



# The Intrepid Airmen



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### UPCOMING EVENTS

#### Monthly Meeting, December 2 Holiday Party

#### Air Car Display

December 4—Doug Palmer is conducting his annual on his Air Car. It will be available today for a close-up look in his hanger at Half Moon Bay (HAF) starting at 11 AM.

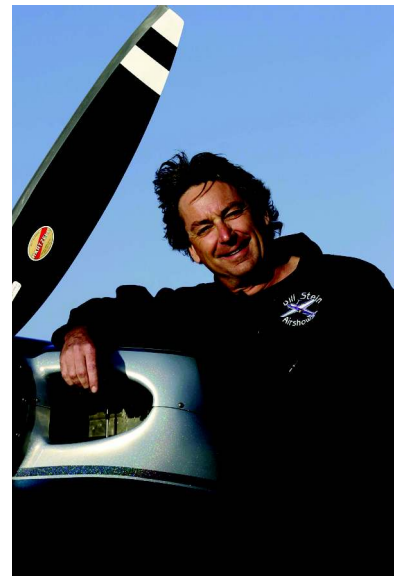
#### Fly-Out to Furnace Creek Death Valley

The November attempt was a bust, primarily due to bad weather. The Editor is not giving up, however, and is thinking that a late January weekend is an excellent idea, weather and batteries cooperating.

## December Event: Annual Holiday Party

EAA Chapters 62, 110, and 338 will be having their annual Holiday Party (Christmas, Hanukkah, Kwanzaa, or Festivus—your preference) at the Krystall Ballroom of the Crowne Plaza Hotel in Milpitas. Arrival time is 6:30 PM and dinner will be served at 7:30.

Our speaker will be Bill Stein whose airshow performances are well known from Watsonville to all across the country. Bill flies in his Zivko Edge 540 and flies with the Collaborators, whose members include Sean Tucker, Ben Freelove, Eric Tucker, as well as Bill.



Bill's Zivko

## President's Column by Wolfgang Polak

The IMC season has started again and Thanksgiving is upon us - time to reflect on the last year.

We tried something new this year and had two FAA safety seminars in place of our regular meetings. Besides learning something useful and becoming better pilots, the idea was to attract a couple of new members. That was only a limited success and our current membership numbers are still a far cry from the 200 plus members that some of the old-timers may remember.

The Chapter did pretty well on the education front. We sent two very qualified and enthusiastic candidates to the Air Academy and Russ Todd did an excellent job organizing Young Eagles events. Despite the onerous insurance requirements that EAA national threw our way, we managed to give rides to 435 kids. Pulling off the Palo Alto event took a good bit of pro-bono legal help and we're currently working to make the Wings of History event on May 14 possible.

Mark Wainwright is putting together a fine newsletter each month. We've had some great stories and the newsletter is a central piece of our organization. Let's make it even better and help out Mark with contributions.

Mike Francis tried very hard to make our fly-outs work. We did pretty well with Half Moon Bay earlier in the year, Mendocino was marginally attended and Death Valley was a bust. There seems to be a law of physics at work here: the number of participants is inversely proportional to the square of the distance of the fly-out.

The final events for this year are the holiday party and a drive-out/fly-out to see Doug Palmer's beautiful Spencer air car. We need your help, ideas and suggestions to make this Chapter better next year.

Finally, there is a bit of bad news. Kregg Victory, who has graciously hosted our meetings for several years now, has a new insurance carrier that does not allow him to host our meetings in the future. We're looking for alternative venues and any ideas you might have are appreciated. There are always restaurants but an aviation related venue seems more appropriate. The first meeting of the next year will most likely be in the terminal building. Stay tuned for details and check our web site for up-to-date information.

Hope to see you at the party.



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## Mike's Corvair Project by Mark Wainwright

It has been fun to watch Mike Francis's Corvair engine project progress over the last few months. As many of you probably know, the Corvair was a General Motors line of cars developed and sold during the 1960s. The car had an unusual configuration: rear engine and transaxle, air-cooling, and 6 opposed cylinders. It is more like an aircraft engine than anything being built today, although peak power is obtained at relatively high rpm, so a direct drive Corvair engine is limited to about 100hp.



Mike tightening the intake cap screws

Mike has made some significant departures from standard aircraft installations. The most impressive custom part is the 1.84:1 PSRU (geared prop), which uses a planetary gear set and a torsional resonance coupling. This allows Mike to run the engine at 4,800 rpm while keeping peak prop speed to 2,600. According to Mel Raven of Mel's Vair Mart in San Jose, this engine should produce more than 140hp measured at the output shaft.

