EAA THE SPIRIT OF AVIATION

The Intrepid Airmen

EAA CHAPTER 62 SAN JOSE ~ CALIFORNIA

April 2010 | Volume 46, Number 4 | San Jose, CA

In this Issue

UPCOMING EVENTS

Monthly Meeting, April 1
Victory Aviation

Fly-Out to Mendocino (KLLR)

KLLR Fly-Out 27 March 2010

Meet at 1200 at Little River Airport. Transport to town may be difficult, so pack a lunch.

Fly-Out to Santa Paula (KSZP)

KSZP Fly-Out 4 April 2010
Meet at 1200 at the Lodgson Cafe

Fly-Out to Porterville (KPTV)

KPTV Fly-Out 21 - 25 April 2010
Red Star Yaks are performing all week. Great restaurants, good fuel prices.

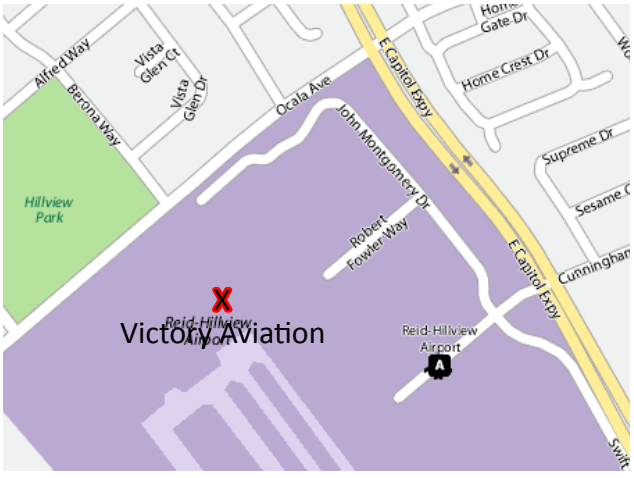
Please RSVP to Mike Francis, Fly-Out Chairman, a few days before the event. Mike's email is:

m_d_francis@yahoo.com, or
phone him: 510-624-1217

(cont' on page 3)

April Speaker: Chris Luvara

Chris will talk about how he got into aviation and aircraft ownership starting with his radio controlled model planes and jets. He'll discuss the parallels between full-scale aircraft and their model counterparts.



EAA Chapter 62 meets at Victory Aviation the first Thursday of the month, except in August, when we meet on the second Thursday. Everyone welcome.

Come and join us, share your experiences, and meet new friends.

VICTORY AVIATION
2502 John Montgomery Drive

6:30 PM Food and Hangar Flying
7:30 PM General Meeting
8:00 PM Program

Newsletter Deadline

Articles need to be submitted by the 20th of the month to be included in the next newsletter

flyrhv@aol.com

President's Column
By Wolfgang Polak

Judging by the last couple of days, the 2010 flying season has finally started in earnest. That's just in time for our first Young Eagles event in Palo Alto on April 10th. Have you checked the events calendar lately? Mike Francis has scheduled lots of fly-outs and hopefully we won't have any more weather cancellations.

There is other good news on the volunteer front. If you've been to the last meeting you might have noticed two major improvements. Remember dragging the chairs and tables to and from the shed? Well, Rusty's engineering talent solved this problem. He has designed and built a cart that holds the tables and chairs. It's parked in the shed and rolls in the hangar—that's it. Thanks Rusty.

Second, the sound at our meetings has been notoriously bad. We've solved this too. Thanks to our resident audio expert, Bob Meuse, we now have two brand-new speakers and stands to raise them. This setup gives us probably the best sound we can expect given the acoustics of the hangar. Thank you Bob.

Last but not least, Terri took the initiative and labeled our new padded chairs so they will not disappear into various hangars. Thank you, Terri.

But there are still a couple of volunteer positions open. How about helping us organize the Wing Rib building at Young Eagle events or setting up a media library?

There have been various rumors circulating about the EAA Young Eagles program and the Take Flight for Kids (TFK) and Days in the Sky (DIS) organizations. So, let me clarify this situation. EAA National looked at these programs and determined that EAA Young Eagle insurance coverage does not extend to TFK and DIS operations. EAA also wants to keep the Young Eagle "brand" and its goals separate from those of other organizations. So the practical effect of this is that we cannot use the Young Eagle name and we cannot rely on the EAA insurance when we fly kids at TFK or DIS events. None of this affects Young Eagle events that our Chapter organizes at airport days and open houses.

