



EAA Chapter 52 Sacramento CA.

May 2019 Edition

April 2019 Left Seat,

By Gill Wright

Dear Chapter 52,

With the longer days of spring and better flying weather is upon us, spring is definitely here. With this better weather our Ray Scholar, Cedric Hughes will begin his final stages of flight training once school is out. He is intending to obtain his certificate in early July, and then travel to Airventures with his Father to gain further cross country travel from a different perspective of observation. It will be great to support him in the next few weeks to complete this task.

Speaking of completing tasks, this month is the 150th anniversary of the Transcontinental Railroad on May 10th 1869, when the 'Silver Spike' ceremony took place in Promontory Point Utah, and Sacramento became connected to the rest of the nation by the completed idea of that railroad. Sacramento at the time had about 15,000 people living in this river front and rail terminus town, and the changes since that time have been monumental.

Over a century ago Mather Field was constructed and Jenny aircraft were built near the intersection of Del Paso Boulevard and Arden Way. I have seen a picture from 1918 of with a Jenny Bi-plane parked in the middle of J Street, on what looked like a parts run to auto parts store. Back then with dirt roads, lower buildings, and little vehicle traffic one could land such a craft on a public road, plus it would be faster than traveling across a bridge over the American River. One wonders about what Sac PD thought of this fliver on the roadways.

I bring forward these historical truths, for in the next 60 days we will celebrate the 50th anniversary of the Apollo 11 landing on the Moon July 20, 1969. When Neil Armstrong and Buzz Aldrin accomplished this objective, it was only 66 short years since the first powered flight of 120 feet by the Wright Brothers in December 17th 1903. Small steps and small hops

create large changes in the course of time from the power of ideas in a community. These ideas grow because people work together to create a common future, our nation has a deep tradition of creating new possibilities for enterprising individuals to build within communities. Aviation and Aerospace are no exceptions to this transformative nature. In fact, these two unique industrial enterprises have contributed significant opportunities for creative people in the short eleven decades since the first powered flight, and much of that has happened here in California.

In the last 60 days there have been some very interesting ideas in aerospace and aviation that I have come across. On May 9th, Jeff Bezos introduced "Blue Moon" which is his Lunar lander that he has been developing over the last few years. It is a quite impressive presentation with the goal to land on the Moon by 2024, just five years from now! The YOUTUBE link is <https://youtu.be/GQ98hGUe6FM>, and is well worth the 52 minutes viewing time. If enough of you look at this video I would like to ask that for our June meeting, we have a discussion on how we as a chapter could help our youth in the community towards these goals. It's food for thought.

This stated goal of landing on the moon in 60 months is reflective of National Space Councils stated goal in late March of returning American Astronauts to the surface of the Moon to permanently stay by 2024. This may sound far-fetched, but from what I have been reading in the last few years, it is very doable. Aviation is the introductory pathway to these loftier Moon landings, both in the past, and with what is to come. EAA is a unique community of creative thinkers who help our youth reach for their fullest potential and has been that way for the last 60 years.

I think our chapter has done some unique things over the years to help inspire the next generation to reach for this higher potential of each individual. I know, I continue to learn from all of you in Chapter 52, and really look forward to our meeting on Tuesday.

Recently I attended a CAL TRANS Planning Horizons seminar titled "Urban Air Mobility 101". One of the speakers was from UBER ELEVATE and presented the nature of an entirely new class of VTOL aircraft and transportation that is about to take commercial flight in California airspace, likely over the next 48 months. I think you will find this quite eye opening how "JETSON flying cars" are close to a daily reality in our skies.

We will see where the conversations go from these ideas....

We live in interesting times.

Safe travels,

Gill Wright
President, EAA Chapter 52

Flying to Oshkosh AirVenture

By, Owen Hughes

Flying to Oshkosh is the aviation pilgrimage to Mecca. Making this aerial pilgrimage from California to Wisconsin can be an intimidating adventure: fifteen hundred miles and two massive mountain ranges to cross, great flat plains with no discernable landmarks (thank goodness for GPS!), followed by jockeying for position with literally ten thousand airplanes all trying to take off and land at the same airport within a few days – all daunting prospects. Compounding these obvious challenges are treacherous weather conditions mostly unfamiliar to California flyers, and diabolical fuel costs.