Mike addressed carburetor icing by developing a special intake manifold where the carburetor and the central part of the manifold sit above the center of the crank, thus creating a naturally warmed intake charge. Examine the photos for details.

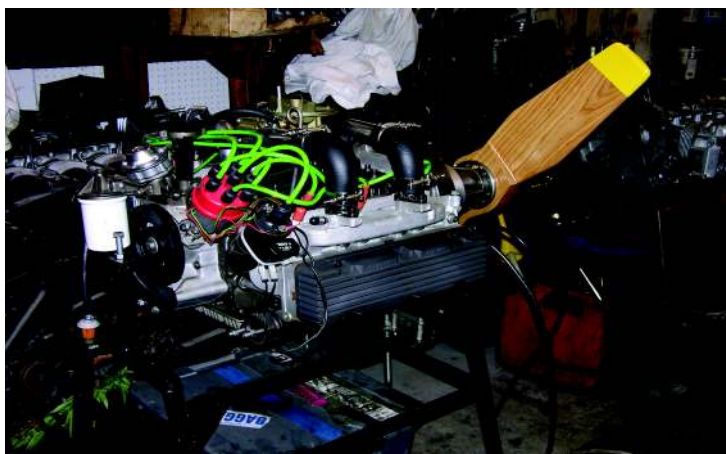
Since thrift seems to be a key word in everyone's

vocabulary these days, Mike has managed to spend only \$5,000 on the project so far. The latest addition to the project is a "club" prop built by Mike Khosrovi of Fort Worth Texas. The club prop will allow Mike to do further engine testing with a load and a cooling fan.

Precise engine specs are available from Mike.



Club prop from the front



← Back of the engine  
Note that the prop turns the "right" way

## Visit to Rusty's Seawind project by Mark Wainwright

On Sunday, November 14, I engineered the use of the second of two consecutive days for my job of EAA 62's Newsletter Editor and more procrastination of honey-do projects. Our 85 year-old living room front window remains the way it was four weeks ago: stripped and half-primed. It's a miracle that the only real irritation about its state seems to be coming from myself.



Rusty and Mike fitting the rudder

Mike Francis and I invited ourselves to Rusty Wells's skunk works in the back of his house in Santa Clara. One might confuse the airplane factory for a chicken coop, but, once inside, this is clearly a space devoted to both airplane construction and relaxation. Rusty is building a Seawind 3000 project. The Seawind is a four place amphibian originally developed by

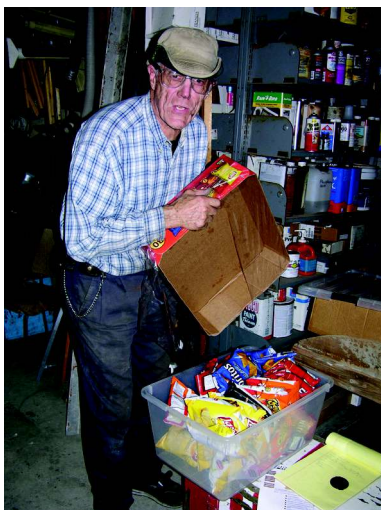
our friends in the Great White North, specifically Saint Jean sur Richelieu, Quebec. There are current plans to build a certificated version, and the company is taking deposits.

The Seawind features



Editor at the mill

a very large cabin and NASA NLF airfoil drooped at the tips in order to maintain flotation while on water. According to Wikipedia, the standard engine is a Continental IO-550, but Rusty has a very nicely crated Lycoming IO-540 that he says needs a little freshening. Among Rusty's thoughts are that the engine should be turbo-supercharged, but that would require fitting it with lower compression pistons. Rusty has returned to working on



Making the guests welcome

the airplane in earnest and he is receiving some help from Didier Markowski, who adds some international flair as well as fast progress. While we were in his airplane factory Rusty graciously made certain that Mike and I were properly refreshed. We did manage to accomplish some real work: there was interference between the rudder cable swaged ends and the rudder cable attachment points inside the rudder assembly. We removed the rudder, trimmed a nylon spacer with Rusty's mill, and reassembled all the bits.