Still, the TFK and DIS programs have laudable goals and provide a great service to the community and our youth. They also generate very positive press coverage, something that General Aviation desperately needs these days. So I hope you all will continue to support Take Flight for Kids and Days in the Sky as pilots or ground volunteers.

Blue Skies, Wolfgang Polak

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KSAC Fly-Out Report
by Mike Francis and Mark Wainwright

Four EAA 62 members in one aircraft had an enjoyable fly-out to Sacramento Executive Airport, following the previous week's weather postponement. Mark Wainwright, Don Von Raesfeld, and Mike Francis all were ably piloted by Rusty Wells.

Mike Francis inspecting the Piaggio

Fortunately, Mark, Mike and Don had each fasted for three days, so Rusty was able to lift the four of us and the airplane off runway 13L at RHV. Rusty headed us due North, and forty-seven minutes later we entered the KSAC left circuit for runway 20. We spotted a couple of virga cells, but no course change was required.

Skylark

Following lunch in the Aviators restaurant, we grabbed some pictures of a Piaggio Avanti P-180 parked on the apron, and we were on our way to Tracy (KTCY) to top-off the tanks. (KTCY gas is around a $1/gallon cheaper than KSAC). Pulling up to the KTCY pumps, we were treated to an aerobatic display above the airport by a local YAK 50, were entertained by a small squadron of formatting RVs, and then invited for an impromptu look-around the Skyview Aviation facility, where the pretty Dova/Skylark DV-1A LSA is assembled.

By the time we were ready to leave Tracy the weather had turned into a very pleasant high-overcast day. We climbed to 5000 in order to clear terrain, took a heading of 220, and twenty minutes later we were on short final for 31L.

Everyone had a good time - thanks Rusty !!!

Don

Upcoming Events, *cont'*

Young Eagles Event

10 April, Palo Alto Airport (KPAO), 10 AM to 2 PM

Please contact Russ Todd if you can fly the kids and/or volunteer on the ground. 408-421-8437

Trade Winds Aviation hosts:

Breakfast, 1st Saturday of the month

WINGS Seminars, 2nd Thursday

A Night at the Movies, 3rd Friday

Trade Winds is located next to the Reid Hillview Terminal Building.

April 3, 9 AM, *Breakfast*

April 8th, *Engine Management*

April 16th, movie night, *Pearl Harbor*

Trade Winds Aviation hosts WINGS Seminars, free Breakfasts and Friday Night Movies. Trade Winds is located next to the Reid Hillview Terminal Building.

Please note: the WINGS seminar on April 16 will take place in the RHV Terminal Building

Questions: Walter Gyger
408-729-5100

Wing in the jig

Builder's Column
by Mike Francis

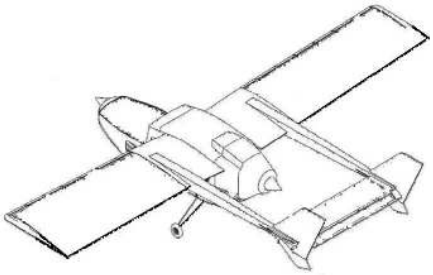
A push-pull Zenith 801 à la Cessna 337? One man's personal skunkworks

It will not come as a big surprise to many readers that the Cessna Aircraft Company played a major role in the Vietnam War. The 1988 movie, 'Bat*21', starring Gene Hackman and Danny Glover, in part depicts this fact. It's based on the true story of Lieutenant Colonel Iceal Hambleton (Gene Hackman), whose reconnaissance aircraft is shot down over enemy Vietnamese territory. Hambleton is befriended (by radio) by fellow pilot Bartholomew "Bird Dog" Clark (Danny Glover), who cannot land to pick up the downed pilot but keeps him company while flying over his position. The Forward Control Platform which Clark pilots is a familiar sight at Warbird gatherings, famous not only because of its civilian roots, but also because of its unique center-line-thrust twin engine configuration—the Cessna 337 Skymaster, or in its military guise, the 0-2 'Oscar Deuce'.