Oshkosh AirVenture is a remarkable and unique gathering of everything aviation. For those of us stricken with the mental illness of aviation, there is no more wonderful week of experience and imagination than AirVenture. However, as in most of life's endeavors we are lured into a focus on the destination rather than the journey. But life is the journey – and flying to Oshkosh can make your trip so much richer. If you haven't flown to Oshkosh in a small plane, I want to encourage you and provide some tips to reduce that paralyzing worry of the challenges.

Distance – Lao Tzu said "A journey of a thousand miles begins with a single step". Owen says "A journey of fifteen hundred miles begins with "Clear!" OK, kind of silly, but the sentiment is the same. To go, you have to start. Don't be intimidated by the epic challenge, with a bit of planning, you can break the trip into manageable segments and almost any airplane we commonly fly is more than capable of making the journey. For a 100mph airplane, you'll be flying for over 15 hours each way. For most folks, 3 to 4 hour legs are plenty long enough, so with just two of these a day you're there in two days! Easy, right?



Mountains – Perhaps the most intimidating aspect of flying to Oshkosh from California is the prospect of crossing both the Sierra and the Rocky mountain ranges. Following Interstate-80 you could make it without going over 10,000ft (In Wyoming, I-80 reaches its maximum elevation of 8,640 feet above sea level at Sherman Summit). Should you get a mountain check out? Can your airplane fly high enough? Will you need oxygen? What about Mountain Weather? My short answers are: No, Yes, No, and Mornings.

You don't need a Mountain Flying check out to legally fly over the mountains. This is enough of an answer for the Sierras, but the Rockies are broad enough that you will likely have to land and take off from high altitude airports (anything over density altitude of 4,000). So why not get a **Mountain Flying Check-out?** You really can't fly too far in California without encountering mountains or high density altitudes. With a mountain flying course or check-out, you'll learn: 1) Fly by your airspeed gauge, not the disturbingly high speed you see on take off or landing out the window. 2) Lean for maximum engine performance. 3) Predetermine take-off performance and identify a no-go/abort points on the runway. 4) Fly the upwind side of ridges to get updraft lift. 5) Don't fly mountains in high winds. And 6) In the summer, weather is usually a lot better in the mountains in the morning (cooler, less wind, less convective activity). Regarding oxygen, guidelines state you have to use supplemental oxygen if you fly more than 30 minutes at cabin pressure altitudes above 12,500 feet and at all times above 14,000 feet. As mentioned above, the middle route (I-80) through the Rockies is comfortably navigated at 10,000ft. Farther

south, the highest passes are lower: 5,000ft on I-10 and 7,300 on I-40. North, I-90's highest pass is 6,329ft. So there are lower alternatives, but I've flown the I-80 route many times in a 85hp Cessna 140 without issue.

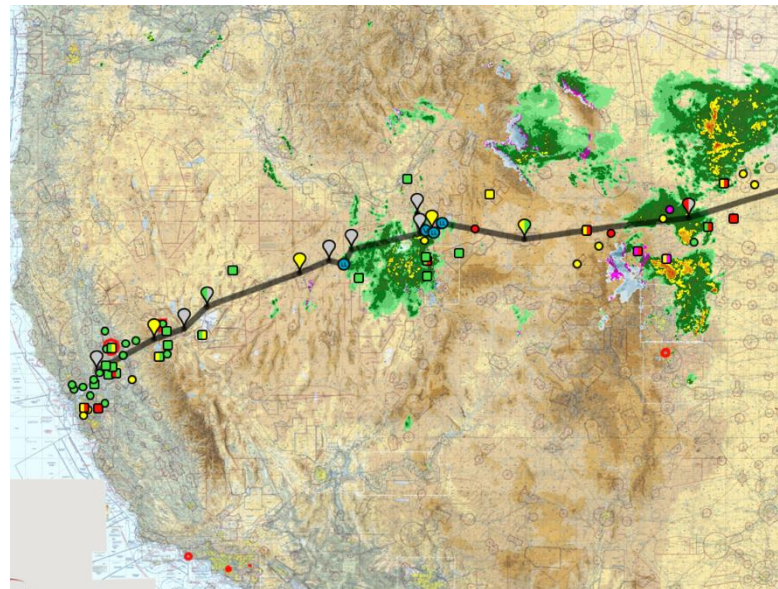


(10,000 over the Canadian Rockies)

