

Wing Flap

Monthly Newsletter of the EAA Chapter 52
Sacramento, CA - **January 2022**

**Experimental
Aircraft
Association**



FROM The Left Seat - Gill Wright

With the beginning of 2022, January progresses forward, the days are noticeably longer from a few weeks ago. Our world is progressing forward and hopefully towards a healthy and more open spring. Where normalcy will return for our collective COVID journey of the last 23 months. Time will tell, as it always does.

Despite the COVID health mandates, Chapter 52 has been making progress to support the future of aviation with our youth programs progress. This progress is from our people of the Chapter. Jim Heffelfinger has been very tenacious to grow a working relationship with the Pleasant Grove High School and creating an AERO STEM club, that will grow as the COVID restrictions recede. There are several people who are striving to build some portable simulators that can be used by kids when normal contact is allowed soon. We have the beginnings of a flight club that should complete the formation documents in the next few months. Overall, these efforts will support our community's youth towards a pathway of aviation. It seems to me we are doing our part to help build the future in healthy ways, and it is from the dedication of many. Thank you for all of your efforts.

On a different front, here in California, there are some very interesting developments regarding 100LL. Namely the efforts of Santa Clara County (SCC) to ban the use of 100LL at Reid-Hillview (RHV) and San Martin (E16) airports, beginning December 29, 2021. Currently there is only 94UL gas available at these two airports, and the FAA has initiated an informal investigation of SCC with a Part 13 Notice send on December 22, 2021. Many of us who have been involved with this matter over the past few years thought it was a delightful "Christmas Card" for SCC to receive from the FAA.

And yet this tale gets even stranger in how on January 12, 2022, the EPA has announced that it is looking into creating a formal ruling that 100LL AV Gas is a 'public health hazard' that should eventually be banned. Plus, there are the efforts by the aviation fuels industry to get a final FAA approval for not one, but two, unleaded aviation fuels that seem to meet the requirements of a viable Aviation Gas replacement.

So there seems to be a convergence of efforts to help the aviation enterprise we all love to finally 'get the lead out' of our fuel. The effort has taken nearly 20+ years, but the technology seems to be in hand. Time will tell as to how this will unfold in the next 3 to 12 months, but this change is emerging in our region. I have included the various letters from the FAA, Santa Clara County, and the EPA for your review. At our Chapter general meeting on January 25th there will be a further discussion of this important aviation fuel issue here in California. We are living in interesting times

Safe Travels,

Gill Wright, President EAA Chapter 52

Link to Reed-Hillview Docs for Left Seat content

<https://drive.google.com/drive/folders/1akav7rsuCyR3gDqURS7XdWEPRgLfKZ1g?usp=sharing>

FROM The Right Seat - Jim Hefelfinger

As we march into 2022 the stranglehold remains - shaping our daily lives. Omicron has defied vaccinations with many breakout infections and rapid spread. Some things are clear – we will be weathered with this for at least another 3-6 months and quite possibly this may be endemic in our future.

Pleasant Grove HS Aviation Club outreach has been closed for the holidays and my illness (not COVID). I will return to the club this coming Monday. Comments from staff are that nearly 25% of the students and nearly that many staff are out of the classroom in isolation. There can't be much education going on – at least in the traditional sense. Plans for Jan into Feb are to have reps from several colleges come to present their opportunities for further aviation training. Program challenges continue as the number of students attending at any one time are quite varied.

There are actions in place to reinvigorate membership recruitment and retention. Watch for this as the year progresses. Please join in as you can.

Happy Birthday Bud Anderson !-

Happy 100th birthday to WWII triple ace and longtime friend of EAA, Bud Anderson! To celebrate, we're throwing it back to 1996 with this shot of Bud flying at Oshkosh with Chuck Yeager. 📷 Jim Koepnick photo

EAA members are invited to listen to Bud's Timeless Voices interview in honor of this monumental milestone:

<https://bit.ly/3Fnf4iT>

Colonel "Bud" Anderson claimed a total of 16.25 kills, becoming a triple Ace and flew 116 Combat missions between November 1943 and January 1945.



