



CHAPTER 25

SACRAMENTO, CA

November 2020 Newsletter

PRESIDENT'S REPORT

Well, we are well into Fall. The days are noticeably shorter, and finally getting cooler, and with a little luck, we may get to the rainy season without any more wildfires and some rain to fill our reservoirs. Not quite yet, but it is just over the horizon. I am pleased to say that, while our fly-outs came to a screeching halt with the pandemic, our Young Eagles Saturday build program is going smoothly. We have 3 or 4 Young Eagles out at the airport every Saturday to work on planes, as well as a couple of "Young Adult Eagles" who also show up to feed their aviation passion.

As the weather turns, let me suggest a book to feed your aviation passion once the rains set in. Ernest Gann started flying in the days of the DC-2 and continued through WWII as a pilot with the Air Transport Command. After the war he returned to flying with the airlines before retiring and turning to writing. (He was also a sailor, and therefore gets 2 thumbs-up from me!) Of the several books he wrote, his classic (and in my opinion the best aviation book ever written) is *Fate is the Hunter*. The book is out of print, but you may be able to

borrow a copy from the library or pick one up at your used bookstore. So, when the weather turns bad, or frankly any time, here's a way to feed your aviation passion.



Young Eagle Dylan Fricke's (16) First Solo October 24, 2020

In addition to keeping our Young Eagles program vibrant, as you can see from the picture above, we also continue to host monthly safety seminars. However, just a note that the November seminar is canceled, so our next seminar will be December 19th.

And speaking of December, just a reminder that it's almost time to renew your membership and plan on attending our annual year end meeting. A copy of the Membership Application is included as the second email, so please fill it out and mail it in early to our treasurer, Stan Lawrence, with your check for the \$20.00 annual dues for 2021. If you forget, then bring it to our December meeting. It's

at the Aviators Restaurant at Sacramento Executive on Saturday, December 12th. Put it on your calendar now!

Well, that's it for another month. And as always, stay safe and keep the greasy side down.

Jim Sobolewski
President

SECRETARY'S REPORT

At the November VMC chapter meeting, we learned or refreshed our memory on the following:

- Emergency situations and who can call an emergency
- Pan-pan-pan = not life threatening but could become an emergency
- Emergency declared means you have top priority with ATC and ATC will work with other planes to move them away from your aircraft
- As part of declaring an emergency you will be asked to provide the volume of fuel on the aircraft as well as total number of souls on board, which are both critical for emergency services if the landing doesn't go well.
- FAR 91.3 are in play for the emergency
- Pilot has ultimate authority to get the plane on the ground ASAP

There were 15 participants at the meeting, so the discussion was very interesting as participants expressed their opinions.

All events for November have been cancelled due to Covid-19.

In addition to your Newsletter email, you received an additional email with a "Membership Application" for the renewal of your EAA Vintage Chapter 25 membership. Please fill it out and mail it to Stan with your 2021 Dues of \$20.00. It is extremely important that we maintain our roster and increase it where possible. More members more voices for the local chapter as well as helping keep our Gold Standing with the EAA.

Thank you,

Scott Pierson
Secretary

TREASURER'S REPORT

Balance as of September 24, 2020 **\$16,139.60**

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October 2020

Income

09/25/20 donation	\$ 100.00
10/13/20 Dan West Dues	\$ 30.00
10/13/20 Robert Angrisani Dues	\$ 40.00
10/16/20 Sue Wiseman Donation	\$ 250.00
10/16/20 Nick Leonard Donation	\$ 500.00
10/23/20 Steve Lightstone Donation	<u>\$ 750.00</u>

