



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

Pilot Survival Seminar Open Eyes

Doug Ritter presented an excellent seminar on pilot survival and the event was very well attended. I want to thank Paul Girard for setting up the seminar and Alan Wallace for providing his hangar as the venue. I also want to thank Ron Breaux and Rick Wooden for providing air transportation for Doug from and back to the Bay Area.

Being prepared for an unexpected stay in the wilderness is always a good idea. Doug Ritter has tested his equipment and determined that it works. His keep it simple and reliable approach seems logical. If you would like to learn more about his seminars, his equipment, or his methods check out his website at www.dougritter.com.

Chapter Elections

The Nominating Committee has identified a slate of candidates for our 2008 election. Ballots will be distributed only to our current Chapter Membership as required by our Chapter Bylaws. If you don't receive a ballot, then our records indicate that you didn't pay your dues this year. All voting must be done on a paper ballot. Ballots can be mailed to the Chapter, given to a Chapter officer, or voted at our December 15th meeting. The ballots will be counted at the December meeting and the results announced. The slate of officers for next year is:

President –	Jim Thomas
Vice President –	Dick Collier
Secretary –	Paul Girard
Treasurer –	Alan Wallace
Class 2 Director –	Don Denhard
Class 2 Director –	Ralph Phillips
Class 2 Director –	Dell Chase

Get your ballot in or better yet, vote at our December potluck meeting.

December Potluck Meeting

Each year we end with a potluck lunch at Columbia Airport where we celebrate the end of another busy and successful flying season and elect our officers for the

upcoming year. Our December meeting this year will be held on Saturday, December 15th at the Bald Eagle lobby. We hope all our Chapter members can attend. Please see the separate article on our December meeting.

Fly Safe



December Potluck Meeting Saturday, December 15th @ 12 PM

As in the past, our December potluck meeting will be held at the Bald Eagle lobby. This is our meeting where we enjoy our membership's company and elect our next year's officers. It will start at 12 noon and go until the food is gone (two hours maybe). We will conduct the elections for our 2008 officers and celebrate the completion of another great year of aviation. Attendees should bring enough food to feed 4-6 people and dishes should be one of the following.

- Main dish
- Side dish
- Salad
- Dessert

The Chapter will provide beverages, paper plates, cups and plastic utensils. If you have any questions about this potluck lunch, please contact me at work at 533-5685 or at home at 962-0910.

Renew Your Chapter Membership and Receive an EAA Calendar

Last year we provided an EAA calendar to the first 30 members that renewed their membership. This year we plan to do the same. Make sure you renew your membership early so you don't miss out on the calendars. These have great aircraft photos and also provide the dates of the most notable historical aviation events. The renewal

membership form can be sent to our Chapter PO Box or it can be given directly to any one of our Chapter officers.

First Flight of Lancair Legacy

Many of our Chapter members know already that Jim Thomas's Lancair Legacy made its first flight on November 17th. He hired Dave Morss who is a FAA DAR and professional test pilot to inspect his plane, issues the airworthiness certificate and perform the first flight. As expected there were a few minor items that needed to be corrected before the first flight, but upon completion of the required corrections, Dave Morss flew the plane for a 20 minute test flight. Other than a few minor issues the plane flew just fine. The only significant problem was that the landing gear took its time retracting. Later that day Jim flew the plane for the first time. He had two chase planes follow him on his 30 minute hop. The landing gear still took its time and so the gear up hydraulic pressure was increased and the problem went away. Jim is now flying off his Phase I test flight hours by flying to work every day and putting in some extra hours on the weekends.

The transition from 10 years of flying his Piper Super Cruiser which cruises at around 80 kts to flying the Legacy which takes off at around 80 kts has been a challenge. Jim attended the Lancair pilot training course taught by High Performance Aircraft Training at Redmond, Oregon which prepared him for the "other side of the envelope". The training focused on take-off, landing and emergency procedures. The three days of intensive training was well worth the time and money.

Jim's Legacy is still in primer paint and has no interior yet. He is waiting to work out the bugs and install a few additional modifications over the next several months before he focuses on "finishing" his plane. It took six years to get the plane in the air and yet it was a "fast build" kit! Jim designed and wired his own instrument panel which includes a total of 4 computer based systems which are:

- Chelton Electronic Flight Display
- Electronics International Engine Monitor
- Proprietary Software Angle of Attack
- TruTrak Digital Autopilot

The engine is a LY-CON built Continental IO-550 with tuned exhaust and a three blade Hartzell propeller. Obviously there is plenty of power to hoist the 1570 pound empty weight carbon fiber airframe. The Legacy airframe combined with the fuel efficient IO-550 and computer designed and manufactured propeller is the "most efficient" aircraft ever tested by the CAFÉ Foundation. Obtaining 25 statute miles per gallon at 220 miles per hour is just normal operation. That beats the heck out of 18 miles per gallon at 100 miles per hour in a Piper PA-12.

When asked how fast his plane goes, Jim replied that he went from Turlock to Jackson in less than 12 minutes, but

he did have a 30 knot tail wind! The GPS ground speed was in the neighborhood of 265 knots! Keep in mind that it is a new engine so flying around at high power settings is required. Once the engine breaks in, the speeds will go down and so will the fuel bills!

Most pilots fully expect Jim's commute to work every day to be considerably shortened when flying his Legacy, but the reality of the situation is the plane is so much fun to fly that he often takes the "long way" to work. A 45 minute sunrise flight in the smooth morning air is just too fun to pass up!



Chapter Member Makes the News

Don Denhard, one of our Chapter members was featured in an article in the Union Democrat. In fact a picture of him sitting in his Long Eze was shown on the front page of the paper. It is a fun article which can be read online at: http://www.uniondemocrat.com/news/story.cfm?story_no=25058 If you like to dine at small airport restaurants, then Don has the inside scoop on where to find the best sandwich. Hey Don, how about organizing another fly-out lunch for our Chapter?

Chapter Meeting and Events Schedule

Dec. 15 12:00 PM Potluck Lunch and Elections
Bald Eagle Aviation Lobby

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