



Prez Sez...

Happy Holidays

Happy holidays everyone, and thanks for a great year: from ground school to Young Eagles to all the hard work put in by our committees and individual members, this has been a very good year for Chapter 512. Thank you all!

Don't forget our Holiday Party coming up this Wednesday, December 18, starting at 6 pm. For those of you able to show up a couple of hours early or stay late, any help setting up or cleaning up is greatly appreciated.

As good as this year has been, I'm even more excited about 2020. This year we addressed some long overdue maintenance items and started laying a solid groundwork for future growth. This was all possible due to the convergence of several factors. First was the excellent oversight and management of chapter resources by all the chapter leadership over the years, particularly since the economic downturn of 2008. We had some pretty skinny times, both in terms of finances and membership. We did the belt-tightening necessary to keep the chapter solvent, and have come out of that with very healthy finances and a membership that is growing again. I am fortunate to preside over a very solid chapter due to the hard work and smart decisions of those who preceded me. Second, we have a highly energized leadership in place. I'm talking about our board members and committee members. Thanks to Rob Bulaga (Secretary) and Dave Lugert (General Director) for stepping up to new positions for this coming year. Also special thanks to Dick Wampach for his service as a General Director for the past several years. Well done! Which brings up the third factor in all this, the fundraising efforts that have been going on and are providing the financial resources needed for a successful chapter.

You know about the pancake breakfasts that Vice-President Jim Wilson so skillfully executes with a lot of help from a dedicated crew of chapter members. The breakfasts alone bring in more than enough income to cover our basic operating expenses for the year. Regular readers of this column also know that this year we established a dedicated fundraising committee headed by relative newcomer Monica Breaux and ably assisted by our Treasurer Judi Gordon, along with several others. Among the ideas they have explored are the Dinners Out (Dining for Dollars?) at local restaurants who offer a sales percentage reward, social media fund-raising on Facebook and other platforms, coordination of corporate volunteer-matching resources (thanks Jason Brand and others!), and crowd-sourcing ideas. Already their efforts bring in about the same amount as the pancake breakfasts, and I anticipate that number will grow exponentially over time.....Continued on page 2

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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.

Continuation from page 1.....The fourth factor is: YOU! Whenever we put the word out for help, Chapter 512 members always come through. And that’s why I’m excited about the coming year. Now we can put these resources to work in a meaningful way. Our Scholarship Committee has funds to work with and Hal Stephens is spearheading an effort to expand the committee and streamline our candidate selection process to put those funds to good use. Dale Kral is building out our Chapter Tool Crib to support those who are planning to, or have started to, build airplane projects. Dale, Past-President Tim Sullivan and VP Jim Wilson are all working together to make repairs and upgrades to our hangar to keep it solid for years to come and provide a productive space for all the things we want to do: bring young people into aviation and make future pilots, keep personal aviation alive, help our members build projects or keep classic aircraft flying, launch aviation-related careers, and have a heck a lot of fun in the process!

Happy New Year!

By: Al Herron

EAA 512 Facebook Comments

Ashley Gallant wrote:

“The young eagle flyer program has been a game changer for our 8.5-year-old! It all started at a pancake breakfast when she got to use the simulator!

“She got connected with the coolest gal who been such a blessing in keeping her in the air!

“Our daughter wants to be a police officer and now she wants a position where she can fly!”

Andrew Mathews wrote:

“Our son, Will took the EAA class earlier this year, passed his written, has about 60 hours and is now waiting for his final check flight. He is researching schools now to further his goal of becoming a commercial pilot. Thank you!”

Public comments copied from Facebook



Canadian Mail Service Circa 1928

ADS-B

Well the time for ADSB is almost upon us, I just read that about 86% of general aviation aircraft have now been equipped. So, here is a recap of the requirements. Shared by: Dick Wampach (Borrowed from AOPA)

ADS-B Out will be required beginning at 0001 local time on January 2 for flight in the airspace defined in FAR 91.225, also called ADS-B rule airspace. This is generally where a transponder is required today, but there are some exceptions.

In the 48 contiguous states, it is all Class A, B, and C airspace; Class E airspace at or above 10,000 feet msl, excluding the airspace at and below 2,500 feet above the ground; within 30 nautical miles of a Class B primary airport (the Mode C veil); and above the ceiling and within the lateral boundaries of Class B or Class C airspace up to 10,000 feet. It also includes Class E airspace over the Gulf of Mexico, at and above 3,000 feet msl, within 12 nautical miles of the U.S. coast—where transponders are not required.