A year end update on proposed changes to LSA-

It seems like years since pilots began talking about the FAA's new regulation for Light-Sport Aircraft called Mosaic or the Modernization Of Special Airworthiness Certification. As 2021 closes, it doesn't feel so far away anymore.

Here is an update on what we know, with a disclaimer that everything is subject to change until the FAA finalizes its work.

One aspect of Mosaic that is often overlooked — partly as the new proposal is often called by its abbreviated name — is the word "Special." This refers to the airworthiness certificates given to specific classes of airplanes, including warbirds, Experimental-Amateur Built, Light-Sport Aircraft, and perhaps the biggest group that we may be welcoming into our airspace: Drones, unmanned aerial systems (UAS), and eVTOLs or multicopters ... or whatever you prefer to call them.

For clarification, Cessna, Piper, Cirrus, Mooney, and others have Standard category certificates, not Special.

Mosaic is a big, sprawling regulation but, as always, my focus remains on Light-Sport Aircraft and the kit-built aircraft that Sport Pilots may fly.

Nearby you will see an information-packed slide that was shown as part of a presentation from the FAA given to LSA industry leaders at EAA AirVenture Oshkosh 2021. The slide is only one of several FAA officials presented, but this one has so much detail that it is worth a closer review.

Concepts for Expanding 21.190/Aircraft

From an FAA presentation at Oshkosh 2021

- **Increase margins for—**
 - Optional *safety-enhancements*
 - More robust airframes
- **Expand 21.190 based on limits of relying on Statement of Compliance (SOC) to consensus standards**
 - Including faster, larger, and more advanced
 - *No longer limited to what sport pilots may operate or light-sport repairman may maintain*
 - **Codifying exemptions** (FAA's way to confirm weight allowances given to some LSA developers)
- **Include rotorcraft**
- **Improve aircraft performance with—**
 - *Increased useful load, non-recip engines, constant-speed props, retractable landing gear*
- **Increase utility from "sport" to "personal use" aircraft (from 2 to 4 seats)**
- **Enhance home-built sector via greater range of kits that meet safety standards**
- **Add high-level, but comprehensive performance standards**
- **Retain original philosophy for this category – light & docile**

Federal Aviation Administration 18

You should study it and interpret the information for yourself, but allow me to suggest a few items of particular interest and address some commonly-asked questions:

Will LSA gain additional capabilities such as weight, speed, capacity, extra seats, retractable gear, in-flight adjustable props and more?

Yes, it appears, although details are still being determined. Certainly, however, it seems the LSA category is set for a major expansion.

Of note, 2020's proposed new term and category, [Light Personal Aircraft](#), was scrapped during meetings at AirVenture 2021 between industry representatives, general aviation organizations, and the FAA.

Vashon has entered the market successfully with its Ranger, but like many LSA designs, it could easily handle more than today's 1,320 pound max gross for landplanes.



Which of the new aircraft will Sport Pilots (or higher-certificated pilots using Sport Pilot privileges to fly without an aviation medical) be allowed to fly?

Answers are hinted, but another division inside FAA called Flight Standards will decide. That group has been less forthcoming to date because the FAA will continue to make all rules for pilots and operations, while the

industry, through consensus standards pounded out by [ASTM](#), will provide the FAA with the criteria to approve aircraft.

Because of the industry's pivotal involvement in the aircraft approval process, FAA rule writers have to share draft proposals with ASTM committee members so that the private group can accommodate the major changes associated with Mosaic and revise the standards. This is a large task and it will mostly be done by people who volunteer their time to prepare standards.

What about gyroplanes — that were never fully brought into the LSA segment — or other rotary-winged flying machines?

