



NORTHERN YOSEMITE EAA CHAPTER 1337

On Line @ www.eaa1337.org

Volume 4, Issue 4

April 2005

From The Left Seat

Chapter 1337 President's Message: By Dick Collier

General Membership Meeting & Black Sky Video

How can you not admire the accomplishments of Burt Rutan and his crew? Last meeting we showed the DVD called "Black Sky" published by the Discovery Channel which tells the story of Burt Rutan's quest for the Ansari X-Prize. Burt represents everything that EAA stands for and he has been an innovator in aviation since his childhood. For those of you that missed our meeting, I suggest you try to get a copy of the DVD and watch it. Your respect for Burt Rutan and the challenges he met to launch the first privately financed space shot will no doubt increase.

Next Chapter Meeting

Our next Chapter meeting is scheduled for Saturday, April 23rd at 10:00 AM. It will be a Poker Run that will begin at Columbia Airport and then go to Oakdale, Mariposa, Pine Mountain Lake and then back to Columbia. At the end of our flight we will meet at the TCAA Clubhouse to award the prizes and have hamburgers cooked by the TCAA. This should be a really fun event which is open to all pilots and their passengers. We will meet on the ramp in front of the Bald Eagle fuel tanks at 10:00 AM. I hope to see lots of aircraft there.

Still Looking for a Young Eagles Coordinator

Our Chapter is still looking for a member to step up to the plate and take over the position of Young Eagles Coordinator. We have a Young Eagles rally in October, but would like to get some young kids to join us on our fly-outs also. Anyone interested in this job should contact me or our Vice President Don Denhard.

Continuation of Walter Leineke's Installment Story

This month is our last chapter in 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. I've received some good feedback about this story and it has been both fun and educational. I want to thank Walter for taking the time to tell this story and for choosing our Chapter newsletter to publish it.

We are Coming Up on Fly-In Season

Spring is upon us and many pilots are beginning to plan their summer flying activities. Our Chapter is planning a group flight to the Watsonville and Golden West Fly-Ins. If you plan on flying to one of these events or would like a ride let me know so we can begin coordinating these events. We will also try to fill any empty seats when possible. Let's use our Chapter to facilitate getting our ground bound members to these events.

Please Fly Responsibly

Father's Day Fly-In

It is never too early to plan. At least that is the way Alan Wallace, Paul Girard and I are looking at this year's Father's Day Fly-In. We have been having monthly meetings to do the preliminary planning for the Father's Day Fly-In and things are looking up.

As everyone knows, this is the biggest money maker for our Chapter. Our booth has always done a great job at selling food and promoting the Young Eagles Program. We will need volunteers to work the booth both Saturday and Sunday. Also, we are looking for a person to head up the booth because Cindy Wallace will be working with the fly-in hospitality group this year.

The Father's Day Fly-In needs volunteers to make it successful. Last year nearly every one of our members participated in one way or another. Mark your calendar for June 18th & 19th because we will need your help. There are airplanes to park, airplanes to judge, a registration booth to staff, cars to park, set-up, take-down, and more. We will need all the help we can get. Ask your friends to participate also. I can guarantee that you will feel good having helped make the Father's Day Fly-In a success.



Next Chapter Meeting Foothills Fun Poker Run

Our next meeting will be our annual springtime poker run. This year we will be joining forces with TCAA. Several of their members will be flying and others will be putting together a hamburger lunch at the TCAA Clubhouse. We will start the Poker Run at Columbia Airport at 10:00 AM in front of the Bald Eagle fuel tanks where you can purchase your poker hands for \$5 each and also pick up your first card. From there we will fly to Oakdale, then Mariposa, and on to Pine Mountain Lake where you will pick up an additional card at each airport. Finally we will return to Columbia where the final card will be selected. This will occur at the TCAA clubhouse where we will also have lunch and award prizes for the best poker hands.

This is sure to be a really fun and beautiful day. Invite your pilot friends to participate since this event is open to all pilots. It is a great chance to polish your flying skills with four short cross countries and lots of pattern work. Who can pass up the chance to fly over our green foothills covered with wildflowers, have a chance to win fun prizes and enjoy a hamburger barbeque?

Don't forget that this is the same day as the Calaveras Air Faire so you can fly over to that event after lunch for more flying fun.

Why not permit cell phones in the cockpit? AOPA tells FCC

AOPA ePILOT - April 1, 2005

General aviation pilots should be able to use cell phones in the cockpit while they're airborne. And they should be able to do it now. That's what AOPA is telling the Federal Communications Commission. "It's a safety issue," said Randy Kenagy, AOPA senior director of advanced technology. "Cell phones and other wireless technologies are invaluable tools for obtaining updated weather and other information in flight. And the risk of interference with aircraft avionics for the typical general aviation flight is very slight."

The FCC is considering changing its rules to allow cell phones (and other wireless devices such as pagers and Blackberries) to be used in the air. Despite the concern in some quarters that cell phones *might* cause interference with aircraft radios and navigation equipment, the FAA has never prohibited their use for aircraft operating under VFR. The aviation agency always has given pilots the final authority on what portable electronic devices could be used in the flight. And AOPA talked with several major cell phone service providers and found no restrictions on using their services in GA cockpits. For

GA pilots, the safety and convenience benefits of the wireless devices far outweigh any minimal interference risk.

"The majority of general aviation flights are flown under VFR, so there is seldom exclusive reliance on electronic navigation," said Kenagy. "Plus, the pilot isn't isolated from the passengers and has the immediate ability and responsibility to terminate the use of any device at any time if it is interfering with flight-critical electronics." AOPA told the FCC that it strongly supports the rule change and urged the agency to take the regulatory steps to allow the immediate use of cell phones and other wireless devices in airborne aircraft.