Pilots can fly unequipped under Class B and C airspace shelves as long as they remain outside of any Mode C veil. Unlike a Mode C transponder, ADS-B is not required to cross any U.S. borders, or to transit a U.S. air defense identification zone, but keep in mind that many airports of entry—those with U.S. Customs services—are located in ADS-B rule airspace. Pilots also should be aware of foreign ADS-B mandates, including Mexico's, which coincides with the FAA's deadline. Canada currently does not have an ADS-B mandate. Flying in ADS-B rule airspace without operating ADS-B equipment will subject the pilot to potential FAA enforcement action, if he or she has not received an authorization to do so. This can be done only through the **FAA's ADS-B Deviation Authorization Preflight Tool** (ADAPT), an online portal that allows operators to request an airspace authorization for an individual flight. AOPA has been actively involved in its development, from defining its functionality to helping test the software. ADAPT is set to go live on December 18, so pilots can get familiar with the interface before it becomes operational January 1. Applications may be submitted in ADAPT no earlier than 24 hours in advance of your proposed flight—and must be submitted at least one hour before.

AOPA hosted and participated in an FAA webinar about ADAPT and related topics on December 10; the **video can be viewed online**. It provides an overview of the system and answers most frequently asked questions. AOPA has prepared a helpful, step-by-step **ADAPT user guide**, and additional information will be available from the FAA.

"We have worked extensively with the FAA to ensure pilots of unequipped aircraft could still be reasonably accommodated in rule airspace, such as to get in or out of rule airspace to get to an avionics shop," said Rune Duke, AOPA senior director of airspace, air traffic, and security. "The FAA's policies surrounding ATC authorizations via ADAPT consider numerous factors but, bottom line, if you need regular access to rule airspace, you will need to equip."

"Getting the ATC authorization does not guarantee you clearance into the airspace," noted Kerri Strnad, an air traffic controller who currently is an ATC procedures specialist at FAA headquarters, during the FAA webinar. To enter Class B and C airspace, you'll still have to receive an ATC clearance. You also will have to have an operational Mode C transponder, she added.

For a limited number of aircraft, long-term requests for deviation from ADS-B requirements are possible. These operators must obtain a letter of agreement with the air traffic control facility responsible for the airspace in question. Nonelectrical aircraft—any aircraft not originally certificated with an engine-driven electrical system, or to which such a system was subsequently added—may qualify for LOAs to operate within Class C airspace; these would be very similar to the LOAs these operators might already have to allow operation in the airspace without transponders. Nonelectrical aircraft are already allowed by the rule to fly unequipped in the Mode C veil and in Class E airspace above 10,000 feet, with some limitations.

Aircraft based at fringe airports also may be eligible for long-term LOAs. The FAA defines a fringe airport as "an airport that is approximately 25 nm or farther from the Class B airspace primary airport and is not served by a scheduled air carrier; or an airport outside the Mode C veil at which aircraft operations in the traffic pattern routinely enter the Mode C veil." Many pilots operating at fringe airports have had an LOA to permit not equipping with a transponder, which is an FAA policy AOPA advocated to similarly be applicable for the ADS-B rule.

"AOPA has heard from many pilots who operate from fringe airports and who are only required to equip with ADS-B Out because of the Mode C veil," said Duke. "Through our work with the FAA, we were able to ensure that there was a mechanism for long-term relief from the requirement to equip with ADS-B for those aircraft owners who operate on the outer boundary of this airspace; however, pilots have to apply and there are limitations."

An LOA must be requested from the individual ATC facility. "It's really up to the individual facility [air traffic manager] to approve," Strnad said, adding that the FAA is just beginning to disseminate guidance to the facilities. The air traffic manager can apply restrictions to an LOA. And facilities are required to review LOAs each year; if things change, the pilot one year might receive a letter saying his or her LOA cannot be renewed.

Aircraft without engine-driven electrical systems, agricultural aircraft, and operations conducted in areas where there is no surveillance coverage are other examples of operations that may be eligible for long-term authorization via an LOA. Contact information for initiating LOAs with specific ATC facilities can be **requested by email from AOPA**. What happens if ATC directs an aircraft not equipped with ADS-B Out into rule airspace?

***Borrowed AOPA Article - Author Unknown**

Read more at: <https://www.aopa.org/news-and-media/all-news/2020/january/pilot/ads-b-in-2020>

DON'T FORGET

Christmas Party

at the **EAA 512 HANGAR**

Wednesday, December 18th

7pm

Join us!