Total Income \$ 1,670.00

Expenses

Total Expense \$ 0.00

Balance as of October 25, 2020 **\$17,809.60**

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Respectfully submitted,

Stan Lawrence
Treasurer

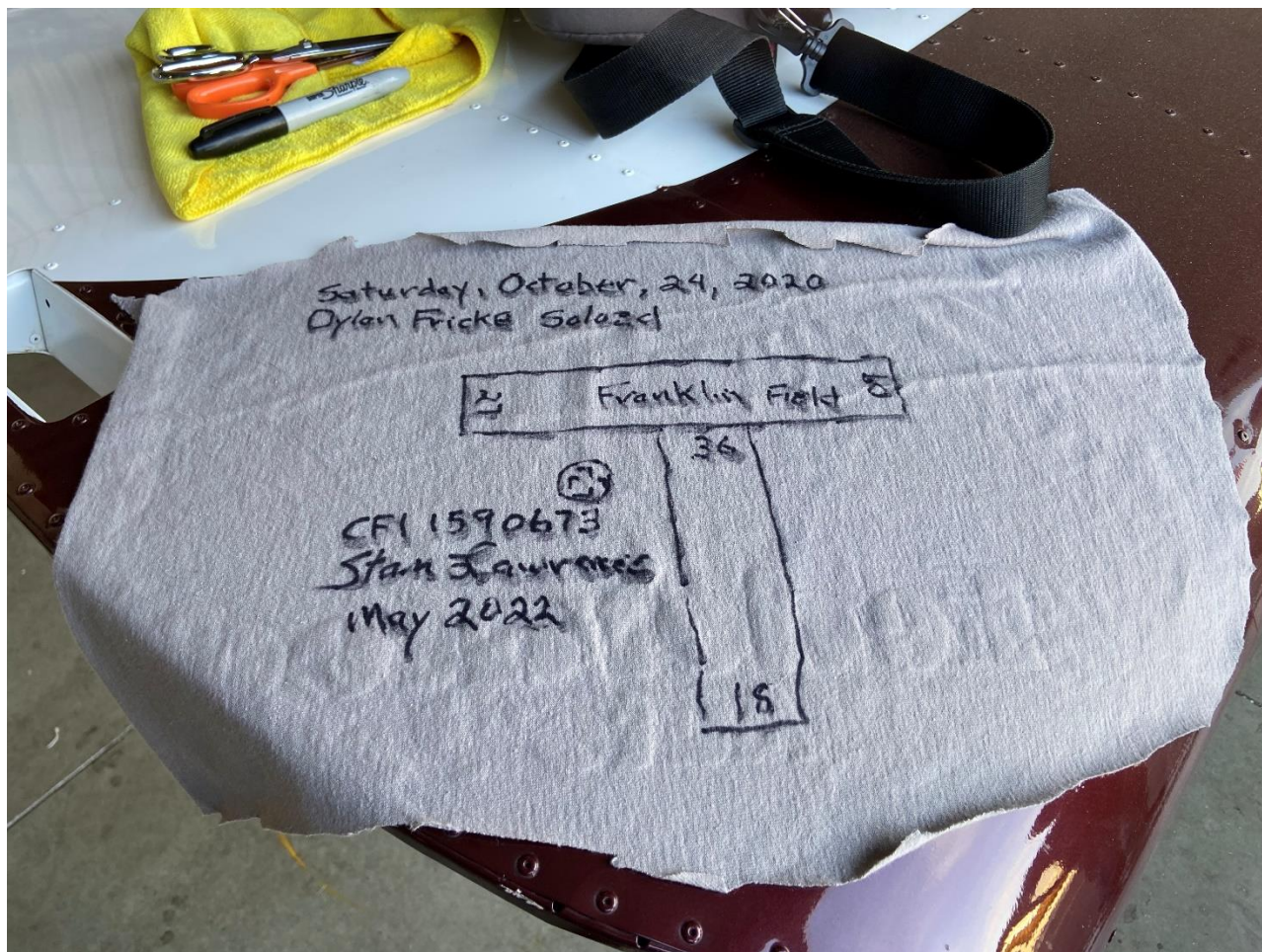
YOUNG EAGLES SACRAMENTO / DGA REPORT

Young Eagle Report Valley:

We had a busy October with our Young Eagle Build, Maintain, and Fly program! We now have 4 Young Eagles 🦅 and two Eagles 🦅.