“Rotorcraft” will be included, although exactly in what form is still a question. It seems quite certain that gyroplanes will at long last be approved as fully-built aircraft — but the term rotorcraft can imply accommodations for helicopters, too.

Long-suffering gyroplanes — the only LSA segment not permitted to fully build aircraft — should finally become available to rotary enthusiasts as completed aircraft. Even conventional rotorcraft may be



permitted, although detail is lacking on that. (Photo by Dan Johnson)

What about current-day LSA that have received weight exemptions from the FAA (Icon, Terrafugia, Vickers)?

Aircraft that have received weight exemptions should no longer have to rely on the exemption method. Those increased weights may now be incorporated into the regulation so the exemptions (always intended as a short-term fix) can be ended.

What will happen to professional builder-assist

centers?

America's homebuilt sector — which over many years of support from the [Experimental Aircraft Association](#) (EAA) has grown to be a substantial share of all aircraft flying in the USA — has evolved

through professional builder-assist centers. These have been operating in a gray area of regulation, and through inclusion in Mosaic, professional build centers may expand.

Everyone recognizes that expert help can help make safer homebuilts, especially when those designs are more sophisticated assemblies.

Will existing general aviation airplanes — for example, the Cessna 150, 152 and 172, Piper Cherokees, and others, including vintage designs — be included? Will Sport Pilots be permitted to fly them?

This must be a two-part answer as the question has two elements.

Yes, the FAA may include aircraft as those described in a category that can be flown by someone with a Sport Pilot certificate (or using those no-medical privileges with a higher certificate). Those aircraft will not become LSA. They will retain their current airworthiness certificates.

A common follow-on question is: “Can a Sport Pilot fly a four seater like the Cessna 172?” As noted earlier, we do not have full information about this from the Flight Standards people but, for example, the FAA may permit a Sport Pilot privilege user to fly with only two persons on board.

If a GA aircraft that otherwise fits the eventual parameters is retractable, can a Sport Pilot fly it? This is already permitted for amphibious LSA that have what FAA once called “repositionable gear.” Additional training may be required.

The most intriguing aspect of the preceding discussion involves the endorsement process. FAA officials are pleased with how this has worked in LSA, where a pilot can obtain additional training — learning how to properly fly into Class B airspace, for one example — and can then begin doing so after an instructor endorses his or her logbook.

Endorsements could allow a Sport Pilot to get retractable gear training and then fly using the endorsement method. No check ride is needed.

In FAA’s proposed Mosaic regulation, electric-propulsion aircraft like Pipistrel’s Velis Electro may be



permitted. The FAA has suggested hybrid electric may also be included. (Photo by Ted Luebbbers)

All these changes are subject to an overriding mantra: Keep Light-Sport Aircraft “light and docile.” What does that mean, exactly?

The FAA wants the industry and the flying community to define this. That means extra work for ASTM volunteers, but permits us, the recreational flying community, to make decisions.

Many experts are pleased about much of what the FAA proposes. These developments have a way of changing in unexpected directions,

but since I’ve been listening to these rule writers for several years, I’ve gained confidence that most of the changes will be well received by pilots and manufacturers alike.

A Magnus Fusion makes a demo flight at the 2021 DeLand Sport Aviation Showcase. (Photo by Roy Beisswenger)

When will we see the Mosaic regulation?

My prediction is for the FAA to introduce its Notice of Proposed Rulemaking (NPRM) at EAA AirVenture Oshkosh 2022. That’s not so much guessing the future as back-calendaring the agency’s Congressionally-imposed deadline.

When the FAA sought additional funding a few years back (partly to accommodate drones), political leaders agreed but dictated that the FAA integrate drones into the National Airspace System and to complete this work by the end of 2023.

Remember, this happened during the Trump administration when the president was requiring the elimination of two regulations before bureaucrats created a new one. To make changes to the LSA rules as requested by the industry associations, such as the [Light Aircraft Manufacturers Association](#) (LAMA), it would be required that one regulation cover more — explaining the inclusion of drones with all the rest in the proposed Mosaic rule.

