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Calendar of Events

June 2007

6/7 General Meeting

6:30pm - Hangar Flying

7:30pm - Meeting

Kregg Victory's Hangar

Reid-Hillview Airport

Speakers: Brian Dal Porto and Steven Plyler

6/14 Board Meeting

7:30pm

Terminal Building

Reid-Hillview Airport

6/9 Young Eagles

10am to 2pm

Reid Hillview Airport

Flying Gourmets

Wednesday, June 20th, Solvang

We will fly into the Santa Ines

Airport and spend the day and/or

make it two days touring the town of

Solvang. Camping on the field

and/or motels available. Various

options.

VIP Members - Martin Hollmann, Part One

Terri Gorman

On a cold but bright and sunny day in Berlin, Germany, in December of 1940, Martin Hollmann was born to Dr Hans Erich, his father, and Gisela, his mother. Martin's father was a physicist with a laboratory and 20 employees. He built the first decimeter transmitter and receiver in 1930 and was one of the inventors of what is now called radar. His Dad had over 300 patents on microwave technology. Martin lived with his family in Berlin and Thuringa during WWII.

At the end of WWII, in the early morning hours of October 23rd, 20,000 to 40,000 German Specialists and their families were forcefully taken to Russia. His family was on the list, but luckily his father was in hiding. That same morning, Martin's father signed a contract with the Secret Service to come to the United States under what was known as "Operation Paperclip" in which, ultimately, 3,500 German scientists including the Von Braun Rocket Team were brought to America.



Martin was six years old when he moved from Germany to Oxnard, CA. He started building balsa wood, rubber band powered model airplanes and by the age of eight, he built gas engine powered free flights and U-Control models. By the age of ten, he built RC models and it was at this time that he knew he was going to design and build aircraft for the rest of his life.

In 1955, his family moved to Studio City, CA and he attended Van Nuys Junior and Van Nuys High School. Hot Rods were the in thing and he first built up a 1931 Ford Roadster, a 1934 Phaeton and then a 1923 Ford Roadster which ended up on the cover of every car magazine in publication back in 1961, and was also featured on the screen in *77 Sunset Strip*, *Son of Flubber*, *Dobie Gilles* and on *Westinghouse Playhouse*.

Calendar of Events

(continued)

Flying Gourmets

(continued)

Sign up at the June meeting.
Share the flight or questions,
contact Terri at 408-356-7443 or
flyrhv@aol.com.

Upcoming Events

Rocky Mountain EAA Regional
Fly-In

6/22 – 6/24, 2007

Front Range Airport, Watkins,
CO (FTG)

Golden West Regional Fly-In

6/29 – 7/1, 2007

Yuba County Airport,
Marysville, CA (MYV)

Arlington Northwest EAA Fly-
In

7/11- 7/15, 2007

Arlington Municipal Airport,
Arlington, WA (AWO)

EAA AirVenture Oshkosh

7/23 – 7/29, 2007

Wittman Regional Airport,
Oshkosh, WI (OSH)

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VIP Members *(continued)*

Lindberg even produced a plastic model of his car and called it the "Bobtail T Hot Rod."

Martin's father died in 1961 and the family moved back to Germany where he apprenticed for half a year as a draftsman at Krauss Maffei. This company made the world's largest locomotives and the Leopard tank. He was quickly promoted to designer, but left a year later to work as a designer for Boelkow. At Boelkow, he worked on the Roland missile launcher and the all-composite Bo105 helicopter blades.

He realized that he had to return to school and complete his degree if he wanted to work as an engineer in the industry, so in 1964, he moved back to the United States to Sunnyvale, CA and he went to work for Lockheed Missiles and Space Company as a draftsman. He was quickly promoted to designer draftsman and made the drawings for the Interstage for the Polaris Missile. He left Lockheed to attend San Jose State University and received his B.S. in Aeronautical Operations. It was at San Jose State that he met Jerry Shreve who introduced him to the gyroplane. He knew then and there that he would build a two-place gyroplane of his own design. Up to that time, he had not heard of the Bensen gyrocopters. Applying the technology he had picked up from the Bo105 rotor blades, he received a student fellowship grant to design and build a set of fiberglass blades at San Jose State. The blades were then tested in autorotation on the back of a car.

