



THE STROBE

Placerville EAA 512 Newsletter

April 2020

Prez Sez... Trimming for Safe Flight Attitude

Hope this edition finds all our members healthy and safe. That's something I always wish for our members of course, but these days it seems inconsiderate to leave it unsaid. Please be safe out there.

All pilots know the importance of trimming the flight controls to adjust for different flight conditions. Sure, you can fly most airplanes without doing so and just fight the forces, but it sure makes for a fatiguing flight and can even put you in a dangerous situation. Better to use all the tools at your disposal and make things easier. That's kind of what we're doing with the chapter right now – making adjustments to fit the conditions we've been given. Group meetings are out of the question right now and probably will be for some time. That doesn't mean all chapter activities have stopped, though. We're doing our monthly board meetings via Zoom, which is working pretty well. Tim Sullivan also put together a brief video chapter update in lieu of our April general membership meeting.

...continued on page 2

NO GENERAL MEETING

The EAA Chapter 512 general membership meeting on **April** is **CANCELLED** due to the Coronavirus (COVID-19) outbreak and in accordance with guidelines from the CDC and the State of California. We do not take this action lightly, but feel it is the responsible thing to do for the public good, and also for the well-being of our membership.

As of right now the May pancake breakfast is still tentatively scheduled. We will continue to monitor the situation and make a final determination the week before the event.

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continuation from page 1... Go to the link <https://youtu.be/Wzdw67uDg6A>. If anyone out there has ideas for other activities we can do separately together, let us know! Also happening: Jim Wilson was successful in getting the chapter on the list for submitting a candidate for the Ray Foundation Scholarship, and is continuing efforts to get a viable candidate into the program. Our Scholarship Committee, now headed by Dave Lugert, is also working to identify possible candidates for additional scholarship funds from our own scholarship program.

You can still participate in the chapter without leaving home. If you haven't already done so, please check your homes & shops for any unused Personal Protective Equipment (PPE) you might have, such as N95 masks or respirators, and we can make arrangements to get them our local health workers if you would like donate them. Also, our newsletter editor Helen Brand can always use more content for the Strobe. Why not take a shot at submitting an article or two? It could be about something you've built, either an airplane or something for your plane or hangar, or a trip you made, or something you learned about flying. Or anything else related to flying or the chapter. It doesn't have to be a polished article, we're happy to help with editing. Beyond newsletter articles, we can all be planning for chapter activities once this crisis is over. What ideas do you have to make our chapter better, or for fun things to do? Let us know!

By: Al Herron

Special Thanks

To: (Your Name Here)

Is there someone who you'd like to be thanked in the next newsletter? Email your recommendation to Helen/Editor at:

more_right_rudder@yahoo.com

2020 Membership dues are due!

Send your check for \$20 payable to
EAA 512 @

Judi Gordon

3212 Western Drive

Cameron Park, CA 95682

Please include you and your spouse's date of birth (year is unnecessary).

Announcement

We are proud to announce that our EAA Chapter qualified as one of the eligible recipients of the coveted Ray Aviation Scholarship Fund Award. The Ray Aviation Scholarship Fund is a scholarship program that is supported by the Ray Foundation, managed by EAA, and administered through the EAA Chapter network. Through the generous support of the Ray Foundation, EAA provides up to \$10,000 to deserving youths for their flight training expenses, totaling \$1,200,000 in scholarships annually.

By: Judi Gordon

YE Volunteers EAA 52

EAA Chapter 52 in Sacramento is looking for Young Eagles pilots to assist in their rally on May 17. Would be a great warmup for our own rally on June 13! Contact Gill Wright at gillwright@sbcglobal.net for more info.

