



NORTHERN YOSEMITE EAA CHAPTER 1337

Volume 4, Issue 1

January 2005

From The Left Seat

Chapter 1337 President's Message: By Dick Collier

Welcome to 2005

Now that the holiday commitments are over we can settle down into the routine again. Well, most people can settle down. I now find myself with a new commitment for 2005, being the President of our Chapter. I look forward to the task, but even more, I look forward to working with the new officers and our members to help our chapter grow and provide the aviation-learning environment that the EAA is known for. This year, I hope to put a little more emphasis on the aircraft building and maintenance side of aviation. Our builder's workshops have been well attended and we have heard many favorable comments urging us to have more of these types of meetings. The planning of our 2005 events will be the subject of our first meeting and builder's workshops will be one of the several activities we will focus on this year.

Election of Chapter Officers

The election of our 2005 officers went very smoothly with unanimous votes being cast for every office (not much surprise there). Our Vice President is Don Denhard who has done a great job as our web master and who will continue to serve in that role also. Paul Girard has been elected as our Secretary and Shane Wallace has once again been elected as our Treasurer. This makes Shane our most tenured officer with 4 consecutive terms!

In addition to the election of our officers, we elected 3 Class II Board of Directors. The Class II Directors assist with the business decision process of our Chapter and they are an important part of our Chapter organization. The 2005 Class II Board members are Buck Buchanan, John Hessler and Jim Thomas.

Young Eagles

Our Young Eagles program has been a great success the last 2 years mostly due to the leadership of Elwin Smith. Certainly our rallies could not taken place without the pilots and ground crew, but Elwin has been the real driving force behind our program and has served as a great organizer. Like most of us, Elwin has many irons in the fire and he has decided to pass the position of Young

Eagles Coordinator on to another Chapter member. The only problem is that at this time there is no Chapter member identified to take over the position. If you are interested in leading this very worthwhile program, please give me a call. I'm sure Elwin will tell you that the energy put into the program is returned many times over by the energy exhibited by the kids when they climb out of the airplane after their first ride!

2005 EAA Calendars Are Sold Out

We have sold all of our 2005 EAA calendars. This year we ordered them early and it made a real difference. In prior years we got our order in January after everyone received calendars as Christmas presents.

Continuation of Walter Leineke's Installment Story

Last month we ran the first part of Walter Leineke's true story of an unforgettable flight his dad made in a Piper Tri Pacer that ended with a crash in the Feather River Canyon. This month we offer Part Two. I really appreciate Walter providing us with this story. Not only is it nice to have others contribute to the newsletter making JT's job easier, but it adds variety and anticipation for the reader too. Thanks Walter.

For those of you that missed last month's installment, you can read last months newsletter online at our website www.eaa1337.org.

Next Chapter Meeting

Our first Chapter of the meeting year will be held Saturday January 22 at 10:00 AM at the Wallace Hangar. At this meeting we will discuss our successes during 2004 and make plans for our 2005 meetings. This is an important meeting because we will tentatively identify and schedule each of our 2005 meetings. We need your help and participation to assure we have a great plan for this year.

Dues is Due – Rejoin for 2005

We are collecting the \$20 per individual and \$25 per family for our 2005 membership. If you haven't sent in your 2005 dues, please take the time to do so.

Please Fly Responsibly

Next Chapter Meeting

2005 Meetings & Events Planning

Help us start out the new year by attending our first meeting in 2005 which will be held this Saturday, January 22nd at 10:00 AM at the Wallace Hangar at Columbia Airport. For the past few years we have made our January meeting a planning meeting at which we discuss prior year's events and discuss what activities we would like to include current year.

Alan tells me he has a new turbo-supercharged-fuel-injected-three-bladed propane heater in his hangar so gone are those days of rime icing and vocal vapor trails during our winter meetings.

Bring your comments, ideas and creativity Saturday and contribute to our 2005 Chapter planning meeting.