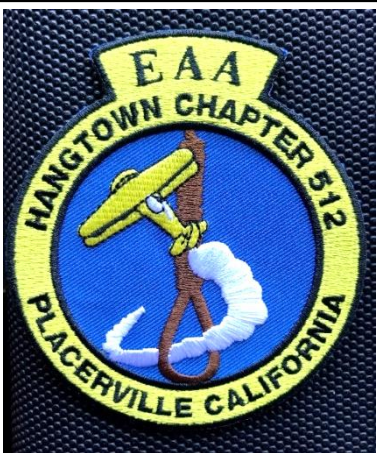
Pot-Luck and Gift
exchange



FLYING SANTA'S



**\$5
Each**



Our new iron-on patches are here! If you'd like to add the Chapter 512 logo to a shirt, jacket, or baseball cap, contact Audrey Brand at:

530-409-4468

or you can purchase a patch at one of the EAA Pancake Breakfasts or General Meetings.

TAILDRAGGERS LAMENT

Taildragger, I hate your guts,
I have the license, ratings and such
But to make you go straight is driving me nuts.
With hours of teaching and the controls in my clutch
It takes a little rudder, easy, that's too much.

You see, I learned to fly in a tricycle gear
With one upfront and two in the rear.
She was sleek and clean and easy to steer
But this miserable thing with tires and struts
Takes a little rudder, easy, that's too much.

It demands your attention on the take-off roll
Or it'll head towards Jone's as you pour the coal.
Gotta hand loose don't over control.

This wicked little plane is just too much
With a lot of zigzagging and words obscene
I think I've mastered this slippery machine.

It's not that bad if you have the touch
Just a little rudder, easy, that's too much.

I relax for a second and from the corner of my eye,
I suddenly realize with a gasp and cry
That's my own tail being by
You Ground-Looping wreck; I hate your guts.
Give a little rudder, Great Scott...
THAT'S TOO MUCH!

Author Unknown

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Hangtown Chapter 512 Experimental Aircraft Association Placerville.

AmazonSmile is the same Amazon you know. Same products, same prices, same service.

It only takes 1 minute to set up, and you can do it **RIGHT NOW**, and never have to touch it again! Just remember to always start your shopping at smile.amazon.com

Support your charitable organization by starting your shopping at smile.amazon.com.

**Tis the Season
To be Shopping**



I have some exciting news to share with all of you! Facebook prompted me (as they do each year) to create a fundraiser for my birthday. In doing so, they commit to contributing a dollar. So, I chose Hangtown EAA Chapter 512 as my not-for-profit, and my friends and family contributed a total of **\$474!** This took almost zero effort on my part!

It turns out that rather than feeling it's "rude" to ask for money, many people are happy to contribute towards a worthy cause in celebration of someone that matters to them. I hope that everyone here who has a FB account will consider setting up something similar for their birthday or for any celebration, really.

By: Judi Gordon

Things to Do n' Ads

Special Thanks

To: **Rob Bulaga** for filling the (much needed) Secretary position!

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."

For more information:

Call: (916) 755-2440

E-mail: 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

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 _____

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:

OPEN

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: jgmcp1t@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:

Kim Stein (916) 941-7585
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

DATE & TIMES	RECURRING EVENTS	LOCATION
2 Wed of Month	Board Meeting	EAA Hangar Placerville Airport
3 Wed of Month	General Meeting/Christmas Party	EAA Hangar Placerville Airport
1 Tue of the Month	IMC/VMC	EAA Hangar Placerville Airport

EAA Chapter 512 Monthly Board of Directors December 11, 2019

Minutes

Meeting called to order at: 6:58 p.m. by: Al Herron

Board Members Present:

✓ Al Herron, *President*

✓ Jim Wilson, *Vice President*

✓ Judi Gordon, *Treasurer*

✓ Rob Bulaga, *Secretary-elect*

✓ Dick Wampach, *General Director*

✓ John McPherson, *General Director*

✓ Dave Lugert, *General Director-elect*

✓ Tim Sullivan, *Past President*

Business from the Floor, Changes to Agenda

Dick Wampach passed receipts for expenses to Judi Gordon.

