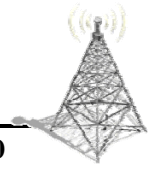




# The Outer Marker

June 2008



[www.gatewayeaa.com](http://www.gatewayeaa.com)

Gateway EAA Chapter 1401 Inc., Merced Municipal Airport, Merced, CA 95340

## The Descending Dove Ascends

By Galen Chastain



The day began as any other spring day. A light, cool breeze and the warmth of morning sun was a welcome beckoning to the airport. It seemed to be a meek beginning for a day that would mark for my son the climax of ten long years of assiduous adherence to the challenging regimen entailing all aspects of airplane construction. Scott owes a debt of gratitude to many people for the completion of this project.



Though he may have been the team leader, it was a team effort and could not have been accomplished without teamwork.

The outcome today would hopefully be the successful virgin flight of Scott's RV-8. I knew when I greeted the day that Scott's excitement for what awaited him must already be building. My feelings resided more in my joy for him in knowing that his prideful excitement would be boundless before the day ended. My feelings were also celebratory and somewhat déjà vu, for I had taught

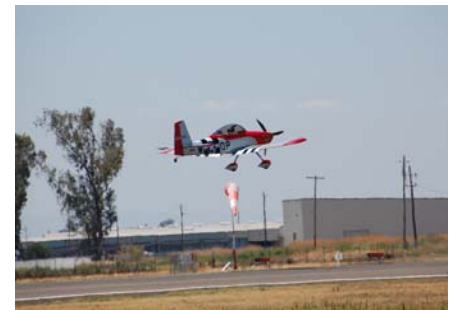


him to fly some eleven years earlier and recalled the joy of the experience in witnessing his first solo flight.

In a sense, today's flight would be an analogous event, but in another sense it would be entirely different. The Cessna 150 he flew in 1997 was very familiar to him as he had flown it for many hours in myriad configurations, many of which were as my student pilot. Though he had intimate knowledge of every nut, bolt, wire, rivet, knob and nearly every molecule of the RV-8, he had absolutely no knowledge of its flight characteristics. There would be no dual in the RV-8. Today would offer an entirely different experience for both of us.



Scarcely two weeks before, Scott had met the FAA inspector in a nervous state for the purpose of examining the airplane's airworthiness. In a little more than an hour's time, the precious piece of paper was in his hand that declared abstractly the airplane would fly.





Before fully buttoning up the airplane, a few taxis were made to get the feel for ground handling and to satisfy the initial protocol

outlined in AC 90-89A. Meantime, little glitches pursuant to Murphy's Law kept cropping up to further delay the first test flight, not the least of which was a small, but deleterious leak in a fuel line fitting, the repair for which was very labor intensive.

To witness the happy event, to celebrate with him and to document it with photos and videos,



Scott invited his immediate family to the airport. His mom, Karen, his brother, Keith, and his nephew, Kyle, and yours truly,

were there to share the joy and excitement of his experience. Even though noon was the appointed time, it was nearly 1:30 before Scott climbed into the cockpit to turn the prop. Airport personnel were most helpful in arranging for family to transit the



taxiway by auto to the compass rose area to have a better vantage point for viewing and picture taking. Taxiing a little faster than a man can walk, Scott soon approached the run-up area (not without a considerable anxiety he later confessed). All the usual and customary procedures were timely completed, canopy closed, radio call made and into position . . . but no hold! Full throttle, a healthy roar of the engine, a short takeoff roll and the Descending Dove began to ascend. It was a memorable moment that prompted elation beyond words.

The rate of climb was modest and smooth. The pilot made the appropriate turns and quickly established the plane in the traffic pattern. Turns to base and final, as though preparing to land, belied the whine of the engine and increasing speed of the plane. To titillate the small group of onlookers



further, Scott accomplished a high speed fly-by. It was beautiful . . . even the sound was exhilarating. Not having any fun at all on the first one, Scott could not resist doing yet another. Then off to the wild blue above the airport to immerse himself in total enjoyment. Finally, after nearly an hour of what I imagined was a euphoric experience in flight, he returned to the traffic pattern. This time he slowed for the approach with partial flaps and, with just a hint of power, he coaxed his pet back to the runway for a nearly three point landing. What an event! In summary, the flight was successful in every way. Scott's and my hearty thanks go to the many that helped make it possible.

—Galen

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## From the Pilot in Command

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By Mike Bodine

The chairs have all been relocated from the EAA B-side hangar back to the CAP building. The building has been cleaned and ceiling tiles removed. The building does not appear to have any remaining mold or mildew issues. The meeting will begin with breakfast at the Hangar

Café and move to the CAP building and then to the Mitchell's hangar. The EAA B-side hangar has been cleared of all the EAA items. Steve Spinelli loaded his airframe and parts and has taken them to his ranch. My thanks go to Fred, Linton, Jack, Steve, and Ray Esau for helping to clear the hangar. The equipment has been relocated to appropriate destinations for storage. It is sad to see the hangar empty. There is a small air compressor a metal desk and three blackboards still in the hangar if anyone is interested. I will permanently take the locks off the doors after the meeting on the 14<sup>th</sup>.

For all of us who were under the impression that no California tax papers needed to be filed, if a non profit did not have income greater than \$25,000 per year, we were wrong. We have received notice that if the 2005 tax papers are not filed within the next 30 days we will be fined and lose our tax exemption. The 2005 Tax Return is complete and was mailed May 31st. I regret it took a letter from the Franchise Tax Board to inform us that the 2005 Tax Return was required.

There is no Merced Antique fly-in this year. Ron Elliott has sent out invitations to all the airport tenants to join in a Tenant/Pilot Appreciation Day Saturday June 7<sup>th</sup> starting at 10:00 a.m. I would encourage those that can make it to attend.

