



NORTHERN YOSEMITE EAA CHAPTER 1337

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July 2004

From The Left Seat

Chapter 1337 President's Message: By Jim Thomas

Father's Day Fly-In

The Father's Day Fly-In was a great success. Our booth was very busy both days selling refreshments and Elwin Smith promoted our Young Eagles Program. Thanks to Cindy Wallace and her helpers for all they did to help make our booth a big money maker. Thank you Elwin, for spending your fly-in time promoting aviation to kids and young adults.

As most of you know the Father's Day Fly-In is our Chapters big event of the year and everyone in the Chapter contributed to making the Fly-In a great success. Nearly every Chapter member volunteered their time, some volunteered their money, and a few lived the event for several days. Alan Wallace was one of those individuals. Being the Chairman has it's obligations and Alan met every one of them. Thank you, Alan.

Campout at Columbia Airport

I have polled several of the Chapter members and the consensus is that we should cancel our July event which was to be a campout at Columbia Airport. The general feeling is that there are a lot of things going on in July and it is also pretty hot for camping. We might look at having the campout sometime this fall or next spring.

Arlington

Patty and I flew to Arlington, Washington to attend the Pacific Northwest EAA Fly-In. For those of you that don't know, Arlington is the Northwest's equivalent of our GoldenWest Fly-in. I had never attended the event before and was looking forward to showing off my Cub and seeing what our fellow EAA'ers were up to.

Pleasant surprises are a wonderful experience. The 4 days we spent at the 5 day event were all filled with fun and enjoyment. Arlington was well organized and well attended. This is an event that has more homebuilts and experimental aircraft than one would usually see. Although there were a number of antique and classic aircraft, they were outnumbered by far by the experimentals.

Arlington's airfield is large with lots of room. Camping under the wing in the mowed green grass was a real pleasure. Very few bugs! Yes, there was some rain, but just a little, which was a welcome change from the Sierra foothills hot dry summer.

There was a large contingent of ultralight aircraft including trikes, single and double surfaced wings, rigid winged, powered parachutes, an so forth. One thing is for sure, those ultralight guys really like to fly!

We returned via McMinnville, Oregon to visit the McMinnville Air Museum, the home of the Spruce Goose. This museum is a must if you have never seen the Spruce Goose. The aircraft is absolutely phenomenal and something every aviation enthusiast should see. A V-tailed Bonanza is "hung" next to the tail of the Spruce Goose and the first impressions are of a scaled-down radio controlled Beech flying by a normal transport.

I think next year we should plan a Chapter fly-out to Arlington. I'll lead the way in my Lancair Legacy...if it is done by then!

Take Care and Fly Safe.



Next Chapter Meeting *Cancelled*

By email input, our next Chapter meeting is cancelled. It was to be a campout at Columbia Airport, but the general feeling of our membership is that the campout would be better held in the spring or fall. Our Board of Directors will discuss this at our next meeting.

Young Eagles

Chapter 1337 Young Eagles Coordinator: Elwin Smith

Wow! It's already July!! Wasn't it a week ago that we were celebrating the start of a new year?!?!

At the recent Father's Day Fly-In at Columbia Airport there were a number of enquiries about the Young Eagles program and we handed out brochures and information about the upcoming Young Eagles Rallies. (Just in case you had forgotten ☺ - these Rallies are **September 11** at Pine Mountain Lake and **October 9** at Columbia Airport. Have you got these dates noted in your calendars so that you don't double-book yourselves??)

We don't have any specific Young Eagles events scheduled for July (because of school break), however we do have an event in August. The plan is to visit the Flight Service Station at Rancho Murietta on Saturday, 28 August. I am anticipating that we will have 10 to 15 young people who would be interested in this outing. But, we will need to have planes and pilots to fly them there! Final details have not been made, the plan is to fly to Rancho Murietta by 10am and complete the tour by noon – this will depend on the number of people attending and if we will have to break into a couple of groups for the tour.

I would appeal to you, pilots, to mark your calendars, and if you are available that day (**and also for the days of Young Eagles Rallies!**) to please let me know – including how many seats you have available. This appeal also goes out for volunteers who can help with ground support, particularly at the Rallies – because if we don't have committed help at least a week prior to the event, the event will have to be canceled!

Leading up to the celebration of the Centennial of Flight in December 2003, one of the goals of Young Eagles was to have offered 1 million young people the thrill of a flight experience. This goal was met, and the question then was – what was going to happen with the Young Eagles Program after that? We were assured that the program was going to continue and that the organizers were working on new initiatives.

In the Spring 2004 edition of "Flight Leader News", there was an article entitled "A New Era is Launched". At an event held in Van Nuys in March, representatives from many of EAA Chapters, EAA members, Young Eagle volunteers and members of the media gathered to hear EAA President Tom Poberezny unveil a glimpse of the future for the Young Eagles Program. As we see in the following excerpt from the article, the new initiatives will be announced at EAA AirVenture Oshkosh.

