bomb released, the bombay doors opened. My screwdriver went into the ocean and I lost one loafer while dangling from the spar. The only thing that saved my life was the air pressure pushing up into the bombay so I had strength to grab the spar with my other hand.

The Martin PBM had four JATO bottle rocket, assist thrusters. They were only supposed to be operated two at a time. We could get 40K lbs. of thrust behind the airplane to help lift off the water. One day our captain got the wild hair up his nose that he was going to light all four on takeoff. The command was given, "Standby for takeoff." We just got out onto the break water and we weren't even moving 5 miles an hour when he hit all four bottles. The captain had to put both feet on the yolk and we went straight up for 30 seconds. This could have ripped the wings off and all four of us in the after- station ended up in the tunnel of the tail section with no belts and nothing to hang onto!



Jim and Adeline Golding and their Piper Tri-Pacer



Jim Golding with his current project, an Osprey II

Another one of my jobs on the PBM was to “make the buoy”. In order to bring us to shore, we had a beaching crew that would pull us up on land after mounting gear by a floating can and then lock the gear into place including the tail, then position us to a set of pulleys and cables that went out into the bay where a D9 Cat would then pull us up onto shore. The cables were attached to a buoy with a 30” loop. The second part of the gear system in the bow station of the airplane contained a snubbing post that mounted in the bracket on the hatch coaming. We used a piece of rope with two eyelets roughly 4-5 feet long. As we would approach the buoy, my job was to put the rope through the buoy then up over the snubbing post and stop us. One day we had a real emergency and were called to transport a merchant mariner whose legs had been severed above the knee. That was the one time that plane ever flew over 90 mph. We were flat out! We had four-foot swells trying to land in Panama and we’re attempting to make the buoy while taxiing over the water at 25 mph. I almost lost a finger in the process and the plane came to an abrupt stop throwing me and some of the other crew. They had us on the beach before they even locked the gear. Unfortunately, the mariner was already dead by the time

they unloaded him. Never again did I have to make a buoy that fast!

In 1947, on one of our mercy rescue missions we flew from Guantanamo Bay to Haiti to pick up an army officer with an appendicitis. He was on Errol Flynn’s yacht named Zaca. Flynn, the famous swash buckling, pirate actor from the Golden Era, used a thin weighted, heaving line with a ball called a monkey fist on the end of it and he was to throw out the line to us because he couldn’t get close to us with his ship and our thin 1/16 alclad aluminum hull. If he hit us, we’d sink! Flynn had his foot right in the middle of the coil as he threw it which sent him on his back. I do believe he was a bit inebriated!

I was discharged at Norfolk, VA in 1948 and did some flying back in the states in an Aeronca, Luscombe, and Cessna 120, and then went off to watch making school in Oakland, CA at the Vans Urological Institute. I didn’t start flying again until many years later and received my license in 1973, with a fighter pilot who charged \$7/hr wet in his piper cub. I told my wife that I wanted to get my pilot license and she said to go ahead but she didn’t really know what was going to happen! In 1976 we flew my ‘52 Piper Tri-Pacer (my wife called it the paper airplane) from San Carlos to New York and got caught in Hurricane Bell having to wait an extra week for weather to pass. After that trip, I decided I wanted something bigger and faster upgrading to a Cessna 172. From 1978-80, I worked repairing slot machines in Reno. Then in ‘80 I went to work as a machinist for the company Lear Fan machining and calibrating parts accurately to the 1/50 millionths of an inch for their prototype. On lunch breaks, we used to skip lunch and just go flying! Later I owned a precision machine grinding shop and found that I didn’t have time for flying while working 18 hours a day. My lovely wife Adeline was always right there helping me. She would help “dog” parts for me, sometimes 250 at a time and we would grind them as fast as we could while holding a tolerance. She would go home and bring back dinner and we’d work some more. After 10 years of that, in ‘95, I sold the shop ending my second hiatus from flying.

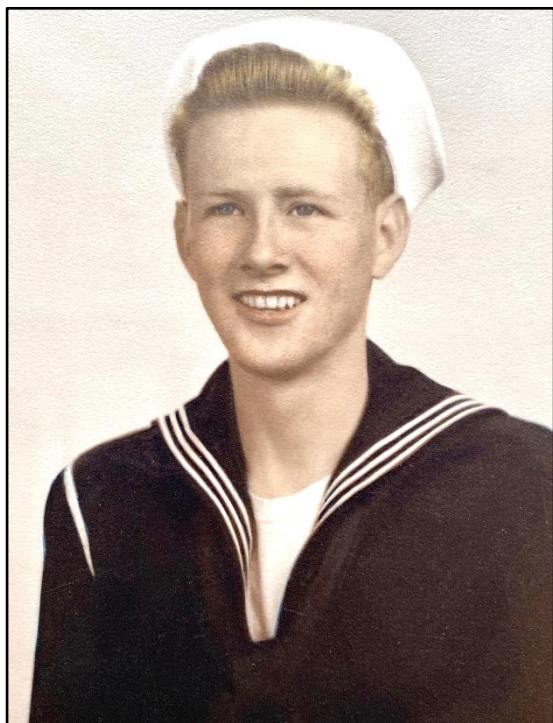
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Jim Golding is a member of the EAA Chapter 512 and can often be seen flying in his Cessna 172 with his son-in-law. He loves working on his amphibious homebuilt project, an

Osprey 2 and getting to share his progress with other aviation enthusiasts.

