



## The Intrepid Airmen



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## UPCOMING EVENTS

### June Chapter Meeting

**Thursday, June 6.** Reid Hillview Terminal Building.

### Chapter 62 Board Meeting

**June 13** at 7:30 PM in the Terminal Building, all welcome.

**June 8,** Postponed: Fly-Out to visit Catto Propellers in Calaveras County.

**June 7—June 9,** Golden West Fly-In, Marysville, California.

**June 29,** Young Eagles at Reid Hillview County Airport—will be part of Reid Hillview Open House.

**July 6,** General Meeting. The Von Raesfelds will be hosting a barbecue at their house. Please note that this is a **Saturday**; we postponed 2 days due to Thursday's being July 4.

## May Event

### Wolfgang Polak, our Past President

Wolfgang is coming to give us a presentation on two topics: aircraft ownership and iPad flight software. Wolfgang has owned aircraft for 18 years and currently is flying a Grumman Tiger based in Palo Alto, and he's well versed on the whys, why nots, cost, and the hassles involved. Wolfgang will be demonstrating Foreflight software on his iPad, and, if everything works according to plan, will be able to display images on a hi-def screen.



Cheetah, not a Tiger

EAA Chapter 62's June meeting will be at the Terminal Building at Reid Hillview.

6:30 PM General Meeting begins  
7:30 PM Presentation starts

## Editor's / VP's Notes

by Mark Wainwright

For those of you who have been anxiously awaiting the fly-out to see Catto Props in Calaveras County, unfortunately the organizer fouled up by not arranging the transportation to and from the shop with enough lead time. I am now trying to find a Saturday in July that does not interfere with other Chapter activities and works for Craig Catto and Sam Kittle, who will be organizing our transportation. Apparently the Catto business is going great guns: Craig will be traveling to the Paris Airshow to demonstrate the UAV props the company is co-developing with a French manufacturer.

The Young Eagles Event at South County was a great success; please see Don's article later in this Newsletter. Many pilots and volunteers helped 18 pilots take 202 young people into the air.

On a sad note, Al Cermak, the head mechanic at Aerodynamic Aviation, died on May 23. Al kept the aircraft there going strong, and some of us, myself included, got our pilots licenses on airplanes he maintained.



Actually working on the Falco



Nice RV

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## Growing the Future – Flight Scholarship Awarded!!

by Louise Lane

EAA 62 initiated a Flight Scholarship in 2013. The objective of this scholarship is to assist a young person in his/her pursuit of a private license.

EAA 62 held scholarship interviews at RHV on May 11, 2013. There were three applicants and Chandler Lougée was selected as the recipient.

Chandler Lougée is a junior at Los Gatos High School. She has soloed in gliders and is working on the written test for her glider license! She was highly recommended by Larry Suter in his role as the President of the Northern California Soaring Association and also as one of her gliding instructors. Chandler is interested in aerospace and hopes to pursue the study of the technical and mechanical aspects of space flight.



Chandler's plans are to complete her glider license before Oshkosh, attend Air Academy and then begin her powered instruction at a flight school at RHV.

EAA 62 is proud to be growing the future of aviation thru sponsoring scholarships to further the interests and education of young aviators!! Chandler will be sharing her aviation training with Chapter 62 through periodic articles in the newsletter; look for those to cheer her on her journey. We also look forward to the future when Chandler can join us in providing Young Eagle flights and sharing a love of aviation.

The scholarship recipients are invited to the EAA62 General Meeting Thursday September 5<sup>th</sup> at RHV to present that evening's program: their Oshkosh experience. We look forward to sharing in their stories and successes both after Air Academy and in the years to come.



## **RED FLAG 13 – 3**

**by Don Von Raesfeld**

Red Flag exercises are realistic combat training exercises involving the air forces of the United States and its allies. The exercise is hosted by the United States Air Force at Nellis Air Force Base north of Las Vegas. The exercise is conducted on the Nevada Test and Training Range, the US Air Force's premier military training area. The area covers more than 12,000 square miles of airspace and 2.9 million acres of land with 1900 possible targets, realistic threat systems and an opposing enemy force that cannot be replicated anywhere else in the world. The purpose of these exercises are to provide combat air forces with the ability to train, fight, survive, and win together.