Once an NPRM is issued, citizens will be able to comment. FAA officials must read and evaluate every single one of these comments. To do this properly, then to make changes to the draft to accommodate comments and new ideas raised, the FAA needs time. How much time? The agency advised “16 months.”

Since the regulation needs to be done by the last day of 2023, it's a simple calculation to say the FAA needs to issue the NPRM at AirVenture 2022 in order to meet the deadline. Of course, in bureaucratic maneuvering, things can change that were never planned.

Regardless of the exact dates and the specifics of what will be included, FAA's Mosaic regulation is fast approaching its official introduction to the public. For those interested in this newest of aviation regulations, get ready to read the analysis by several organizations and then — please! — plan to comment. It's your right and the FAA needs to hear what you think!

Get out that check book-

For Sale: 1945 Martin JRM-3 Mars "Hawaii Mars" Bu No 76823, C-FLYL. Price: \$5,000,000
With a 200 ft wingspan and almost 10,000 horsepower, the Martin JRM3 Mars was the largest seaplane to ever go into



production.

Only five Martin Mars were built and entered service with the U.S. Navy in January 1944. They continued in service until being retired in 1956.

In 1959 they were given a second chance. A Canadian company, Forest Industries Flying Tankers, purchased them to serve as part of their forest fire prevention inventory. The conversion enabled the aircraft to carry 7,200 U.S. gallons of water, covering an area of up to 4 acres.

The last two remaining Martin Mars, Hawaii Mars II and Philippine Mars, were purchased by Coulson Aviation in 2007 and remained in service until Hawaii Mars II eventually retired in 2015 - far beyond anyone's expectations.

More recently, Hawaii Mars II starred at the EAA's 2016 AirVenture Oshkosh, thrilling many enthusiasts when simulating "fire attacks" on the Oshkosh Airfield. Today, Hawaii Mars II remains the only airworthy example of its type in the world. The opportunity to purchase and preserve a unique part of aviation history is now available for the discerning buyer, or donor. Offered at US\$5,000,000. For more information see: <https://www.platinumfighters.com/.../1945-martin-jrm-3-mars>

Patrick Panzera



Contact Magazine

You probably know Pat Panzera through his publication "CONTACT MAGAZINE" which is highly popular in Aviation for years. Pat... is fighting MAJOR Health issues at the moment and could use some attention from his Fans, Family and Friends. A "Tribute Page" has been setup for YOU to go and share your thoughts and experiences with Pat

As many of you know Pat has fought a long, tough battle with pancreatic cancer. This group is a place where we can share our appreciation for his writing and other contributions to experimental aviation, stories of good times spent with Pat, and our respect and affection for him as a great human being.

Join the long list of people showing their appreciation for Pat's work >

<https://www.facebook.com/groups/1347618352357596/announcements>

Contact Magazine FB page - <https://www.facebook.com/www.CONTACTMagazine/>

Frankenstein Airplane Build – sheet metal work extraordinaire - amazing work

<https://www.youtube.com/watch?v=ck-lolfJJgg>

<https://www.youtube.com/watch?v=2t9DXz4aqHg>

<https://www.youtube.com/watch?v=oAdI35aeGAQ>



GeeBee Z Flutter testing - Kermit Weeks

Part 1 . <https://www.youtube.com/watch?v=MtiN48ePYwA>

Part 2 <https://www.youtube.com/watch?v=ZymXOrPL1CQ>

old school equipment but it works.