After graduation, Martin went to work for Convair in San Diego as an engineering designer. His first job was to help design the Equipment Module for the D-1 Centaur. However, his real break came when he was transferred to the Advanced Composite Group to work on structures made of advanced composite materials. This was in 1971 when the use of composites in aircraft was in its infancy. Here, he had the chance to design and test structures made out of graphite/epoxy, Boron/aluminum, silicon carbide/aluminum and Kevlar/epoxy with Nomex and aluminum honeycomb.

In his spare time, he designed and built a set of metal rotor blades for a two-place gyroplane, relying on Harvey Aluminum in Torrance to make the extrusions. The first HA-28 rotor blade set was built at San Diego State University and later sold to Al Darby who had built a two-place gyroplane called the Boomerang. With the HA-28 blades, the Boomerang flew well. Another set of HA-28 blades was sold to Campbell Gyroplanes Ltd in England and flown on the Campbell Cougar to the 1972 Paris Air Show.

In 1972, Martin was laid off from Convair and he accepted employment at Martin Marietta in Orlando, Florida, designing the structure for the advanced cruise missile. In the evenings, he attended the University of Central Florida and received his M.S. in Mechanical Engineering in 1974. For his Master's Thesis, he designed and built the Sportster, a two-place, gyroplane trainer, swinging his HA-28 rotor blades. Willy Fiedler, Chief Scientist for Lockheed hired him and he returned to Lockheed in 1974. He towed his Sportster across the U.S. to Cupertino, CA.

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(continued)

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VIP Members (continued)

When the Sportster was finally test flown at Hollister and Tracy Airports, it became the world's first amateur built, two-place gyroplane and he was the first person in the world to pass his flight test with an FAA flight examiner (Jerry Pennington) in an experimental rotorcraft (this included helicopters and gyroplanes). He sold plans, resulting in Sportsters being built and flown all over the world. His logbook shows that he gave 350 people rides and training flights in the Sportster. He later rewrote his thesis into *Modern Gyroplane Design*, the only book ever written on this subject.



Part Two next month

President's Corner

Terri Gorman

How much did it cost you to take flying lessons? For many of you, your answer will be \$5.00 an hour. This was the price back in the sixties when flight schools were not concerned about high insurance rates. According to Mike Shiflett, our guest speaker at the May Meeting, flight training ranges from \$12,000 to \$15,000 for a private pilot's license and the average student has 80 to 100 hours. Recently, I met Miss Average Student and she did have 100 hours, her bank account reduced to \$20,000 due to flight instruction and she estimates another 10 hours or so. At \$90.00 an hour, I don't think she has a starving CFI.



Arriving at Porterville on Saturday, May 5th, eight chapter members shared the pattern with several Russian Yaks who were having their Annual Fly In at Porterville. This was a well organized fly in at an uncontrolled field with everyone making announcements of their intentions on departing, landing and taxiing. After landing, we met Harry Dellicker for lunch. Harry has been a member of Chapter 62 for many years. He invited us down to tour his 'expanded' restoration facility, which seems to get larger every year. Harry showed us a cowling on a Taylor Cub that he and his employees had rebuilt. He took us through his facility which housed a lot of different machinery used for rebuilding aircraft. After touring Harry's facility for over two hours, we departed into headwinds for a two hour flight back to Reid Hillview Airport. Chapter 62 members were Richard Moriarty and Ralph Reichhold in their Cavalier; Ken and Barbara Wardrip in their Cessna 175, which, a few years ago,

Newsletter Info

Newsletter contributions are welcome, so send your news items, cartoons, photos and articles to the Editor, Bob Kindlund at

r.h.kindlund@att.net.

Newsletter Deadline is the 20th of each month.

Where do we Meet?

Victory Aviation
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Hillview Airport

President's Corner (*continued*)

the engine was rebuilt by Harry; Allen and Eddy Roark in their CT Flight Design and Bob and I in our Warrior. As usual, everyone had a good time and Harry enjoyed talking to his friends from Chapter 62.

The newest, and in my opinion, the prettiest Lancair Legacy has returned to Reid Hillview Airport after being painted in Texas. The owner/pilot/builder is our own Andy Werbach.