Introduced in 1963, the 337 Skymaster (and later, Super Skymaster) has very different single-engine handling characteristics from a conventional twin-engine aircraft. The push-pull engine setup (symmetrical redundancy) ensures that it will not yaw into the dead engine as would be the case with wing-mounted engines. The oft quoted terms like 'asymmetric yaw', 'critical engine' and 'dead foot, dead engine' do not apply to push-pull twins. As a consequence, the aircraft does not tend to depart the runway if an engine fails on the takeoff roll, nor does it roll on its back with a situationally unaware pilot faced with a single fan fail. The Skymaster is also controllable at lower airspeeds than a comparable conventional twin and there is no minimum controllable speed (Vmc). Nevertheless, the Skymaster requires a multi-engine-rating, although many countries (alas, not the USA) have a special "centerline-thrust rating" for aircraft like the 337.

THE ZENITH 801

Form follows function. Nothing curvaceous, teardrop, tadpole or dart-like about it. With STOL (short take-off and landing) capability, inspired by the Fieseler Storch Fi-156— itself famous for extracting Mussolini from his San Grasso mountain lair in 1943— the CH-801 was introduced in 1998 by Chris Heintz, the head of the Zenith Aircraft dynastic organization. A prolific designer in his own right, we could fill an entire article—correction, an entire book— with his designs (certified, S-LSA, and experimental) and his design philosophy. Readers may recall the Gemini CH-620 project, a twin engine derivative of the CH-601. CONTACT! Magazine has followed many



First sketching attempt. Looks somewhat familiar?

of Chris' designs over the years; he has an almost cult following and was inducted in to the EAA Hall of Fame in 1999. He and his sons own and operate several aviation related businesses in the USA and Canada.

So where is all this taking us? Push-pull engines, Cessna 337 Skymaster, Zenith STOL, center-line-thrust twins? Enter the ZenMaster— a virtual (and personal) 'Skunk Works' project.

WHO IS MIKE FRANCIS?

I'm a 54 year old transplant to the USA from the UK, a private pilot, a Manufacturing Automation / Process Control Engineer by day and like many of you reading this, I play host to a lively imagination and mechanical urge to fix and/or build things most evenings and weekends. I don't hold IA, or A&P certificates, but I do have a computer engineering degree from the days when single computers occupied entire rooms rather than sat on desks. In other words, just a plain ordinary airplane nut. A new member of EAA Chapter 62, San Jose CA, I live with my wife and daughter near Indianapolis, Indiana, but work in Northern California. The AM commute is brutal.

Oh, but I do have a patent for a highly conformable tape substrate and edge design (S-T-R-E-T-C-H duct tape) Yes, stretchable duct tape, useful stuff, believe it or not. And right off the bat, lets make it clear that I have no connection with Zenith (other than attending one of their factory rudder workshops), and Zenith (at the time of writing) has no connection with the ZenMaster design. That could all change of course.

DREAMING

The long morning commute (joking!) does tend to be conducive to all sorts of 'What-if' propositions, crazy things like "What if I made duct tape stretchable, conformable and better at sticking to compound curves?" and "What if a Zenith CH-801 had two engines?" Well, I solved the former, so after that, the latter proposition was relatively easy. Some very smart software tools exist to convert "What if" to "It's Possible". Now you see where this piece is headed— the airframe from the firewall to the aft cockpit bulkhead is all stock CH-801. The twin booms, vertical stabs, elevator and rudders are all from the Skymaster playbook (though not actual Cessna certified items). Engines (in the simulation) are two, 100 HP Corvair conversions. As both the engines rotate in opposite directions, in a push-pull configuration, torque forces and P-factor are opposed and, thus, equal. Two engines means forget the typical four seats for the CH-801— this will be a two seater, or a 2+1 at best. Simulations show that at full 801 gross weight, single engine rate of climb is still positive at 500-800 FPM, depending on which engine is used, and this is with a fixed-pitch prop! Twin engine climb rate and sustainable climb angle is nothing short of even more amazing, even for a Zenith type STOL aircraft. Dare I even mention the ugly duckling/ beautiful swan comparison between the CH-801 and the proposed twin engine ZenMaster?