The Longest Picnic

PART FIVE (of a Five Part Story)

By Jack Leineke, as told to Walter Leineke

PREVIOUSLY

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.

PART 5 - MAY 22

In the morning I took stock of our situation. Our location was so inaccessible that I figured we could only be taken out overland. I had just had a good look at the only route in, and it might take days after we were found for a ground party to get in. But we had to be spotted first. I'd flown on air searches with the Civil Air Patrol, so I had no illusions about an early sighting. Searches frequently last for days, and often nothing is found. Our food supply was good for another ten days and we found a spring about twenty yards behind the cabin. I was absolutely exhausted and spent the day on the bed.

While I slept, Eva and Geneva kept busy. They did what they could to clean up the cabin by sweeping the rodent droppings from the counter tops and the floor. Eva's pain was endurable if she was standing or lying down. It was moving from one position to the other that caused her excruciating pain. She got very good at sweeping the rodent droppings into cracks in the floor. By noon the place was almost habitable. Our stay might not be so grim after all. The floors were sort of clean, and the bed cleaner than it had been. With a supply of water and firewood laid in, we were all set for a few days stay. The two women built an SOS out of bits of rubbish from a nearby heap. Geneva was recovered enough to do the carrying and placing while Eva directed the operation. Somehow they

managed to wrestle an old barrel into the clearing and carried a heavy old mirror out to it for signaling.

Geneva heard the approaching airplane first, and started signaling. It was difficult to determine the direction of the approaching aircraft. The sound bounced off the canyon walls and was muffled by the trees. At first they didn't think we had been seen. Geneva and Eva took off their dark colored dresses in the hope that their white slips would be more visible. They waved and shouted, but the search plane was gone as suddenly as it had come. Only the fading sound of the engine testified that it had ever been there. Then that was gone too. The disappointment was as great as had been the excitement.



As Eva and Geneva turned back toward the cabin, they heard it again. A dull rumbling echoed off the canyon walls. It was coming back. By now I had joined the women. This time our frantic signaling wasn't needed. The search plane circled at a higher altitude. I'll never forget the sight of the flashing red wings as they dipped in recognition. I glanced at my watch. It was 12:15 PM. In another few days a rescue party should have us out and we would be eating lunch at home. In half an hour another searcher arrived. Soon others came and circled. One plane came down so low that we could clearly see the woman flying it and the news photographer hanging out the door. She made several passes and came so close to the tree tops and canyon walls that Eva was waving and shouting "Go up! Go up!" There were enough of us down here already.

Our excitement and signaling activity soon took its toll on our limited energies. Eva and I retired to the cabin while Geneva, who had summoned up an incredible

burst of energy, continued to entertain our visitors with the mirror. When the sun dropped behind the canyon, Geneva left off signaling and joined us in the cabin. We knew it would be dark very soon, so we heated a can of hash and ate our meal for the day while the light lasted. By the time we finished, it looked as though a storm was moving in from the southwest. As the storm approached, the remaining circling aircraft departed. I began to notice another sound that I could hardly believe. It was the sound of an approaching helicopter. I limped out to wave him off as there was no way he could set that huge thing down in our little clearing. I must have looked pretty silly signaling our rescuer away. He backed off out of sight, but I could hear him hovering nearby. Right then the storm arrived and the rain came pelting down. I went back into the cabin thinking the storm would discourage any rescue attempts.

An air force sergeant burst through the door and asked if anyone wanted to get out of here. Did we? You bet! Geneva and Eva reacted before I did. They didn't seem the least afraid of another plane ride as they grabbed their purses and left. I picked up my map case and the Tri Pacer log book, and we followed the sergeant through the brush to where the helicopter hovered. He put Geneva in the sling first, and she was hoisted up to the big side door where a husky fellow helped her in. Eva was next and presented a problem at the top. The sling put so much pressure on her injured chest that she was utterly helpless. The fellow at the top had to drag her in like a sack of potatoes. My turn came next, and what a ride it was: like a fast elevator with a view, a roaring jet engine, and wind from the rotors. It was a real thrill, and I was glad to be alive to appreciate it. As we lifted away and headed down the river canyon, I caught a glimpse of the creek we had followed down and the crumpled up Tri Pacer. How could anyone have survived from that?

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

Support This Newsletter

This is the last installment of Walter's story. His contribution is greatly appreciated. Now we need more items to include in the newsletter. Please take the time to send me an interesting article you read, a good aviation joke, an interesting airplane picture, a story you wrote, or news from another EAA Chapter. It takes a lot of work to put this newsletter together, but it is much easier if others provide contributions. You don't need to be a member of Chapter 1337 to support our newsletter. Please send your contribution to me at mypa12@yahoo.com.



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.

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.

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

Treasurer:

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 209-536-0825
canardflyer@direcway.com

Chapter Meeting and Events Schedule

April 23	10:00 AM	Poker Run at Columbia Barbeque with TCAA
April 23		Calaveras Air Faire Calaveras Airport
May 27-29		Chapter Fly-out to Watsonville Watsonville Fly-In No Host Event
June 3-5		Golden West Fly-In Marysville, CA
June 17-19		Father's Day Fly-In Columbia Airport
July		No Chapter Meeting
July 6-10		Northwest EAA Fly-In Arlington, Washington
July 25-31		EAA AirVenture Oshkosh, Wisconsin
August		No Chapter Meeting
Sep 24	10:00 AM	Castle Air Museum Fly-Out
Sept 15-18		National Championship Air Races Reno, Nevada
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>