



## EAA Chapter 52 Sacramento CA.

### February 2019 Edition

February 2019 Left Seat,

By Gill Wright

As I write this Wing Flap article, it is President's Day. This has led me to reflect on leaders of the past who helped to create this unique culture that is America, and is the foundation of our culture of flight.

One has to wonder what George Washington would think of the republic he fought for at Valley Forge, and went on to become our Nation's first President. What would his thoughts and comments be, walking in a modern airport, thru a jet way door, take a comfortable seat next to a window, and watch the continent below.

Keep in mind during George's era a rider on a fast horse might cover 20-80 miles in a day depending on terrain, or roads. Today, he could travel coast to coast in under 5 hours, at near the speed of sound, above a land mass that was largely unknown in the 1780's.

This day also commemorates Abraham Lincoln and his leadership of our nation as he wrestled with the issues of slavery, and the different economics of the Northern industrial states, in juxtaposition to the agricultural South. In the early portion of the Civil War, Lincoln signed the "Trans-Pacific Railway Act" that opened up the American West with a railroad transportation.

Seven years later, in the spring of 1869, the first trans-continental trains arrived in Sacramento, and connected our state to connect with the rest of the nation. In many ways, it was the industrial foundation of the railroads that led to the creation of aeroplanes.

In the last two centuries, our societies need fostered ever greater speeds of transportation. Each generation has stood upon the shoulders of the previous generation's creations and accomplishments. This is exceptionally true in aviation, and aerospace, where

the principles of physics and applied engineering crafted amazing machines that commercially fly six miles above the Earth's surface, in the thin atmosphere of our planet, put 12 people on the surface of the Moon 50 years ago, and continue to robotically explore our solar system, and beyond.

When I first joined EAA, and Chapter 52, some 12 short years ago, it was amazing to see the people who had help create what we enjoy today as a chapter. Bill Costa was the Chapter President, and many of the people whom I met, were teachers of what I was to discover about EAA, and the enterprise of American aviation. I quickly came to understand that many were veteran families of the Army Air Corps, Navy, Marines, and Air Force, that had protected and built this nation since the WW II era.

The most iconic example would be Iris Taggart, and her lifelong love of aviation, in the journey she shared with her husband Tag. Stories of missions flown over Europe were supplemented by the efforts to keep the Berlin airlift moving, were shared by many who participated in those histories, I had only read about. There are many first hand stories that have fleshed out the dry pages read years before.

In the spring of 2017, I helped the Chapter with a Sacramento tour stop of EAA's B-17, "Aluminum Overcast", and came to understand where the passion for these 'time machines' comes from. More than the sounds of four rumbling radial engines on taxi, or the brake squeal of a turning Flying Fortress, or the mixture of avgas and 100w oil smoke wafting past one's nose that brings these machines alive. It is the people of aviation that breath the 'Spirit of Aviation' into these machines.

Next month Chapter 52 will host the Ford Tri-Motor at Sacramento Executive Airport, from March 21st thru 24th. This will be a time for us to all share our passion for aviation with the larger Sacramento community. This is the type of aircraft that began to connect cities across this continent, and especially here in California. This was the aircraft that helped to introduce and inspire many to the wonders of flight for the very first time, ninety years ago.

I hope many of you will consider the opportunity to share this early aviation heritage with friends and family, as this plane is from a very different era. It is from an era of aeronautical exploration, that has some deep roots here in California.

At our general meeting on March 26th, I will present a discussion of some of the early pioneers of California aviation from John Montgomery, Glenn Martin, Victor Lockheed, and Donald Douglas, all of whom created aviation enterprises that grew to change the world into what we know today.

I look forward to sharing our aviation fellowship at 7:00 PM, in the conference room at Executive airport, March 26.

Until then Safe travels,  
Gill

#### Fiber Optic's

By, Cedric Hughes

The small plane hit the narrow grass strip with a sharp *thud*. The approach had been high and we had overshot the runway. I felt my hands tighten around imaginary straps and my knuckles go white as my dad and I rushed closer and closer to the looming oak tree in front of us. *100 feet away. 50 feet away. 20 feet away. Stop.* My eyes unclenched as we lurched to a halt under the shadow of the wooden giant. I looked to my left at my dad who had flown us up to a small meadow in the Berryessa hills in a Kitfox. He seemed unfazed by our narrow miss. "See, nothing to worry about," he remarked jovially. We had reached Fiber Optic.

