



NORTHERN YOSEMITE EAA CHAPTER 1337

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February 2005

From The Left Seat

Chapter 1337 President's Message: By Dick Collier

Chapter Planning

Our first Chapter meeting of the year was held at Alan Wallace's hangar where we discussed the type of activities we wanted to schedule for 2005. There was a general feeling that we tried to do too many things last year so we focused on only having one event per month and to keep July and August clear. Check out our Chapter schedule at the back of this newsletter for our 2005 schedule of events. One thing that we want to do this year is to co-sponsor events with the Pine Mountain Lake Aviation Association and the Tuolumne County Aeronautical Association. This will help strengthen all three of our local aviation organizations.

Our next meeting is on February 19th and will consist of a Builder's Workshop, spaghetti feed and FAA Wings seminar. This should offer something for everyone, the builder, the pilot and the hungry. The workshop and spaghetti feed will be held at my hangar and the FAA Wings seminar will be held at Larry Jobe's hangar, all at Pine Mountain Lake Airport.

Frequency Change

Just as a safety note, keep in mind that the CTAF has changed at both Columbia and Pine Mountain Lake Airports. Try hard to gear your minds and fingers to the new frequencies.

PML Airport Master Plan Public Workshop

Wednesday February 23rd from 6:30 PM to 8:30 PM at the Groveland Community Hall will be the second Public Workshop on the Pine Mountain Lake Airport Master Plan. The Airports Department and their Consultant are looking for public input on this long range development plan. All our Chapter members and the general public are encouraged to attend this important event.

New Post Office Box

For the first 4 years of our Chapter's existence we have used Alan Wallace's home address as our Chapter's permanent address. Our Board of Directors decided it was

time to get our own Post Office box for the delivery of our business mail. Our new official address is;

Northern Yosemite EAA Chapter 1337
P. O. Box 1900
Columbia, California 95310

No, Box 1337 was not available! Our physical address is the Columbia Airport where we plan to build a Chapter hangar some day soon.

General Membership Vote

At our January Chapter Meeting we voted to maintain our annual membership dues at \$20 for an individual and \$25 for a family membership. This will stay in effect until the general membership votes to change it.

Continuation of Walter Leineke's Installment Story

Last month we ran the second 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 Three. I hope you are enjoying the monthly format of Walter's story.

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

Pine Mountain Lake Appreciation Day

There is interest in reviving the annual PML Airport Appreciation Day that was hosted by the PMLAA in the past. We are discussing a joint event with the PMLAA and support from the Airports Department. If you are interested in such an event, please let me know. Our thoughts are that it would be a perfect opportunity for a Young Eagles Rally. We will keep you informed as this event unfolds.

Poker Run and Barbeque

TCAA has expressed interest in co-hosting our annual springtime Poker Run. They have suggested that we should end the Poker Run with a barbeque at the TCAA clubhouse at Columbia Airport. This event has been well attended in the past and is a lot of fun. It is tentatively scheduled for April 23rd.

Please Fly Responsibly

Next Chapter Meeting

Builder's Workshop & Wings Seminar

Our next meeting will be a builder's workshop at Dick Collier's hangar at Pine Mountain Lake Airport on Saturday, February 19th from 9:00 AM until 12:00 noon. This workshop will be a hands-on meeting where you can learn about and work on landing gear components. Things that will be included in the workshop are:

- jacking the airplane
- brake inspection & relining
- disassembly, inspection, servicing wheels
- servicing struts

We will also remove the windshield which will be no small task in itself. All this work will be performed on Dick's Cherokee 6, so we get to work on a real airplane this time. Those that are flying over to PML should park in the transient parking and walk over to Dick's hangar which is located on the northwest side of the runway, the 4th from the west end. Just look for the crowd. Arranging gate cards can be a bit cumbersome and unreliable so we are asking those driving to park at the airport parking lot and walk over to Dick's hangar.

Following the workshop we will have a spaghetti feed with salad, bread and a soft drink for a bargain price of just \$3 (no profit here). This will give us a chance to calm the stomach growl before we head to the FAA Wings seminar being held just up the taxiway at Larry Jobe's hangar from 2:00 PM to 5:00 PM.

The Wings seminar is titled "Lessons Learned" and should be both educational and entertaining. It is jointly sponsored by our Chapter and the Pine Mountain Lake Aviation Association. The intent is to have pilots share events that have caused them to learn a valuable lesson in aviation. The goal is to share these experiences with the group so others may hopefully avoid the same situation. Jim Henry of the FAA has sanctioned this Wings seminar but will not attend so the group will feel free to openly communicate.

This is going to be a great meeting which includes an opportunity to learn about aircraft maintenance, enjoy an inexpensive lunch, listen to educational aviation tales and get some Wings credits all in the same day.

As always, non-Chapter members are welcome and we would love to have visitors. You don't have to be a local either, just fly on in and participate.

Pilot Alert!

Upcoming CTAF Frequency Changes

Everyone should know by now, but in the interest of safety, we are letting you know one more time that the Common Traffic Advisory Frequency (CTAF) at both PML and Columbia has changed. On Wednesday February 9 the Columbia CTAF changed to 122.975 and on Thursday February 10th PML changed to 122.9. The AWOS at Columbia remains unchanged at 124.65. Please pass the word to all your pilot friends.

As a reminder, some radios will only display two digits right of the decimal so your radio may only show 122.97 but it will really be tuned to 122.975. If your radio will not tune to 122.97, then you should consider a radio upgrade because your radio is outdated and is most likely not approved for broadcasting under the current FCC regulations. We want to keep our airports safe and request that all pilots keep an ear (and eye) out for others still using the old frequency.

Contact the Tuolumne County Airports office at 209-533-5685 for additional information regarding the CTAF change.