By: Al Herron

ALERT! **PHISHING SCAMS**

Because our chapter leadership email addresses are available on our website, it is easy for scammers to “spoof” emails to appear to be from the EAA Chapter. **None of our chapter officers will ever ask a member to make purchases on behalf of the chapter** without prior personal contact or discussion, and never for non-specific items. Be particularly leary of any email requesting purchase of gift cards, transfer of funds, or other requests of a purely monetary nature. If in doubt, take no action and contact a chapter board member.

Dear Reader,

This month’s newsletter was a little starved of things to read about (and since we’re spending more time at home) included in this issue is a truly fascinating scientific article on flight concepts from the year 1920, found on page 5. Pulled from the archives of *Scientific American*, this historical writing goes into great detail about an experiment: the “High-Lift Wing”. The primary goal of the High-Lift Wing was to devise an aircraft that would reduce overall operating costs for commercial aviation... and their hopes were placed in the High-Lift Wing design.

As the diagram on page 5 shows; loading cargo into the nose of the aircraft was the primary feature expected to cut time loading cargo, but that design wouldn’t come to fruition for another 50 years until the emergence of C-5 Galaxy (1970). Of course, what seemed to excite the aeronautical engineers of 1920 most, was the design of the High-Lift Wing. Its unique shape reduced significant amounts of drag known to other wing designs and it could help planes travel up to 96 mph! In fact, the new model was causing controversy among the flight community as it was challenging the efficiency of Wright Brother wing patents.

So, if you should find yourself reading the article on page 5, you’ll soon understand what all the hype was about...in 1920.

Sincerely,

The Editor

AIRPORT BREAK-INS

This past week has been of concern for hangar residents. On the morning of April 3rd at about 1:45am till 3:55am we had 7 hangars broken into, and a trailer, in front of the EAA hangar, had the padlocks cut off with bolt cutters. The cameras on the field showed 3 persons appeared to be 2 men carrying bolt cutters, and a woman. Their automobile appears to be an older white SUV parked outside the gate near the group of mail boxes.

The chain link fence was cut to give hand access to the key pad for entry, (now has metal plates installed). Some things were taken, O2 bottle, Head set, packages of flash lite batteries. It does not appear that any airplanes were touched.

Late afternoon Saturday April 11th another hangar had a white Jeep observed backed up to the man door, noise from inside, tools on the ground including a battery powered Saws-all; that’s all I know at this time.

AIRPORT FRIENDS IF YOU SEE OR HEAR SOMETHING... ASK QUESTIONS, TAKE PICTURES, CALL 911 & REPORT “IN PROGRESS”

We need to stop these bad guys!!! By: Dick Wampach

LOG BOOK

2/26/2020 While making the most of my spatial distancing directive, you'll notice the seat behind me is empty, I chose to head out in search of wild flowers. Me, Myself, and I scanned high for aircraft and low for spring color using the only pair of eyes we were permitted to carry on board. We soon noticed a vibrant patch of orange poppies overlooking a horseshoe bend in the south fork of the American River. Success!

I sure hope this isn't the new normal because when I talks to Myself, Me never answers back.

Audrey Brand



Dear Reader,

Log Book is a section dedicated to brief writes ups about flying trips or aviation related projects/events you have done in the last month, year, or *decade(s)*. To complete a submission, include one picture, a date, and a 10+ word description to go along.

Email your entry to Helen at:

more_right_rudder@yahoo.com

**Deadlines are the 5/12*

11/30/1974 Saturday, November 30, 1974, the day I united the two loves of my life. That night, while flying a Cessna Aerobat, I (Rob) proposed to my future wife. Being a consummate engineer, my log entry is extremely succinct. Nevertheless, I have a written reminder of the date she said, "Yes."

