



Prez Sez...

Approach to Landing

It has been my honor and privilege to serve as your chapter president for the past two years, even if this last year didn't go quite the way I, or anyone else, expected. At the end of this year I will be stepping down as president, at least for a while, to explore some new work possibilities and try to get caught up on some seemingly endless projects, including getting my RV-7A back in the air with some new gadgets in the panel. I have thoroughly enjoyed the experience of being president; even through the challenges of the COVID-19 pandemic. I couldn't ask for a better group to be associated with.

I hope everyone in Chapter 512 has an appreciation for the scope of what this chapter represents. We have been in existence now for 46 years. I'm astonished to realize I've been part of this chapter for over half that time (how did that happen? I feel like I just got here!). This is, and always has been, an organization of "doers". Within just a few years of its inception, 512 had a hangar built and paid for. Since then, the grounds have been landscaped and continuously improved, the hangar upgraded, many aircraft projects completed, flights flown, airplane rides given including numerous Young

GENERAL MEETING INFORMATION

September's General Meeting will be hosted virtually through Zoom on Wednesday at 7pm. For more info on this meeting please refer to *pg. 3*. For more info about Zoom, visit: support.zoom.us

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Eagles, picnics and parties held, pancakes flipped, stories told, friends both made and bade farewell, adventures had, and laughter shared. Presiding over (if I may be so pretentious) such a group of passionate enthusiasts has been an exceedingly easy and enjoyable task. Partly because almost every time something needs to be done, I find that someone in the chapter has already stepped up and done it. Also, because when we all have a common interest, we are passionate about, egos tend to get set aside and people just concentrate on getting the job done because everyone wants the chapter to thrive. It is my hope this spirit will prevail in our group for many, many years to come.

Something else that made my job easier was all the work the previous chapter leadership put in over the years. I was handed an organization that is well thought out and functions very smoothly. This did not happen by accident; it is the result of careful stewardship and many small course corrections over the years. If you are a chapter member, especially a newer member, and have not yet done so, please consider taking on a coordinator position or even a position on the board of directors. Not only can this be a lot fun (yes, really!) and add a new dimension to your participation, it will give you experience in how the chapter functions as an organization. It also helps create a pool of experienced volunteers who can become the basis for our future leadership and help ensure the continuing success of Chapter 512.

Next month we will be having a Celebration of Life for Bob O'Hara at the EAA hangar. Originally scheduled for June, it had to be postponed due to coronavirus concerns and health guidelines. Even now we have had to scale back the size of the event simply because of the physical limitations of our hangar area. We need to limit the number of attendees, and as a result the event is by invitation only and an RSVP is required. If you have not received an invitation and strongly feel that you should attend, please contact me or Jim Wilson and we will accommodate you if space permits.

Also coming up next month are our chapter elections. Our chapter bylaws require a nominating

committee of two board members and at least one voting member from the general membership. We have the board members but still need one or more other members to participate. Since we are (as usual) way behind on this, it will be a relatively short commitment! I will be asking for volunteers at this Wednesday's online membership meeting. If you would like to contribute your input on potential chapter leadership, please consider volunteering.

That's it for now. I hope to see many of you online this Wednesday.

By: Al Herron

REQUEST FOR AIRCRAFT 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. Tobias is seeking exposure and hands on experience in varying types and models of light aircraft to further his knowledge and understanding of design, construction and operation.

In consideration of Tobias's limited past aircraft experience, 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

In Memory of Robert "Bob" O'Hara

I am honored to be participating in a Leukemia Cup Sailing Regatta event, benefiting The *Leukemia & Lymphoma Society* (LLS). By participating in the Leukemia Cup Regatta series, I am raising funds to help find cures and ensure access to treatments for blood cancer patients and in memory of Bob O'Hara who passed away, in early 2020, of Leukemia.

You can help me win the Leukemia Cup in my area by donating to my page.

<https://pages.lls.org/regatta/gba/sanfran20/tsullivan>

By: Tim Sullivan.



