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Calendar of Events

Thursday, June 4, 2009

General Meeting

6:30pm – Hangar Flying, with the best hot dog dinner in town.

7:30pm - Meeting

Guest Speaker: Mark Wainwright
- The idiosyncrasies of building a Falco

Thursday, June 11, 2009

Board Meeting

7:30 PM in the conference room
in the Terminal at Reid-Hillview
Airport

Upcoming Speakers

July 2, 2009

Bryan and Sherrie Wood will talk
about Flying their RV9A to the
Bahamas

Where Do We Meet

Victory Aviation
2502 John Montgomery Drive
Reid Hillview Airport
San Jose, CA 95148

Newsletter Deadline

Articles need to be submitted by the
15th of the month to be included in
the next newsletter

Another Successful Young Eagles at South County!



Two new Young Eagles smile after their flight with Wolfgang Polak. These are but two of over 190 Young Eagles that we introduced to flying that day. See more picture of the event on page 5.

Upcoming Speakers continued

August 13, 2009

Chapter members will reports on their AirVenture experience

September 3, 2009

Dave Saylor, RV owner-builder, owner of AirCrafters at Watsonville

October 1, 2009

Lee Behel, Lancair Pilot, flying at the Reno Air Races

November 5, 2009

Jay Skovbjerg, will be talking about flying Solo to Alaska in a Cozy III

December 2009

To be announced

Young Eagles Events

Jun 27, 2009

Young Eagles at Moffett Field. This event is subject to NASA approval. This is a special event and we could have over

200 kids to fly. Please sign up as soon as possible.



Jul 18, 2009

Young Eagles at Reid-Hillview

Aug 8, 2009

Young Eagles at Reid-Hillview This event is in conjunction with Kids Take Flight.

Sep 12, 2009

Young Eagles in Palo Alto This is the tentative date for the Palo Alto Airport Day.

Oct 17, 2009

Young Eagles in South County This is the final Young Eagles event for the year.

Old Aviators and Old Airplanes

Submitted by Terri Gorman

This comes from our friend Dick Wildman who, at one time, was a tenant at Reid Hillview, and a pilot-builder of RVs. Enjoy. Terri

This is a good little story about a vivid memory of a P-51 and its pilot by a fellow who was 12 years old in Canada in 1967. You may know a few others who would appreciate it.

It was noon on a Sunday as I recall, the day a Mustang P-51 was to take to the air. They said it had flown in during the night from some U.S. airport, the pilot had been tired. I marveled at the size of the plane dwarfing the Pipers and Canucks tied down by her. It was much larger than in the movies. She glistened in the sun like a bulwark of security from days gone by.



Credit Curtis Fowles

The pilot arrived by cab, paid the driver, and then stepped into the flight lounge. He was an older man; his wavy hair was gray and tossed. Looked like it might have been combed, say, around the turn of the century. His flight jacket was checked, creased and worn - it smelled old and genuine. Old Glory was prominently sewn to its shoulders. He projected a quiet air of proficiency and pride devoid of arrogance. He filed a quick flight plan to Montreal (Expo-67, Air Show) then walked across the tarmac.

After taking several minutes to perform his walk-around check the pilot returned to the flight lounge to ask if anyone would be available to stand by with fire extinguishers while he "flashed the old bird up, just to be safe."

Though only 12 at the time I was allowed to stand by with an extinguisher after brief instruction on its use — "If you see a fire, point, then pull this lever!" I later became a firefighter, but that's another story.

The air around the exhaust manifolds shimmered like a mirror from fuel fumes as the huge prop started to rotate. One manifold, then another, and yet another barked — I stepped back with the others. In moments the Packard-built Merlin engine came to life with a thunderous roar, blue flames knifed from her manifolds. I looked at the others' faces, there was no concern. I lowered the bell of my extinguisher. One of the guys signaled to walk back to the lounge. We did.

Several minutes later we could hear the pilot doing his pre flight run-up. He'd taxied to the end of runway 19, out of sight. All went quiet for several seconds; we raced from the lounge to the second story deck to see if we could catch a glimpse of the P-51 as she started down the runway. We could not.

There we stood, eyes fixed to a spot half way down 19. Then a roar ripped across the field, much louder than before, like a furious hell spawn set loose—something mighty this way was coming. "Listen to that thing!" said the controller. In seconds the Mustang burst into our line of sight. Its tail was already off and it was moving faster than anything

Continued on page 4

President's Corner

By Andy Werback

I think I'll deviate a little bit from the usual format, just this once. I have to say it – if you haven't seen Star Trek, the new movie, what are you waiting for? It really hit the spot. Can't wait to see it again. Maybe a few of our Young Eagles will grow up to be Star Fleet officers or crew.



Lance Howard and his son Leighton were our first visitors to sign in. Mr. Howard is the science teacher we've been working with at Mt. Pleasant High School. And Leighton is our Air Academy candidate this year. Congratulations and thanks for coming out to meet the members.

Also, we had Shad Keene from the National Weather Service in Oakland. He is a weather forecaster for Oakland Center, and he did a short presentation on their weather products.

Russ Jones and Gary Hethcoat were also first time visitors, they had heard about our guest speaker.