After introducing Harrison Ford as the new Chairman of the Young Eagles Program, Tom went on to say... "Last year, as we closed in on reaching our initial goal, we heard from many EAA members and Young Eagle volunteers," Tom said. "They told us how much they value what Young

Eagles has brought to aviation and told us the program must continue."

Tom indicated that the Young Eagles program would remain an important part of EAA's activities, with some specific goals and outlooks for the program's new era. Among them is an annual goal of introducing 100,000 young people to the Young Eagles program, rather than a long-term numeric goal. One thing that will not change is the basic premise of the program - pilots and children sharing a flight experience.

Tom also announced two additional initiatives designed to increase the Young Eagles experience and further establish mentor relationships between pilots and Young Eagles. The first is an upgraded and enhanced Young Eagles web site. The new web site will be a portal to the world of aviation through which Young Eagles can explore their personal interest in aviation. From learning to fly and career options, to games and activities, the new web site will attempt to build on the excitement of the flight experience. The new web site is set for an initial launch at EAA AirVenture Oshkosh.

The second initiative will be the creation of a program that will provide activities for Young Eagles that will also involve EAA members and Chapters. As a Young Eagle participates in the program, they will receive recognition from EAA as they complete projects or tasks that will enhance their understanding of aviation. The program is currently under development and more details will be announced at EAA AirVenture. "As we launch the second century of powered flight, Young Eagles will also reach for new horizons," Tom said. "We have seen the impact that this program has made on young people, whether or not they pursue aviation. That inspires us to do even more."



Fun Flying

Super Cruiser: Caldwell tower, Super Cruiser N### has just departed Morristown, I would like to transition your airspace to the north.

CDW: Super Cruiser transition approved at or above 1700.

....a short time later.....

CDW: Super Cruiser, say again aircraft type.

Super Cruiser: Caldwell tower, I am a PA-12, 1947 Piper Cub Super Cruiser, just a bit old and slow.

CDW: Roger ... not unlike some of us in the tower, today.

Father's Day Fly-In

By Alan Wallace, Chairman

I would like to thank all of you who worked so hard to make the 38th Annual Father's Day Fly-In such a success. I was very impressed by your dedication and the amount of time so many of you put in working at the Fly-In. I have had many people tell me that this year's Fly-In was one of the best and smoothest run to date. Next year's 39th Annual Father's Day Fly-In will be June 18th and 19th. It will be Co-Chaired by Jim Thomas, Paul Girard and myself. I know that with the leadership of JT and Paul, next year's Fly-In will be even better.

Thank You !
Alan Wallace
2004 Fly-In Chairman

Builders Corner

By: Guy Russell

For those of you that don't know them, let me start this month by introducing Roger and Janet Sloan. Both Roger and Jan are pilots who built their own beautiful log home with a large hangar at PML near the eastern end of the runway. Jan is a retired registered nurse and Roger is retired from United Airlines where he spent many years repairing and maintaining commercial jets as an A&P. Roger and Jan made the decision that their Piper Warrior was not fast enough for their current needs. To solve the dilemma, the Warrior was sold and Roger is now building an RV-7. Being a skilled professional, Roger is moving quickly with his project and was kind enough to share some of his experiences. From my first session with Roger, I see the opportunity for more than one article. So consider this part 1.

I asked Roger why he chose an RV-7, and his answer, "A ride in Hugh and Kay's RV-6A". Most everyone knew Hugh Smith, and his passing is still a fresh emotional loss. Their beautiful red RV-6A still graces the sky and is a delight to see. It is easy to understand Roger's decision.

Roger has finished (except for paint and fiberglass tips) the empennage and wings, and has started the fuselage. The toughest part so far was the fuel tanks which took a month to complete. Applying sealant to each rivet before riveting can't be any fun. Also, Roger found that the factory purchased fuel pick-up tubes had poorly formed flairs. He was able to correct the flairs but points out that safety is an issue if the fitting is not air tight. First thing I did when I got home was to look at mine and found them to be acceptable. Check yours if you have them. For those who would prefer to skip these tasks, factory completed tanks are available for a price. Another question is which primer to use. Roger started with an epoxy primer but decided it would be too heavy. He switched to zinc chromate, and

has basically primed everything. He did receive an input from a friend that it should be fine to build it bare and spray the insides with AC50. Roger agrees with this advice but likes zinc chromate from his past experience.

Being a beginning builder myself, I tried to slip in a few questions that relate to my own mistakes. Where I have back riveted the trailing edges of the rudder and elevators, some of the rivets have small eyebrows from the back riveting set not being held at just the right angle. As long as these are not too deep or penetrate the skin, this is mostly an appearance problem. I also got a riveting tip for using a 3X riveting gun. When riveting 3/32 rivets set the air pressure at 45 psi. When Roger sets 1/8 rivets, he adjusts the psi to 100. Keep in mind he has years of experience and knows just when to stop. By the way, Roger doesn't use a back riveting set for double counter sunk rivets at the trailing edges. He uses a mushroom set and starts at a more vertical angle and adjusts the riveting angle to match the trailing edge as he finishes. Sounds easy (Right!).