Of global interest to pilots, the new Part 103 List is now available featuring more aircraft and models than most people are aware. Come have a look and see what you think. ^[OBJ]

BYDANJOHNSON.COM

[Announcing: Launch of the Part 103 List, a One-of-a-Kind Resource in Affordable Aviation - ByDanJohnson.com](#)

A Belgium-British pilot becomes the youngest woman to fly solo around the world Zara Rutherford [19] set off from Belgium in August to circle the globe in her Shark UL plane. Five months later, she landed back home, having landed in 41 countries on five continents. Landing Jan 20



Experimental Twin-Fuselage Stratolaunch Completes Its 3rd Flight-

There was another celebration at Stratolaunch's facilities during the weekend. The company conducted the third-ever test flight of its ambitious Roc carrier aircraft. This move is another milestone in the firm's hypersonic innovations.



Stratolaunch's Roc carrier performed its third test on Sunday, January 16th. Photo: Stratolaunch

Another success

Founded in 2011, [Statolaunch Systems](#) produces and operates hypersonic testbeds. The company is headquartered in Seattle, Washington, but its groundbreaking flights are conducted in the Mojave Desert. The firm is determined to innovate in flight research and testing programs as it feels that these initiatives are critical to developing emerging hypersonic tech into operational systems.

Also known as the Scaled Composites Model 351 Stratolaunch, Roc first flew on April 13th, 2019. The twin-boom build is powered by six engines and is a whopping 117 meters (385 feet) wide. This figure means that the aircraft has [the widest wingspan in the world](#).

The plane conducted its third test flight yesterday. It flew for four hours and 23 minutes over the Mojave Desert after taking off at 08:47. The aircraft reached an altitude of 7162.8 meters (23,500 feet) at an indicated airspeed of 180 knots.

Part of the broader strategy

As a result of the test, the company is edging closer to reaching its hypersonic goals. Stratolaunch notes that the flight helps the Roc carrier to aid launches of Talon-A, its upcoming hypersonic testbed.

Talon-A is a Mach 6-class vehicle that has been designed to make hypersonic testing more frequent. Stratolaunch describes it as a flexible, rapid testbed that will be integral in the mission for hypersonic experiments, research, and operations.



Stratolaunch has been keen to start hypersonic flight testing this year ahead of service entry with customers in 2023. Photo: Stratolaunch

Overall, there is plenty to shout about following this third test. Factors such as the ongoing validation of the carrier's performance at high speeds and altitudes are crucial to the process. Moreover, the flight helps Stratolaunch validate sections of the aircraft like the left mid-main gear, including door operations.

"Today's successful flight demonstrates and validates improvements to the carrier aircraft's systems and overall flight performance. We will take the data we gathered today and continue to advance the aircraft's operational performance to support hypersonic testing in 2022," shared Stratolaunch president and CEO Dr. Zachary Krevor in a company statement.

"The partial gear retraction seen during today's flight is a graduated approach to building confidence in the landing gear and gear door hardware. Testing the left main landing gear individually mitigated risk and provided our aircrew with options for landing the aircraft in the event the hardware didn't perform as expected. We'll review the data and determine when we can get back into the air to continue advancing our unique, hypersonic architecture."

Significant potential

Altogether, it's not just [Stratolaunch](#) that will be keeping a close eye on these recent developments. The company has partnerships with influential groups across the United States. For example, just last month, it signed a hypersonic research agreement with the Missile Defense Agency (MDA).



The Roc carrier plane conducted its second test flight on April 29th, 2021. Photo: Stratolaunch

There has been a recent wave of hypersonic projects emerging. Just last summer, Atlanta, Georgia-based Hermeus received \$60 million in funding from the United States Air Force (USAF) and several investors [to develop the first reusable hypersonic plane flying at 3,000 mph \(4,800 km/h\)](#). Even global powerhouses such as Boeing [have been exploring the field](#).

Following Statolaunch's continued testing, defense systems may look significantly different in the coming years. The company will be looking forward to additional breakthroughs this year.