Jim Wilson will be hosting the General Meeting via Zoom on

Wednesday ♦ Sep 16 ♦ 7pm

Check your email for an invitation
EAA 512's next Zoom Meeting.

NOTICE TO GENERAL MEMBERSHIP

The EAA Chapter 512 is looking for additional volunteer members for the Scholarship Committee. Committee members will be reviewing the current scholarship program for possible changes and/or updates to meet the changing needs of future applicants.

Should you wish to participate, please contact Dave Lugert as a volunteer member for Board approval.

Dave Lugert

Cell (831-214-4247)

E-mail: lugertd@yahoo.com

Special Thanks

Is there someone you'd like to thank? Let 'em know! Email your recommendation to:

more_right_rudder@yahoo.com

And it'll be featured in October's issue!

LOG BOOK

When was the last time you went flying? Broke something on the airplane? Fixed something on the airplane? Tell us about it in 10 + words & attach a picture; it's that simple!

Email your Log Book submission to Editor: **more_right_rudder@yahoo.com**



First and second waves of Quincy invasion

Quincy Breakfast Fly Out August 15, 2020



Right Base 25 – Notice down wind Speed Bump North of Field

An informal fly out for breakfast began from Placerville CA (PVF) to Quincy CA (201 Gansner Field) with the specific goal of breakfast at Patti's Thunder Café (<https://www.facebook.com/PattisThunderCafe/>). The game plan was wheels on the ground by 8am and a 15-minute walk to the café. Four planes attended from Chapter 512. Tim Sullivan and his Long EZ, Jim Wilson and John Vybiral in their Piper Cherokee, Jason and Audrey Brand in their Citabria, and Dick Wampach with Fred Mau in a Cessna 182. The 80 nm flight was pretty smooth passing over Georgetown and Grass Valley airports, then avoiding a TFR just southwest of Quincy. Apparently, there was a 35-acre fire that was recently put out. All we could see from the air was a small amount of smoke equivalent to a small campfire, so, no firefighting aircraft in the area. After passing the TFR the descent into Quincy is pretty quick passing over some 5500' ridges and less than 10 miles landing at 3400' in Quincy. The wind was calm, so, the preferred runway was 25 because the approach to 07 is pretty narrow. Caution is necessary on downwind since there is a several hundred foot "speed bump" at mid field downwind. Both patterns are on the north side so its unavoidable. The 4100' x 60' runway is well maintained.

All four aircraft landed and the group started their walk to the Café. Well, almost everyone walked; Dick had his electric scooter and took a commanding lead and arrived at the café long before we did and got us a nice table for the whole group. Good job Dick!



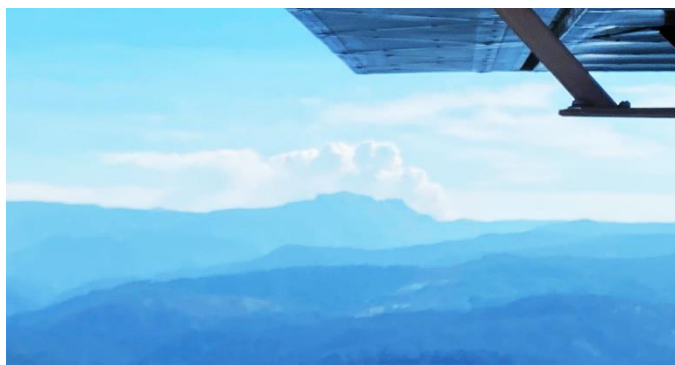
Coffee and water in hand, food on the way...

Continuation from page 4...

One thing in our experience, is that you never walk away hungry from this place. Breakfast was fantastic. Pattie, the owner, was very nice and Alexi provided super service. The menu is very complete including the special for the morning of crescent lox and cream cheese which John and Jim ordered.

After breakfast we walked back to the planes and noticed a number of RV's had arrived, including our very own Doug DeLapp, who were there for lunch. Most of the RV's were from Grass Valley.