You may have noticed I recommend you fly IFR (I Follow Roads). The reasons are simple. Roads generally follow the easiest, lowest routes through the mountains, and have the greatest density of airports nearby. Finally, mountain (and mid-west) weather is significantly different from California weather. California rarely has cloud ceilings that slowly decrease right down to 0. Here, either we have clouds, or fog – not some crazy decreasing ceiling trap. Also, throughout the trip, afternoon weather is problematic with higher temperatures compounding high density altitude problems, and afternoon thunderstorms crating impenetrable walls. Best advice is to take advantage of any clear flying you can find – especially early mornings. Don't expect the weather to be clear all the way to OSH for the entirety of your trip, work around weather.

Planning and Navigation - Your trip actually begins with a lot of planning. There are many on-line flight planning sites such as iflightplanner.com, skyvector.com, etc. You can use these to identify a route that considers, flight leg length, fuel prices, altitude requirements, runway requirements, winds, and even accommodations and availability of transport (courtesy or rental cars, shuttles, etc) at airports. This sounds like a lot to consider, but in practice you mostly only have to pay attention to runways for high altitude mountain airports, and you'll spend most of your time optimizing a route for lowest total fuel costs. Generate a primary

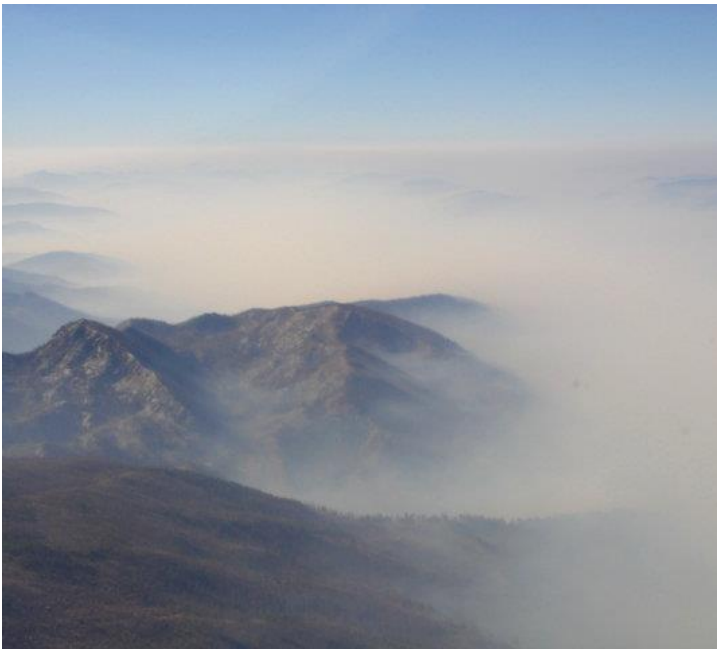
and perhaps a few secondary plans for fun, but don't overdo the planning – no plan survives encounter with reality. One of the keys to safely crossing the country is to be flexible stay on the ground if the weather is against you – and be ready to change your route to divert around thunderstorms. ADS-B with its inflight weather is one of the best aids to safe navigation since the advent of GPS. While the radar returns are not "real-time", and ADS-B data delays can be compounded by spotty reception of data, the ability to identify and avoid thunderstorms hundreds of miles away is a boon to aviators. Another great idea is to travel with other airplanes. With 10,000 airplanes flying to OSH, it is likely that a bevy of them will be flying from our area. Why not hook up and share the adventure?



Cross country flight – Flying to OSH from the west coast is the very definition of long cross country flight. Even with all the modern advantages of ADS-B and GPS, you'll still want to go back to the basics by obtaining weather briefings (1800WXBRIEF), file flight plans, request flight following, talk to flight service (122.2) for in-flight weather updates and pilot reports, and carefully plan and monitor your fuel.