Kermit Weeks – Mosquito tour.... One at EAA Museum. Fun History

One : <https://www.youtube.com/watch?v=yd2M21nlw0w>

Two: <https://www.youtube.com/watch?v=3sgm-94bX2E>

Three: <https://www.youtube.com/watch?v=dAF1S-07u3w>



DeHavilland Mosquito - Tour Part 1 - Kermie Cam

National Events 2022

[Redbird Migration 2022](#) will take place February 8 and 9 at the Aerospace Center for Excellence in Lakeland, Florida, and will feature presentations from flight training industry leaders. Registration is now open.

[The National Gay Pilots Association Industry Expo](#) will be held February 10 and 11 in Palm Springs, California, and will feature a lineup of guest-speakers and educational seminars for general aviation, business, and commercial pilots.

[The Soaring Society of America's ninetieth anniversary convention](#), originally scheduled to take place in Reno, Nevada, February 24 through 26, has been postponed until November or even into early 2023. SSA will be automatically processing refunds for those who have already registered. The society promises to have over 50 speakers and presentations about soaring and more than 40 exhibitors.

[The thirty-eighth Northwest Aviation Conference & Tradeshow](#) will be held February 26 and 27 at the Washington State Fair Events Center in Puyallup, Washington. The event will have over 75 hours of safety seminars with an annual attendance of over 10,000.

A host of event offerings from the [National Business Aviation Association](#) will be taking place in 2022 worldwide

[Miami-Opa locka Regional Forum](#) – February 2 | Opa-locka, Florida

[Leadership Conference](#) – Feb 7 through 9 | Fort Worth, Texas

[International Operators Conference](#) – March 14 through 16 | Los Angeles

[Schedulers & Dispatchers Conference](#) – April 5 through 7 | San Diego

[Maintenance Conference](#) – May 3 through 5 | San Antonio

[European Business Aviation Convention and Exhibition](#) – May 23 through 25 | Geneva, Switzerland

[Business Aviation Convention and Exhibition](#) – October 18 through 20 | Orlando, Florida

The [2022 HAI Heli-Expo](#), taking place March 7 through 10 (Exhibits open March 8-10) in Dallas promises “endless networking and hundreds of education courses with 14,000 industry professionals and 600+ exhibitors.”

The [2022 International Women in Aviation Conference](#) will take place March 17 through 19 at the Gaylord Opryland Resort & Convention Center in Nashville.

The sixty-fifth annual [Aircraft Electronics Association International Convention & Trade Show](#) is set for March 28 through 31 at the Ernest N. Morial Convention Center in New Orleans. The event is touted as the largest gathering of GA avionics manufacturers, distributors, and government-certified repair stations in the world.

The [Sun 'n Fun Aerospace Expo](#) returns April 5 through 10 in Lakeland, Florida, for five full days of airshows, over 500 aviation-focused exhibitors, educational seminars, static military aircraft and demonstration flights, and more.

[Aero Friedrichshafen](#) is scheduled for April 27 through 30 in Friedrichshafen, Germany. Electric flight, sustainable fuels, digital systems to support pilots, and many other innovations will be the focus of the 2022 event.

The [2022 Great Alaska Aviation Gathering](#) will return to the Alaska State Fairgrounds and the Palmer Airport May 6 through 8. The event boasts an annual attendance of over 25,000 aviation enthusiasts and professionals.

[The Valdez Fly-in and Airshow](#) has announced plans to host its annual event May 13 through 15 at [Valdez pioneer field in Alaska](#). Check the website for updates as they become available.

The [Ninety-Nines International Conference and Career Expo](#) returns to in-person meetings this year in Charleston, South Carolina, July 6 through 10 at the Francis Marion Hotel.

The [Professional Asian Pilots Association](#) will be holding its first-ever Aerospace Expo on July 16, at the LINQ Hotel in Las Vegas.

The sixty-ninth [EAA AirVenture Oshkosh](#), the world's largest fly-in event, is set for July 25 through 31 at [Wittman Regional Airport](#) in Oshkosh, Wisconsin. This year the Experimental Aircraft Association will be celebrating the seventy-fifth anniversary of the U.S. Air Force.

