

# THE STROBE



Placerville EAA 512 Newsletter

June 2019

## Prez Sez...Successes & Opportunities

We've had a pretty productive month here at Chapter 512. Since my last column, we've had a pancake breakfast (lots of fly-ins!), a Flying Start program and a Young Eagles rally—all very successful events. Read the details on page 3. And Jim Wilson worked his tail off – nicely done Jim!

Hey – if you haven't seen it yet, check out the new floor in our hangar "loft". Tim Sullivan, with some help from Walter Brand, installed a beautiful laminate floor. Turns out it didn't cost much more than good floor paint. It looks terrific and will be much easier to maintain. Let's take good care of it, please. While it's pretty durable, avoid sliding any heavy items around that might scratch the surface. We're going to work on better ventilating the loft area so it'll be useable for office space and maybe a nice pilot lounge.

Also, Tim Sullivan and Dale Kral completed four of the EAA "standard" work tables. These are portable, rearrangeable work surfaces that can be used for an array of activities from individual airplane projects to STEM work stations.

Many of our members showed up at the "Bash for Cash" dinner at Sizzler on June 10. Hope everyone had fun! Thanks to our fundraising committee for setting that up. Judi Gordon worked especially hard, promoting the event in Cameron Airpark by handing out flyers to her neighbors. I understand that quite a few of them attended. This was a triple win: we got to get together and socialize, we made some money for the chapter, and nobody had to cook or clean anything! 20% of the dinner sales come back to the chapter as a donation; we hope to have final numbers by the June general membership.

Here's another possible win-win: some good friends and fans of the chapter recently sold their home El Dorado County and consolidated everything in their East Coast home the result was

To invent an  
airplane is  
nothing. To  
build one is  
something. To  
fly is  
everything.

Otto  
Lilienthal



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a large donation of high-quality tools and equipment to the Chapter. Some will be kept but we'll sell the rest. This got me thinking. I also have a couple of nice items in the back of my garage taking up space I could use for other purposes. So, here's an idea: at the next couple of pancake breakfasts, we'll set up a rummage sale in our picnic area. If you have items you'd like to sell, bring them. The chapter will advertise the event locally. No charge to participate, but if any of your items sell please consider donating a portion of the proceeds to the chapter.

Weather's great! Flying in full swing! Picnics at the meetings!  
Come out and enjoy!

By: Al Herron

# Eagle Flight Pics



Photos Courtesy of Judi

## You shop. Amazon gives.

AmazonSmile is a very easy way in which you can help support our chapter—at absolutely zero cost to you!

Through AmazonSmile, Amazon donates 0.5% of the price of your eligible AmazonSmile purchases to the charitable organization of your choice, hopefully

### Hangtown Chapter 512 Experimental Aircraft Association Placerville.

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[Here is a resource](#) for Frequently Asked Questions.

#### How to get started:

- Go to [smile.amazon.com](https://smile.amazon.com)
- **Sign in** like you would your normal amazon account.
- On the right, the site will ask what charity you'd like to donate to. You can search among thousands of charities. If you want to help our chapter out, **search for:** Hangtown Chapter 512 Experimental Aircraft Association Placerville.
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Photos Courtesy of Judi



# Flying Start & Young Eagles

The chapter held two events in the last month.

On May 18, EAA National Learn to Fly Day, the hangar opened at 8 AM on a beautiful day to welcome 25 local individuals to learn about aviation resources at the Placerville airport through a program called Flying Start. Flying Start is an EAA program to reach out to the local community and invite interested people to the world of flight. The 25 participating individuals were provided with a pathway to get involved with their local chapter and the opportunity to continue their interest in flying, and the chance to start new friendships based on a shared love of aviation.

Both aspiring pilots and rusty pilots were greeted by chapter members and listened to the hour-long presentation which outlined what it takes to get a private pilot certificate or to return to flight. The attendees who registered must be 18 or older to qualify for the Eagle Flight. One rusty pilot, a retired

getting back in the air 20 years. Following the presentation, the chapter offered a 30-minute Eagle flight to all participants. The consensus: it was a great day and a motivator to learn to fly and grow participation in aviation. Pictures on Page 2.

June 8<sup>th</sup> was the chapter Young Eagle rally. We flew 32 kids age 8 to 17. Parents registered online at [yeday.org](http://yeday.org) and picked a starting time, 8:00, 9:30 or 11:00 AM. The flights started and ended at the hangar or ramp near the gate. With time slots, we avoided long wait times and less confusion during registration. At the next rally, we will change the start times to 8, 9, and 10 and limit to about 30 kids. Pilots and ground support may also register to support YE activities. Pictures above.