We all did our pre flights and headed back to PVF. The flight back was, again, very pretty over the foothills of the western Sierras with lots of trees and lakes along the way.



Return trip, Sierra Ville fire in distance east side of the sierras.

We talked on the radio along the way noticing how we could see each other in the air and on ADSB. PVF reported calm winds so we all landed on 23. If this sounds like fun to you, we will try to do another breakfast at Quincy in September. Happy Flying Y'all!

PATTI WELCOMES YOU TO MORNING THUNDER. THANKS FOR COMING IN. MORNING THUNDER IS THE PLACE TO BE FOR FOOD, FUN

BREAKFAST served anytime Start your day off right at The Thunder Cafe. Remember our meals are delicious, made of the finest quality and are VERY generous in size!

Breakfast's Best

#1 Two eggs, any style, with grilled potatoes, your choice of toast, biscuit, muffin, or English muffin 6.00

#1 With 10.00
Above with ham, bacon, sausage patty, hot links, chicken sausage or burger steak

French Toast 8.00
Three slices of French bread, dipped in vanilla and cinnamon batter, sprinkled with poppy seeds

Two slices 2.00

~ Add to above for \$5.00
Ham, bacon, sausage patty, hot links, chicken sausage or burger steak

Waffle 5.00
Whole wheat or buttermilk

Pancakes Whole wheat or buttermilk 8.00
Short Stack (3 cakes) 6.00
Single Cake 5.00
With blueberries add 2.00

The Omelette Zone

Three fresh dairy eggs stuffed with the finest ingredients served with grilled potatoes and choice of toast, fresh-baked muffin, English muffin or biscuit. Two egg omelette 1.00 less, four egg omelette add 1.00. A la carte omelettes 2.00 less.

Saint Thomas 13.00
Sausage, sautéed mushroom, spinach, and Swiss cheese

The M.T. Denver 13.00
Diced ham, bell peppers, tomatoes, and mixed cheeses

Mexican 13.00
Green chiles, tomatoes, green onions, and mixed cheeses, topped with salsa, sour cream, black olives, and green onions

Bacon & Avocado 13.00
Sliced avocado, chopped bacon, mixed cheeses

California 13.00
Sliced avocado, spinach, sprouts and cream cheese, topped with salsa and sour cream

Garden 13.00
Fresh broccoli, cauliflower, carrots, zucchini, and cream cheese

'Hot' Links 13.00
Grilled and diced hot links, green onions, bell peppers, and Swiss cheese

Ham & Cheese 13.00
Diced ham & mixed cheeses

Smoked Salmon 14.50
Salmon, fresh dill, spinach, green onions & cream cheese

All Time Favorites

Chicken Fried Steak and Eggs 13.00
The best ever with potatoes and toast

Huevos Rancheros 12.00
Grilled corn tortillas, topped with refried beans, Spanish rice, melted cheese, two eggs (any style), salsa, black olives, green onions, and sour cream

Half Order 9.00

- Bomb it out with Chorizo, add \$3.00

- Or grilled Jalapeños, add .50¢

Breakfast Burrito 7.00
Two eggs scrambled with cheese, rolled in a large flour tortilla. Also available with add-ons...

With avocado - 1.50
With meat - 2.00
With potatoes - 1.00
With chilis, green onions or sprouts - .50¢

Vegetaters 12.00
Steamed broccoli, cauliflower, carrots, and zucchini on a bed of red potatoes, covered with melted cheese, black olives, and a scoop of sour cream

Half Order 9.00

Vegetaters 12.00
Same veggies as above, but with sliced tomatoes instead of potatoes

Half Order 9.00

Hot Cereal 4.00
Fluffy bowl of old-fashioned oats, served with butter, brown sugar, and milk on the side

With blueberries & bananas 6.00

Bagels 3.00
With cream cheese 5.00

Lox and Bagel Platter 13.00
With red onion, tomato, capers & cream cheese

Full Order 14.00
Sausage patty on a biscuit topped with gravy. Served with grilled potatoes

