



NORTHERN YOSEMITE EAA CHAPTER 1337

On Line @ www.eaa1337.org

Volume 4, Issue 7

July 2005

From The Left Seat

Chapter 1337 President's Message: By Dick Collier

Father's Day Fly-In

I want to express my many thanks to all those who helped with the booth on Saturday and Sunday. At the risk of omitting someone, I want to give thanks to our Saturday help which included Barbara Hessler, Jo Buchanan, Judy Collier and Rich McGlashan. On Sunday we had Barbara Hessler and Judy Collier again, Red & Patty Rossio, and Dennis Smith. Thanks to all of you for your help. Oh yea, I forgot to say that I got a new nick name at the booth, the "Candy Man", because I ran the cotton candy machine and by the end of each day I think I had so much cotton candy on my clothes that I looked like a walking cotton candy stick!

I want to express a special thanks to my wife Judy and Pat Price for making an emergency food run when we ran out. I am sure we owe thanks to Paul Girard for providing the snow cone and cotton candy machines.

The booth magically appeared before the Fly-In then, once again, disappeared sometime Monday! Rumors are that JT, Don "Canard", Shane Wallace, Buck Buchanan & Rich McGlashan had something to do with the setup and take-down. You guys are great. Thanks for your effort.

As I said, I made cotton candy all day both days almost non-stop. I am amazed how popular it was. We learned a lot about what sells and what does not. We had some soda from an earlier event and found it does not keep, so we threw it away. We have three cases of Diet Coke available for donation to the Chapter as it is better to use it now. It will be available at the next meeting. We had a very successful weekend with a net profit to the Chapter of \$1,227 after all expenses were paid. All in all, a great Fly-In.

I want to also mention that although only of a few of our Chapter members helped with the booth, other members were helping with the Fly-In in some way or another. Sean Brady, Don "Canard", Buck Buchanan and John Hessler were out parking planes and doing crowd control. A job which is mostly fun but can have its moments.

Last, but certainly not least, I want to thank three of our Chapter members that made the Father's Day Fly-In a real success. These would be Alan Wallace, Paul Girard and Jim Thomas, the three co-chairmen for the Fly-In. These three really put their heart and soul into the Fly-In and the success of the Father's Day event is a testament to their hard work.

Please Fly Responsibly

Next Chapter Meeting

Summer Break

This year our Board has decided to not schedule any Chapter meetings during the summer because there are numerous great aviation events going on all around the west coast. Also, coming up are the Northwest EAA Fly-In at Arlington, Washington held July 6th through the 10th, and the AirVenture at Oshkosh from July 25th through 31st. We encourage our members to attend one of these two fly-ins if possible and take the opportunity to really enjoy an large general aviation event.

Our next Chapter event will be September 24th which is a fly-out to the Castle Air Museum. For those of you that haven't ever been there, you really owe it to yourself to check out this aviation museum. The museum has some very notable aircraft on display including the SR-71 Blackbird, a British Vulcan Bomber, a B-47 Stratocruiser and a B-36 Peacemaker. The outdoor setting is very enjoyable and in late September it shouldn't be too warm.

This destination is close enough that our members and their guests can drive there if needed. We also want to get our Young Eagles onboard for this event. More news and information on this meeting will be provided in future newsletters.



Answering the Question

By Jim Thomas

The most asked question addressed to an aircraft homebuilder is "When do you think you will have it flying?" This is almost a dreaded question because, like many questions in life, it doesn't have a definitive answer other than "when it's done!" It is great to have a project schedule, but building an airplane often takes a lower priority than most everything else in life. Things like work, regular chores, maintaining your vehicles and home, birthdays, social obligations, vacations and so forth all take priority over the building process. Remember that there are only 24 hours in a day and seven days in a week.

Being an engineer, I have a desire to make the design better by changing things. On of the great things about experimental aircraft is that you can modify the design to any extent you like, as long as you feel confident in what you are doing. I've found that making modifications to the design take an incredible amount of time. Right now I am working on a hidden latch for the oil fill door on my cowling. Seems simple enough, the door is only 4" by 5". Well, I'm almost done and although I haven't been keeping track of my time, I would guess I have about 10 hours into the project and I am still not done. Keep in mind that if you do a carbon fiber lay-up you have to stop and let it cure for 24 hours before you can continue. This makes a little 10 hour job take days to complete. So, the little oil fill door in the cowling now has 4 lay-ups, and the size of the door has been reduced 2" to eliminate interfered between the hinge and the induction system on the engine. The door is getting closer to being done. My guess is only about 5 more hours, and who knows how many days.

Waiting for parts is also something that takes time. I have no idea of how many Aircraft Spruce orders I've placed but I always have a parts list going and when I really need something, I'll place the order. My little oil fill door needs a 3/16" clevis, but I can't justify placing the order for a single 20 cent clevis because the shipping will be several dollars. I'll wait until I have more things to order or work up an order with parts I think I'll need sometime in the future. This interruption of the building process slows things down. You loose your momentum and train of thought adding a significant amount of time to building that particular part of the airplane.

When building a composite aircraft, the true sign of the quality of workmanship is the fit and finish of the parts. The secret here is "sanding". I estimate that there will be nearly 1,000 hours of sanding in my plane by the time I am done. A funny thing is that no one wants to help you sand because it is boring and messy. So, I'm left to doing the sanding myself. The trick here is to always have some sanding and body work going on. That way the builder won't be "overwhelmed" by a half of years worth of sanding at the end of the project.

Now it is vacation time and I'll be flying to Alaska to do some fishing, visiting and check in on my cabin, so there will be no building for two weeks. Then there will be a short trip to Utah, followed by support of the 99s Palms to Pines race, then the Lancair open house and finally the job of crew chief for a friend who will be participating in the Reno National Championship Air Races. So, when will my airplane be done? That's a very reasonable question that really doesn't have a good answer!

From The Editor

As always I appreciate any contributions to the newsletter because it makes it much easier to write and publish. It also makes it much more interesting. Please help me out by sending me an article, some pictures, or a builders report.

JT



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

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Chapter Meeting and Events Schedule

July		No Chapter Meeting
July 6-10		Northwest EAA Fly-In Arlington, Washington
July 25-31		EAA AirVenture Oshkosh, Wisconsin
August		No Chapter Meeting
Sept 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>