Rob Bulaga

11/29	PA28-140	54409	AHA	Lcl	Short & Sweet L.C. & Parachute Drop-off
11/30	C-A150	8117V	AHA	Lcl	Joel Leukter, St. Elite, Clarks, Dents, St. Paul Kelso
11/30	BL-26	14747	AHA	Lcl	Re-Sole
11/30	C-150	9913G	AHA	Lcl	Gary Radewicz, T.O. & Lude
11/30	PA28-140	54409	AHA	Lcl	Engagement Ride
11/30	C-A150	8117V	AHA	Lcl	Roy Purcus, Short & Soft Fld. T.O. & Joe Borkowski
12/2	PA28-140	56986	AHA	Lcl	Stella, Zee's, Emer
12/5	PA28-140	56986	AHA	Lcl	Jim Burley
12/5	PA28-180	4681J	AHA	Lcl	Short & Soft
12/5	PA28-140	56986	AHA	Lcl	Linda Nelson, T.O. & Lude, Held St. L.



4/07/2020 Beautiful, breezy and bundled... Door off flying for some sightseeing, after a cold storm cleared out. Who is that waving?

Jason Brand



4/14/2020 Just northeast of Auburn. A pretty sight from a long cross-country flight.

Jason Brand



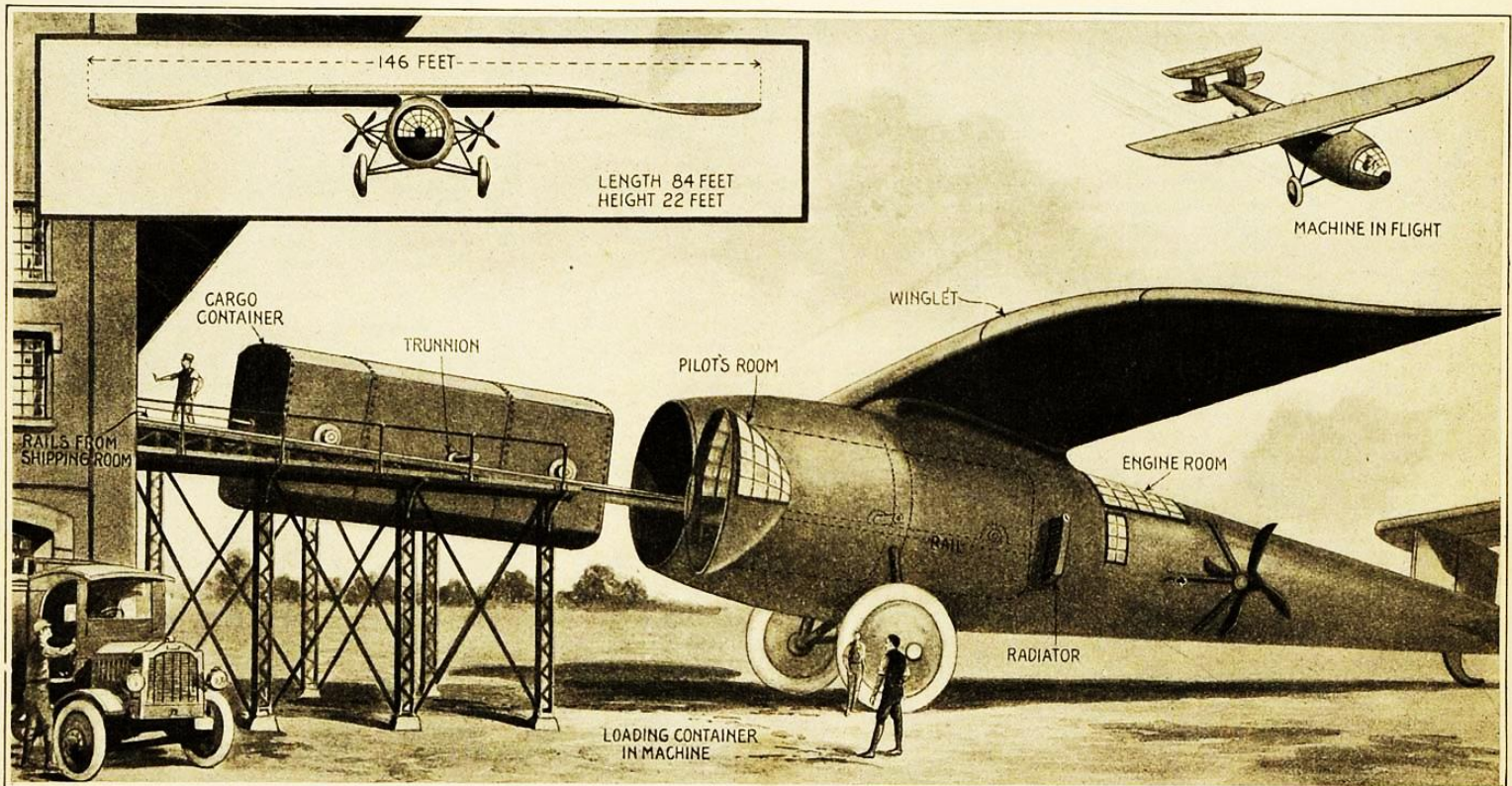
SCIENTIFIC AMERICAN

THE WEEKLY JOURNAL OF PRACTICAL INFORMATION

VOLUME CXXIII
NUMBER 15

NEW YORK, OCTOBER 9, 1920

15 CENTS A COPY
20 CENTS IN CANADA



The development of a new high-lift wing by British experimenters has given rise to designs for a four-ton cargo-carrying monoplane of this type, together with a system of rapid loading and unloading as here depicted

The High-Lift Wing and Commercial Aviation

LET us be perfectly frank in the matter of commercial aviation. We must admit by now that just so long as we stick to the present principles of design and construction, just so long do we defer the extensive employment of airplanes for passenger and cargo carrying on anything like a large scale. For it is obvious to even the layman that our present costs of operation are far too heavy to make commercial aviation commonplace. We must take it out of the luxury class to make it an everyday commodity.

Aeronautical constructors, realizing the aforementioned conditions, have been striving for years back to increase the efficiency of the large airplane, or to put it another way, lower the operating costs. Here and there certain efforts are now being consummated in the form of improved propellers, engines, and, most important of all, high-lift wings. Indeed, it seems that certain of these efforts are well along the right road and that commercial aviation is about to enter a new and more practical era.