Thanks go out to participating chapter pilots and ground crew for a job well done, and a special thanks to new chapter members, Jodie and Larry Chapman who flew their beautiful Cirrus SR-22. They moved to the Placerville area from Southern California last year and joined the chapter eager to participate in activities and fly Young Eagles. Welcome aboard.

By: Jim Wilson



Sunset at the Airport

Photo Courtesy of Jason

# TriFan Flies!

By: Jose Fierro, Jim Wilson, & Rob Bulaga

Two years ago, XTI hired Trek Aerospace to review their concept for a 6-passenger, hybrid-electric, VTOL aircraft. After the review, because of our expertise with ducted propellers, XTI hired us to design a 2/3-scale proof-of-concept (POC) of the TriFan. With a completed design, they contracted us to build the vehicle. Last June, we started building the POC in Rob's garage. As it grew, the aircraft moved from Folsom to Jim's county hanger here in Placerville, to Jim's t-hanger, and finally to Hal Stephen's hangar. (Because of the location of the wings, near the middle of the fuselage length, the assembled aircraft just doesn't fit into a conventional t-hanger.) During our build, there have been numerous missteps and detours. The worst of which ended up with us replacing the original Chinese motors with Czech motors. As built, the composite POC has a wingspan of



24'2", a length of 28'9", and a gross weight of 800 lb. Being purely electric, it sports four 35 kW motors and 150 lb of batteries. It's unmanned; it's a really, really big drone. Our first flights (tethered hover) happened at the northeast end of the airport on May 3<sup>rd</sup>. They were short and low, but they achieved what we had set out to do. We spent the next few weeks tidying up loose ends. Finally, on May 28<sup>th</sup>, it moved to its new home at



the old Thiokol Airport in Howell, Utah. (Untethered test flights of heavy, unmanned aircraft are only allowed at 7 sites in the US, the Utah site being one of them.) We will continue to support XTI in their development, but for now we're moving on to other projects...

[Read more...](#)

**XTI AIRCRAFT COMPANY  
SUCCESSFULLY TESTS PROTOTYPE**



# McKenzie Bridge

The weekend of June 1 began 90 minutes later than planned. The late afternoon departure for [McKinzie Bridge State \(00S, airfield.guide\)](#) meant there would be a series of thunderstorms up in the Sierra foothills. We hadn't even left the upwind leg and it was already clear we'd have to take our alternate. . . to Grandmother's house we go! Redding made for a nice overnight stay and gave Walter and I the opportunity to catch up with Grandma and Grandpa. We spent part of the evening reminiscing about my dad and I's last trip to McKenzie Bridge in our Cessna 120, circa 1992. I promise, the memories made then were more "smile" than the picture would suggest. And I was still wearing "You'll grow into it" T-shirt sizes. Walter and I departed Redding at 5:30am the next morning before the Redding tower opened. We had to get to the McKenzie Bridge airstrip before the party started.

About 30-minutes North of Redding we admired the view of Castle Crags, Diamond Peak, Mt. McLoughlin. Our arrival to McKenzie Bridge was a delightful descent over mountain ridges. Rounding out the final ridge revealed an intense flood of childhood memories. I was Walter's age the last time I'd been in this canyon with my dad in the Cessna: me in right seat and my dad in left seat.

While I made an upwind flyover and entered downwind of McKenzie Bridge, Walter became giddy seeing the sight of the grass strip. The downwind leg turns to the base leg and then, all too familiarly, we gently slipped over the tree tops and shrubs onto the grass runway. Walter commented "This runway is a little rough." And that's why we were there: to smooth this out a bit.

The purpose of this flight wasn't just to accomplish a generational flight nor was it for a fly-in. It was a "work party" hosted by the Recreational Aviation Foundation ([www.theRAF.org](http://www.theRAF.org)) and we were promised FREE food at the end of the day if we accomplished our chores (mending the runway). After landing, we tied down and greeted the other workers who were mostly from Eugene, Salem and Bend. Needless to say, many of them were surprised

we flew so far to help patch up gopher holes and sinks. I was surprised at how many people drove in.

With many tools and tractors, we were able to spread out 27 tons of recycled road base in about half the day while others painted and positioned large mats for runway markers.

When the work was done, it was time to scope out a place along the river and fish. It was a challenge to find a spot among the banks and get setup. I fished like a vegan, who only catches leaves and



Jason posing at McKenzie Bridge, circa 1992

other plants. Walter has more skill than I avoiding the plant life. We fished the waters without success.