The [Organization of Black Aerospace Professionals](#) is holding its forty-sixth annual aerospace conference August 10 through 12 in Phoenix. The three-day event is expected to attract thousands of aerospace and aviation professionals from diverse backgrounds.

The [STIHL National Championship Air Races](#) is on track for September 14 through 18 at its usual home in Reno. Tickets are not yet on sale, so keep checking back for updates.

The fiftieth anniversary [Albuquerque International Balloon Fiesta](#) in Albuquerque, New Mexico, is shaping up to be one of the fiesta's busiest years yet! RV reservations are already sold out with more than 20,000 reservations made within an hour and a half after reservations opened. The event will take place October 1 through 9. Event tickets go on sale April 1.

The [Vintage Aerobatic World Championship](#) will be joining the [Real Aeroplane Co.](#) and [Real Aeroplane Club](#) at the historic Brighton Airfield in Brighton, United Kingdom, August 18 through 21. Once a World War II heavy bomber base and Cold War nuclear missile launch site, the airfield is now home to classic, ex-military aircraft.

AOPA will be hosting events throughout the year. We'll be announcing the dates and locations soon.

As with everything else during the coronavirus pandemic, it's important to periodically check event websites for the most up-to-date information. This list is not comprehensive, so if one of your favorite events is not listed, check the event's website to determine if one is being planned for 2022.

Regional Events

FlyIn- Dine In Events

Placerville EAA – First Saturday Pancakes

Sutter County Airport – Cheese Steaks and Fly In - First Saturday

Watts-Woodland Fly In and Drive In 3rd Sat

California Capitol AirShow - **October 1-2**

Confirm with events contact pages to see if restrictions/cancellations are in effect based on weather and COVID regulations.

Chapter 52 2022 Events / Important Dates.

This is a working doc and we will add events throughout the year.

January

11 Jan, Board Meeting @7:00 PM
25 Jan, General Meeting @ 7:00 PM

February

8 Feb, Board Meeting @7:00 PM
22 Feb, General Meeting @ 7:00 PM

March

8 March, Board Meeting @7:00 PM
13 March, KDWA Hangar Clean
29 March, Membership @ 7:00 PM
Pot Luck gathering? 26 March?

April

10 April, Pancake Breakfast @ KDWA
12 April, Board Meeting @ 7:00 PM
26 April, General Meeting @ 7:00 PM

May

8 May, Pancake Breakfast @ KDWA
10 May, Board Meeting @ 7:00 PM
31 May, General Meeting @ 7:00 PM

June

12 June, Pancake Breakfast @ KDWA
14 June, Board Meeting @ 7:00 PM
28 June, General Meeting @ 7:00 PM

July

10 July, Pancake Breakfast @ KDWA
12 July, Board Meeting @ 7:00 PM
No General Meeting: AirVenture22

August

9 Aug, Board Meeting @ 7:00 PM
14 Aug, Pancake Breakfast @ KDWA
30 Aug, General Meeting

September

11 Sept, Pancake Breakfast @ KDWA
13 Sept, Board Meeting @ 7:00 PM
27 Sept General Meeting @ 7:00 PM

October

1-2 October Cal Capitol AirShow
9 Oct, Pancake Breakfast @ KDWA
11 Oct, Board Meeting @ 7:00 PM
25 October General Meeting @ 7:00 PM

November

8 Nov, Board Meeting @ 7:00 PM
29 Nov General Meeting @ 7:00 PM

December

3 Dec, Christmas Dinner @ KSAC
13 Dec, Board Meeting @ 7:00 PM
No General Meeting for Dec

Gone West.....



The day we all have dreaded has arrived and we are sad to report that our mentor, hero, inspiration, and friend has passed. Brigadier General Charles McGee's daughter Yvonne reported to us that her father flew West on his final flight in his sleep this morning. She said she found him with his hand on his heart and a smile on his face. He was 102 years old and passed away at home.

