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# NORTHERN YOSEMITE EAA CHAPTER 1337

On Line @ [www.eaa1337.org](http://www.eaa1337.org)

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## Father's Day Fly-In Booth Sold Out of Food

This year's Father's Day Fly-In Booth was organized and operated by Joe DeNunzio. He and his crew which included Dennis Smith, Larry Shaw, Sean Brady and Mark Schnell did a great job. Through their efforts they sold enough hot dogs and drinks to add \$1,816.86 to our Chapter bank account. Every year, the Father's Day Fly-In booth is our big money maker and this year was no exception. In fact, the booth sold out of hot dogs early on Sunday. It doesn't get any better than that; no left over food to contend with. Joe, thank you and your crew for all your hard work.

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## Quilt Raffle Raises Money for Aviation Scholarship

Our president Alan Wallace worked with master quilter Jan Wicks who sewed up a beautiful quilt and donated it to our Chapter to be raffled off with the proceeds of the raffle going toward an aviation scholarship to help a young man or woman pursue flying lessons. The quilt has a patriotic theme with stars and colors of red, white and blue. Believe it or not, the quilt was won by Jim Thomas who confessed that when he saw the quilt at our Poker Run, he fell in love with it and purchased many tickets. The quilt now covers his bed at home and is admired by all his guests.

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## Poker Run a Great Success

Our May Chapter event was a poker run that took pilots from Columbia, to Calaveras, Oakdale, Pine Mountain Lake and back to Columbia Airports. Participants included several Chapter members and guests. One guest just happened to be camping at Columbia Airport when he heard about the event and asked if he could join in. Dennis Smith did a wonderful job obtaining donations as prizes including fuel donations from Bald Eagle Aviation and Mother Lode Aviation, a Flight Review by Springfield Flying Service, a case of oil from Aero

Resources and Mountain Aire Aviation. There were other non-aviation prizes donated also. Everyone had a great time and the picnic at the end allowed the pilots to share stories and show their luck by the poker hands they drew.

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## Next Meeting CAL FIRE Tanker Base Tour

Our next Chapter meeting will be a tour of the Columbia Airport CAL FIRE Tanker Base. The tour will be held on September 26<sup>th</sup> at 10:30 AM. Most of our Chapter members have probably seen the Helitack, Air Attack or Air Tankers fly over on their way to or from a fire. Now is your chance to find out how CAL FIRE actually operates their facility and aircraft which includes an OV-10 Bronco Air Attack aircraft that carries the air attack coordinator, a Huey helicopter that transports firefighters to the fire then deploys a water bucket to dump water as directed by the air attack coordinator, and two S2-T air tankers. Additionally, the Tanker Base has a retardant mixing facility and ground personnel to operate it. This should be a great chance to see an entirely unique aspect of aviation that not only operates some amazing aircraft, but also confronts and stops devastating wild fires.



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## Upcoming Board Meeting

A Chapter Board of Directors meeting will be held just prior to the Columbia Air Attack Base tour. The Board meetings are open to all Chapter members. This is an opportunity to contribute your ideas on what kind of activities the Chapter should hold, how we raise and spend our money and when events should be held. The next Board of Directors meeting will be held Saturday September 26<sup>th</sup> at 9:00 AM in the Columbia Airport Administration building. Please think about participating in the operation of our Chapter by attending this meeting.

## Upcoming Safety Seminar In-flight Emergencies

Our Chapter member Joe DeNunzio has organized another safety seminar to be held in a hangar on the Pine Mountain Lake Airport public ramp on October 17<sup>th</sup> from 9 AM until 1 PM. The subject of this seminar will be Handling In-Flight Emergencies and will discuss real life emergencies that have been experienced by our local pilots. Guest speakers will include the representatives from the CHP, Tuolumne County Sheriff's Department, the Civil Air Patrol and the GCSF Fire Department. FAA Safety representative Harlow Vorhees will also attend. Lunch will be hosted Greg & Dora from Dora's Tea Garden; a donation of \$5 would be appreciated.

This will be both a Historic Aircraft Display Day and a FAA Wings event providing another good reason to attend this worthwhile event. We hope to see a lot of fly-in attendees along with many local PML pilots. For more information, contact Joe DeNunzio at [joe@e45flyers.us](mailto:joe@e45flyers.us)

## Knight Fire Helibase at Columbia

*By Jim Thomas*

On July 26<sup>th</sup> a wildfire broke out in the Middle Fork of the Stanislaus River canyon. This canyon is so steep that air tankers could not effectively fight the fire so large helicopters were called in to assist. The fire was on Stanislaus Forest land so the Forest Service took over the responsibility for the fire and created a helibase along the grass runway at Columbia Airport. At the peak of the fire fighting effort there were eight helicopters operating out of the temporary helibase. This included four Erickson Air Cranes, two Bell Hueys, a Kmax, and a Cobra.

The Air Cranes have the ability to carry over 2,000 gallons of water including the ability to load water from streams, rivers, ponds, lakes, reservoirs and portable retardant tanks. One Air Crane crew mentioned that they dumped over 52,000 gallons of water on the Knight Fire in a single eight hour shift. One drawback of the Air Cranes is that they are so big they cannot operate at the bottom of a narrow canyon because they do not have the rotor clearance.

Helicopters like Kmax and the Hueys are great bucket aircraft. Having the water bucket on the end of a long cable allows them to fill their buckets in all but the narrowest canyons. Thus their turn-around time is much quicker, even though they carry less water than the Air Cranes.

One unique fire fighting helicopter used on the Knight fire was the Cobra. The one at the Columbia helibase was one of two that the Forest Service owns. Originally a Vietnam era gunship, this helicopter was converted to a camera ship which carries an infrared camera capable of locating hot spots hidden in the wildfire smoke. The real

time images can be transmitted to fire fighters on the ground or to the command center through a microwave transmitter onboard the helicopter. The Cobra generally went out in the morning and evening gathering images of the fire for use in assessing the movement of the fire during the night, for planning that days fire fighting effort, and assessing the progress at the end of the day.

The operation of the helibase did require that the grass runway be closed, but there was not a single complaint because the local pilots understood the need to make fighting wildfires the airports top priority.

## Dates to Remember

Here are the dates of some important Chapter or aviation events that you should put on your calendar.

Sept 26 - 9:00 AM	Chapter Board Meeting Columbia Airport Office
Sept 26 - 10:30 AM	CALFIRE Base Tour
October 3	PML Airport Day Young Eagles Rally
November 14	Wilderness Survival
December 5	Christmas Potluck Luncheon

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