Dinner was a great spread of salads, beans, salmon, smoked salmon, and ribs. Conversation varied greatly amongst us. A list of other worthwhile destinations was shared as were every pilot's ambitions. From first airplane procurement, a father CFI preparing to solo his enthusiastic son in a Cessna 140 (these planes are still turning out pilots 73 years), building Bearhawks, or finally getting to fly their RV-9, we talked pilot talk. Supper was followed by live music. The camp next door rolled out their stringed instruments: some guitars, a ukulele and double bass. The small band was quite enjoyable, playing many jazz classics and folk songs. That group even helped out with the potluck and runway repair.

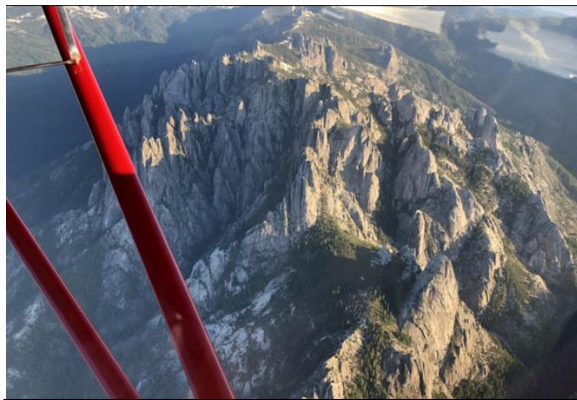
The morning dewed heavy. It took a while to shake the water off the tent and windshield of the plane. Those dew drops beaded up so nicely after a recent wax.

The incline of the McKenzie Bridge strip at the east end is fairly steep and requires significant RPM and momentum management to get to the top. When the run up was complete and we turned for take-off. I saw a figure standing at the edge of the runway and realized our departure would be filmed, so I was under pressure to make the take-off look text-book-good. Upon rotation, the onlookers were treated with this Citabria's impression of crop dusting as all that dew streamed off the wings trailing edge.

We intentionally flew into McKenzie Bridge light on fuel making our first mission feeding the plane. With the plane full, we hopped down to Cottage Grove for food within walking distance. But to our

surprise, we found this airport to have one of the nicest self-serve pilot lounges I've ever visited. The courtesy car was easy to obtain and Walter delighted to find a proper breakfast diner that served all you can drink hot chocolate, burgers and chocolate cream pie. Time to re-evaluate that weight and balance!

The flight home was incredibly smooth as we flew down the I-5 stretch to Medford and then gradually climbed up to 9500ft where we cruised in cool air all the way home. A great time of year to sight see. After 3.8 hours in the air, it was good to shut the engine down: Dad exiting front seat and son from the back seat.



Castle Craggs



Smoothing 27 tons of recycled road base.



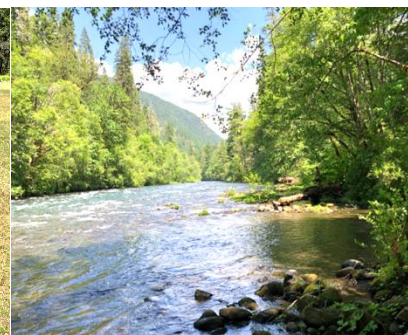
Crop dusting effect



Tailwinds make you smile



Looking back on a job well done



McKenzie River





McKenzie Airport lined with airplanes that flew in for the work party.

# Hey Folks!

This Wednesday is our EAA club meeting and picnic/pot luck. Food is at 6:00pm and the [General Meeting](#) is at about 7:00

Just another reminder next Friday & Saturday (June 21, 22) is the big [AOPA fly-in at Livermore](#). A number of people from the Placerville area are planning to attend. Let's talk about it at the EAA club meeting on Wednesday. Get together there, ride, share, attend some of the seminars etc.

[Oshkosh](#) is just around the corner. That's a whole week of airplane stuff. As always it starts on a Monday (July 22) and ends on the following Sunday (July 27).

Another big event in our area will be the [Capital Air Show](#) on Oct 5 - 6. Lots of flying and static displays. Don't forget the food!

Placerville EAA Chapter puts on a [IMC/VMC](#) meeting and discussion on the first Tuesday of every month at 7:00 pm. Coffee & snacks are provided.

By: Dick Wampach

## Local Flight

Dick & Fred had a local flight around Placerville on Friday May 31<sup>st</sup>. On the way back, we could not resist taking photos of the rapidly building thunder-bumpers that were moving over the foot hills from up in the high Sierra's. That night, the foot hills had some very good rain and thunder storms. Beautiful to look at, but I sure don't want to fly near it!

