



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

December Potluck & 2008 Officers

We had an enjoyable potluck lunch at the Bald Eagle lobby in December. I want to thank everyone that attended and especially those that slaved in the kitchen making their favorite dish. At the meeting we reviewed the events we held in 2007 and thanked the Chapter officers for the time and commitment they put into running our Chapter.

The election of our 2008 officers was held at the meeting and the following people were selected to lead our Chapter in 2008.

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 –	Del Chase

2008 EAA Calendars - NOT

Our Board of Directors decided that we would provide a 2008 EAA Calendar to each person that joined or renewed their membership to our Chapter. Our order was sent in to EAA headquarters in early December, but the EAA had already sold out of the calendars. So, we can't meet our obligation, nor can anyone purchase a calendar. Next year we will have to get our order in to the EAA as quickly as possible.

AOPA Convention in San Jose

The Aircraft Owners and Pilots Association (AOPA) holds an annual convention which has aircraft displays, seminars and vendor booths that are very beneficial to pilots and aircraft owners. This year's convention is in San Jose, California, the closest it has ever been to Tuolumne County. I highly recommend this convention to everyone. This year's EXPO 2008 will be held from November 6th through the 8th at the Convention Center.

Fly Safe

2008 Chapter Events

Our Board of Directors set up some interesting Chapter meetings and events this year. We are going to keep with our past practice of holding an event every other month which seems to fit our membership's activity level. The following are the events we currently have scheduled.

March 15 th	Fly-Out Breakfast to Paso Robles Organizer is Don Denhard
April 19 th or 26 th	Sea Plane Rating Seminar Organizer is Dick Collier
June 14 th	Father's Day Fly-In Booth Organizer is Dick Collier
August 23 rd	Poker Run and Picnic Organizer is Dennis Smith
October 11 th	Wilderness First Aid Seminar Organizer is Paul Girard
December 6 th	Potluck Dinner & Elections Organizer is Jim Thomas

We are looking forward to good participation by our Chapter members in each of these events. If you would like to assist the organizer of any of these, please contact that person directly. Any and all help will be greatly appreciated.

The Flight Design CT

Pilot Report by Alan Wallace

It has been a year and 118 hours of flight time since I purchased my Flight Design CTSW. First let me tell you that I am no longer a Dealer Rep. for LSA West, so this article is from an owner's perspective, not a salesman. I have learned much about the CTSW and some of the other Special Light Sport Aircraft (S-LSA) on the market, there are pros and cons to every airplane, first the cons.

The obvious is that you are limited to the amount of people and stuff you can take with you. Secondly the rudder is very sensitive and requires a lot of attention, especially when landing. The airplane lands different than any other airplane and the average pilot will require considerable time to become competent in landings, especially with crosswinds.

S-LSA's are new and different and there aren't that many people who know how to work on them. Just about all of them use the Rotax 912 aircraft engine and there are a limited number of A&P's that are trained to work on them. There have been several Service Bulletins on the Rotax engine and a couple on the CTSW airframe.

The pros are that Rotax and Flight Design have been standing behind their product and all of the Service Bulletins have been taken care of at no cost to the owner. The airframes are simple to work on and many A&P's are being trained to work on the Rotax 912. Paul Girard from our Chapter recently obtained his Rotax repairman's certificate.

What I like most about this airplane is the fun factor and its economy. After owning two Piper's, two Cessna's and one RV6A, (that I still own) I can tell you that the CTSW is my favorite and even though I have gotten my medical back, I will continue to fly the CT. It is a pure joy to fly and has the best visibility of anything I have been in, next to a helicopter. I have flown to Oregon, Idaho and Nevada and wouldn't think twice about a trip across the country. My son and I are planning a trip to Oshkosh this year in the CTSW.

The airplane loves weight and is actually easier to land when loaded to gross. My useful load is 587 lbs and with a five GPH fuel burn I have plenty of capacity for a passenger and baggage. When just flying around the local area for fun, (which I do a lot) I burn about 3.5 GPH. The engine prefers premium auto gas but will burn 100 avgas, in 118 hours I have yet to use avgas. The performance for a 100 HP airplane is amazing; I can fly rings around a Cessna 172. Climb with two people is about 800 FPM at 80 Knots, I cruise at 115 Knots burning 5 GPH.

I love the room in the cockpit and the storage capacity, there are many Cessna 182 owners who are selling them and buying CTs. The biggest comment I here from them is how much more they are flying and how much fun they are having. You can read about a flight around the world in a CTSW in a recent issue of Flight Design News.

<http://www.flightdesignusa.com/PAGES/pressReleases/W eb%20News-Zone-24aug07.pdf>

Flight Design just introduced the CTLS this month, (www.flightdesignusa.com) which is an upgraded CTSW that is easier to fly. The fuselage has been stretched 18" and the rudder is less sensitive. The landing gear has been changed from tubular aluminum to a stronger and more forgiving composite gear. The CTLS lands like a Cessna 172 and comes standard with a glass cockpit. The CTSW is available with either steam gauges or a glass cockpit.

How much you ask? The CTSW base price with steam gauges is \$101K and \$108K with a glass cockpit, the

CTLS base price is \$124K. As for me I have no problems with the flying qualities of the CTSW and love everything about it. If you are seriously interested in the CT and would like to learn more, log onto the www.ctflyer.com forum or send me an email at awelectric@mlode.com, maybe we will go flying for an hour and burn \$15.00 worth of fuel.



Chapter Meeting and Events Schedule

March 15	11:00 AM	Fly-Out Breakfast to Paso Robles Meet at Columbia Airport
April 19 or 26	TBD	Sea Plane Rating Seminar Columbia Airport Campground Pavilion
June 14	All Day	Father's Day Fly-In Booth Columbia Airport
August 23	10:00 AM	Poker Run and Picnic Columbia Airport
October 11	TBD	Wilderness First Aid Seminar Columbia Airport
December 6	12 Noon	Potluck Dinner & Elections Bald Eagle Lobby

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