



# The Intrepid Airmen



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## June Event: Alan Jesmer and fuel injection

Alan Jesmer will speak about the operation, maintenance and troubleshooting of the RSA Fuel Injection Systems and the Silver Hawk Experimental fuel injection systems.



### UPCOMING EVENTS

#### Monthly Meeting, June 3 Victory Aviation

##### Fly-Out to Santa Paula (KSZP)

June 6—Recheduled from April 4, this will be a day when historic aircraft are exhibited. This is a truly excellent destination so we're looking forward to participation.

##### Spencer Air Car to RHV

June 5—An exciting opportunity to view the Spencer Air Car featured in Sport Aviation. See pg. 4

#### July Meeting, Guy Minor of Oakland FSDO

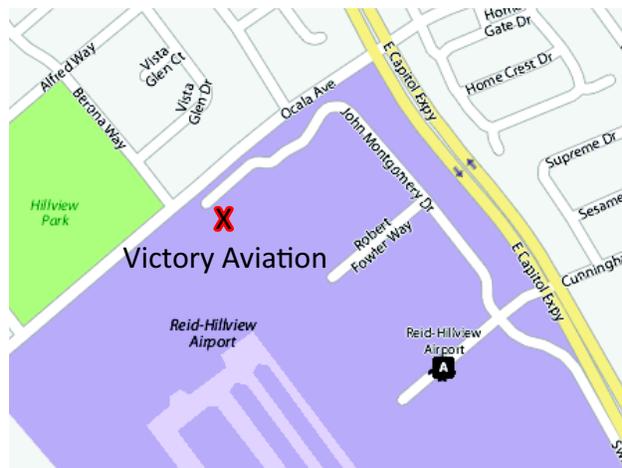
July 1—Guy will speak on the lessons learned from investigating experimental aircraft accidents.

##### Fly-Out to Georgetown (E36)

August 28—BBQ at the Airport

For Fly-Outs, 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



Victory Aviation

VICTORY AVIATION  
2502 John Montgomery Drive

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

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.

#### Newsletter Deadline

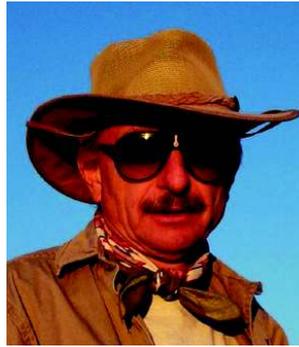
Articles need to be submitted by the 20th of the month to be included in the next newsletter

mlwainwright@mac.com

## President's Column

### By Wolfgang Polak

Thanks to John Castner, the May meeting was an official FAA-sanctioned WINGS seminar. John had to undergo special training to make our Chapter an FAA approved WINGS sponsor. If you did not come to the meeting you missed a great presentation by Colin Aro on mountain flying. They say you can't teach an old pilot new tricks, but I sure learned something new.



The downside of the WINGS seminars is not having our usual gourmet hot dog dinner. But that seems a small price to pay, and we give you free snacks. We'll try this again in July when Guy Minor from the Oakland FSDO will present an FAA safety seminar on accident investigations, specifically about accidents of home-built aircraft. This should be relevant for every builder and we'll be inviting the folks from 338 as well.

Talking about meetings, we'll have a special meeting sometime on a weekend when Doug Palmer will fly over from Half Moon Bay and show us his Spencer Air Car. If that does not ring a bell, go back to the March issue of Sport Aviation and take a look at this beautiful amphibian.

When I was a kid, we played a game where we each whispered a message into our neighbor's ear. After the message went around the circle once, it had turned into something totally unrelated to the initial version. That's just about what's been going on with the Young Eagles around here. So if you heard any rumors, they've probably been going around the circle twice.

So here is what's known at this point. There is an ongoing discussion with EAA National about the insurance requirements for Young Eagle events if there are 3rd parties involved. For example, the Chapter has done Young Eagles flights at airport days, open houses, and at Take Flight for Kids events. The question is whether the event is a Chapter event, in which case the EAA insurance applies, or whether it is an event run by a 3rd party, in which case that party would need to provide additional insurance.

This all sounds very technical and you probably don't care. So be assured that we are working this issue very carefully and we will make sure that proper insurance is in place for any event we organize.