Not so long ago Mr. Handley-Page, the well-known British aeronautical constructor, announced a new wing which had been developed and for which he claimed a considerable gain in efficiency over the usual types. And more recently a group of British experimenters have introduced a new wing which has been tried with most promising results. It is with the latter that we have to deal in the following lines.

The new wing, which has been named the "Alula," is the result of some eight or nine years of steady experimentation on small and full scale models and the expenditure of no mean sum of money. All these experiments have been directed toward producing a

wing with high lifting power and low head resistance. The experimenters argued that this could only be obtained by discovering a wing which produced over its surface the type of air flow known as "irrotational" or "two dimensional"; that is to say, an air flow moving along a line which only rises or falls, but does not move sideways in a third dimension.

This type of air flow is obviously strictly parallel to the direction of flight, and so it may be assumed that none of the energy imparted to the air is wasted in side movement. The idea is, in effect, the idea of the perfect stream-lined strut or fuselage applied to the wing itself, in relation to which designers have hitherto been singularly careless in this respect.

It is claimed for the new wing that it eliminates all "end losses" and leakage, which reduce the efficiency of other wings and waste much energy in vortices. And thus it is claimed that a high percentage of the power put into the wing by the engine is given back in actual lifting power, which is as it should be in a vehicle dealing with that most elastic of all substances—the air.

As the result of the prolonged period of experimentation already referred to, it is now possible to vary all the features or factors of a wing in unison—or perhaps one should rather say, in harmony; so that when it is necessary to vary one dimension of a wing, all the other component dimensions may be varied in proportion and pre-ordained results may be obtained. It is of interest to learn that the wing shape produced resembles closely the wings of the most powerful birds, although the experimenters and Nature apparently arrived at the same conclusion by different methods.

