



NORTHERN YOSEMITE EAA CHAPTER 1337

On Line @ www.eaa1337.org

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From the Left Seat

Chapter 1337 President's Message: By Jim Thomas

Auburn Fly-Out

The August fly-out to Auburn Airport and Wings Grill was both fun and delicious. Don Denhard organized the event and led the flight in his LongEze. Don's arrival at Auburn was closely followed by me flying my PA-12 and Lynn Orloff in her PT-22. Lynn and I actually flew up as a flight of two which was added fun. Our two planes are pretty well matched in speed which made the formation flight easy for both of us. My passenger was Rich McGlashan and Lynn's was her husband Ken. Dennis Smith brought up the rear in his C-182 carrying a friend and his son. For those that enjoy a good meal at an airport, the Wings Grill offers a great breakfast and lunch.

Oshkosh

Several of our members attended the AirVenture this year although I didn't see too many of them there. The AirVenture is a big event and there is no way you can run into everyone. Dick Collier spoke at a forum on the Venture aircraft, which was well received. I spent quite a bit of time in the vendor pavilions looking at weather and traffic reporting equipment that will interface with the Chelton EFIS system I am installing in my Lancair Legacy. Probably the highlight of the event was when a Grumman Albatross did a low pass over the seaplane base while we were eating dinner. To say we could count the rivets on the hull would be an understatement. I think the chills of the wonderful big radial engine sound were the most thrilling part of the experience.

Columbia Webcam Operational

Thanks to the hard work of Don Denhard we now have four operational webcams at Columbia Airport. With the help of future Chapter member Del Chase and Aero Resources's internet connection the cameras finally got commissioned. There are a few little technical problems with the system that will be worked out over the next few weeks. You can see the webcams on our Chapter website at www.eaa1337.org. Click on the Wright Flier to view the webcam files. Thank you Don; all the local pilots will benefit from your hard work.

Next Month's Activity

Our October meeting will be at my hangar at the Pine Mountain Lake Airport. Our members and guests will have an opportunity to look at the progress I've made on my Lancair Legacy. I'm currently in the middle of wiring the airframe and instrument panel. I find the wiring much more fun than sanding. It must be the fact that it is clean, quiet and instantly gratifying. The amount of wiring is amazing. Most challenging are those little 24 and 28 gauge wires that are almost too small to see. My trim, autopilot and intercom systems are full of the little buggers! See the separate article for more information.

Fly Safe



October 14th Chapter Meeting Lancair Progress Inspection & Fly-In

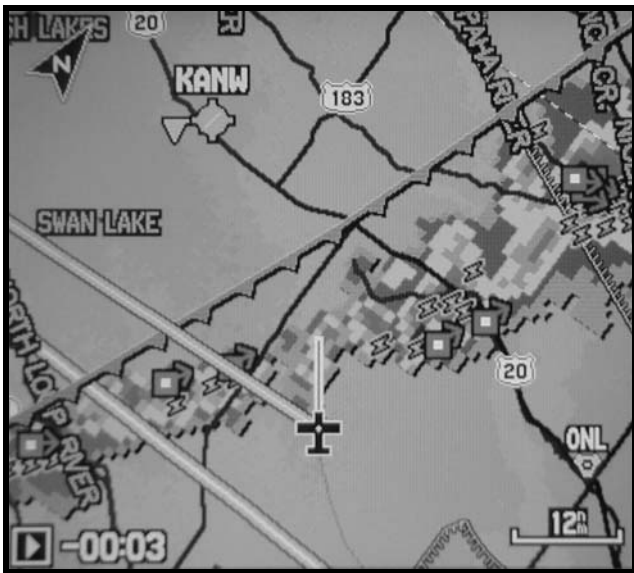
Our October meeting will be a hangar visit to my hangar to view the progress on my Lancair Legacy. To add some interest and excitement, I have posted an invite to all Lancair owners that subscribe to the Lancair Mail List, an online forum for Lancair owners. Based on other area Lancair Fly-Ins posted on the Lancair Mail List, I expect we will have between 10 and 30 Lancairs at our event.

Hosting a well executed mini fly-in is going to require a little extra effort by Chapter's members. I'll be contacting people with specific requests for assistance between now and October 14th. We will be providing a lunch for all attendees so we will need help with the food. I want to limit the airplane parking around my hangar to just Lancairs so if you arriving in another make of aircraft please tie your bird down at the PML Airport ramp.

This should be a really fun event and I encourage all our members to attend. Also, please invite your friends to attend, especially those that might be potential Chapter members.

AirVenture Weather Adventure

What an interesting trip! Colleen and I flew her Cardinal RG back to Oshkosh and had the benefit of a borrowed Garmin 396 with XM weather. What a wonderful tool for flying in the Midwest. We encountered thunderstorm activity and low visibilities both going to and coming back from the AirVenture. The 396 provided us with real time weather information in the cockpit that allowed us to safely proceed to our destination, although with several course changes. I was amazed with the volume and accuracy of the weather information. The picture below shows us flying between two thunderstorms that were a part of a long line of cells. The gap between the two cells was about 25 miles wide. Amazingly, the view out the windscreen accurately matched the view on the 396!



October Chapter Business

This is the month where we need to take care of some important Chapter business; specifically beginning the process to select next year's officers. Our Bylaws require:

1. The president to appoint a nominating committee of 3-5 members
2. The nominating committee to start canvassing the membership for next year's officers
3. The treasurer to provide a quarterly financial report

Help make our Chapter a success and willingly participate in the operation of our Chapter.

Chapter News

New member Chad Bowman works at Bald Eagle Aviation and recently purchased a KR2 project. He is looking for support and recommendations on the repair of his project. Chad is a student pilot with the obvious goal

of obtaining his private pilot license before he finished his KR2. Maybe our Chapter members can help him with both his goals.

New member Dan Ward works for CDF as the Battalion Chief for the Columbia Air Attack Base and is part owner in a 180 horsepower Skyhawk and a Piper Aztec. Dan was instrumental in helping Columbia Airport acquire Tanker 76 for static display. His day job at CDF often finds him in the back seat of the OV-10 Bronco coordinating the air and ground attack on wildfires. When rating the excitement of flying jobs, Dan's must rate near the top of the scale.

Shane Wallace spent his summer as an intern at NASA based at Moffett Field. What a great summer job! I'll bet he learned just as much about aeronautical engineering as an intern as he did during his regular school year. As most of you know, Shane is not one to slow down. Between the end of his internship and the start of fall classes he redesigned his RV6A instrument panel and installed a big screen Dynon EFIS. This Chapter member is going places!

"Don't attempt to force the machine onto the ground with more than minimum flying speed. The result is bounding and ricocheting".

(Per the Department of the Army Regulations For Operation Of Aircraft Commencing January 1920)

Chapter Meeting and Events Schedule

October 14 th	Lancair Fly-In & Construction Progress Inspection. Jim Thomas's Hangar at the PML Airport.
December ??	Potluck Dinner and Elections

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