The outcome of these discussions may be that we can no longer fly Young Eagles at airport days and open houses. This would be very unfortunate, since Young Eagles flights at these events are a great advertisement for general aviation, something we dearly need. But I've not given up hope. If you care about more of the gory details, feel free to give me call.

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# Half Moon Bay Fly-Out Report

by Mike Francis with a note from Chuck Wilcox

Three planes made it to the EAA 62 Fly-Out to Half Moon Bay on April 25, which happened to coincide with the Pacific Coast Dream Machines event that same day: Chuck Wilcox (and his better half) came in his RV-4, Mark Wainwright and Wolfgang Polak flew in Wolfgang's Grumman, and Rusty Wells and Mike Francis arrived in Rusty's trusty C182 RG.

HAF had actually set up a temporary tower for the day, such was the volume of anticipated traffic.

"He/She who dies with the most toys, wins" has to be the subtext for the Dream Machines event - everything from steam-powered turn-of-the-century agricultural water pumps, through a jet turbine powered bicycle (the sound alone was enough to make slower traffic move over), to immaculate (and very modified) racing warbirds that were not only on show, but were all put through their paces—a



Jet Powered Bicycle

veritable 'petrol heads' dream.

The day, though sunny, was fairly breezy (and so cool), therefore the huge crowds thinned out early. We were all glad we flew in. The road traffic was snarled for miles to the North, South and East. Mark and Wolfgang headed straight back to Palo Alto, Mike and Rusty dropped in to Watsonville for fuel and some light refreshment, and Chuck managed a 5.5G pull out on his way out.

Fly-Outs are fun - sign up, or simply just turn up !!!



A P-51, a B-25, and a really stupid tug

*From Chuck Wilcox:*

*HI MIKE we took off in my RV 4 at 10:30 am. Nice air all the way straight in to 30. Lots of planes already there. Parked 1/2 mile west, took van to event. This time it cost me \$40 TO GET IN—all others years it was \$0, but took my girl first time! Food good, and lots of cars. Met some new RV GUYS and going to plan some fly outs. Left after air show.*

*PS perform a 5.5 G pull out -- funnnnnn -- chuck wilcox -- see you at meeting*



Leaving Half Moon Bay with Wolfgang

## Spencer Air Car coming to RHV by Mark Wainwright

Doug Palmer, who built the Spencer Air Car featured on the cover of Sport Aviation, will be flying his plane to Reid Hillview



on Saturday, June 5. Doug did an amazing job finishing this plans-built airplane, and we are lucky to have him bring it to Reid Hillview for our enjoyment. Please check the EAA62 website for details.



San Mateo County headlands

## Doug Henson's Falco to EAA62 by Mark Wainwright

On Thursday, September 2 Doug Henson will be showing his award winning Falco at our regular Thursday evening meeting.



Accompanying Doug will be Ryan Vaughan, who has detailed his Falco-building project on his own website, <http://fikus.homeftp.net/>. Ryan will demonstrate some of the parts that go into building a Falco.

Doug won the Grand Champion Plans-Built award at Oshkosh in 2005.



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## Follow-up on Brian Dal Porto

Last month we reported that Brian was getting help with installing the wings on his Marquart Charger. This month he's flying!

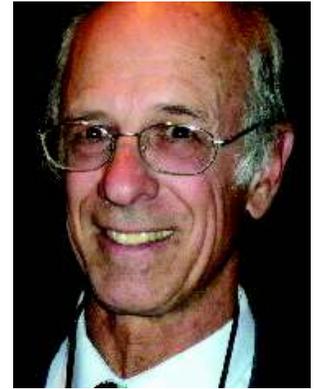


## Builder's Column by Andy Werback

**Editor's Note:** While some of us are struggling to build one airplane, Andy is managing to build two, and he's making serious progress.

### Builder's Log Stardate 5/2010

While we were waiting... for the engine, again... we spent some time working on the Skybolt. If you recall, we purchased a partially completed airframe from a gentleman in New Hampshire, John LaBelle. He is a master craftsman, excellent welder, and had built two other Skybolts. This one was for his son,



Fabric going on an aileron

who after all, really didn't want it. The project sat for 10 years. So, while waiting for the TNIO-360 for the first Legacy (FG), we purchased this and drove it out in a Budget truck. We work on it periodically. Maybe this year for completion?

