



NORTHERN YOSEMITE EAA CHAPTER 1337

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From The Left Seat

Chapter 1337 President's Message: By Dick Collier

Builder's Workshop and Wings Seminar

Our February meeting was a great success! I know first hand because my Cherokee 6 now has its landing gear disassembled and displayed neatly on the bench in my hangar. Also, the windshield has been removed and the glare shield cleaned and ready for recovering. What I am really trying to say is that I have never seen a group of people work so quickly and efficiently at removing parts from an airplane. The workmanship was very good and the productivity was outstanding. Unfortunately, the wheel bearings and races were not serviceable, so we could not reassemble the wheels and brakes. The windshield came out without too much trouble and only a couple of fasteners had to be drilled out. I guess that it is time to order new bearings and a windshield. Don't you love spending money on airplanes!

After the rapid disassembly of my plane we had a spaghetti lunch that was just what we needed to settle us down. We all give our thanks to Nancy Russell and my wife Judy for preparing the lunch.

The triple play of the day was the FAA Wings seminar held that afternoon. This seminar was coordinated by Guy Russell and was a real learning experience for most of us. I believe everyone came away from the seminar with a better understanding of what it takes to be a safe pilot.

Next Chapter Meeting

Our next Chapter meeting is scheduled for Saturday, March 26th at 10:00 AM and it will be a General Membership meeting held at the Wallace Hangar. Our main feature will be the showing of a DVD "Black Sky" published by the Discovery Channel and which tells the story of Burt Rutan's quest for the X-Prize. If you recall we planned to show this DVD at our last November meeting but the DVD did not arrive in time. It is here now courtesy of our Vice President Don Denhard and we think it will be of interest to all our Chapter members and anyone else that is interested in this great aviation accomplishment. Our previous plan to participate in a Pine Mountain Lake Appreciation Day is being postponed until this fall to provide us more time to plan the event

with our co-sponsor the Pine Mountain Lake Aviation Association.

Chapter Hangar Possibility

We have received an inquiry from the owner of Bald Eagle Aviation to see if we are interested in leasing the box hangar that is on the west end of the hangar row across from Alan Wallace's hangar. At this time there have been no formal discussions with Bald Eagle, but our Board of Directors has approved our Chapter to negotiate a possible lease. This is great news because we do need a home for our Chapter and this might be a good short term opportunity for us.

Continuation of Walter Leineke's Installment Story

Last month we ran the third 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 Four. Things are looking better for Walter's dad and his passengers, but they are not out of the woods yet! I have found this serial story fun, but hope we can all learn a little from this unfortunate mishap.

Frequency Changes Going Smoothly

From what I have observed, the frequency changes have not created too much of a problem at either of the airports. I monitor both 123.05 and 122.9 at PML and only occasionally find people using the old frequency. Everyone needs to realize that we are in the low traffic period and that as summer approaches more planes will arrive and a few will still be using the old 123.05. Please stay alert and look outside the cockpit for that one pilot still not checking NOTAMS and flying with a chart that has not yet been updated.

Please Fly Responsibly

Keep off the Grass (When it is Wet)

The grass runway at Columbia is looking great. The thin spots have filled in and the gophers have been staying away. Now all we need is for the pilots to stay "off the grass" during and shortly after wet periods. When the grass runway is wet the planes can damage the turf and

make ruts in the areas to the sides of the runway. For this reason it is desirable to use the paved runway during wet conditions. Please help do your part to preserve the grass runway until drier times arrive. Then you are welcome to enjoy the pleasures of the grass all you want.



SATS Test This Summer

AvWeb February 17, 2005

The first on-ramp to the Highway In The Sky opens June 5. That's when NASA's Small Aircraft Transportation System (SATS) undergoes its first demonstration at Danville Airport in Virginia. While Boeing and Airbus work on bigger planes that can fly faster ... and farther ... SATS is dedicated to creating infrastructure for point-to-point air travel that bypasses major airports and allows convenient and reliable access to thousands of small airports all over the country. SATS manager Jerry Hefner told graduateengineer.com that 93 percent of Americans live within 30 minutes of an underused rural airport (just don't try to find hangar space there). The challenge is to increase the use of these uncontrolled airports without increasing the number of midairs and weather-related crashes. The June demonstration will feature a GPS-based onboard anti-collision system that allows pilots to track nearby traffic. SATS will also use GPS to create predetermined routes from airport to airport (the aforementioned highways) and employ enhanced vision systems to allow pilots to land safely in bad weather. Hefner is a frequent flyer on NASA's fleet of bizjets and knows well the advantages of point-to-point travel over the airline hub-and-spoke system. "You don't have to do that more than once or twice to appreciate the advantages. It reduces the hassle and saves time," he said.