Short Order 10.00
Biscuit topped with gravy, served with grilled potatoes

Super Short Order 8.00
Biscuit topped with gravy

All egg dishes are available with Egg Beaters or whites - add \$1.00
Substitute fruit for potatoes - add \$3.00
Substitute tomatoes for potatoes - add \$2.00

Fresh Fruit Cup 6.00
Seasonal fruit, artfully arranged

Breakfast Sandwich 11.00
Two eggs, bacon, jack cheese, lettuce, and tomato on toasted whole wheat

T.C. Egg 10.00
Grilled thinly-sliced ham and avocado with egg and Swiss cheese on toasted bagel

For all above sandwiches with potatoes add \$1.00

Thunder Egg 9.00
Grilled, thinly-sliced ham piled high with an egg and melted Swiss cheese on a toasted bagel

California Egg 9.00
Sliced avocado with egg and melted Swiss cheese on a toasted bagel

CARE THAT WE PROVIDE AND, HEY, WE'RE ALSO A LOT OF FUN! IF YOU WANT SOMETHING SPECIAL YOU DON'T SEE ON THE MENU

Breakfast Menu

By: Tim Sullivan

Photos by Audrey Brand



Idaho back country pilots make some pretty impressive STOL landings.

Roadside "art" at Sawmill Station, ID.

By: Al Herron

A Rude Awakening

"Blam! Blam! Blam!" on my bedroom door at 3:20 a.m. waking me from my deep slumber. It was our friend Cathy alerting us to a very strong smell of gasoline throughout the house.

There were 8 lives to protect - 4 bipeds and 4 quadrupeds. While Cathy got the pets out and opened all the doors and windows, I made it down to the hangar on pure adrenaline. When I opened the hangar door, a wall of fumes almost toppled me over. Well, at least I knew that my suspicions were right on target.

A puddle of fuel had developed on the hangar floor under "Pippi" (my pet name for my Pipistrel motorglider), and a steady drip-drip-drip was coming from her belly.

I opened the hangar door to lean the mixture, pushed her out into the driveway, and set the chocks. Bucket under belly, grabbed the fire extinguisher (really should have done this FIRST), and started to drain fuel from the sump.

While it drained, I traced the track of the fuel, from the belly, up the left side of the fuselage, to the bottom of the door, along the door channel to the top, and to the soaked headliner below the fuel level indicator. That indicator is a clear tube with an orange ball floating on top of the fuel level inside. It attaches to a "pipet" off the wing tank, and by flashlight I could see the fuel pouring down the outside of the tube. A gentle pincer-grip tug on the tube confirmed my suspicions - it was very loosely attached. A quick comparison with the right side, and yup - this wasn't the way things were supposed to be.



Figure 1. Ballistic recovery systems



Figure 2. Cathy



Figure 3. The problem

After almost 5 gallons had drained from the left tank, the fuel level was below the pipet, and so the leak stopped. I estimate that this tube has been this way for a very long time, based on the headliner below it being completely detached from the dissolved adhesive. It wasn't previously discovered because we usually fly almost immediately after fully fueling, and the smell of fuel would normally already be burned into our nostrils, so the slight extra wouldn't be noticed. After an hour or 2 of flying, the fuel used would have stopped the leak. This time we had fully fueled just before going to bed.

Of course, Glenn had the problem repaired within two shakes of a lamb's tail, by attaching the recommended tiny black zip tie around the tube, and confirming that it's firmly held in place now.

Trying to fall asleep again was definitely challenging. Thoughts were tumbling around in my head about of the potential consequences of a houseful of gasoline fumes, a hangar full of even more, and a ballistic recovery system (ie. ROCKET) inside the plane under our house... 8 lives... and just a teeny-tiny zip tie making all the difference in the world.

Andrew said he had the best night's sleep of his life! That doesn't seem like a very good thing...