In November we started to get serious about the fabric. We had put the top wing together the previous summer, put new plywood leading edges on the wings, and test-fitted the various big parts. (Cross fingers and hope). Sam and I had spent some time at Oshkosh being tutored in the art of rib stitching, and Brian Dal Porto let me stitch a rib on his Marquardt Charger.

So, after reading the Ceconite book a couple of times, we started in. Of course, we also consulted frequently with Al Cermak to make sure we were on the right track.

It was a learning experience, not too bad at that. It was more repetitious than anything else. Don Barnes and his son Patrick helped frequently, and my wife Sam and our daughter Katie pitched in when they could. Fortunately, Katie picked up stitching and taping really quickly. It took a couple of months, but we eventually got the last rib stitched (credit Don and Patrick), and the last tape on. Now, that top wing is getting really awkward to turn over!



Detail of wing before fabric

In February, we were able to get some experience putting on the dope. Don did the color scheme, similar to what we used in the Golden West Fly-in poster a couple of years ago, except with

scallops. Taping up for the red leading edges went quickly using the 3M rolls of plastic masking tape. After that it was a couple more gallons of Vermillion Red dope to complement the Vestal White (more of a light cream).



Katie stitching a lower wing. Only 25 ribs to go

Many thanks to Al for helping at every step! Couldn't have done it without you.

*(photos cont' on page 6)*

## Builder's Column, cont'

More Photos from Andy's Skybolt project



Sam laying out the scallops



Al helping with the big reveal

## Young Eagles

by Russ Todd, YE Coordinator

Young Eagles flew at South County 2 weeks ago on the 8th of May at the Wings of History Open House and Fly-In. In case you didn't know it was



quite a day: the weather was beautiful, the crowd big, lots of kids, and a good time was had by all. A big thanks goes to everybody for a great job well done.

Can you imagine twenty pilots made a total of 98 flights to fly 246 Young Eagles? That means on the average 5 flights were made by each plane, 2.5 kids to a plane, and essentially 12.5 kids per plane per day.

It looks like the helicopter bested everybody with 15 flights and 45 YEs. That helicopter of Pat Belanger worked continually throughout the day. I think one factor for the large number of flights is the take off distance and landing distance; huh, huh much shorter and less time. Maybe that's part of it, but Pat Belanger and crew worked hard to get that number.

The pilots also did pretty darn good by all measures. Ken Wilson flew 23, Gary Niva 21,

(cont' on page 7)

## Around the Patch by Terri Gorman

Bob and I may no longer be in Chapter 62, but when good things happen at Reid Hillview, my airport, it's time to get the "good news" to Mark, your Newsletter Editor.



On Saturday, May 15th, International Flying Day, on a bright, sunny, perfect flying day, the airport was closed for what seemed like an eternity, but perhaps 90 minutes. A Cessna 182RG Skylane, based at San Carlos Airport, had a major gear problem. The right landing gear would not go up. While in contact with NorCal Approach and the Air Traffic Controllers at RHV, the pilot circled the airport several times. Meanwhile, the local fire department was out in full force, along with an ambulance and several San Jose Police vehicles.

Fortunately, the major TV channels missed out on this exciting event, but I did hear that the news hit the local radio stations shortly after the plane landed.

With handheld radios in their hands, several tenants stood near Zulu Taxiway and LIMA hangars discussing what would be the best thing to do. As the pilot made a low pass,

(cont' on page 7)

## Young Eagles, cont'

and Bob Leitch 19. Those are some of the higher numbers but believe me all the pilots did a real bang-up job for the day. They had to, to fly 246 kids for the day.

Look at the fine crew that worked throughout the day:



YE crew



After the stop

## Around the Patch, cont'

he commented, "It's \$5.00 per person for my landing." Everyone laughed. At least the pilot was in good spirits. Turned out, there were two pilots on board and one young boy around 10 years old.

Before the final touchdown, the pilot talked to the RHV Controllers, Ground Control, Emergency Control, the fire fighters. A fire fighter told the pilot to stay in the plane after he landed it so the fire department could spray with foam. Not a good idea. What if there was a fire; lots of what ifs. A few more fly bys and the pilot was cleared to land on 31L. After repeating the clearance to land, with the left wheel and nose wheel in the up position, right landing gear just dangling in the air, the pilot made a great soft field landing and everyone quickly exited the plane. There was no fire. There were no injuries. The fire department sprayed foam on the plane. Other than the bent prop, a scraped belly and, probably a new engine, this was a great ending to what could have been a major tragedy.