Responsibility for executing Red Flag rests with the 414<sup>th</sup> combat training squadron based at Nellis Air Force Base.

More than 125 aircraft were scheduled to depart Nellis AFB twice a day around noon and again around 6 PM. Aircraft may remain in the air for up to five hours. Flying times are scheduled to accommodate other flying missions at Nellis AFB and provide Red Flag participants with valuable training in planning and executing a wide-variety of combat missions.

This exercise was scheduled to include U.S. forces and aircraft from:

- 1st Fighter Wing, 27th Fighter Squadron, F-22As, Langley AFB, Virginia
- 57th Wing, 422nd Test and Evaluation Squadron, F-15Cs, Nellis AFB, Nevada
- 53rd WG, 85th TES, F-15Cs, Nellis AFB
- 20th FW, 79th FS, F-16CMs, Shaw AFB, South Carolina
- 55th Electronic Group, 43rd Electronic Combat Squadron, EC-130s, Davis-Monthan AFB, Arizona
- Carrier Air Wing 11, Electronic Attack Squadron 135, EA-18G, Naval Air Station Whidbey Island, Washington
- 2nd Marine Aircraft Wing, Marine Tactical Electronic Warfare Squadron 2, EA-6B, Marine Corps Air Station, Cherry Point, North Carolina
- 509th Bomb Wing, 393rd Bomb Squadron, B-2s, Whiteman AFB, Missouri
- 48th FW, 492nd FS, F-15E, Royal Air Force Lakenheath, England



F-15

*(cont' on page 5)*

## Red Flag, cont'

- 114th FW, 175th FS, F-16, Joe Foss Field Air National Guard Station, South Dakota
- 116th Air Control Wing, 16th Airborne Command and Control Squadron, E-8s, Robins AFB, Georgia
- 55th WG, 343rd Reconnaissance Squadron, RC-135s, Offutt AFB, Nebraska
- Patrol and Reconnaissance Wing, Fleet Air Reconnaissance Squadron 1, EP-3C, NAS Whidbey Island
- Patrol and Reconnaissance Wing, Patrol Squadron 46, P-3C, NAS Whidbey Island
- 23rd WG, 66th Rescue Squadron, HH-60s, Nellis AFB
- 57th WG, 422nd TES, A-10s, Nellis AFB
- Headquarters and Headquarters Company, Detachment 1, B Company, 2-149 General Support, CH-47s, Texas Army National Guard, Texas
- 23rd WG, 79th RQS, HC-130J, Davis-Monthan AFB
- 6th Air Mobility Wing, Red Flag Tanker Task Force, KC-135s, MacDill AFB, Fla., and Travis Air Force Base, California
- 552nd Air Control Wing, 964th Airborne Air Control Squadron, E-3s, Tinker AFB, Oklahoma
- 355th FW, 79th RQS, HC-130J, Davis-Monthan AFB
- 55th Electronic Group, 755th Operations Support Squadron, EC-130s, Davis-Monthan AFB
- 57th WG, 64th Aggressors Squadron, F-16Cs, Nellis AFB
- 57th Wing, 65th AGRS, F-16Cs, Nellis AFB
- 55th Electronic Combat Group, 43rd Electronic Combat Squadron, EC-130s, Davis-Monthan AFB
- 4th Marine Aircraft Wing, Marine Fighter Training Squadron 401, F-5s, Marine Air Corps Station, Yuma, Arizona
- 12th Flying Training Wing, 560th Flying Training Squadron, T-38Cs, Randolph AFB, Texas.
- 49th Wing, 49th OSS, T-38Cs, Holloman AFB, New Mexico
- 28th BW, 37th BS, B-1Bs, Ellsworth AFB, South Dakota
- 7th BW, 9th BS, B-1Bs, Dyess AFB, Texas

In addition to U.S. aircraft, the Royal Australian Air Force, flying E-7s, and the Royal Air Force of the United Kingdom, flying Typhoons and GR-4 Tornados, will participate in Red Flag 13-3.

The above information was from the Nellis Air Force Base website.