We have Tyler Pierson (16), Ray Foundation Scholar, who has completed his Private Pilot Certificate training and is scheduled for his Check-ride December 5,

2020. To keep him proficient and not waste time and dollars. We have decided to have him work on taking the FAA Commercial written exam and he is staying sharp flying FAA required Commercial Maneuvers. Flying pylons, pylon eights, chandelles, lazy eight, power off spot landings.



Young Eagle Dylan Fricke's Shirt following his First Solo

Dylan Fricke (16) has applied to be a Ray Foundation Scholar and we are using the balance of funds in our current Ray Foundation Account. Kim Owen our Ray Foundation Scholarship Coordinator believes that the application is simply a formality to allow us to use the balance in our Ray account funds to train Dylan to his Private Pilots Certificate by March 13, 2021 his seventeenth birthday. Dylan soloed Saturday, October 24, 2020 pictures and video will be included with this report.



Stan Lawrence, Flight Instructor, congratulating Dylan on his First Solo

To view videos of Dylan Fricke's solo, click on the following links:

https://share.icloud.com/photos/0cO577wDBGM4vWqtD0YOEQf5g#Franklin_Field

https://share.icloud.com/photos/070RYr1d-tjKMb8_3lhIV4cFw#Franklin_Field

https://share.icloud.com/photos/0NzGkv-wYxByz893qoguGY5fQ#Franklin_Field

Liam Robinson (15) is nearing acquiring the necessary skills for his solo on mid-November on his 16th birthday. Liam's father, Britt Robinson is a flight instructor and airline pilot who is hoping to solo his son. Currently Britt is looking to purchase a Cessna 150 to accomplish his son's solo. Either way it is likely Liam will solo on or near his Birthday if all goes well.

Tyler Stump (16) started in our program recently. Sometime in late June after we lost our very promising Female Young Eagle 🦅 Audrey Robins. Tyler is an

awesome replacement to our Young Eagle 🦅 program. He has a great can-do attitude. He now has 7.5hrs of flight time.

Hayden Schaufel (18) is one of our second group of Young Eagles 🦅 in our program. Going on his third year. He acquired his Private Pilots Certificate in March and is now our Eagle 🦅! He has been our rock! Mentoring all the the Eagles. He has been selfless and attends without fail to continue in our excellent Young Eagle program. He is also working on his commercial flying with Tyler Pierson practicing commercial maneuvers and studying together for the Commercial Written Exam. He is also helping the other Young Eagles 🦅 with their Private Pilot Written exams. Awesome Hayden!

Tenley Ong (21) is our newest Eagle 🦅 starting about three weeks ago. She is a graduate of Oregon State University and a proud Mighty Duck! She loves the hands-on work on the aircraft. She recently helped with the repair of DGA's Piper Comanche 250's carburetor airbox. Learning how to rivet, willingly cleaning the belly of the Yak 52 and the Cessna 150/150. She is super excited to be involved and getting to fly towards the goal of attaining her Private. She immediately fit well into the group and Nick, Mark, and I are very impressed. Last Saturday she left around 4:00pm with grease under her fingernails along with grease and oil stains on her clothes. Really very cool.

I believe that Kim Owen will fill in the missing information on the Ray Foundation program.

Respectfully submitted,

Stan Lawrence
Valley Young Eagle Coordinator

VMC CLUB REPORT

The September VMC meeting was well attended and a valuable source of information for all involved. The scenario was about having a rough running engine on downwind for Runway 20 at Sacramento Executive. The scenario created a lot of discussion, especially regarding what to do if the engine quit.

The next VMC Club meeting is Saturday, December 19, 2020, and we will provide the required meeting information in the December Newsletter.