ZenMaster TWIN ENGINE CLIMBOUT

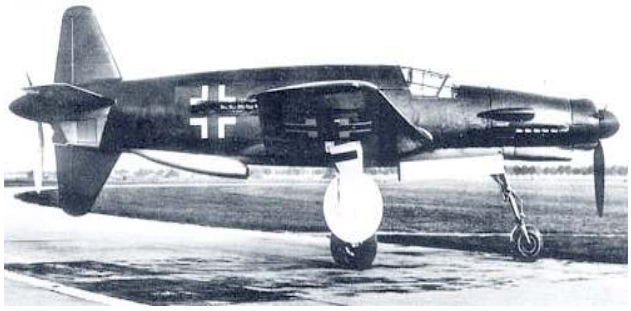
The math reads like this (those readers who faint at the sight of 'gazintas' should look away— now!): If you take the loss of power in an engine, in flight, to be a random process of uniform distribution with probability P, then for a single engine plane the probability of being without power is simply P, but for a twin it becomes P^2.

So to plug in some real numbers (for the reader who can stomach both algebra and gazintas), if we take the probability of total loss of power in a single engine aircraft during a particular flight P to be 1/1,000 for example, then for a twin the odds of a total loss of power are (1/1,000)*(1/1,000) = 1/1,000,000.

Builder's Column, *cont'*

Don't you just love those odds? But as Professor Stephen Hawking (if he was reading this) would undoubtedly note, the probability of losing ONE engine in a twin is in fact double that of a single-engine plane (P^2), but for an adequately powered twin, this does not mean that falling out of the sky is inevitable. But, I hear you ask, if you lose one engine in a twin, won't the other one just carry you to the scene of the accident? Well, below a certain airspeed (the minimum controllable airspeed or Vmc referred to earlier), and particularly at low altitudes, it can be dangerous, but this is exclusively a significant challenge for the wing mounted port/starboard traditional twin, not the push-pull centerline-thrust twin. Phew!

ARE CHUCK YEAGER SKILLS REQUIRED?
Centerline-thrust twins don't require instant



and correctly applied hard rudder (and therefore drag) to counteract asymmetrical thrust in the event of single engine failure. So provided you don't attempt a single engine take off (Cessna states in the 337 POH to always roll on the throttle with the rear engine only first, to prove the hamsters in the back really are providing thrust, before rolling on the forward throttle) you will have air under your wheels in less time than it takes to say "WHICH $200 HAMBURGER BAR DID YOU SAY WE ARE HEADED FOR?". In other words, the 'push in the back' that you'll feel in the ZenMaster would be like having two Lance Armstrongs on a racing tandem. Incidentally, the vortex airflow peeling away from the fuselage and entering therear prop disc makes for a very rich and unique sound, for those who have ever witnessed a 337 fly over.

Trivia Question: Why '337' ?
Answer: The first Cessna with this configuration was actually the '336', because Cessna wanted to acknowledge its Dornier '335' predecessor.

What do the Feds think of centerline-thrust twins? Well, with current FAA requirements, a multi-engine license is required for a twin engine centerline-thrust aircraft, and no, you can't do as one particularly resourceful (but sadly misguided) individual attempted when he took off and flew a Skymaster with only the front engine turning, as (he explained later) he "only had a single engine license". I imagine he now has a very special single engine license—for a car only, that is. Being experimental, one can fly solo without a multi-engine rating, as long as the operating limits don't require it.

WHERE IS THE ZenMaster DESIGN NOW?
It exists only virtually. It flies in simulation pretty much the same as a stock CH-801, albeit a 200 HP CH-801. It performs well under every adverse condition I could throw at it and is currently under evaluation for further development. You can't buy one; Zenith won't build you one; and it may never see the light of day. But if you want to know what true 'Experimental' is all about— here is a grass-roots example of just that, only done in the relative safety of your home, at your computer.

The plane has been developed so far in the very powerful (although very inexpensive) computer simulator, X-Plane version 7. It just so happens that X-Plane V7 plays nicely with, and happily swaps files with, another great simulator program whose claim-to-fame is more in the physical design of aircraft as opposed to the flying of your virtual creation, AirplanePDQ from PDQ Technologies. The current version of X-Plane (V9) does not interface with PDQ at all, but it is substantially more user friendly than V7— as a self-confessed Luddite, I would even lobby for bringing back MS-DOS if anyone would listen (Apple users can snigger here).