Pictures of Andy's plane is on the website and in the Display Case in the Terminal Building at Reid Hillview Airport. I'm sure it wouldn't take much twisting of Andy's arm to have him put his plane on display for everyone to see. It's white with blue and a gold stripe and he will be flying it to Oshkosh in July. Congratulations, Andy, great job!!

On Saturday, May 19th, 138 Young Eagles were flown at South County Airport during Wings of History Open House Day. I believe this is the most Young Eagles that have flown with EAA Chapter 62 in several years. A special thanks to the pilots from **South County Airport Pilots Association** for distributing 2200 flyers to the schools in the area and to the many volunteers to help make this a successful event. Wolfgang Polak, our Webmaster, was in a formation flight over flying the field during the event. About a month ago, Wolfgang qualified for his FFI, Formation Flight Certificate, and he has joined several other pilots in flight formations.

With the numerous air shows from June 1st through July, I'm not scheduling a chapter fly out on Saturdays, but I hope to see many of you at the local air shows. Wear your new polo shirts and hats and let people know which chapter you are representing.

Our Chapter Picnic/Poker Run will be on September 15th this year.

Our July Newsletter will have a list of Chapter positions that will be opening up. Please consider signing up for a position and/or nominating someone of your choice. The following positions will be available. President, Vice President (Jim's still in the thinking stage about giving up the VP position), Secretary, Membership Chairman and one Board Member. Jim Manley, our Vice President, should move into the President position since he has been Vice President two years and has attended most of the Board Meetings and the General Meetings and he's knowledgeable on what goes on within the chapter.

It's not too late to plan our Christmas Party which will return to the Bold Knight Bistro in downtown San Jose on Thursday, December 6th. We will be inviting EAA Chapter 338 to join us. Last year, we had 80 people attend this party and a great time was had by everyone. The food was good and the prices were reasonable, so we hope you can save the date and join us this year. Maybe, we'll have another Raffle.

Our Guest Speakers for our June Meeting will be our members, Brian Dal Porto and Steven Plyler. Don't miss their exciting pictures and stories and find out what some of our members are doing while in flight.

Fly safe, drive slow,

Membership Corner

Jon Garliepp

Almost all of our members have paid their 2007 dues; we presently have 76 paid members.

"I have a new telephone number, how can I update the club roster?"

You can go to the EAA 62 chapter web site, www.eaa62.org, home page. On the left side of the page move your cursor to JOIN-RENEW and you will get a drop down menu, click on UPDATE in that drop down menu. You can then access all of your information and update it as needed, please keep your information current. Remember your national EAA number is your password. You can also contact Jon Garliepp at 408-253-3769 and he can update your information for you.

Remember guests are always welcome at all of our events. Please invite all of your fellow aviators to our meetings.

If you need a badge please contact Jon Garliepp at a meeting or call him at 408-253-3769. New members receive a badge when they sign up and join EAA Chapter 62.

jcgarliepp@earthlink.net

Safety Thoughts - Are You Blind

By Len Kauffman

EAA Chapter 105

Last month we talked about a mid-air nightmare emphasizing the importance of keeping heads-down time to a minimum. This month we'll consider a related topic -- the blind spot in our eyes. Under certain conditions this phenomenon could prevent a pilot from seeing an airplane even if he/she is looking outside. The blind spot is nothing new to most, if not all, pilots but is worth revisiting from time to time. Let's take a look at it again using the two small aircraft pictured above. Hold this page at arms length in front of your eyes. Close your left eye and stare at the center of the Cessna while moving the page slowly toward you. The RV disappears. Now close your right eye, look at the center of the RV and bring the page closer. The Cessna disappears. The brain cleverly fills in the blank spot to match the surrounding area.

The blind spot is about 3/4 inch in diameter at one foot from the eye. At a distance of 800 feet, however, it's about 50 feet across and could easily hide an airplane. Move out to one mile and the blind spot is over 300 feet. That's enough to hide a 747 or our entire HomeWing Squadron leading the Blackjacks in a huge diamond formation. Something you really don't want to miss! Remember last month we said two aircraft (at RV speed) heading toward one

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Safety Thoughts (*continued*)

another will close one mile in less than 10 seconds. So, what's up with this blind spot? Light entering the eye is focused on the retina at back of the eye where millions of rods and cones sense incoming rays. They send their signals to an area called the optic disc, where they connect to the optic nerve. This circular area, the optic disc, has no rods or cones and is unable to sense light – resulting in the “blind spot.”