I talked to the pilot in the terminal building. I asked him why he chose to land at Reid Hillview Airport instead of going on to his home base which was San Carlos. He told me that he chose RHV because he felt there would be better emergency services available. The young boy on board told me he was "a little scared."



Terri, Cessna 182 pilot and passengers

## MEMBERSHIP NOTES

By Donald Von Raesfeld, Jr.

Membership Chairman, 408-507-0951

Our May General Meeting, which was a “WINGS SEMINAR”, was very well attended. Colin Aro presented the seminar; Colin is a CFII and glider pilot based in Reno. He talked about “Mountain Flying with a Smidge of Soaring”. It was a very interesting presentation and, as I mentioned, was well attended. There were thirty-one people who registered for the seminar and at one point I counted fifty-one people in attendance.

Mike Francis, our Chapter Fly-Out Coordinator, has several events planned for the coming months. All members are welcome to join. You can sign up online for any of the Fly-Outs. I know we all have busy lives with family and work and unexpected things can and do come up. For this reason members are not required to go even if they have signed up. All interested pilots are encouraged to sign up early. Members needing a seat will be matched with pilots on a first-come first-serve basis. This is a great way to spend a Saturday or Sunday. You can spend a relaxing day in the company of fellow chapter members and you can go flying. Best of all, it is affordable as the fuel costs are split by the members.

Here is a list of the Fly-Outs Mike has planned:

**June 6 Santa Paula** (Postponed from 4 April)

First Sunday of the month is typically the historic aircraft meet.

[http://en.wikipedia.org/wiki/Santa\\_Paula\\_Airport](http://en.wikipedia.org/wiki/Santa_Paula_Airport)

Meet at noon at the Logsdon Cafe

**June 11 - Jun 13 Golden West Fly-In**

This annual event takes place over three days.

<http://www.goldenwestflyin.org/>

EAA 62 members could join the event for 1, 2 or all 3 days

**July 3 EAA 62 Livermore (LVK)**

Fly Out to Livermore

<http://www.ci.livermore.ca.us/airport/>

Meet at Beebes at noon

**July 7 - Jul 11 EAA 62 Arlington Fly-In**

<http://www.arlingtonflyin.org/?menu=home>

Huge, annual event.

**July 17 - Jul 18 Petaluma for the Second Classic Wings and Wheels Event**

Event starts on Friday 16th July for those able to fly-in early.

<http://papapetaluma.org/>

**July 24 - Jul 25 Yosemite Mariposa**

Overnight event

[http://en.wikipedia.org/wiki/Mariposa-Yosemite\\_Airport](http://en.wikipedia.org/wiki/Mariposa-Yosemite_Airport)

**August 14 Boonville's Annual Fly-In**

A small, friendly event. Restaurants, Lodging and fairgrounds within 1 mile of the airport.

<http://www.andersonvalley.org/Airport.htm>



(cont' on page 9)

## Fly-Out details, cont'

Aug 28 **Georgetown**

<http://georgetownairport.com/>

Sep 12 **California Capital Airshow at Mather Airport Airshow** starts on September 11

<http://www.californiacapitalairshow.com/>

Nov 6 - Nov 7 **Death Valley (L09)**

<http://skyvector.com/airport/L09/Stovepipe-Wells-Airport>

Overnight event

Hope you can join in on some of these Fly-Outs.

I would also like to welcome Fred Kish to our chapter. Fred is the newest member of EAA Chapter 62. Fred attended our meeting in March and joined at the May meeting.

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### Falco F.8L Aircraft Project for sale

Complete airplane, Painted in base coat, Upholstered,  
0-320 Lycoming engine, Dual Lightspeed Electronic Ignition.

Contact: Gayl Boddy, Phone: 619-596-0030

E-Mail: [gvar@cox.net](mailto:gvar@cox.net)

"really nice project" - Mark Wainwright

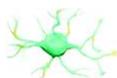


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time to pay your dues.



**MEMBERSHIP APPLICATION**

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