At this point, the next step is probably to look at the airframe structural design elements. For example X-Plane, being a virtual wind tunnel,

Builder's Column, *cont'*

doesn't care if the wing/ tailboom/wingspar design doesn't make engineering sense, it's only concerned with the air flowing past its outside surfaces. So the expansive all-glass cockpit roof will probably disappear in favor of a full pass-through main spar, requiring individual view ports instead of a greenhouse. The wing struts will probably intersect at the wing/tailboom joint (proven engineering sense) where the rules governing triangulated structures applies. The sustainable climb angle is going to need some major thought around pilot visibility (I hear there are some spare Concorde snouts now available) and with a Corvair installation, particularly with a fifth bearing or a re-drive, a fully-feathering prop is feasible.

	Airspeed	Rate of Climb/ Descent
Twin Engine Climb	100 Kts	+1400 fpm
Best Glide	40 Kts	-400 fpm
Front Engine Only Climb	50 Kts	+500 fpm
Rear Engine Only Climb	60 Kts	+800 fpm

Simulations were conducted at gross weight, standard temperature and pressure, non-feathering fixed pitch props. All data derived from X-Plane instrument panel readings.

One development option being talked about is an open-design, multi-partner joint venture platform, a sort of airplane equivalent of Linux.

POTENTIAL MARKET?

Outside the realm of the obvious attraction to a twin, the ZenMaster is well suited to be a flying testbed for engine conversions, new engine designs, redrives, props, engine systems, manufacturers, etc. Simply install the system under test at the front, a conventional/proven installation in the rear (or vice versa) and have a backup system to get you home safely in the event that the test fails.

If nothing else, it's an insight into the process of realizing one man's personal and fun adventure into airplane design, and experimental aviation.

References: gazintas: Jethro Bodine, Beverly Hillbillies

Mailing lists and more

By Wolfgang Polak

Most of you know that the Chapter maintains two Yahoo groups that allow you to exchange email, share photos and other files, and run polls. Most people have just been using the email features and some are not aware of the other capabilities.

First, the two lists are called EAA62-mail and YoungEaglesEAA62. The former is used for general communications while the latter is intended for communications related to Young Eagle events. Our web site, under "Email Lists", describes how to get on and off these groups.

Most of you have given us your email address. These addresses are available in the roster to members only. We try not to use these addresses for mass mailings and general communication. The good thing about the Yahoo groups is that you can opt out, or choose to receive mail in digested form, i.e., multiple emails packaged into a single one.

In addition to the email subscriptions, there is a web site associated with each group accessible to groups members only. On that site you can post file, pictures, create a database, or organize a poll. If you don't like to get much mail you can go to the web and select the digest option or you can decide to not receive any mail at all and instead go to the web site and read messages there.

But to get to a Yahoo group web page you need to have a Yahoo id. That's free and pretty painless. So if you don't have access to the group sites but would like to, send an email to webmaster@eaa62.org and you'll receive a personal link in return mail that allows you to set things up.

So where are these web sites? You just point your browser to http://groups.yahoo.com/group/YoungEaglesEAA62 or http://groups.yahoo.com/group/EAA62-mail and, of course, these links are on the "Email Links" page our web site as well.

MEMBERSHIP NOTES

By Donald Von Raesfeld, Jr.

Membership Chairman, 408-507-0951

Two new visitors attended our March General Meeting held on March 4, 2010. Mark Wainwright brought a friend, Stawsh Murawski, to the meeting. Stawsh is not a pilot but is interested in all things mechanical. Fred Kish was another new visitor to our Chapter. Fred is a pilot but like myself is not current at this time. He is hoping to get current later this year, as am I.

We also had two previous visitors return. Howard Chien who is building a Glasair and Charles Heger who is a part time flight instructor at Squadron 2 were both present.

We have added two members to our roster. Tom Slappendel attended the meeting and rejoined the Chapter. Tom had last been a member of the Chapter in 2007. Welcome back, Tom. It was nice talking to you.

At the February Board Meeting Terri Gorman asked the Board if the Chapter would donate a membership as a raffle prize for the 99's Pasta Dinner which was held the same evening as our General Meeting. The dinner raises money for the SJSU Precision Flight Team. The membership was won by Norm Flisram. Norm is a member of the Santa Clara County Airmen's Association and now the newest member of EAA Chapter 62. Looking forward to meeting Norm at one of our meetings. Welcome to EAA Chapter 62 Norm.

After the Chapter business was taken care of the evenings program got underway. Rolland LaPelle, a long time Chapter member and Technical Counselor, gave a presentation on rebuilding an automobile rotary engine for use in an aircraft. It is quite a process but there seem to be some advantages. Thank you, Rolland.