The Longest Picnic

PART FOUR (of a Five Part Story)

By Jack Leineke, as told to Walter Leineke

PREVIOUSLY

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!

PART FOUR - MAY 21

With the first gray light from the east, I started back down. Going down was easier than up, but the pain in my ankles was worse, and I was noticeably weaker than on the previous day. Instead of leaving the road where I had first encountered it, I followed it for several hundred yards where I made a discovery that may have saved our lives. The road was leading me too far away from the wreckage and the women, so I left it where the bank wasn't too steep. About 20 yards off I saw a cabin! Doubtless uninhabited, but it would serve as a shelter and might be more readily seen from the air than the wreckage. The cabin was situated on the only patch of level ground in sight. Next to the cabin was a small clearing surrounded by a dense growth of tall pines. It was a small two-story building and shuttered tightly against the elements. A homemade sign was tacked to the door. The message was not friendly....

**I will personally beat the crap out
of anyone breaking into my cabin.**

The Owner

Even under these circumstances I would have been glad to see another human being. I set to work immediately on a loose shutter. It took some doing, but I got it off and the window open. I slid in headfirst right into the kitchen sink. I rested a few minutes while my eyes adjusted to the darkness. Soon I could see that the place was an incredible mess, but with a little cleaning it would do very nicely. The floor was littered with all sorts of debris and rodent droppings. A couple of beds had filthy mattresses. A shelf by the sink held some canned goods that would alleviate our hunger problem. I set to work on the front door that was secured by a heavy nail driven through the door and into the jamb. With it removed and the door opened, I set out to bring Geneva and Eva back to our temporary, I hoped, home.

The wreck was only about a hundred yards distant, and most of that would have been easy traveling under normal circumstances. However, I hurt all over, and the climb up the mountain had taken a lot out of me. I was very tired and short of breath. I was a poor match for the thick brush and low limbs, let alone the last thirty yards of steep rocky slope down to the wreck. My return occasioned the first real emotional outburst since the ordeal began. We wept and we laughed through the tears. We hugged as our injuries would permit. When I told of the cabin, its beds, and its food, we began laughing and crying all over again. I rested only briefly before setting out for the cabin. The trip took a long time as it was all up hill. We had to pull and push each other over each boulder and then rest from the exertion. It took over an hour to cover a distance that any child could have done in a few minutes. To make matters worse, Geneva was now feeling the full effects of the instrument panel, and Eva, who had recovered from the concussion, suffered terrible pain in her entire rib cage

from virtually any movement. That she was able to make it at all was a heroic feat.

It was late afternoon when we reached the cabin. We found that our hunger exceeded our exhaustion, so we decided to eat. There were only a dozen cans of food and we had no idea how long we would be there, so we decided to ration ourselves to one can a day. Geneva and I went for water and gathered enough wood for a fire. We boiled some water, opened a can of soup, and had our first meal since Thursday noon; it was now Saturday evening. It was beginning to get dark out and we were exhausted. We found some blankets in a trunk like box. They were fairly clean, so we were able to make the first comfortable and warm bed since arriving in the Feather River canyon.

(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.)

Record-Setting Trivia

AvWeb – March 6, 2005

For the record, when Steve Fossett flew the Global Flyer around the world he came perilously close to not claiming the record -- aside from the lost (?) 2,600 lbs of fuel. The requirement for setting the record was that Fossett cross all longitudinal lines and cover a distance equal to that of either the Tropic of Cancer or Tropic of Capricorn, or 19,863 nautical miles. Somehow, Fossett's irregular route through North America, Europe and Asia carried him only 17 nm farther than the required record distance. He did it in 67 hours, 1 minute and 46 seconds (bouncing the landing on arrival, but if you've ever seen an albatross land ...). That made his average ground speed 296.6 knots. The feat has brought out the best in aviation chat-room trivia. For instance, one pilot mused that Fossett couldn't log the flight as cross country because he didn't land at an airport at least 50 nm from his departure point. Another noted that he could log an outside loop for the flight.

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

Mar 26	10:00 AM	General Membership Meeting and "Black Sky" DVD
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>