



NORTHERN YOSEMITE EAA CHAPTER 1337

Volume 3, Issue 12

December 2004

From The Left Seat

Chapter 1337 President's Message: By Jim Thomas

2004 Revisited

This year has literally flown by! I have been reflecting on all the things that we have done as a Chapter this last year. Not wanting to go into any details, I'll provide just a brief summary of last year's activities.

Builder's Workshops – This hands on workshop was held at PML and featured several of our members instructing us on the finer points of aluminum aircraft construction.

FAA Wings Seminars – Presented in conjunction with the PMLAA and organized by Guy Russell. One was on the Light Sport Aircraft and Pilot Certificate and one was on Mountain Flying. Both seminars qualified for the FAA Wings Program.

Pancake Breakfast – A Chapter fund raiser that was held at the Columbia Airport Campground.

Young Eagles Rallies – Held at both PML and Columbia with great success.

Father's Day Fly-In – Our biggest money raiser to date. Great Chapter participation and the best Father's Day Fly-In in years. Thank you Wallaces.

Poker Run – Beautiful springtime event. Great prizes.

Difficulties with building our hangar – Problems with the buried waterline and fire protection. Progress is slow, but there is still progress.

Bylaws Revised – Brought our Chapter bylaws up to date and cleaned up our corporate processes.

Thanks to all our Chapter members for making 2004 a very busy and productive year. I appreciate all the help I received and the support from the other officers and our Board of Directors.

Burt Rutan Interview

Our last meeting was held at the Wallace hangar where we watched the 60 Minutes interview with Burt Rutan. It was very informative and served to reaffirm that Burt is truly an amazing engineer with incredible ideas. We had planned to watch the Discovery Channel DVD titled Dark

Sky, but it did not arrive in time. Don Denhard told me that the DVD actually arrived the following Monday, two days too late. Hopefully, at some future meeting we will get an opportunity show the Dark Sky DVD.

Election of Chapter Officers

The ballots for the election of our 2005 officers have been emailed out to our Chapter members. Please mail your ballot to me, drop it by my office or bring it to the General Membership meeting on December 11th. We will count the ballots at the meeting and announce the newly elected officers. I encourage every member to cast your vote. Eligible voters are those that have an individual EAA number, are current members of the national EAA, and are current members of Chapter 1337. If you did not receive a ballot, then you are most likely either not current with National or our Chapter.

2005 EAA Calendars are Available

We have purchased 24 calendars for sale to our members and friends. These make a great Christmas present for your pilot friend or family member. They are available for a \$10 donation to the Chapter which provides us with a modest \$2.50 profit. So, support the Chapter, give a Christmas present, or decorate your office wall by purchasing one of these calendars at our Christmas Potluck.

New Installment Story

Walter Leineke has provided me with a true story of an unforgettable flight his dad made in a Piper Tri Pacer that ended with a crash in the Feather River Canyon. The story will be published in five monthly installments due to its length. I really appreciate Walter providing me with this story. Not only is it nice to have others contribute to the newsletter making my job easier, but it adds variety and anticipation for the reader too. Thanks Walter.

Next Chapter Meeting

Our final meeting of the year will be a potluck lunch that will be held at Bald Eagle Aviation on Saturday December 11th at 11:00 AM. We have traditionally had a potluck as our last meeting of the year. It is a fun time in which we can relax, share flying stories and reflect on our year's accomplishments. We also conduct the elections of our 2005 officers at this meeting. I encourage everyone to

attend this year's December meeting and don't forget it is a potluck. Read the separate meeting announcement to find out what food you should bring.

Dues is Due – Rejoin for 2005

We have been collecting the \$20 per individual and \$25 per family for our 2005 membership. Use the attached form to send in your annual dues. Help keep our Chapter in the big bucks and solvent.

Take Care and Fly Safe.



Next Chapter Meeting

Christmas Potluck Lunch

It is the end of another fantastic and productive year for Chapter 1337. Our next meeting will be our annual Holiday Potluck party and will be held at the Columbia Airport terminal, aka Bald Eagle Aviation, at 11:00 AM on Saturday December 11th. This event is a luncheon so those members that prefer to fly in can do so without having to fly home after dark.

This year we are asking each person or family to bring a main course dish that will feed your group plus a couple extra people and also bring either a salad or dessert. We want plenty of food so we can offer a meal to the Bald Eagle staff, airport staff and anyone that happens to wonder by. The Chapter will provide drinks, plates, cups and plastic utensils. If you prefer to bring your own plates, utensils or drinks, please feel free to do so. Tables will be set up for serving and eating.