On March 6, 2010 the Chapter held its second Fly-Out of the year. Read Mark Wainwright's article elsewhere in this newsletter. It was a small turnout but the four of us who made it had a good time. Mike Francis, our Fly-Out Coordinator, is posting all of our Fly-Outs on our website. You can RSVP on line and if you need a seat or you have seats available Mike will do his best to match pilots and passengers up. It's a great way to spend a Saturday.

I want to thank the 51 members who have renewed their memberships for 2010. There are still 17 members I have not yet heard from. I will be contacting them again and hopefully they will renew soon. If you have not updated your information on the website, please do so. If you need any assistance you may contact me by phone or e-mail. Remember you can renew on-line.

FLY-OUT RSVPs AND SIGN-UPS

Mike Francis, EAA Chapter 62 Fly Out Coordinator

I just wanted to remind everyone that an RSVP or a sign-up doesn't commit or obligate you to attend the event. It does give me a rough idea of numbers for sure, but the two biggest benefits are that it provides a central point of communication so that I can hook up those looking for a ride with those looking for passenger/s, and secondly, in the event that the event is postponed, I know who to contact. So, please, contact me at 510-624-1217 (Voice Mail) or 317-796-5244.

EDITOR'S NOTES
by Terri Gorman

Next to the P51 Mustang, the B-17 is my favorite warbird. Maybe, it's because I have had three flights on EAA's Aluminum Overcast B-17. This beautiful warbird is coming to Hayward, hosted by EAA Chapter 29, on April 30th through May 2nd; Watsonville, hosted by EAA Chapter 119 on May 4th through May 5th; Napa, hosted by EAA Chapter 167, May 7th through May 9th; Chico, hosted by EAA Chapter 427, May 11th through May 12th and Sacramento (McClellan Airport) , hosted by EAA Chapter 52, May 14th to May 16th.

You ask yourselves how did she get free flights? In the past, EAA Chapter 338 hosted Aluminum Overcast at San Jose International and a few years ago, our chapter welcomed the Flying Fortress to Moffett Field (thanks to member Larry Reed). Volunteers are given free flights along with the News Media if seating is available and/or to the next destination, so contact one of the chapters hosting this event to help out. Seats may or may not be available, but just hanging out with this 'old bird' is a thrill in and of itself.

The flight experience in the B-17 is, approximately, 30 to 40 minutes. Once the B-17 is airborne, passengers are permitted to walk around the bomber. EAA members receive a discounted price if prebooked for $359.00 per person. Walk-up prices are $385 for EAA members and $425 per person for non-EAA Members. There are, also, ground tours for adults at $5.00 and/or a family price of adults and children under the age of 18 for $15.00.

A flight in the Flying Fortress is a great gift for a family member who once fought in WWII and/or for someone who had a family member that flew this bomber.

To reserve your seat, call 1-800-359-6217 or visit www.B17.org for more information.

FIVE DAY EAA CHAPTER 62 FLY-OUT FEATURE

We're planning a "progressive" fly out to Porterville during the upcoming premier West Coast 5-day event for Eastern Block Aircraft and other Warbirds during the period of April 21st through April 25th. Check out the website at http://www.allredstar.com.

The "All Red Star" event is an annual owners gathering and fly-in for aircraft owners, pilots, enthusiasts, vendors, suppliers and service specialists supporting former Soviet and ex-communist designed aircraft imported to the United States - warbird, sport, aerobatics, jet or prop - all are represented at All Red Star. The motto of All Red Star is ''Serious Fun!''

The event will be held at Porterville Airport (KPTV) in Central California and is the largest collection of such imported aircraft anywhere in the country, with over 50 aircraft visiting the event last year from Mig 32, L-29 & L-39 Jets to CJ6 & Yak 52 prop planes. The event hosts an aggressive educational and training schedule which includes FAST formation, aerobatics, and unusual attitude recovery skills. Ground presentations include bailout and parachuting as well as engine and airframe service and repair. All Warbirds are welcomed to attend.