Steve Lightstone
VMC Club Leader

SCHOLARSHIP COMMITTEE

Excitement is brewing surrounding our Ray Scholarship/s. As we have mentioned, our first Ray Scholar, Tyler, has been doing a commendable job and is now in a holding pattern waiting for his birthday so he will be old enough to take his check ride. Tyler is on a “flight maintenance” plan. Essentially this means he will continue flying on his own and will not be receiving direct flight instruction, relative to his check ride, until about 2 – 3 weeks prior to the currently scheduled check ride date. At that time, he will receive his final dual instruction and have several practice check rides to ensure he is ready to pass his test! In the interim, he is practicing on his own and Stan is starting to work with him on Commercial maneuvers, when they both have free time.

Additionally, we have formally submitted the application to EAA to add a second Ray Scholar! We hope to have some good news by next month’s newsletter! For now... here are some musings from Tyler...

I don't have a lot to say about what's been going on recently with my flight training. Since all my hour requirements are completed, it's mostly just been playing the waiting game until December. Speaking of December, boy does time sure fly by. It's amazing to think that in less than 3 months I'll be able to finally go take my check ride and see if I'm ready for my PPL! I'm pretty nervous about it, but the excitement pretty much covers up any doubts I have about it. Hopefully it'll go well!

Tyler P

Respectfully,

Kim Owen
Ray Scholarship Coordinator

WEBMASTER REPORT

There are some new pictures on the Club Events page of the website. They show the young eagles at work on various airplanes. Great for them to get such experience!

To finish the story of the ferry flight of the “new” Pawnee tow plane for the Northern California Soaring Association (Byron Airport), I did make it safe and sound. But I have to say that this was the most challenging trip across the country that I have ever made. Not because of the airplane, it flew just fine, albeit only with a 100 MPH TAS cruise. But more because of the weather conditions. The winds did favor me most of the way, but soon changed when I got to California (more in a bit). The trip took 8 days, with 6 days of flying, and just over 30 hours total flying time. Average fuel burn was 10.35 gallons per hour. I made 15 stops, the last one of course was at Byron, CA which is now home for this Pawnee.

I spent 2 days stopped at Wetumpka Airport, Alabama to wait out Hurricane Beta which passed from south to north just west of here. Nice airport and very friendly folks there. Weather finally cleared up enough that I could venture westward again, but only made western Louisiana, because I ran into very marginal VFR, and IFR weather ahead, which prevented me from getting to eastern Texas which was my goal for that day. The next day I did reach Texarkana but was stopped there for 4 hours because of low ceilings and poor visibility. Consequently, I didn't make a lot of progress that day either. From then on however, I did make my planned progress, and the weather was VFR, but the winds were quite strong, mostly from the north. Nonetheless, I did get some tailwinds assist all the way to Lake Havasu City. From Lake Havasu City to Lancaster, CA, I had northerly winds, but no significant assist or hindrance to the cruising speed. However, from Lancaster north to Byron, that was a completely different story. Headwinds all the way, worsening the further north I got, and blowing the smoke southward from the fires in Northern California. While the visibility was steadily worsening the further north I went, I became more worried about having sufficient fuel to make Byron. I didn't want to stop and lose at least a half hour or more, as the smoke and lack of visibility were also getting worse. I flew only about 1000 feet AGL most of the way up the Central

Valley to reduce the effect of the wind, and made it to Byron with just enough to have a half hour reserve of fuel (which was verified when we filled the tank again).

The Pawnee has now been in service at Byron for 2 weeks, and I towed gliders in it last Saturday. It was a good purchase by the club and proving itself as a real good tow plane!

Pictures:

Panel is very basic. VFR only. I had my Garmin GPS and an ADS-B in receiver for weather and traffic. No transponder or ADS-B out. I had to avoid flying in the 30-mile ring of all class B airspace.



Two days at the Wetumpka Airport. They gave me a shade hangar to stay out of the rain that was expected over the next two days.