The experimental machine, which is a species of

parasol monoplane, with the wings raised above the slipstream of the tractor screw, has made successful flights. Pilots will be interested to hear that the machine equipped with the new wings refuses to obey the control of ailerons, and that it is controlled laterally by moving a hinged portion of the leading edge of each wing. This movement controls the direction of the machine as well as its lateral position, so that the rudder is not used in conjunction with the lateral control—which feature, according to our worthy contemporary, *The Aeroplane*, to whom we are indebted for many of these facts, would seem to abolish the Wright patents. Also, it is stated that if the slip stream of a tractor screw is allowed to flow over the wings, it entirely spoils their lifting power.

Actual designs have been prepared with a view to applying the new wings to commercial purposes. These call for a cargo machine to carry four tons. The proposed machine, known as the "Pelican Four-Ton Lorry," is a colossal cantilever monoplane designed for two 460-horse-power Napier engines. Its cruising speed is 72 miles per hour, its top speed 96 miles per hour, and its landing speed 55 miles per hour. Its total weight is to be 24,100 pounds. The wing loading figures out at 12.9 pounds per square foot. The useful load is four tons, with sufficient fuel for the London-Paris journey. Most interesting of all, however, is the novel system of quick loading and unloading which has been planned. This permits of handling shipments with the utmost speed, and is based on a similar practice in the motor truck field. Idle airplanes mean a large idle capital, hence the designers plan to keep the airplane in the air for the greater part of the time.

Things to Do n' Ads

THE SPITFIRE

KHLM (Lincoln Airport)

Mission Statement

"The Spitfire@LHM has been created in the spirit of aviation and human achievement. We provide flight and ground instruction to pilots seeking financial aid to fly. You're welcome to volunteer here in exchange for training."

Call: (916) 755-2440

E-mail: spitfirelhm@gmail.com

**FOR
RENT**
Hangar Space

The Gordon Family (Cameron Airpark - O61) sold their biplane and now have room in the corner of the hangar for a homebuilt approx. 25' wingspan/21' long. A Pipistrel Virus SW (motor glider) lives in the hangar too.

This is a nice hangar at a private airpark residence. It has a bathroom, electricity, lighting, and a compressor too.

For more information, please contact

Judi Gordon at:

glennandjudi@gmail.com



When planes dream of being taildraggers...

Audrey Brand

Cory Morrow's
GO WHEELS UP!
 TEXAS

20 20

Featuring
**AOPA
 FLY-IN**

May 29 - 30 gowheelsup.live

OROVILLE AIRPORT DAY

Young Eagles **Fly-In** THE SPIRIT OF AVIATION Chapter 1112 Oroville Ca.

Your aviation journey starts here.

Free Admission!

Aircraft, Custom Cars, Motorcycles, Search and Rescue demos

MAY 16th 2020 **Oroville Airport**
 8:00am - 2:00pm 225 Chuck Yeager Way
 Oroville, Ca 95965
 530-370-6266 for info

The Friends of Oceano Airport present...

**OCEANO AIRPORT
 CELEBRATION**

FRIDAY AUG 21ST \$10
 Beach Burger Fry & Dance
 5:30-10:00 p.m. Featuring Leo and the Boyz

SATURDAY, AUG 22ND
 8:30 a.m. to 2:30 p.m.

**CELEBRATION DAY 2020
 A SALUTE TO VETERANS**

Help Those Serving Our Country: Bring items to donate for troop care packages: protein bars, jerky, trail mix, hard candy, canned meat, instant drink mix, black socks, baby wipes, cup of noodles for our troops overseas.