And, if that wasn't enough fun, an additional 'bonus' for those members flying out to Porterville any time between April 21 and April

(cont' on page 10)

Fly-Out Feature, *cont'*

25, a visit to EAA 62 Chapter Member Harry Dellicker's shop. Harry has an extensive repair shop (del-Air) and a cool collection of rebuilt and vintage aircraft. Here's an example of some of his restoration craftsmanship: http://www.aviation-history.com/taylor/j2cub.htm

An EAA Chapter 62 website sign-up will be available for those able to participate with aircraft and those looking for a seat. You may sign up for 1, 2, 3, 4 or all 5 days. **Mike Francis, Fly Out Coordinator**

HARRY G.HALAJIAN

written by Don Von Raesfeld

On January 16, 2010 a "Celebration of Life" was held at the Hollister Airport for Harry G.Halajian. Harry was born on January 22, 1922 in Watertown, South Dakota and passed away on January 7, 2010 in San Jose, California.

I never had the pleasure of meeting Harry but judging from the turnout at his "Celebration Of Life" he had a very loving family and many, many friends.

I was able to attend this event with Tom Diede. Tom had been invited to display his Stearman at this event. When we arrived, there were 6 Stearmans on the ramp along with a 1929 Travel Air. After our arrival, two more Stearmans arrived to bring the total to 9 Stearmans on the ramp. On display inside the hangar was the last Stearman Harry had restored putting a total of 10 Stearmans on display. Two P-51D Mustangs and a P-51A had also been brought out of their hangars for display. Before the event officially began every one was able to walk around the ramp and check out all the aircraft on display.

About 11:00 AM the "Celebration Of Life" got underway. Two of Harry's daughters were on hand and spoke about their father and thanked the assembled crowd for being there. A short time later it was time to eat. There was a lot of great food and desserts.

About 1:00 PM 5 of the pilots prepared their aircraft for the "Missing Man Formation". One aircraft would not start so that pilot quickly made his way to the front cockpit of one of the other aircraft. After taxiing out the four aircraft departed Hollister Airport. A short time later they returned to the field in a diamond formation and made a flat pass over the field. They then returned in a finger four formation and flew the "Missing Man Formation". Passing the crowd one aircraft pulled up and out of the formation and headed West. The three remaining aircraft came by in echelon and at about 4 second intervals made the break to land. Shortly after the Stearmans returned to the ramp the two P-51 D Mustangs taxied out and departed. About 10 minutes later they returned in formation and made a high speed pass. They returned for one more formation pass with a break to land.

About 3:15 PM Tom and I climbed back into his Stearman and prepared to depart Hollister. After takeoff

Halajian, *cont'*

Tom gave the stick to me and told me to have fun. I spent about 30 minutes practicing 360s. I started out with standard rate turns and progressed to steeper banks. You sure need a lot of back pressure on the stick to keep the nose from falling in steep turns in that plane. It was great. I did OK. Tom never said a word. We then headed back to Salinas where Tom made another fine landing.

I want to thank Tom for letting me be a part of this. I had a great time. I wish I had met Harry. My condolences go out to Harry's family.

REST IN PEACE HARRY

Don Von Raesfeld, Jr.

Missing Man

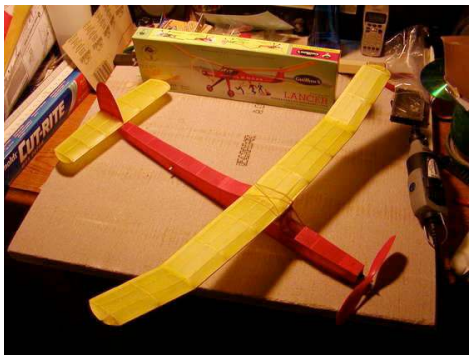
My Flying Stories

By Rolland LaPelle

Editors' note: Rolland LaPelle has kindly offered to share some stories of his flying experiences with us. Because Rolland's experiences are so broad, we will be publishing some of his writings over a number of issues.

My flying history started when I was about 4 years old, sitting on my fathers lap and describing how I was going to build a plane and fly it. When he asked how I was going to power my plane, I told him that I planned to use an electric motor and batteries since a long power cord wouldn't be long enough.

Later I did build models. Dad had no experience with paper and stick models, so I had to figure it out how to make them work myself. I never really finished the stick models and later tried U-control planes. The first examples all crashed without even doing a full 360º circuit. At first, I didn't know how to build model airplanes, much less how to fly them. Finally, after putting together some 5 airplanes, I built a Piper Cub model and it crashed immediately. Someone who saw the crashed airplane took mercy on me and asked Dad to bring me down to his shop. He explained to me how to build the control system. It seems that a certain Jim Walker had a patent on a control system that worked, but the model manufactures couldn't use it. So they invented substitute systems, which I copied and couldn't make work. After my mercy helper explained how to make the system work, I was able to build one that flew. I continued building models through high school and college. Finally, after I had moved to San Francisco I found that I was flying every weekend, going to airplane meets, and competing in them. This of course became very expensive: I realized I could be flying the real thing. So, I started working on my license in 1963. In June of 1964 I received my private certificate.