Interview by Audrey Brand

Story & Pictures Courteous of Jim Golding



Jim Golding in the Navy at 17 years old

LAST

Aircraft Display

Placerville Airport

Sat, Sun, Mon

10am-2pm

November 7th, 8th, 9th

Chapter Board of Directors

President:

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E-mail: herronpvf@sbcglobal.net

Previous President:

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E-Mail: timpvf@pacbell.net

Vice President:

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

Secretary:

Robert Bulaga

Treasurer:

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

General Directors:

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

John McPherson (530) 626-4334
E-mail: jgmcplt@pacbell.net

Chapter Committee Chairmen

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Newsletter Editor:

Helen Brand (530) 306-3205
E-mail: more_right_rudder@yahoo.com

Scholarship Chair: New committee

EAA Flight Advisor:

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

EAA Technical Counselor FAASTeam Coordinator:

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

Contacts

General Meeting Report

EAA Chapter 512
Monthly General Gathering
September 16, 2020
MINUTES

Meeting called to order at 7:04 PM by: Al Herron

Number Present: 13 Zoom connections, 16 people present

Guests: None

MEMBER PROJECTS & ANNOUNCEMENTS:

- Neil Robinson has been painting, painting, and painting his RV-12. He's ready to move on to something else.
- Judi Gordon's Pipistrel is still having an oil overheating problem with her Rotax engine. Jim Pinkowski and Neil Robinson offered trouble shooting suggestions.
- Greg Stein is nearly done with his Instrument Rating. He has logged 43 hours of instrument and simulator time. Greg thanks the Chapter and the individuals that have provided scholarship funds so that he can pursue a career in aviation.
- Eric Thomas currently rents to fly. He is considering moving into an RV-9A and would like to see one in person.
- Jim Pinkowski has an opening for a partnership in a Cherokee 180. Buy-in is \$8500. Monthly "dues" are \$100 to cover various costs. Operating cost is \$85/hr wet, tach time.

FLYOUTS

- Jim Wilson reported on the flyout to Quincey. He flew his Cherokee, the Brands flew their Citabria. Due to the smoke and fires, they had to negotiate flying around a TFR on their way.

PRESIDENT'S ANNOUNCEMENTS

- Bob O'Hara's memorial is scheduled for noon, October 10th. Due to COVID-19, we are limited to how many guests can attend. Invitations have been sent out.
- Bob O'Hara's remembrance tile at will be unveiled at EDC Memorial Park From on Veteran's Day, Nov. 11.
- Dave Walters drove up from Antioch to update the "Bob O'Hara" sign in our hangar. We thank Dave for this talent and extra effort.
- Al has volunteered directors Dave Lugert and John McPherson to sit on the Officer Nominating Committee. Al is asking for someone from the Chapter to fill the remaining vacancy.
- Al extended a thank you to everyone that contributed to this month's Strobe. We hope to see more of the same.
- Greg Stein confirmed that he is willing to help run the IMC/VMC meetings, but he will need some guidance to get started. Dick Wampach and Jim Wilson have offered to help. Since we offer these meetings to non-EAA members, we may find someone from outside the Chapter to help out as well.
- We will have a general hangar cleanup on Oct 3rd, between 8AM and 1PM. The primary focus will be yard cleanup. Jim Wilson will bring donuts.

PRESENTATION

- We played the EAA September 2020 Chapter Video Magazine. EAA National is still taking applications from chapters that would like to be awarded a Lincoln Electric TIG Welder. We have applied for the drawing.