Cathy is my hero! (and ... she didn't make me say that... at all!) (and she said it wasn't a rude awakening - she was trying to be as polite as she could!)

By Judi Gordon



Otjosondu, Namibia. Robin Stanton fuelling a Beechcraft AT II. Photo courtesy of Robin Stanton.

AVIATOR ARCHIVES

“ Born in Port Elizabeth, South Africa in 1935, we lived about a mile from the end of a grass airfield. In 1939, I remember my dad took me there to see the DC-3 for the first time and just gazed up at the plane in awe. My dad went off to war, so, my brother would take me down to the airport to look at the twenty or more Lockheed Banchura bombers being used in the war to hunt for German submarines off the Cape of Good Hope. The British opened up a flight training school on the south side of the field, training in two types of light, twin engines; Arrow Anson and Airspeed Oxford. The British would bring in an ocean liner off the coast with hundreds of student pilots onboard and they would stay at the field for navigational and fighter training. I guess you could say this is where my aviation spark was lit.

By 1946 we moved to Ermilo, South Africa where a guy opened a flying school and on my 11th birthday my dad bought me a ride in a J-3 cub. The pilot let my brother strap in the back with me. During my years of boarding school, occasionally, I would head to a local airport in Pietarmaritzburg and buy a plane ride just for fun.

When I left high school in 1953, I started working in the mines and came across an advertisement from an aerial survey company based in Johannesburg. I soon found myself in the Kalahari Desert in Namibia where the

company was flying over large areas looking for manganese ore by using a magnetometer and scintillometer. They would fly planes at 15,000' taking hundreds of aerial photographs that we would piece together in a giant mosaic to help map the area we would later use for navigating the same terrain at 300' AGL. My job was to develop the film in a dark room and verify that the pilot was on line for the required ¼ mile spacing. If they were off, I had to call for a reflight. The photographer became ill, so I ended up learning how to load the cameras with film and use them in the planes. On a job in Ghana we used a Beechcraft AT 11 to photograph at 21,500'. Right away I began learning how to fly. Since the company required that I get my pilot license, I started learning dead reckoning. The pilots would tell me to keep a heading and altitude and then they would go to sleep.

On the northern part of Rhodesia, while flying over large mining concessions, there was a marsh called Mweru Wantipa. While operating the scintillometer on one of the flights we buzzed the marshes taking photos of all sorts of wildlife including elephants. In one photo, we counted a sea of six hundred elephants.



Elephant herd in a marsh near Mweru Wantipa, Zambia. Photo taken from a Super Cub. Photo courtesy of Robin Stanton.

One time, while doing a job in Matatiele, South Africa, we heard an airplane fly in. So, we drove to the airfield to find

Continuation from page 7...

a guy loading a German Dornier with goods to fly into Basutoland, a very mountainous terrain where the Africans traveled by horse because there were almost no roads into the area. The pilot offered to take us along for a ride while bringing in a load of corrugated roofing and a saddle to the remote store. The pilot made the low approach by flying straight in toward a massive waterfall inside a box canyon assuring us not to worry and just look at the spray of water. As we went by the waterfall, we hit a serious updraft that now put us too high above the runway. The pilot put in full flaps and slipped to the grass runway, added full throttle at touch down to make it up the hill to the end of the runway where he turned the plane around applying full brakes, while someone had to run out and chock the wheels.

A Canadian pilot flew out from Ottawa to fly a Cessna 180 back to West Africa where we began flying together. I guess he liked my work. So, when that job was finished, he wrote to me, requesting I come out to Chile, because the navigator he was flying with—over the Andes—couldn't keep him on a straight line. Then he sent me another letter from Bogotá, Columbia saying his navigator was even worse than the last one and could I please come out and help. It just so happens, that was the last photographing job we flew using the P-38 aircraft.