By: Dick Wampach



Thunder storms over the foothills

Photo Courtesy of

Our thanks to Pat and his crew for bringing the Reach Helicopter to Placerville during the Pancake Breakfast!

Dick Wampach

# 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. Not just student pilots, but anyone looking to learn, or advance a rating. You're welcome to volunteer here in exchange for training. 10% of our proceeds go to funding these students' flight training."

**For more information:**

**Call: (916) 755-2440**

**E-mail: [spitfirelhm@gmail.com](mailto:spitfirelhm@gmail.com)**

# FOR RENT

## Hangar Space Available

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 Cessna 150 lives in the hangar too. It is a daily commuter when the weather is good.

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](mailto:glennandjudi@gmail.com)**

## ANTIQUE AIRCRAFT DISPLAY AND FLY-IN

**At: 1C9 - Frazier Lake Airpark**

**7901 Frazier Lake Rd, Hollister, CA**

Frazier Lake Airpark's Antique Aircraft Display and fly-in will be held on the first Saturday of every month throughout the year of 2019, and additionally on Sunday in June, July, and August.

Hours are from 10am to 4pm  
Admission and parking are **FREE**

**More Info [frazierlake.com](http://frazierlake.com)**

LIVERMORE  
*Livermore*  
*Fly-in*

*June 21-22*

**At KLVK**

**Livermore Municipal Airport**

**Livermore, CA**

[More Information](#)



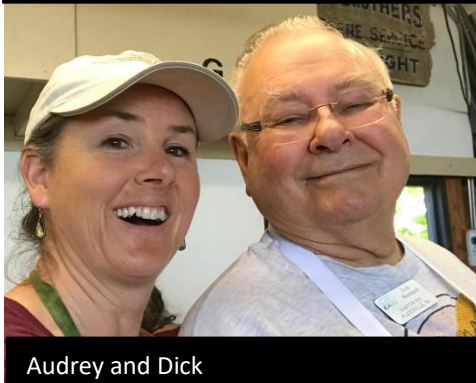
# Pancake Breakfast June Album



Left to right: John and Bob



Left to Right: Helen, Robin, and Doug



Audrey and Dick

# Attention!

## Pilots & Aircraft Owners

It's time! Join Minter Field Air Museum and California Pinups and Patriots at [Wings 'N' Wheels](#) Minter Field on **November 2, 2019**. Start [registering](#) for your visit to Wings 'N' Wheels at Minter Field in Shafter, CA.

There will be: WW I - WW II Warbirds, Jets and Gliders on display. Over 200 airplanes are expected to be there. See Bill "Tiger" Destefan's Reno's Air Race Champion P 51 Strega; you may even watch it fly. Also, there will be over 500 hot rods and show cars, boats, motorcycles, military vehicles and much, much more.

## COME SHOW US YOUR AIRPLANE!

Food, beer and wine, pinup contest, airplane rides, skydiving, live music & dancing, and a bounce house for children.

## YOU WON'T WANT TO MISS THIS ONE! FLY IN AND STAY ALL DAY.

[Click here](#) for registration form, fill it out and mail it back or Email it to us and we'll save you a spot in this year's [Wings 'N' Wheels](#).



## 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:

Kim Stein (916) 941-7585  
E-mail: dksfly@comcast.net

### Treasurer:

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

### General Directors:

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E-Mail: rwampach@att.net

John McPherson (530) 626-4334

E-mail: jgmcp1t@pacbell.net

## Chapter Committee Chairmen

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E-mail: glennandjudi@gmail.com

### Young Eagles:

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### Webmaster:

Kim Stein (916) 941-7585  
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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 / 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](http://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
<b>2 Wed of Month</b>	Board Meeting	EAA Hangar Placerville Airport
<b>3 Wed of Month</b>	General Meeting	EAA Hangar Placerville Airport
<b>1 Sat of the Month (Mar – Aug) 8am – 11am</b>	Pancake Breakfast	EAA Hangar Placerville Airport
<b>1 Sat of the Month</b>	Antique Aircraft Display and Fly-in	1C9 – Frazier Lake Airpark 7901 Frazier Lake Rd. Hollister, CA
<b>1 Tue of the Month</b>	IMC/VMC	EAA Hangar Placerville Airport
<b>DATE</b>	<b>ONCE A YEAR EVENTS</b>	<b>LOCATION</b>
<b>June 21- 22</b>	Livermore Fly-in	Livermore, CA
<b>Oct 5 - 6</b>	Capital Airshow	Mather Airport, Sacramento
<b>July 22 - 28</b>	Oshkosh AirVenture	Oshkosh Wisconsin