LaPelle, *cont'*

Getting my License was a big event in my life. I had actually soloed some 3 years before. A short time after I married in 1959, I purchased a Piper J4 in which I soloed after a few hours, and then flew from Hayward to Half Moon Bay. In one flight or so later I got caught in a strong cross wind and put the plane on its back. At that time it would have taken about $350 to fix it, but I didn't have the money so I took it apart and put it in storage. Two years later, after I moved to Walnut Creek, I sold it for $350.

In 1963 I re-soloed in a Piper Cub (J3) at Antioch Airport. After a couple of flights around the patch I came out to the airport and flew it down to San Jose and landed at the old Reid Hillview Airport. At that time RHV was a narrow strip about 2000' long. It had a small house/shack by the gas pump where I refueled and then flew back to Antioch. The owner and flight instructor were waiting and worried as the time for my fuel capacity had expired. They didn't realize that when I told them I wanted to go to San Jose I was actually going to do that. My instructor had not told me anything about getting signed off and getting training in x-country techniques. Later I told him that I didn't know those things were required. He said that he better do my x-country training immediately. My x-country training was first done in a Piper Colt, and my first flight was a short trip to Woodlawn-Watts and Coloma airports. This trip was somewhat uneventful because the instructor wanted to look at an airplane that was for sale. My next flight was in a Piper Tripacer because it was available and the J3 wasn't. I hadn't been checked out in it, but they said, "Just do a stall landing and you will be ok." It didn't take long for me to realize it was a little faster than the Colt. I quickly learned how to land it. I had to, as I was flying solo. I don't know if you know the old Antioch airport, but it was narrow, short and had a hill at the end of the runway. It also had a downhill slope when approaching from the East.

My next training trip was in a 172. To tell the truth, I didn't like it as it felt was different and at that time I had trouble stabilizing the pitch. It was a cloudy day and the task was to fly to Columbia. I had never been there and the overcast was at about 2000'. My instructor indicated that he didn't think I could find the airport, but I did. At the ETA, I spotted the antenna tower, which the chart showed to be a way off the end of the runway. It was just a matter of looking off my left wing and there it was. My instructor was surprised and complimented me on it. We had breakfast at Columbia and then headed to Pine Mountain Lake Airport and then to Mariposa. With all of that I became familiar with mountain flying.

About this time I had subscribed to *Trade-a-Plane* and had started to look for a plane. I spotted a 1957 Tripacer Super Custom with a constant speed prop on it. Over Easter weekend I drove to Rapid

LaPelle, *cont'*

City, South Dakota in my Fiat 600 to take a look at it. I gave the owner a deposit and then over Memorial Day weekend I went to retrieve it. The second trip to Rapid City was a challenge. I snagged a ride to Reno in a Tripacer with my instructor; I had to ride in the back seat as he had a friend in the front seat. After dinner, I took a Trailways bus to Salt Lake City and then a Frontier Airlines DC-4 to Rapid City. I then flew the Tripacer back home.

DC-4

After that I used the airplane for my training. During the next few weeks I took the Tripacer to Seattle to see my Dad. When I returned to California, I asked my instructor, "when am I going to take the test?" He said I needed instrument work, so for the next two weeks he had me flying every morning. I didn't realize it then but, he liked to do snap rolls on the Tripacer, and that is what he would do to give unusual attitudes. The rolls would tumble the AN gyros and then he would hand the controls to me. He would keep this process up until I got airsick. I didn't know this at the time, but was told about it sometime later by someone who had observed us. I then asked the instructor that, as I had 65+ hours and since my wife was down in Guatemala along with children and that I wanted to go and get them, how much more of this was I going to have to do? He arranged for the test two days later. Several years later when I passed my instructor's rating, I swore I would never milk a student the way I had been milked. To date I never have.

Emeraude

The day after I took the test and passed, I departed for Guatemala and was lost after two hours. That is the next story.

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