We had one incident in a town in the middle of Angola called Benguela in the southern province of the Kongo. We lost our way along the river and the maps had no resemblance to what was on the ground except for the railroad. We finally found the Portuguese/African town when we spotted their white washed homes all along the ridge. The runway was freshly paved and we were the first aircraft ever to land there. Early the next morning, the pilot rushed in my room stating I had one minute to get in the cab. While rushing to the airport, I learned the pilot had been interrogated all night while I slept peacefully because the Portuguese government was having a lot of trouble with communist insurgents and we were now suspects. Our aircraft was surrounded by Africans who had never seen a plane. The interrogator soon arrived and wanted to search the aircraft and open the cameras to see what was inside which would have ruined all the film and work we had just completed. Finally convinced, we were given permission to take off and get the hell out of there!

When I went back to Ottawa we were using a Piper Apache to photograph. This was also where I received my pilot

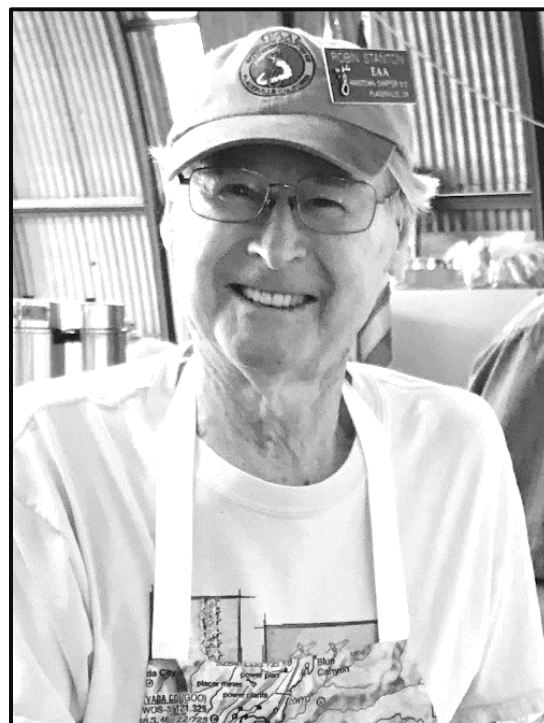
license in 7 weeks in a Cessna 140. It was very interesting flying in the middle of winter in Canada. With temperatures as low as -10F the oil would become thick like glue and we couldn't even turn the prop. We used a Hermon Nelson heater to blow hot air into the intakes for about 15 minutes. A guy would grab the hoses from the intakes and we would immediately hit the starter. Not very long after that, I got married and moved to the states thus ending my photogrammetric flying career.

In 1990 a group of us bought a piper Cherokee in which I began training to get my American pilot license. We sold the Cherokee in the mid 90's and I was looking at going into a homebuilt partnership when my wife said, "Heck no; just build your own." Um, what was that, Honey? So, in 1999 I bought the plans and started a retirement project building the Sonex—making its first flight in May 2003 in which I eventually logged some 80 hours and 250 landings.

”

A compressed interview of Robin Stanton, an active volunteer with the EAA Chapter 512 who can always be found where good food is being served, telling stories of his flying adventures. He happens to be an expert at preparing scrambled eggs for our local pancake breakfasts.

Interview by Audrey Brand



Robin Stanton

Contacts

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Robert Bulaga

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Scholarship Chair: New committee

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Dick Wampach (530) 677-8251

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AIRCRAFT DISPLAYS

PLACERVILLE AIRPORT

SAT, SUN, MON, 10am-2pm

◆ October 3, 4, 5

◆ November 7, 8, 9

SOUTHERN & CENTRAL CALIFORNIA EAA CHAPTERS FLY-IN SUNDAY OCT 11, 2020

HOSTED BY PASO ROBLES

EAA CHAPTER 465

[More info](#)

EAA Chapter 512
Monthly Board of Directors
September 10, 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:

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

Business from the Floor, Changes to Agenda - none

Approval of Minutes - approved

Board Member Reports

➤ **Al Herron – President**

- Bob O'Hara memorial service planning
 - Due to COVID-19, in order to hold down the crowd size, attendance to Bob's memorial service is via invitation only
 - The planned activities include:
 - Arrival – 11:30AM-Noon
 - VFW 21 gun salute – 12:15
 - Boxed lunch – 12:30-1:00
 - 7 minute video honoring Bob's life – 1:00
 - Tributes from anyone wanting to speak about Bob
- Bob O'Hara remembrance tile at EDC Memorial Park
 - From Dave Lugert: with John Crocker's help, text on tile submitted and approved, and check given to County. Annual dedication ceremony will be on Nov. 10.
 - A copy of the text will be available in the Strobe
- Election candidate nominating committee – We still need to form a committee. WE will ask for volunteers at next week's General Meeting
- Airport access issue – Due to ongoing break-ins, access to the airport has been limited to only those that have clickers or electronic keys. This policy keeps a large part of our membership cut off from chapter resources. We are seeking remedies to this situation.
- IMC/VMC Club coordinator – We will wait to find a new coordinator until we can have in-person meetings again.

➤ **Jim Wilson – Vice President**

- Ray Aviation Scholarship update – Andrew Gordon had his introduction flight on June 23rd and his first official flight lesson on July 12th. Some flight lessons have been cancelled due to the smoke in our area. While grounded, Andrew is concentrating on ground school. Per Scholarship regulations, Andrew has to solo within 90 days of his first lesson; Oct 10th. Due to the smoke delays, that deadline may be able to be extended.

- Box lunches from Old Town Grill will be provided at Bob's memorial. We will purchase 40 chicken wrap and 10 vegi wrap lunches. Both lunches include a salad, a fruit cup, and a chocolate chip cookie. The Board authorized the purchase of 50 box lunches for Bob's service at cost of \$13.50 per head; total cost, with tip, not to exceed \$850. The chapter will also supply drinks; water, soda, coffee, tea, beer & wine.
- For Bob's service, and for future Chapter use, Tim Sullivan will order a wireless microphone through Amazon.

➤ **Judi Gordon – Treasurer, Membership**

Banking account balances as of 8/31/2020:

- Cash and checks on hand: \$1,220.80
- Chase Checking 6001: \$15,107.61 (of which \$4,815.70 is earmarked for scholarship funds)
- Chase Savings 8668: \$2,922.10 (Airport security account held in trust. Not property of EAA 512)
- Total as of 5/31/2020: \$16,328.41 plus \$2,922.10 in Airport Security Account.

➤ **Tim Sullivan – Past President**

- Workshop area – A new eave fan with a closing damper has been installed in the hangar. This fan will have a differential thermostat that compares inside temperature to outside temperature and turns on the fan appropriately to pull outside air in or expel inside air out.
- Loft – Work on the new stairway railing continues.

Committee Reports

➤ **Chapter Tools – Dale Kral**

- The benches in our hangar have been organized and cleaned up, providing more room on them.
- The old scales have been moved to our shed. If we can find a buyer, these scales will be sold.
- The new scales are currently with John McPherson and will return to our cabinet shortly.
- The bandsaw is being refurbished and will be like new when completed.

Workshop area – A new eave fan with a closing damper has been installed in the hangar.

Old Business - none

New Business

- We will schedule a Clean Up day for Oct 3rd, primarily for the Chapter's yard, in preparation for Bob's memorial.
- The new movie "Top Gun" is planned for release in December. We will look into having a private showing at the theater as a potential fund raiser for the Chapter.

Comments, Announcements, and Other Business

- Due to COVID-19, there will be no Young Eagle flights at our Chapter for the rest of the year.
- Due to COVID-19, the Chapter Holiday Party will not take place (unless new developments occur).

- The Chapter has a new member, Dave Ross. He has a Luscombe and a Piper Tomahawk and is currently working on his CFI. We hope to welcome him at our General Meeting next week.

Meeting adjourned at __8:46__p.m. by: Al Herron