Normally the blind spot in one eye is covered by vision in the other eye so objects are not missed. A person with only one functional eye can overcome the blind spot by constantly moving the eye so an object will not remain in that spot. Those of us with two good eyes could still “lose” an object (perhaps a plane) by staring in one direction while something (side or center windscreen trim, roll bar, pedestal mounted mag compass, large nose, etc.) blocks vision in one eye.

Let's look at a couple examples. First, stare at a prominent object (doorknob, light switch, etc.) ten or more feet away. Now, hold up your hand at arm's length to block vision of that object with your left eye. You'll see it only in your right eye. Keep your hand in place and slowly move your eyes to the left (maintaining the same elevation). The object disappears. If you're outside, try it with a car at around 300 feet away or an airplane at 800 plus feet.

What about that “large nose” -- you thought I was joking, right? For those of us blessed with a particularly prominent proboscis, try this. Look at the object again, but this time turn your head so left-eye vision is blocked by your nose (those with a small nose can experience it by placing a finger on your nose to make it larger.) Now, slowly move your eyes (don't turn your head) to the left. It's gone again.

The nose deal is not likely to be a problem since it requires a somewhat contorted position – but the other examples using cockpit obstructions are quite real. The normal blind spot is about 15 degrees outboard of center- vision for each eye. Anything in your airplane that blocks vision in that position can create a blind spot (obviously, if the obstruction is wide enough it will block both eyes). The solution, of course, is to ALWAYS keep head and eyes moving. We normally do, but at times could we be tired and maybe a bit bored on a long cross-country flight over uninspiring terrain? Maybe daydreaming a bit? Could we stare long enough for that unseen plane one mile away to come within 200 feet where its wingtips begin to appear? Remember that the “collision” airplane will have no relative motion in the windscreen and could remain in a blind spot if we let it.

All this might be just an interesting academic exercise. It's PROBABLY not a real threat. Right?

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Young Eagles

Hillary Harper

I will be sending out a write up on last weekends YE event, but I just wanted you to know the final tallied numbers. We had 144 children register and we flew 138. What a great success! With the help of 16 wonderful pilots and of coarse all the great ground crew, including the folks from South County!

Thanks,
Hillary

Young Eagles May 19th 2007					
Pilot Number	Pilot Name	EAA NUMBER	YOUNG EAGLES NUMBER	Total Flights	Total Children Flown
P-8	Pat Greco			5	5
P-11	Mark Sochan	690217		6	18
P-12	Wolfgang Polak	778829		1	2
P-17	Winfried Wilcke	661943		7	20
P-18	Gary Niva	45366	2065	9	25
P-21	Derek Jones	715932		4	8
P-27	Anna Longwell			3	6
P-30	Bruce Poulton	432414		1	3
P-31	Wesley Behel	278620		8	8
P-34	Robert Wagner	832865		3	6
P-38	Doug Defrees	820698		4	8
P-39	Russell Todd			1	3
P-41	Paul Marshall	9025474		1	4
P-42	Patrick Belanger	125481		3	9
P-44	Gary Mansfield	125481		4	8
P-45	Christian Goethe	831633		2	5
				62	138

Send New & Renewal Memberships to:
Jon Garliepp jcgarliepp@earthlink.net
EAA 62 Membership
11690 Regnart Canyon Drive
Cupertino, CA 95014
(408) 253-3769

- o \$30.00 Annually
- o National membership is required

General Meeting: Thursday, June 7, 2007 7:30 PM
Board Meeting: Thursday, June 14, 2007 7:30 PM

June Speaker: Brian Dal Porto and Steven Plyler

Our meetings are open to the public. EAA members, their GUESTS, AND VISITORS ARE ALWAYS WELCOME. Chapter 62 usually meets on the 1st Thursday of each month (the 2nd Thursday in August), at 7:30 PM. at Gregg Victory's Hangar.

Hangar Hour: Come meet your Fellow EAAer's, make new friends, have some food, and enjoy the camaraderie. Food will be sold from 6:30: to 7:25 during which time you can "hangar fly." The meeting will start promptly at 7:30 PM.

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