Veterans, Active Duty, Law Enforcement, and First Responders eat for FREE

Free Admission, Airplane Displays, Family Friendly!
 8:30 a.m. Pancake Breakfast, 12:00 Veteran's Salute, Live Music, Lunch, Static displays.
 Camping on Field, Oceano Fuel discount.
 Free Children's Activities

Oceano, CA CTAF 122.7 AWOS 118.375
www.FriendsofOceanoAirport.com

2020 WEST COAST FLY-IN

MAULE

FRIDAY MAY 15 - SUNDAY MAY 17
 Kernville, California L05

Transportation to Town
 Whitewater Rafting
 Tri-tip BBQ Dinner
 Movie Under the Stars
 Camping and Hot Showers
 Local Backcountry Airstrips

Limited tickets available at kernvalleyairport.com > events

\$99

Chapter Board of Directors

President:

Al Herron (530) 626-4165
E-mail: herronpvf@sbcglobal.net

Previous President:
Tim Sullivan (530) 417-0761
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

Membership:

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

Young Eagles:

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

Webmaster:
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E-mail: dksfly@comcast.net

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 / IMC & VMC / FAAS Team Coordinator:

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

NEW MEMBER APPLICATION

Experimental Aircraft Association (EAA)

Hangtown Chapter 512

3483 Airport Road

Placerville, CA 95667

www.512.eaachapter.org

Note: Membership in EAA National is required for membership in local EAA Chapters. Application for both memberships may be made simultaneously. All Chapter memberships are family memberships.



Chapter 512 Dues: \$20.00

Please make checks payable to: EAA 512

Name* _____

Spouse's name: _____

EAA number* _____ Expires*: _____ # of participating family members : _____

Mailing address* _____

City* _____ ST* _____ Zip* _____

Home phone number (____) _____ Cell phone number (____) _____

E-mail _____

Address _____

City _____ State _____ Zip _____

DATE & TIMES	REACURING EVENTS	LOCATION
2 Wed of Month	Board Meeting	EAA Hangar Placerville Airport
CANCELED	General Meeting —CANCELED	EAA Hangar Placerville Airport
CANCELED	IMC/VMC —CANCELED	EAA Hangar Placerville Airport
May 2	Pancake Breakfast Event PENDING due to COVID-19	EAA Hangar Placerville Airport
	ONCE-A-YEAR EVENTS	
May 8	Oceano Fly-in	Oceano Airport, CA
May 15	West Coast Fly-in Maule	Kernville, CA L05
May 16	Oroville Airport Day and Fly-in	Oroville 225 Chuck Yeager Way, CA
May 17	Young Eagles EAA Chapter 52	Sacramento Airport, CA
May 29	Go Wheels Up	San Marcos Regional Airport, TX

RUNNING OUT OF TP?



...JUST SAYIN'

Monthly Board of Directors
April 8, 2020
Minutes

Meeting called to order at: 7:00 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 Presiden</i> |
| ✓ Rob Bulaga, <i>Secretary</i> | |

Others Present

- | | |
|--------------------------|--|
| ✓ Dale Kral, Tool Master | ✓ Hal Stephens – Scholarship Committee |
|--------------------------|--|

Approval of Minutes – Minutes from the previous meeting were unanimously approved.

Board Member Reports

- **Al Herron – President**

The Coronavirus Crisis

What does this mean for the Chapter?

The coronavirus outbreak, as it has on all aspects of our lives, will have a profound effect on EAA Chapter 512 in the near- to medium-term. It is important to keep things in perspective, both in terms of amplitude and time. Anything we hope to accomplish as a chapter pales in comparison to safeguarding life and health. In the end, for most of us this will be remembered as just a scary but relatively brief interruption to our lives.

How long will this last?

Currently, the stay-at-home order is in place in El Dorado County until April 30. Based on the latest information, I fully expect this to be extended into May, possibly June or longer. When the order is lifted, **please bear in mind what that actually means.** It does not mean that those without immunity will be safe. It only means that due to developing, yet incomplete, herd immunity, the rate of infection will have fallen below *the level that would overwhelm the medical system*. Until a vaccine is developed (12 – 18 months projected) or effective treatments are in place (who knows?), social interaction will still carry significant risk to non-immune individuals.