So far what has been the most fun? Answer, working on the fuselage because big parts go together fast and it starts to look like an airplane. At the rate Roger is progressing, I expect to see him sitting in the fuselage making airplane noises any day. I know I will when I get that far. For engine choices, he is going with the Eggenfellner Subaru. I also find this engine choice intriguing and look forward to following its progress.

Like I said, this is part 1. How many additional articles on Roger's RV-7 will depend on his tolerance with my pestering him for discussion time. It's not often we get a builder that is a professional, and I want to personally thank Roger for letting me invade his space. Secretly, of course, I would like to draw his skill into our chapter. Any help from the rest of you would be greatly appreciated.



Roger Sloan's RV-7 Wings

Speedy Kitplane To Be Unveiled At Oshkosh

AvWeb June 13, 2004

Remember when a kitplane was a piece of irrigation pipe and some Dacron? Well, now you can clear out the garage and put together a race-bred airplane from the folks who brought you the Nemesis F-1 racer (47 victories in 50 starts, 16 world speed records). The crew has translated their racing design into the NXT, a two-place speedster that will have its official unveiling at EAA AirVenture in late July. Designers and builders Jon and Patricia Sharp say the first of the kit-derived aircraft is ready for flight-testing and they hope to have it flying at Oshkosh. Others hope (some with good reason) that the aircraft will eventually run better than 350 mph at 20,000 feet. With computer-finessed aerodynamics, a 2200-pound all-up gross (including 500 pounds of fuel) and a Lycoming 540 up front, the NXT may be the hottest homebuilt available. The Sharps are being coy about performance data, saying they want to state the real figures and not computer projections. They were a little less shy about such predictions a couple of years ago, however, when, according to their Web site, they figured the little composite taildragger would hit 400 mph at 20,000 feet. That was with a similarly husky Continental 550 howling under the cowl. Lycoming has since become a Nemesis sponsor. There's a price for all that quickness. The kit will sell for \$129,000 and the engine, prop and electronics will put it over \$200,000.

Fly-In Schedule

Jul 27–Aug 2 EAA AirVenture, Oshkosh, WI
 Aug 20-22 Northwest Antique Airplane Fly-In
 McMinnville, Oregon
 Sep 16 – 19 Reno National Championship Air Races
 Oct 24-25 Edwards AFB Airshow

Fly Mart

Want Ads in our newsletter are for aviation related items and are free to all our Chapter members. Commercial Ads must be in business card format and cost \$25 for 6 months and \$50 for one year. Contact Jim Thomas to place an ad at mypal2@yahoo.com or 962-0910.

Like New; Kennon Windshield Cover (Inside), with case for 1976 Cessna 150M - \$40.00, Alan Wallace 586-5860

Nearly perfect set of 4.00-5 wheels, tires, brakes, calipers, etc. For details, photos and \$, contact Quenton Duram at Qdurham@AOL.com or 925-254-7843

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Chapter Meeting and Events Schedule

Jul 17-18 10:00 AM	Cancelled
Aug 14-15	Fly-Out to Rogue River Oregon and Raft Trip
Aug 28 10:00 AM	Fly-Out to ATC Facility
Sep 11 9:00 AM	Young Eagles Rally, Pine Mountain Lake Airport
Sep 25 10:00 AM	Fly-Out to Air Museum
Oct 2 8:00 AM	Pancake Breakfast and Aviation Swap Meet
Oct 9 9:00 AM	Young Eagles Rally, Columbia Airport
Oct 16 10:00 AM	Fly-Out to Harris Ranch for Lunch
Nov 13 10:00 AM	Builder's Workshop, Columbia Airport
Dec 11 11:00 AM	Holiday Potluck, TBA

TBA = To Be Announced

Our Chapter Activities Schedule is available online at
<http://www.eaa1337.org>

2004 Annual Chapter Dues

2003 dues are \$20 for an individual membership and \$25 for a family membership. Make checks payable to EAA Chapter 1337 and mail to: EAA Chapter 1337, 22180 Knox Rd. Twain Harte, Ca 95383.

EAA CHAPTER 1337 2004 MEMBERSHIP RENEWAL FORM

And New Membership Application Form

Date _____ Single Membership \$20 _____ Family Membership \$25

Name _____ EAA# _____ Exp. Date _____

Address _____

Email Address _____ Phone _____ hm _____ wk

Aircraft Owned _____

Tail Number(s) _____ Pilot Ratings _____

Total Time _____ Date of Last Medical _____ Date of Last BFR _____

Areas of Interest _____

Total time, date of last medical, and date of last BFR are required for all Young Eagles pilots. All EAA Chapter 1337 members must also be members of the EAA National Organization. If you are not currently a National member, we can provide you with an application to join. Please send your completed form and check to:

Northern Yosemite EAA Chapter 1337, 22180 N. Knox Road, Twain Harte, CA 95383

EAA Chapter 1337
22180 Knox Rd.
Twain Harte, CA 95383