EAA's Aviation Services

EAA members are one call, email or letter away from a wide range of technical aviation services available from the Aviation Services Department at EAA. First and foremost, the Aviation Services Team is responsible for answering member technical inquiries relating to pilot and aircraft issues. This one-on-one consulting covers everything from "How do I register my homebuilt?" to "What's involved in the A&P exam" to "How do I convert my ultralight for the new sport pilot rule?" and more.

Experienced pilots, aircraft owners, homebuilders, ultralighters and sport pilot specialists staff the department. Their personal and professional experiences enable them to field just about any technical aviation question that comes their way. And if they can't answer your question right away, they'll do the research needed to help guide you to the right resource or solution. EAA's in-house library is an additional resource the Aviation Services team counts on for information and the library is also available to members visiting the Oshkosh headquarters offices.

The Aviation Services Department supplies a great deal of the technical information found on the Members Only

portion of EAA's website at www.eaa.org. The Homebuilders Headquarters section on the site provides a wealth of information on building, maintaining and flying an experimental amateur built aircraft. A significant amount of the content on EAA's Sport Pilot website page is also developed by the Aviation Services team.

Two of the most popular "hands on" offerings from the Aviation Services Department are the Technical Counselor and Flight Advisor programs. There's a network of over 1,000 EAA members across the US who are registered EAA Technical Counselors that will come to your homebuilding location to provide in-progress inspection of your project. The Flight Advisor program has several hundred EAA members who will provide advice and assistance on taking that first flight in your new homebuilt aircraft.

FAA Medical assistance is one of the individual offerings also available from the department. If a member needs assistance receiving a special issuance from the FAA, Aviation Services personnel will track the application all the through the process until approval to ensure that nothing derails your application. In addition, we have a network of doctors that are AMEs and EAA members who volunteer their services to help other members retain or regain their medical.

For more information on your EAA Technical Services offerings please call 1-800 -EAA-INFO. They're ready for your questions!

The Longest Picnic

PART THREE (of a Five Part Story)

By Jack Leineke, as told to Walter Leineke

PREVIOUSLY

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. Eva had received a head blow that caused a mild concussion. Her eyes wouldn't focus and she was bothered by dizziness. The crash had caused injury to her rib cage that made breathing difficult and movement very painful. 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.

PART THREE

With dawn came light, warmth, and time. We needed them all. I found a sectional chart in the airplane, and I thought I could pinpoint our location. If I were correct,

there would be a fire lookout tower on top of the peak below which we had crashed. After making the women as comfortable as possible, I set out to climb the peak in the hope that I might find a telephone. It was an arduous trip. The climb was less than a thousand vertical feet, but it was both slow and painful. I started out climbing up the side of the ravine over huge rocks and precipitous inclines. It was so exhausting I had to stop and rest every few yards. What I guessed to be about a third of the way up, I found the remains of an old roadbed and climbing became much easier. I could make twenty or thirty yards between rest stops. At times I thought I couldn't make it, that I couldn't go a step further. But I would rest a bit and drink from a rivulet of melting snow and push on again. By late evening I had made good progress, but I began to encounter snowdrifts. The higher I climbed, the deeper the snow became. My boots were soon filled with snow and I was soaked above the knees. It wasn't long before the snow was so deep that I could lean against it to rest. I plowed slowly forward, but soon the drifts I was breaking through were over my head. I gave up and worked my way back down to the snow line just as darkness closed in. I was to learn later that it was just as well that I quit. I was climbing the peak west of the lookout tower.

That night on the mountain was even worse than the previous night. I'd never been so miserable. The tiny fire that I was able to build gave off little heat. My pants were wet and my boots were soaked. I took off one boot to ease the pain and try to dry it out. Sleep was out of the question, so I busied myself with the business of warming my foot and drying the boot. I should have known better: the boot shrank and my ankle swelled. It was a long and painful struggle to get it back on. The other boot could stay where it was. The rest of the night was spent keeping the fire going and trying to keep warm. I learned later that Geneva and Eva spent an equally unpleasant night huddled amid the rocks by the Tri Pacer.

As I crouched over the fire during that seemingly endless night, I speculated on our chances of rescue. I was sure that by now my sons would be taking the preliminary steps for an air search. I also knew that there would be a huge problem in getting a search started since I had not filed a flight plan. Every airport within a radius of several hundred miles would have to be called to see if 38 Delta had put in for fuel. That would indicate which direction I had taken, but not much more than that. To make things grimmer I was certain that the wreckage would be virtually impossible to spot from the air. It was not a promising prospect.

(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. 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, \$950.00 firm, (new cost is \$1200.00). Contact Alan Wallace (209) 586-5860

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

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.

Wanted – 90 HP LeBond Radial Engine (7 cylinder) in airworthy condition for restoration project. Contact Rick at 209-533-4374

Vari-eze – Flying condition, stored at Pine Mountain Lake Airport. Contact James Skilling at 661-822-0183.

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Chapter Meeting and Events Schedule

Feb 19	8:00 Am	Builder's Workshop Landing Gear Maintenance Collier's Hangar at PML
Mar 26	10:00 AM	Possibly Airport Day at PML
April 23	10:00 AM	Poker Run at Columbia Barbeque with TCAA
May 27-29		Fly-out to Watsonville No Host Event
June 17-19		Father's Day Fly-In Columbia Airport
July		No Meeting
August		No Meeting
Sep 24	10:00 AM	Castle Air Museum Fly-Out
Oct 22	9:00 AM	Young Eagles Rally - Columbia
Nov 12	9:00 AM	Builder's Workshop Welding Collier's Hangar PML
Dec 10	11:00 AM	Annual Potluck - Columbia

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