—Mike

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## Fly the Airplane

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By Ray Beverly

Thursday, May 29<sup>th</sup>, I was a presenter for the FAA's FAST series (FAA Safety Team) at Castle Airport. Since the presentation, I have received several comments and questions about airspace. It seems there are still many questions about the A B C D E G airspace. The portion I will mention here is the E G relationship.



E and G airspace are mainly "Weather Types of Airspace." By that, it is primarily weather that determines the operations in these portions of the airspace. G airspace always touches the ground. It goes up to 700 feet or 1200 feet or a specified altitude depicted on the Sectional Chart. There are several variations, but I will address the most common of the 700 ft. and 1200 ft. ceiling.

Within this G airspace of 700 and 1200 feet of the surface, the weather minimums during the day are 1 Mile Visibility and Clear of Clouds. That is almost instrument flight conditions very close to the ground. If you have not been trained to fly in these conditions, you should not do so! The distinction between the 700 and 1200 foot ceilings is shown on the Sectional Chart by the sharp and shaded magenta borders. Generally, the 700 foot ceilings are around airports with an instrument approach.

Above the G airspace is the E airspace. The weather minimums there are 3 Miles Visibility, 500 feet below the clouds, 1000 feet above the clouds, and 2000 feet horizontally from the clouds. The weather requirements are significantly higher and are generally regarded as "Basic VFR." These are minimum conditions for VFR flight (except as noted above). These requirements are from 1200 feet AGL to 10,000 feet MSL. Above 10,000 the weather requirements change to 5 Miles Visibility, 1000 Above and Below the clouds and 1 mile horizontally from the clouds. 10,000 feet MSL is also where the speed limit changes, and there must be more time to see and avoid traffic. In the Citation-X, we routinely descend at 340 IAS until reaching 10,000 feet, then we slow to 250 IAS.

On the Sectional Chart, the magenta dotted circle shows where E airspace touches the ground. It is always around an airport with an instrument approach, usually an ILS. Merced has this type of E airspace. Castle has D airspace surrounding it. D has the same weather requirements as E, plus the requirement of communication with the controlling agency. Contact Castle Tower on 118.175.

On a crystal clear day, the lines between E and G airspace are virtually non-existent. The visibility and cloud clearances aren't a factor. But when there are clouds and the visibility starts to drop, you must be aware of what type of airspace you are operating in. No radio operation is required, and there are some other requirements in special areas, but for the most part, E and G are *weather* airspaces.

Fly the Airplane!

—Ray

## The Two Minute Turn

By Richard Walker



We never really got a Board meeting going this month. Not enough people could attend on the days it was scheduled for. Mike and Ed Banks did get together and discussed the upcoming Young Eagles' event.

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### May 10th General Meeting Highlights

After Breakfast at the Hangar Café the meeting moved to our hangar. Discussions at the May 10th meeting were about cleaning out the hangar and moving back to the CAP building. The chairs and tables have been moved back. Steve Spinelli has taken his airplane to his place. Most of the rest of the items have been moved to Fred's hangar.

Mike says the CAP Hangar ceiling tiles have been replaced and made suitable for our meetings until we find a new home.

[The Young Eagles event is  *canceled*  for the 14<sup>th</sup> of June.] —editor's note

We need to establish a nominating committee by July for the two offices up for election in November. Those are for President and Secretary.

## June 14<sup>th</sup> Young Eagles Event Canceled

Due to a combination of factors including soaring fuel costs, an unfirm commitment on the part of recruited youth groups, and a shortage of pilots, the 2008 Young Eagles rally has been canceled for the 14<sup>th</sup> of June. Instead, chapter leaders will plan ahead for a rally after Oshkosh in the late summer or early fall. Please plan ahead and be aware that this cancelation does not in any way weaken the chapter's dedication to the Young Eagle's program; rather, the timing and circumstances of this year's rally simply do not mesh out. Things will be looking much better by fall, so be ready to lend support to our ongoing Young Eagles cause! In order to foster flying activity for the chapter in the absence of Young Eagles, a fly-out is now scheduled for the same day. Please contact Scott Chastain for more information.

## June 14<sup>th</sup> Fly-Out to Fresno Chandler

Because of the aforementioned cancelation of the Young Eagles Rally, chapter members are encouraged to take advantage of the relatively mild weather on the 14<sup>th</sup> and take a leisurely flight down to Fresno for the 7<sup>th</sup> Annual K-Jewel 99.3 Air Show and Fly-In. The event will have free admission, six aerobatic performers, food, fun and entertainment for the entire family. Gates open at 8:00, ceremonies begin at 9:00. This all-day event includes pilots who fly in from all over the West Coast, a classic car show, lots of static displays and fun for everyone. Official NOTAMs will be posted Wednesday, June 11<sup>th</sup>. However preliminary pilot information follows:

**June 13th: Airspace closed 0930-1130 hrs.**  
**June 14th: Airspace closed 0930-1430 hrs.**  
**Temp Tower Frequency: 126.4**  
**Ground Frequency: 121.05**

For detailed information on fly-in procedures, consult NOTAM's. You may also contact Airport Manager, Tom Wallace, at (559) 621-4511. See you there for a great, fun-filled day of flying!

## 2008 Chapter Officers and Directors

President	Mike Bodine	722-8619
Treasurer	Joe Horta	358-5707
Vice President	Doris Mitchell	383-4848
Secretary	Richard Walker	723-5704
Membership Director	Loyd James	383-3380
Young Eagles Director	Ed Banks	358-8149
EAA Flight Advisor	Ray Beverly	723-5789
EAA Tech Counselor	Fred Salvatori	358-1390
Webmaster	Loyd James	loyd@ultracart.com
Newsletter Editor	Scott Chastain	383-1488

## Pixture Rich



Runway Incursion