What we can't do:

In-person meetings of any kind: membership meetings, YE rallies, pancake breakfasts, work parties, etc.

What we CAN do:

- Look out for each other: see what our members need and see if chapter members can help.
- Look out for our community: see if there are things we can do to help our medical professionals, first responders, and those with essential jobs.
- Use the downtime to plan and coordinate.
- Work as a team on chapter projects in a distributed way over time and space.
- Continue with programs that don't require physical interaction: scholarships, fundraising, chapter promotion via social media.

- **Al Herron – President (cont'd)**

Ongoing business. These can still be worked on with some adjustments to the plan:

- The north wall of our hangar leaks during rains. Tim will follow up to remedy this situation.
- We need a new range hood for Pancake breakfasts, but, due to the current crisis and the postponement of breakfasts, we may want to wait and find a good deal on a new hood. Installation of the new hood will require major electrical modifications. This, too, can be postponed.
- The Chapter's April General Meeting at the hangar will be cancelled. We will look into creating a YouTube video meeting for Chapter members.
- The monthly IMC/VMC meetings may be able to be conducted via Zoom. We will have Dick look into this.

➤ **Jim Wilson – Vice President**

- The airport is still investigating making internet access available throughout the airport, including our hangar. No timeline has been established.
- Jim has purchased Zoom software to support remote meetings for our Chapter.
- The May pancake breakfasts has been cancelled. We will wait to see if the June breakfast can be held.
- Flying Start, scheduled for May, has been cancelled.
- The Young Eagles event & Bob O'Hara's Memorial are tentatively planned for June 13, depending on government mandates.
- Ray Aviation Scholarship – The Chapter has received approval to pursue awarding a Ray Scholarship. We are looking at potential recipients.
- New Chapter member Rob Lasater is the first beneficiary of our new electronic scales purchase. He has borrowed the scales to weigh his RV-14 project.

➤ **Judi Gordon – Treasurer, Membership**

Banking account balances:

- Cash and checks on hand: \$690.80
- Chase Checking 6001: \$15,250.28 (of which \$5,705.70 is earmarked for scholarship funds)
- Chase Savings 8668: \$2,921.99 (Airport security account held in trust. Not property of EAA 512)
- Total as of 1/31/2020: \$15,941.08 plus \$2,921.99 in Airport Security Account.

➤ **Dave Lugert - General Director**

- Matt has retired as our Airport Manager. Jeremy, while continuing his own duties, has taken over all of Matt's chores. Jeremy is only at the airport 5 days per week.

➤ **Tim Sullivan – Past President**

- The new web site is in place. Please review and report any concerns to Tim.
- The repair of our hangar's roof has been postponed until our revenue stream from pancake breakfasts is restored.
- Work on the new railing along our hangar balcony will continue.
- Roots are lifting the brick walkway near the north side of our hangar. We will be taking appropriate action to remedy this.

Committee Reports

➤ Hal Stephens – Scholarship

- The Scholarship Committee is now made up of Hal Stephens, Dave Lugert, Jim Wilson, Judi Gordon, & Tracy Bertram.
- We have a scholarship candidate, Tobias Kline, that will be working on his A&P Mechanic's license through the Sac City College. If he meets our appropriate requirements, we will consider granting him a \$500 award.

➤ Dale Kral – Tool Master

- The search for secure tool crib cabinets continues.
- The tool inventory, including estimated values, is complete and has been submitted our Treasurer.

Comments, Announcements, and Other Business

- Jason Brand's security camera captured video of the getaway vehicle used during the recent rash of hangar break-ins at our airport. Police have arrested 3 people for a break-in in South Lake Tahoe. It is believed that these are the same people responsible for our break-ins.

Meeting adjourned at 8:51 p.m. by: Al Herron