Nothing we can say here is worthy of the measure of this man. His Military service in three wars is highly decorated and widely recognized, but it is arguable that his quiet public service following his retirement is even more impressive.

It's been almost 40 years since the miracle landing of Trans American flight 209 in Chicago, IL. After the Boeing 707's takeoff from LAX, Captain Clarence Ovuer and First Officer Roger Murdock became incapacitated from acute food poisoning. After flight attendant Elaine Dickinson stabilized the aircraft and activated the autopilot, passenger and ex-fighter pilot Ted Stryker was summoned to take command of the aircraft. With the guidance from Chicago ATC specialist Steve McCroskey and Stryker's former commanding officer Rex Kramer, TA 209 landed safely with no fatalities.



For Sale

Bendix AV80R GPS - \$25 - see jim Heffelfinger

Kuntzleman - DOUBLE DUAL MAGNUM - SYSTEM 12 volt Model with Driver and Two STANDARD STREAMLINE Heads - New - \$100. jimheffelfinger@gmail.com

Giving away a mid-tower PC

MB: ASUS 88 GPU on board gpu R7 RAM: 16 GB DDR3 - HD/SSD - none, slots for 4 drives

PS: 400 w , Disc media drive - None - empty bay. Jim Heffelfinger

Watts-Woodland Airport, Inc.

Circa 1919

Monthly Meet & Greet

12-18-2021



Welcome to our breakfast Kick-Off!

Future 2022 Dates:

1/15, 2/19, 3/19, 4/16, 5/21, 6/18, 7/16, 8/20, 9/17, 10/15, 11/19, 12/17

Breakfast

8:00 - 12:00

Suggested Donation:

\$15

Menu:

Pancakes + Butter/Syrup

Scrambled Eggs

Skillet Potatoes Medley

Sausage

Orange Juice

Coffee & Hot Chocolate

*All Donated Funds are used entirely by
The Woodland Sunrise Rotary Foundation to provide financial support
in the ongoing effort to eradicate Polio worldwide.*

Published Food safety standards and guidelines are followed and practiced to help ensure health and safety for all. However, meat food products, eggs and dairy all have the potential risk for foodborne illness - participants that partake in this free breakfast do so at their own risk.



Rotary Club of Woodland Sunrise



Be first to identify January Mystery Airplane by emailing chapter52.news@gmail.com



PILOT WISDOM

A 'GOOD' LANDING IS ONE FROM WHICH YOU CAN WALK AWAY.
A 'GREAT' LANDING IS ONE AFTER WHICH
THEY CAN USE THE PLANE AGAIN.



FROM THE EDITOR(s)

We are trying several different formats for the newsletter – feedback would be appreciated!

If you would like to contribute a story or news article it would be great. All submissions should be emailed to no later than the 15th of the month. Remember if you submit an article from a publication; please include the name and date of publication so that proper credit can be given.
Chapter52.news@gmail.com.

IF YOUR MEMBERSHIP HAS LAPSED let me encourage you to re-engage! We miss you and your involvement in Chapter 52!

If you would prefer to be removed from our mailing list, just drop an email to Chapter52.news@gmail.com requesting to be unsubscribed and we will do so promptly.

If there is anything you wish to be mentioned in the Wing Flap email both these emails-- to Chapter52.news@gmail.com nicktheodorovic2406@gmail.com

**BOARD
MEETING**

*2nd Tuesday of
each month
7PM-9*

Zoom

Meeting ID:
858 9594 7691

Passcode:
63860

*(Interested
members
always
welcome!)*

CHAPTER 52 MEMBERS MEETING

Last Tuesday of each month

7:00 PM

Zoom

<https://us02web.zoom.us/j/86295420288?pwd=ZzFxeXNRU0NZZWRRL0pmbHBFYjJXQT09>

Meeting ID: 862 9542 0288

Passcode: EAA52