Smoke – Perhaps the most startling change I've noticed in flying to OSH for the last 30 years is that summer time flying in the west is now plagued by smoke from wildfires. IFR conditions due to smoke is a common and often difficult barrier when trying to get across country. Its also insidiously dangerous. We are used to clouds producing IFR conditions, but smoke? This unfamiliarity can lure you further and further into the blind before

you recognize the hazard. Smoke often rises to 16 to 18 thousand feet – so out climbing it is beyond normally aspirated airplanes.



Traffic – It surprises to me that many I talk to who are intimidate about flying to OSH mention traffic as their primary concern. Oddly, ADS-B does almost nothing for you as you get close to OSH. With the density of traffic around OSH, traffic alerts are overwhelming. However, one of the new changes to the OSH NOTAMS is to leave your transponder ON. The OSH NOTAMS define a remarkable system to funnel traffic into a reasonably orderly single file lines, land everyone quickly, and get them parked. The system works remarkably well, but has been challenged by folks who don't read the NOTAMS and just try to fly in. Even worse, last year rain keep almost all away until suddenly a narrow window opened. As you might imagine, EVERYONE tried to pile in during somewhat marginal weather leading to a lot of conflict. This year's approach procedures and subsequent NOTAMS are being significantly modified to improve traffic issues – please read and follow them. All that said, I've always found the OSH approach far more orderly and safe than many regional fly-ins such as Watsonville. Read the NOTAMS, watch a few OSH approach videos on YouTube, and then go for it! You'll be surprised how easy and efficient the approach is. <https://www.eaa.org/airventure/eea-fly-in-flying-to-oshkosh/eea-airventure-oshkosh-notam>

Costs – Flying to OSH will be expensive. For example, flying to OSH in a Cessna 150 will take more than 15 hours. Fuel alone now costs ~\$5/gal and if you burn 5 gal/hour that's \$375 each way. How can you save some money? Powering back to 65% power can substantially increase fuel efficiency, and flight planning cruise altitudes in consideration of winds aloft can save you more. Camping under the wing of your plane along the way is free, and why not pick airports that have free courtesy cars? But the most substantial way to reduce your costs would be to split your costs with passengers. EAA has a ride share board on their website (<https://www.eaa.org/airventure/plan-your-eea-airventure-trip/transportation/rideshare>), and most local EAA chapters will have a member or two looking for rides. Why not bring a friend or two to OSH?

I hope I've not scarred you off the adventure that is flying to Oshkosh. There are significant challenges, but reward is immeasurable.

produce two Ray Scholars in our first year!
Congratulations EAA Chapter 52 and Cedric Hughes!!!



EAA Chapter 52 Pancake Breakfast and Airplane Wash

Fund raising / tax deductible high quality airplane wash and detailing

Have your airplane washed by well supervised Young Eagles while you sit to a pancake breakfast. Funds raised go to supporting EAA Academy and flight training scholarships for local Young Eagles.

This is it – they are washing airplanes to support their dreams of flight!

WHEN:

Sunday May 12th, June 9th, July 14th, Aug 11th, Sept 8th, & Oct 13th
at Yolo Airport (KDWA), 9am to 12pm

WHERE:

Yolo County Airport (KDWA)
Mid-field turn leads right to the EAA Hanger

WHAT:

Exterior:

Spot Free De-Ionized Water using
Reverse Osmosis Filtered H₂O
Pressure Wash
Soft Brush Wash Wand
Belly Degrease
Quality Wash and Wax



Windows cleaned with Plexis/Pledge after rinse.

Interior:

Interior Vacuumed
Interior Plastics cleaned and UV Protected
Interior leathers cleaned and conditioned
LPS2 treatment for hinges and control rod ends

COST/Donation:

\$25/seat for single engine airplanes;
\$30/seat for twin engine, biplanes, and turbine airplanes;
\$25/car

Contact:

Cedric Hughes, cedricbarronhughes@gmail.com, 530.761.8294

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
27August, 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

A Message from the Editors:

The Wing Flap has a website! We made this for the chapter so more members can get involved with the Wing Flap. If you have photos from an event or want to write about anything aviation, it will be included in future Wing Flap editions. The website is <http://bit.ly/WingFlap> and it includes previous Wing Flap editions as well. Thank you and see you in the sky. Also there will be a new logo soon!

Thank You,
Carson & Cedric

President Name: Gill Wright

Vice President Bill Cox

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