This end-of-the-year meeting will also be when we announce the results of the election of our new officers. It will be a big "Thank You" for our 2004 officers and a "Welcome" for our 2005 officers. We hope you can come join us for some wonderful food and flying friendship.

The Longest Picnic

PART ONE (of a Five Part Story)

By Jack Leineke, as told to Walter Leineke

When my cousin, Geneva Blair, came to Sacramento for a visit, my wife, Eva, and I thought it would be a good idea to treat her to a flying picnic. We could fire up the Tri Pacer and zip up to Beckworth, a little airport in the northern Sierra Nevada mountains. There is a picnic area just a short walk from the airport. We could have a scenic

tour of the snow-covered mountains on our way. Geneva had never been in a small airplane and was quite excited at the idea. We packed a lunch and drove out to Phoenix Field where the Tri Pacer was tied down. The flight north was all that we could have wanted: the air was calm and clear. It was a perfect mid May morning.

We ate a leisurely lunch and sat about enjoying the beautiful day until about 6:00 PM. Back in the airplane again, we took off heading west gaining altitude, and then turned south heading toward Sacramento. It was another beautiful flight through calm clear air over the snow-covered ridges of the Sierra Nevada. As we passed over the south fork of the Feather River, we could see the white froth of the torrent of water rushing down the gorge. Just as we were clearing the south rim of the canyon, we were in trouble: big trouble.

I noticed an odor that should not have been present. It smelled like nail polish remover. Immediately the engine RPM began a rapid decline, and the oil pressure gauge hit bottom. My first thought was to return to the airport, but by the time that I had made a 180-degree turn we were losing altitude at an alarming rate. Going back was not an option. We were going to crash somewhere in the Feather River canyon. I sent out some frantic May Day calls while dropping deeper and deeper into the canyon. I didn't have much hope that they had been heard. I looked for a suitable place to crash, but there wasn't one. It was all trees, rocks, and white water. I continued down the ravine toward the river.

Two other aircraft had gone down in the Feather River canyon in recent years, and there were no survivors. Not a very comforting thought as I tried to coax some power out of the Lycoming: no oil pressure, no RPM's, no power. The engine sounded terrible, but I wanted to keep it running. I had the Tri Pacer slowed down to just above stall in the effort to stay aloft as long as possible. I'd have followed that ravine all the way to the ocean if I could keep a bit of air under me. I couldn't. As fast as that creek was rushing down the ravine, the Tri Pacer was rushing down faster. By dodging over the center of the ravine I was able to buy a few seconds of flying time. A house sized boulder loomed ahead of us. I hauled back on the yoke and we just did clear it. However the loss of air speed was too much. I felt the stall starting, and I knew that this was it.

(Walter Leineke's story of his dad's crash landing in the Feather River Canyon will be published in 5 monthly installments. Thank you, Walter, for your contribution to our newsletter.)

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 mypa12@yahoo.com or 962-0910.

1946 7-AC Champ, 85 hp with approximately 360 hours on it. Based at Columbia Airport. \$20,000 or offer. Contact Bob Steinbrink at 209-532-0136. Qualifies as a Light Sport Aircraft.

Two Questair Venture Projects; one 90%, other 50% complete. A Venture still holds all the world's FAI speed records for its weight class. It really does cruise at 235 kts, burning just 13 gph. Fly it to Oshkosh in just two, 3:20 hour legs. Only 80 kits were made. It's an exotic and rare design. (The third Venture I built was displayed at Jim Thomas' hangar in August 2003. It was sold and flown away that November.) See at Pine Mt. Lake, 209-962-4253. For details email Wayne Irwin at Irwin@sonnet.com.

Chapter 1337 Officers

President:

Jim Thomas 209-962-0910
mypa12@yahoo.com

Vice President:

Jim Murray 209-928-1299
murray@mlode.com

Secretary:

Patty Haley 209-586-7597
Iama99@aol.com

Treasure:

Shane Wallace 209-586-4041
flyboy@mlode.com

Young Eagle's:

Elwin Smith 209-588-9544
elwins24r@yahoo.com

Membership:

Tim Rickard 209-586-6257
tjr@mlode.com

Newsletter Editor:

Jim Thomas 209-962-0910
mypa12@yahoo.com

Webmaster:

Don Denhard canardflyer@direcway.com

Flight Advisor:

Vacant

Technical Advisor:

Vacant

2005 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

US POSTAGE