End of the Year Treasurer's Report

By Shane Wallace

General Fund

Starting Balance:	\$2,798.31
Income:	\$4,183.05
<u>Expense:</u>	<u>\$2,480.38</u>
Ending Balance:	\$4,500.98

Hanger Fund

Starting Balance:	\$342.00
Income:	\$1,135.35
<u>Expense:</u>	<u>\$11.60</u>
Ending Balance:	\$1,465.75

Total Balance = \$5,966.73

Pilot Alert!

Upcoming CTAF Frequency Change at Columbia & PML Airports

Due to concerns over frequency congestion at both Columbia and Pine Mountain Lake Airports, the CTAF at both airports will be changing. Columbia Airport will be changing to a new UNICOM frequency of 122.975 MHz and Pine Mountain Lake will be changing to the Multicom frequency of 122.900 MHz. The scheduled dates for these changes are Wednesday, February 9 for Columbia and Thursday, February 10 for Pine Mountain Lake Airport.

All pilots should be aware that with the changing of the UNICOM frequency comes a period when some aircraft

will be using the old frequency and others will be using the new frequency. If you have the capability to monitor two frequencies in your aircraft, it is suggested that monitor both the new and the old frequency. When you hear someone using the old 123.05, please let them know of the frequency change. Also, keep your eyes peeled outside the cockpit when in the pattern, approaching or departing the airport.

Contact the Tuolumne County Airports office at 209-533.5685 for additional information regarding the CTAF change.



Builders Corner

By Guy Russell

Having recently finished an annual inspection on my Cessna 310, I started reflecting on my reasons to build. One of my primary motivations to build is the ability to do the condition inspections myself. 2005 is my 30th year as a pilot and my 29th year of aircraft ownership. 29 years is a lot of aircraft maintenance, annuals, and expense. I have had the pleasure of working with several Authorized Inspectors and have learned much from their help and experience. I still have much to learn.

Our chapter is small and doesn't have all the resources in place to support periodic inspections during the building process. Building an aircraft is an incredible experience but it doesn't automatically give you good judgment. It also doesn't give you better eyesight and inspection skills. We all need to be mentored through the process by someone who knows what to look for and how to fix what you find wrong. Each annual I learn something new, and relearn something I forgot. Every IA I have worked with has added to my experience toolbox.

I was recently told a story about an RV that had been purchased from the builder and flown by the new owner until the annual was due. The aircraft was taken to an exceptional IA I have worked with for many years. It was discovered that the builder used plastic tubing and fittings for the entire fuel system. It is stories like this that make you realize that some builders do not always make sound decisions. They take short cuts, perhaps for time or money that are dangerous. If an IA had been in the loop, that aircraft would never have flown until that problem was corrected.

So the point I am hoping to make is get some experienced help. If you are lucky enough to have a friend that is an A&P or IA that is willing to donate his time and inspect

your progress, accept the help. If not, find an IA that is willing to work with you and compensate him for his time. Also get proactive and do some things yourself. Develop an inspection check list for your plane. Add to that check list when you find something new. Keep up to date with your kit manufacturer on improvements and field reports on problems and failures. If your engine is an auto conversion stay very close to the supplier for updates and join a users group to share problems and solutions. Approval from the FAA to fly your aircraft doesn't mean it is safe to fly. All it means is that you have satisfied their requirements.

The Longest Picnic

PART TWO (of a Five Part Story)

By Jack Leineke, as told to Walter Leineke

PREVIOUSLY:

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.

PART TWO - MAY 19

We hit down at about 50 MPH right on top of a pile of boulders. The left wing caught some brushy willows, and the right wing was in the creek. When I recovered from the shock of the impact, I got the biggest shock of my life: I was alive! What luck! What incredible luck! I looked over at Geneva and saw that her head was wagging back and forth. She, too, was alive but I couldn't tell what sort of shape she was in. I checked on Eva in back seat; she was conscious but dazed. The rear door was nowhere to be seen, so I crawled around my seat, which had torn loose, and helped Eva out. I took her to dry ground among some boulders and went back for Geneva. I could smell gasoline, but there was no sign of fire. Still, I wasted no time in wading into the creek to help Geneva. That door was gone too, which made it easier to help her. The instrument panel had come loose and dropped into her lap, and her seat had torn loose. She was wedged between them. I was able to lift the panel enough for her to wiggle out from under, and we made our way to where I had left Eva.