Two hours' prior, my dad and I had climbed into the cramped cockpit of the Kitfox, ready to paint the sky with its shining red fuselage. This was the day that we would be flying up to a secluded patch of heaven in the hills known only to a few rugged pilots as Fiber Optic. We climbed up through the crisp December air and journeyed out over the farmland of the central valley. My mom, flying with one of my dad's friends, was ahead of us in another Kitfox. After cresting the mountains that embrace Berryessa Lake, we descended down into the small meadows and valleys of the mountains, peering down on the valley below us. Our approach followed a few minutes of circling, looking for the secret meadow amongst all of the other nooks and crannies. After our precarious landing, I stepped out of the plane and wandered to the edge of the meadow. Looking down on the lake, I stretched out my arms and let the surrealness of the mountains wash over me; another stretch of California taken in.

I walked back toward the growing encampment of planes. More of my dad's flying friends had arrived. We all set up for our picnic under a rusting old sign that read: *Danger! Buried Fiber Optic Cable!* After lunch, I began exploring the meadow. It was riddled with old farming equipment,

long-forgotten tools, and even a stone bathtub. One of the plows was branded with a year: 1890. We had landed on one of California's early homesteads. Fiber Optic offered endless enjoyments with its small hills to conquer and meandering streams. The meadow's seclusion had preserved it for the few daring pilots bold enough to descend among the trees. After an hour or two of lazy wandering, my family and I returned to the plane. Along with lunch, we packed two young oak saplings that had sprouted in our yard; perfect for the Berryessa hills. We took them out to the edge of the meadow and, using sticks and rocks, planted them into the fertile California soil.

As my dad and I took off, leaving Fiber Optic, I looked back. I saw out of the corner of my eyes the two saplings. One day I will return, and when I do, I hope to find my two oak trees melting into the Berryessa hillside.

#### Ford Tri-Motor Coming to Sacramento CA

On Monday, March 18th, the Ford Tri-Motor will be arriving at Sacramento Executive Airport. The Tri-Motor will be giving tour rides on March 21st at 5:00 pm and from March 22nd through March 24th from 9:00 am to 5:00 pm. This will be an opportunity for the members of EAA Chapter 52 and the community of Sacramento to either experience the joys of aviation for the first time or further their involvement. This will be the 2nd the Tri-Motor has been on tour for the city of Sacramento. This is a big event for the chapter 52 as it allows us to connect with community. May we enjoy the Tri-Motor for years to come.



# 2019 Event Calendar

## FEBRUARY

12 FEB, BOARD MEETING  
26 Feb, Gen Meeting

## MARCH

10 March, Hangar Clean DWA  
12 March, Board Meeting  
20-24 March, Tri-Motor @SAC  
26 March, Pot Luck Dinner

## APRIL

3 April Aviation & Aerospace Day  
@ State Capital  
9 April, Board Meeting  
14 APRIL, Pancake Breakfast DWA  
30 April, Gen Meeting

## MAY

12 May, Pancake Breakfast  
?? Positive Altitude  
14 May, Board Meeting  
28 May, Gen Meeting

## JUNE

9 June, Pancake Breakfast  
21-22 AOPA Fly-in @ KLVK  
27 June, Gen Meeting

## JULY

14 JULY, Pancake Breakfast DWA  
9 JULY, Board Meeting, 19:00  
No Gen Meeting

## AUGUST

11 AUG, Pancake Breakfast DWA  
13 Aug, Board Meeting  
27 August, Gen Meeting

## SEPTEMBER

8 SEPT, Pancake Breakfast DWA  
10 SEPT, Board Meeting,  
24 Sept, General Meeting

## OCTOBER

3-6 OCT Capital Airshow MHR  
8 Oct, Board Meeting  
13 Oct, Pancake Breakfast DWA  
29 OCT, Pot Luck Dinner

## NOVEMBER

12 Nov, Board Meeting  
26 Nov, Gen Meeting, Election

## December

7 Dec, Christmas Party  
10 Dec, Board Meeting

President Name: Gill Wright

Vice President Bill Cox

Secretary Name: William Wheelock

Treasurer: Todd Ballou

Web Editor Name: Lynn Heffelfinger

Eagle Flight Leader Name: Robert Anderson

Membership Coordinator Name: Harold Pischke

Coordinator Name: Patrick Smith

Technical Counselor Name: Richard Stockton

Technical Counselor Name: Edward Martinson

Flight Advisors Name: Richard Stockton

Flight Advisors Name: Bill Cox

IMC Coordinator Name: Bill Cox

Wing Flap Editors: Thom, Carson, Cedric.