Meeting adjourned at 8:26 PM by: Al Herron

EAA Chapter 512
Monthly Board of Directors
October 14, 2020
Minutes

Meeting called to order at: 7:03 p.m. by: Al Herron

Board Members Present (Online Meeting):

- | | |
|-------------------------------------|-------------------------------------------|
| ✓ Al Herron, <i>President</i> | ✓ John McPherson, <i>General Director</i> |
| ✓ Jim Wilson, <i>Vice President</i> | ✓ Dave Lugert, <i>General Director</i> |
| ✓ Judi Gordon, <i>Treasurer</i> | ✓ Tim Sullivan, <i>Past President</i> |
| ✓ Rob Bulaga, <i>Secretary</i> | |

Other Members Present:

- ✓ Hal Stephens
- ✓ Dale Kral
- ✓ Andrew Gordon

Business from the Floor, Changes to Agenda - none

Approval of Minutes – motion to approve by John McPherson; seconded by Judi Gordon; approved

Board Member Reports

➤ **Al Herron – President**

- Fundraising efforts – With our primary fundraising source, the Pancake Breakfasts, shut down, we need new ideas on how to raise money. We currently have Benevity, Amazon Smiles, & Recycling. We are also considering renting a movie theater in December for the premier of the new “Top Gun”. Other suggestions are welcome.
- Airport access - Due to the breakins over the last year, the Airport Advisory Committee has reduced access to our airport. The only access is via a clicker, card, or phone call to someone on the inside with a clicker or card. Technically, our Chapter is a non-profit business and all members are “employees”. The Advisory Committee has made no provision for our members to have access to our clubhouse. We are discussing this concern with Sherrie Busby, of the Committee.
- IMC/VMC Club - Russ Sardini and Greg Stein have agreed to co-chair the IMC/VMC meetings. Tentatively, meetings will start up again on the first Tuesday of December. Updates will follow.
- Housekeeping:
 - EAA Calendar - As in past years, our Chapter will order calendars for those members that would like one. Al will send out an email this coming week to see who would like to buy a calendar.
 - Pancake Mix – Our pancake mix will be over a year old by the time we restart Pancake Breakfasts. Judi Gordon has volunteered to store our mix in her freezer.
 - Defective Coffee Urn – We have a coffee urn with an internal short. This urn has served our Chapter for a long time. Rather than waste time trying to repair it, we will discard it. We still have 3 other coffee urns.

➤ **Jim Wilson – Vice President**

- Ray Aviation Scholarship – Andrew Gordon continues to work on his Sport Pilot’s License under the Ray Aviation Scholarship. As soon as he solos, Jim Wilson will submit a progress report to the Scholarship Committee. Andrew’s scholarship is for \$7500. So far his training has cost \$4300.

- AV System - The UHF wireless microphone and Karaoke Interface+Mic Mixer in the hangar is up and working. We need to better learn how to use it.
- Bob O'Hara's Memorial – Response and turnout for Bob's memorial was greater than expected. The Board authorized the purchase of additional box lunches to cover the crowd. 55 lunches were purchased.
- Aircraft Display Days – To qualify for tax reductions, aircraft must be displayed 12 days per year for at least 4 hours per day. In the past, we have supported the airport's Display Days for two 3-day weekends in the spring and two more in the fall. We are proposing to change that schedule to hold the Display Days from 9AM to 1 PM on the Saturdays and Sundays of our first 6 Pancake Breakfasts. We will contact aircraft owners that display their aircraft to get their input on this change.

➤ **Judi Gordon – Treasurer, Membership**

- Banking account balances as of 9/30/2020:
 - Cash and checks on hand: \$100
 - Chase Checking 6001: \$15,805.88 (of which \$4,815.70 is earmarked for scholarship funds)
 - Chase Savings 8668: \$2,922.12 (Airport security account held in trust. Not property of EAA 512)
 - Total as of 9/30/2020: \$15,905.88 plus \$2,922.12 in Airport Security Account.
- Quarterly Treasurer Report – The report was presented to the board. Between the loss of the Pancake Breakfast revenue, the cutback in Chapter activities, and generous donations, the Chapter is nearly breaking even.

➤ **Dave Lugert - General Director**

- Election Committee - Al Herron is stepping down as President and John McPherson is stepping down as General Director (John will continue as our media director). The slate for next year's board members is:
 - President – Jim Wilson
 - Vice President – Jim Pinkowski
 - Treasurer – Judi Gordon
 - Secretary – Rob Bulaga
 - General Director – Dave Lugert & John Crocker
 Additional nominations will be taken at next week's general meeting.
- Bob O'Hara's Memorial – The annual dedication ceremony, where Bob's stone will be unveiled, will be held at the EDC Memorial Park, 360 Fair Lane, Placerville at 11AM on Nov 11.

➤ **Tim Sullivan – Past President**

- Workshop Area – We are working on a controller for the new fan.
- Loft – We are waiting for parts for the new stair railing. Once that is completed we will start on the main railing across the front of the loft. We could use additional volunteers during the disassembly of the current loft wall/railing. The board approved an additional \$800 for materials for the main railing.

Comments, Announcements, and Other Business

- As discussed last month, due to COVID-19, the Chapter Holiday Party will not take place unless new developments occur.

Meeting adjourned at 8:47 p.m. by: Al Herron