Approval of Minutes – n/a, there were no minutes from the previous meeting

Board Member Reports

➤ **Al Herron – President**

- New board members, Dave Lugert and Rob Bulaga, were welcomed
- Chapter highlights from 2019 were reviewed
 - Two Young Eagle events
 - Flying Start program
 - Ground school
 - Facilities upgrades
 - Tool crib revisions
- Chapter document repository
 - Judi Gordon has set up a Google Drive site where Chapter documents can reside. Documents for this site will include Board Meeting agendas and minutes, General Meeting agendas and minutes, hangar key holder list, gate key holder list, etc.
 - We will be establishing operating rules for file storage. Primarily: file naming, file structure, version control, user access, etc.
 - **ACTION ITEM:** Al will look for an original copy of our Chapter Charter
- The Peter Burgher Chapter Development Fund helps establish and support Chapter websites. Every year, during our Chapter renewal, EAA Headquarters asks us to donate to this fund. The board voted to support this donation.
- Facebook Fundraising Campaign – It was suggested that we use our Facebook page to request donations on Giving Tuesday (the day after Cyber Monday). We missed that opportunity this year.
- Livermore Chapter 663 has invited us to participate in their upcoming Poker Run
 - The event will be held in mid-2020; date & details TBD
 - The event will be limited to 50 participants
 - Ground support volunteers are needed
 - Our Chapter response is needed no later than end of February
 - The Chapter may provide Goodie Bags, with cookies and Chapter information, for those Poker Run pilots that fly into Placerville airport.
- We are looking at service projects that the Chapter can do during the coming year that will enhance Placerville Airport. Suggested projects include:
 - Compass rose – the Nevada County 99s may help with this
 - Paint windsock circle
 - Pet refuse station – **ACTION ITEM:** Dave Lugert will check to see if the county has stations available for installation.
 - General airport weed trimming/control
 - Paint the bathroom
 - Other suggestions are welcome
- In order to further promote our Chapter and the Placerville Airport in general, we will look into participating in next year's Placerville Christmas Parade. We will also look into participating in Placerville's 4th of July festivities.

➤ **Jim Wilson – Vice President**

- Holiday Party: Wednesday, December 18. Happy Hour at 6pm; Dinner at 7pm; Gift Exchange \$20 maximum; Tri-Tip/Ham/Turkey and Pot Luck (Side Dishes, Salads, Desserts, Hors d'oeuvres). Set up Wednesday 2pm. Details in Strobe & Email blast. We will try to establish a group phone call to Bob O'Hara during the Party.

➤ **Judi Gordon – Treasurer, Membership**

- Membership update – Approximately half a dozen members did not pay their dues for 2019. Most of them have moved and will be removed from our Membership Roster. Dues for 2020 will be due in January. Our annual dues are \$20. Dick Wampach made a motion for the Chapter to set a goal of increasing our membership by 50% next year.
- Raffles – We have completed our filing for 2020 with the State Attorney General. The Chapter will look into holding monthly raffles at our General Meetings; details and prizes TBD.
- Banking account balances:
 - Cash on hand: \$772.22 (includes \$100 chapter gear till)
 - Chase Checking 6001: \$16,679.51 (of which \$5,855.70 is scholarship funds)
 - Chase Savings 8668: \$2,921.89 (airport security fund held in trust. Does not belong to EAA 512)
 - **Total as of 11/30/19:** \$17,451.73 plus \$2,921.89 in Airport Security Account
- The annual Chapter audit is coming up. We need to find someone to look over our books. **ACTION ITEM:** Dick Wampach will check with Russ (*I don't know Russ' last name*) to see if he can help out on this.

➤ **Dick Wampach – General Director**

- IMC/VMC Club – The Sacramento FAA FAST acting director attended our last IMC/VMC meeting. He was asked to make a presentation at our January General Meeting. The next IMC/VMC meeting will be held on our Chapter hangar on Tuesday, January 7th, at 7pm.
- The Placerville FBO has closed. The Chapter received 6 headsets and numerous books (mostly owner's/operator's manuals) from this closure. Check with Dick to see what's available.
- The next Leader's Boot Camp will be held in the Sacramento area in February. Dick recommends to our Board Members that have not attended a Boot Camp do so.

➤ **Tim Sullivan – Past President**

- Hangar improvements are underway:
 - Current: Casters on all heavy items, remove boxes of old paperwork, mouse proof upper cabinets, sell old scales, cut lathe table in half-add steel top,
 - 2020: Roof waterproof, windows replacement, balcony railing, upstairs office, kitchen hood, replace gable vent with self-closing vent and fan.

Committee Reports

➤ **Scholarship - Hal Stephens**

- Will Mathews, who completed our Ground School, recently passed his Private Pilot check ride. The Chapter will award him a \$150 scholarship towards his flying expenses.
- Our Chapter scholarship program was established nearly 20 years ago. It needs revision/revamping. Hal is the only member currently on the Scholarship Committee. Dave Lugert and Judi Gordon have volunteered to join the committee and work on updating the

program.

- EAA National has established the James Ray Scholarship. Our Chapter will learn more about this program and apply as appropriate.

Old Business

- **New Member Orientation Package** – Over the next couple months the Chapter will work on establishing one.

Meeting adjourned at 9:07 p.m. by: Al Herron