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## Editor's Notes by Mark Wainwright

Last month I sang Don Von Raesfeld's praises for all his contributions to the Newsletter in the hope that might inspire some other EAA 62 authors. Unfortunately it did not, so we're left with the usual contributions and a couple of articles I whipped up this afternoon. Let me renew my plea for articles—original or otherwise.

I'm looking forward to seeing Doug Palmer's Air Car in person this coming Saturday, and I will be sure to bring my camera. Mike Francis, who is a reliable source of amusement and interesting projects, had me inspecting his Corvair engine as well mucking with his restored Jeep.

*(cont' on page 5)*

cont' from page 5

Despite my badgering Rusty Wells quite hard for the planned Death Valley fly-out, it really turned out for the best that we canceled. The weather on Saturday, November 6 was marginal, and on Sunday it was terrible. If we actually had departed, we would have spent at least one extra night in the desert.



The same photo of Zabriskie Point in Death Valley as last month, just as a reminder

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## Events of Interest

**Tradewinds Aviation** will be sponsoring a WINGS seminar on December 9, 7 PM in the Reid Hillview Terminal Building.

On December 4 from 9-11 AM Tradewinds will be hosting their monthly Pancake Breakfast. Please contact Tradewinds at 408.729.5100.



Beech 18 at Nestor Falls, Ontario



What you would see if the Libyans let Americans fly over Nalut

## Membership Notes

by Donald Von Raesfeld, Jr.

Membership Chairman  
408-507-0951

Aloha. As I write this month's article I'm relaxing on a beach near Waikiki with my wife, Jocylene, who is reading a book. We're here in Hawaii to celebrate our 37th anniversary. We're having a great vacation.

We had a great speaker for our November meeting. Mike Luvara spoke to us on his involvement with several race teams as a technology and data acquisition engineer. He has supplied over 15 race teams with telemetry systems. He is currently a member of the P-51 "VOODOO" air race team and he talked about his experiences from engineering and installing the systems to flight testing them. He also showed some inflight video taken during the races using his equipment. His presentation was very interesting and informative. Thank you, Mike, for an excellent presentation.



I would like to welcome Konstantin Blank to our Chapter. Konstantin joined our Chapter at the November meeting and currently rents a Piper Warrior out of Reid Hillview. He told me his priorities are Flying, Flying, and more Flying. I mentioned our Fly-Outs and he is very interested in participating in them. Hopefully we will have another regular pilot in addition to Wolfgang and Rusty, and we will be able to get more members involved. Welcome to Chapter 62, Konstantin.

I don't know where the time goes. We are now well into the Holiday season. With the end of 2010 rapidly approaching and the New Year about to begin it's also time to think about renewing our memberships in our Chapter. You can renew online or by sending a check for thirty dollars made out to EAA Chapter 62 to:

**Don Von Raesfeld, Jr., 930 Monroe St., Santa Clara, Ca., 95050**

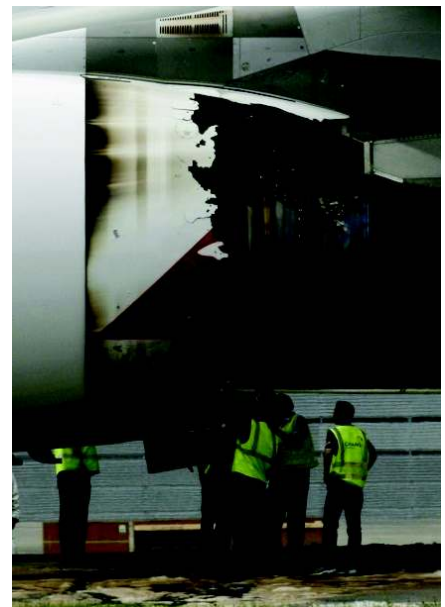
John will be lining up some great speakers for the coming year and we will be continuing our fly-outs, hopefully with more participation. Suggestions for fly-outs are welcome as are articles for our newsletter. If you have taken a trip somewhere, been to an air-show, are building or restoring an aircraft, or have done anything that relates to aviation write an article about your experience and send it to Mark Wainwright, our Newsletter Editor.

Our next meeting will be on Thursday January 6, 2010. Hope to see you all there. Wishing you all a Merry Christmas and a Happy New Year.

Don Von Raesfeld, Jr.

Membership Chairman

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Safety tip:  
keep the engine bits together



Old Glory at Frazier Lake Airpark

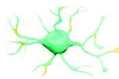


If there's no flying, this is what we do

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