Our May speaker was Bill Randolph, EAA 119, to present his solo around the world flight in his RV-8. Really an incredible story, not for the faint of heart. Sort of like Around the World in 80 Days, except it was only 78, and mostly at night! Thanks, Bill, and best of luck on your next hop around the world.
<http://www.eaa119.org/?q=node/140>

Other than that, we're rapidly approaching summer, and lots of events. Last Saturday we had a very good turnout for Young Eagles at South County. The line

started forming at 7:30 AM, and by the time we opened for our 10AM -2PM flight schedule, there were probably 100 young persons in line. Once we got things moving along, I think we had a lot of happy Young Eagles, something like just over 200 for the day. Many thanks to the pilots and ground crew for making this a successful event! Also, thanks to the County Airport Staff – Pat, Ernie, Don, and Chris – for all your help, too!



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Shop & Swap — OPEN

Old Aviators and Old Airplanes *continued*

I'd ever seen by that point on 19. Two-thirds the way down 19 the Mustang was airborne with her gear going up. The prop tips were supersonic; we clasped our ears as the Mustang climbed hellish fast into the circuit to be eaten up by the dog-day haze.

We stood for a few moments in stunned silence trying to digest what we'd just seen. The radio controller rushed by me to the radio. "Kingston tower calling Mustang?" He looked back to us as he waited for an acknowledgment.

The radio crackled, "Go ahead Kingston ." "Roger Mustang. Kingston tower would like to advise the circuit is clear for a low level pass." I stood in shock because the controller had, more or less, just asked the pilot to return for an impromptu air show!

The controller looked at us. "What?" He asked. "I can't let that guy go without asking. I couldn't forgive myself!"

The radio crackled once again, " Kingston , do I have permission for a low level pass, east to west, across the field?" "Roger Mustang, the circuit is clear for an east to west pass." "Roger, Kingston, I'm coming out of 3000 feet, stand by."

We rushed back onto the second-story deck, eyes fixed toward the eastern haze. The sound was subtle at first, a high-pitched whine, a muffled screech, and a distant scream. Moments later the P-51 burst through the haze. Her airframe straining against positive Gs and gravity, wing tips spilling contrails of condensed air, prop-tips again supersonic as the burnished bird blasted across the eastern margin of the field shredding and tearing the air.



Credit Curtis Fowles

At about 400 mph and 150 yards from where we stood she passed with the old American pilot saluting. Imagine. A salute! I felt like laughing, I felt like crying, she glistened, she screamed, the building shook, my heart pounded. Then the old pilot pulled her up and rolled, and rolled, and rolled out of sight into the broken clouds and indelibly into my memory.

I've never wanted to be an American more than on that day. It was a time when many nations in the world looked to America as their big brother, a steady and even-handed beacon of security who navigated difficult political water with grace and style; not unlike the pilot who'd just flown into my memory.



Credit Curtis Fowles

He was proud, not arrogant, humble, not a braggart, old and honest, projecting an aura of America at its best. That America will return one day, I know it will.

Until that time, I'll just send off this story; call it a reciprocal salute, to the old American pilot who wove a memory for a young Canadian that's lasted a lifetime.

Phil Corder

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Afton Tennessee

In the Right Seat By Terri Gorman

Air Venture, at Oshkosh, is just around the corner. How many of you will be joining me this year? Last year, Bob and I camped next to Andrea Kippes and Jeff West. With their upcoming addition to their family, a baby boy due in June, I doubt that they will be returning to Oshkosh this year. I'm sure I will see Rusty Wells and John Gould as they attend every year. Unlike Bob and I, they will be camped out in an air conditioned location, but that location is a deep, dark secret, although everyone I know seems to know where it is. I guess Rusty told too many people not to tell anyone.



My planned guest speaker for June will be out of town, so Andy and I have invited our Chapter Member, Mark Wainwright, to speak to us about all the idiosyncrasies of building a Falco, a wooden aircraft. Mark has part of the plane in Los Banos and the rest at his residence in Los Gatos. All chapter members are invited to share their own homebuilding and/or flying stories on that evening.

May 2009 Young Eagles at South County



Membership Notes

By Don Von Raesfeld

This month we welcome one new member to our Chapter. Stanislav Horn joined our Chapter on line a few weeks ago. I have not yet had a chance to talk with him so I don't know if he is building, thinking about building, flying, or just loves aviation. Looking forward to meeting him soon.



first badge at no charge. Existing members may order a replacement badge for a nominal fee. This fee will be the price the Chapter pays. If there are any members who joined the Chapter last year and have not received a badge or if there are any current members who need a replacement badge please contact me by June 14, 2009 as I would like to get these ordered as soon as possible.

Don Von Raesfeld, Jr.

408-507-0951

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I don't know where the time goes. We're almost half way through 2009, and there are still 19 or 20 members who have not yet paid their dues for this year. I will be contacting those members to see if they intend to renew and remain current members of this Chapter. Hopefully they will.

I am in the process of making up a list of members who need name badges. New members receive their



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Or to our website at www.eaa62.org

Chapter Membership - \$30.00 Annually
National EAA membership is required
Chapter dues can be paid on-line with PayPal

General Meeting: Thursday, June 4, 2009

Board Meeting: Thursday, June 11, 2009

June Speaker: Mark Wainwright - The idiosyncrasies of building a Falco

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 Victory Aviation, Reid Hillview Airport, 2502 John Montgomery Drive, San Jose, CA 95148.

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.

Donald Von Raesfeld
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