A quick check didn't reveal any serious injuries, but we were all hurting everywhere it was possible to hurt. Night was almost upon us; it gets dark quickly in the bottom of a Sierra Nevada river canyon in May. The miracle that had

spared us from one crisis left us facing another. The mountains can be very unfriendly in the spring. The nights are cold in the summer, and in May they are bitterly cold. All we had for warmth was the light clothing we were wearing. The prospect of frostbite or hypothermia was a real concern. Food was another problem. We had two apples left over from the picnic, but they were small comfort. There was no way of knowing how long it would be before we were found – or if we would be found.

I hadn't filed a flight plan, and I hadn't told anyone of our picnic plans as the trip was a spur of the moment idea. We could be stranded for a long time. Shadows had taken over the canyon; there was little time to prepare for the night. We had to find someplace close by large enough to lie down in, and close enough that we could limp to it in the rapidly approaching darkness. There really wasn't a place among the boulders large enough for the three of us to lie down. We had to settle for an 8 x 3-foot crack between the rocks. Neither Geneva nor Eva was in any shape to go hunting firewood, but I was able to find a small amount dry enough to burn. It was while gathering wood that I noticed that I had injured my ankles. Walking and climbing over boulders was a painful ordeal. The tiny little fire was not going to keep us warm, so I stripped some of the fabric from the Tri Pacer. It came off in such small pieces as to not be of much use. I gathered some fiber glass insulation, but it made us itch so badly that we preferred the cold. Night fell on a cold and lonely group huddled around and inadequate fire. We all quietly wondered what tomorrow would bring.

The cold was so intense that sleep was impossible. All we could do was shiver and hurt. The colder it got the more injuries we discovered. The initial shock had covered all but the worst injuries, but as the hours passed we found more and more places that hurt. In addition to my ankles, I had a deep cut near my elbow and a myriad of fine cuts on my face and scalp. Eva had received a head blow that caused a mild concussion. Her eyes wouldn't focus and she was bothered by dizziness. Even by the firelight I could see that her face was misshapen and turning black and blue. Bone deep cuts on her shins had been sustained when her feet flew forward against the seat in front of her. Geneva's injuries were mostly from the instrument panel falling on her. From her knees to her shoulders she was one continuous painful bruise. It proved to be the longest night that any of us had ever experienced.

(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.)

EAA e-Hotline

January 6, 2005

Completed RVs Surpass 4000

As 2004 drew to a close, Van's Aircraft received confirmation of one thousand RV-3, RV-4, RV-6/6A, RV-7/7A and RV-8/8A kit projects completed during the calendar year, bringing the overall total to 4,000. Two more confirmed 'first-flight' reports received December 28 brought the cumulative total to 4,002. This year, with 300 four-seat, RV-10, kits shipped and two company-built demonstrators flying, the first customer-built RV-10s are expected to fly soon. "We are in constant communication with customers building our airplanes and learn something from them every day," said Richard VanGrunsven, Van's founder. "New knowledge and new technology in our factory has allowed us to improve our kits substantially." Van's has shipped more than two thousand aircraft starts in the last two years.

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.

Bench Model Pneumatic Squeezer from Avery Tools

Foot Operated, Like new condition, (cost \$1200.00) \$950.00 firm Alan Wallace (209) 586-5860

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:

Dick Collier 209-962-6400
collieraviation@yahoo.com

Vice President:

Don Denhard 209-536-0825
canardflyer@direcway.com

Secretary:

Paul Girard 209-533-3228
Sopwith2k@yahoo.com

Treasure:

Shane Wallace 209-352-0519
flyboy@mlode.com

Young Eagle's:

Vacant

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