Scud running, but unlimited visibility underneath.



Rivers and swamps full of water in Louisiana due to Beta. Many miles of no place to land!



The obligatory selfie...



Crossing the mighty Mississippi.



Texarkana. There was a Boeing B-17 that had stopped there because of an engine problem and was being repaired.



West of Dallas TX. Strange clouds formed by the north wind. I flew along the edge of this for about 100 miles or more.



Some place in New Mexico. Left the flatlands of Texas and in the mountains now.



And crossing the desert west of Phoenix.



Starting to see the California smoke in Western Arizona



Arrival at Byron—Pawnee is now home!



Dave Magaw
Webmaster

CALENDAR - DATES AND EVENTS

November	Saturday, Nov 21, VMC Club Meeting by Zoom - CANCELLED
	Saturday, Dec 12, Holiday & Planning meeting at Aviator's Restaurant KSAC (10 a.m.)
December	Saturday, Dec 19, VMC Club Meeting – Details will be published in the December Newsletter.

EAA-VAA CHAPTER 25 OFFICERS

Title	Name	Contact #	E-mail
President	Jim Sobolewski	916-425-3469	sobol748@aol.com
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Website: <https://chapters.eaa.org/vin25>

TRAINING AND EDUCATION

A Challenge to Members to Share the Gift of EAA

By: David Leiting, EAA Lifetime 579157

Vice President of EAA Chapter 252

EAA Membership Development Manager

The past 10 months have flipped the world upside down for many of us, but they have also allowed us to spend more time focusing on our families and our passions. For all of us, the shared passion is aviation. It is what brought us together and has been the one constant we can look to when the days get rough.

The flying club I am a member of shut down operations for 90 days as we evaluated how we could safely operate amongst the COVID-19 pandemic. It pained me to stay out of the cockpit for more than three months. This was the first time since I passed my private pilot check ride that I was out of my 90-day currency! Additionally, my local EAA chapter put all of our events on hold. Although we were able to conduct virtual gatherings and board meetings, it wasn't the same as our usual in-person events.

This lack of aviation activity caused me to reflect on my passion for aviation and remind myself how easy it is to take for granted the aviation opportunities afforded by EAA. Like many of you, much of what I use to fuel my passion for aviation has come from EAA. EAA AirVenture Oshkosh, my Young Eagles flight, the relationships built through my local chapters, and the educational opportunities. Without EAA, I am not quite sure where I would find myself on my aviation journey.



One of the great pillars of EAA is the opportunity to give back and pass the torch to future members. Perhaps you have given a Young Eagles flight that led to a career aviator or lent a helping hand to a friend building their own aircraft. There is also a great chance that you have benefited from the generosity of a fellow EAAer. It is the lifeblood of our organization!

We all remember our mentor who introduced us to aviation and are forever grateful for the gift they gave us. That mentor may still be a close friend of yours within your EAA chapter. EAA is now asking you to join us in helping to preserve the legacy of EAA Founder Paul Poberezny, and of all our past and current members, by gifting an EAA membership to someone you feel will continue to carry on EAA's mission within The Spirit of Aviation.

It is EAA members such as yourself that can bring aboard the next generation of members. Your involvement in your local chapter is even a greater reason to introduce them to EAA. Chapter members are the most engaged and passionate

members you'll find within EAA. There is no better group than a local chapter to welcome a newcomer to EAA.

Once you identify whom you'd like to sponsor, simply visit

www.EAA.org/Legacy to register EAA's newest member. After you gift this membership, invite the individual to your chapter, and show them the opportunities and community that exist in their own backyard. By gifting a membership and becoming a Legacy sponsor, you will receive a Legacy sponsor pin and patch.

EAA cannot thank you enough for your continued support of the organization, and especially of your local chapter. Chapters are the lifeblood of EAA, and without them the impact of EAA would be fraction of what it is today. Enjoy your holiday season, and we hope to see you in Oshkosh this July!