On February 26, 2013 my oldest son Mark and I left San Jose on Southwest Airlines bound for Las Vegas, Nevada. We were on our way to Las Vegas not to gamble but to attend the Red Flag 13 – 3 media day at Nellis Air Force Base to be



F-22

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held on February 27, 2013. Mark received his authorization early in January and told me I should apply and directed me to the website so I could download and complete the forms and return them in mid-February. I also needed a letter from someone who would publish photos and videos that I would take.

Thanks to our Vice President and Newsletter Editor Mark Wainwright, who wrote a letter for me I was accepted also.



KC-135

After arriving in Las Vegas we picked up a rental car and made our way to the Luxor Hotel. Once there we settled in and Mark made sure that the camera equipment was ready for the next day while I did the same with a video camera.

The next morning we got up about 7 AM, had breakfast and got ready to head out to Nellis Air Force Base. We got to Nellis Air Force Base about 10 AM and met up with a couple of Mark's friends.

We then made our way onto one of two buses that were there to take us out to the area between the runways where we would be able to take photos and videos of the aircraft participating in Red Flag 13 – 3. Once on board the bus, after having checked IDs and handing out information sheets to all, one of the airman gave us a briefing on what we could and could not photograph. Some of the squadrons participating the in the exercise did not want their aircraft photographed for reasons not disclosed to us. The EC-130s from Davis Monthan were one of those squadrons. The B-2s from Whitman Air Force Base had restrictions also: they could only be photographed from the front and the side to the wing. F-16s from Shaw Air Force Base could not be photographed at all as well as any aircraft from from Nellis Air Force Base with the OT tail codes. These restrictions only applied while on base. Shooting outside the base next day there were no restrictions. Despite these few shooting restrictions it was an amazing experience photographing these aircraft and flight crews.

After about a 10 minute bus ride we arrived at our destination. We were positioned between the two runways at about the 5000 foot marker on the left runway. We could go to the 4000 foot markers on either side of the 5000 foot marker and we could also cover that same area up to the right runway. This gave us 2000 feet of runway we could photograph from. We were also able to get within 100 feet of the runways. It was an awesome experience to be



E-6

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standing 100 feet from an active runway while military aircraft were departing and arriving; many of the fighter and strike aircraft were departing with afterburners. Even with hearing protection when standing within 100 feet from the runway you can hear the roar of the engines and you can feel the ground vibrate beneath your feet and vibrations in your chest. We were between the runways from about 11 AM to 5 PM. What a way to spend the day.

It was about 40 minutes before any activity began. At that time a pair of UAE Mirage 2000 – 9s arrived and made a break overhead to land on the left runway. About 10 minutes later the USAF Thunderbirds taxied out to the left runway and after their final checks took off. The diamond took off first followed by the lead solo and finally the opposing solo. A few minutes later one more Thunderbird took off possibly to take air to air photos of the demonstration aircraft.

Although the exercises for that day were scheduled to start about noon it was closer to 1 PM when the activity really got started. During this time there were a number of USAF F-16s, F-15s, A-10s departing along with 2 USMC EA-6B Prowlers, 2 USN EA-18G Growlers, UAE Mirage 2000–9s, a Royal Australian Air Force E-7, a USAF B-2 Spirit, 2 KC-135 tankers, and Typhoons and GR-4 Tornados from the Royal Air Force. During these departures there were also aircraft returning to the base. Both runways were in use and we would walk back and forth between runways looking for the perfect shot. About 4 PM many of the aircraft started to return to Nellis Air Force Base. By 5 PM we were back on the buses and headed back to our cars. Mark and I both had a great time. We got back to the hotel around 6:30 PM, cleaned up and went downstairs to meet one of my mom's relatives who lives in Las Vegas to have dinner. After a nice dinner and some catching up on family news, Mark and I headed back up to the room to get ready for the next day.

On Thursday morning we headed back out to Nellis Air Force Base to once again photograph and video aircraft participating in Red Flag 13 3.

We arrived about 10 AM and found a good location to park and wait for the departures to begin. Not much activity when we first arrived. Around 11 AM a couple of UAE Mirage 2000-9 aircraft entered the overhead break and landed. These were followed by 4 USAF A-10s. About Noon the Thunderbirds departed Nellis for their 2<sup>nd</sup> practice of the day. Again around 1 PM aircraft started

F-16



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departing Nellis for another day of Red Flag 13 – 3. Since we were outside the base there were no restrictions on any aircraft. We could photograph anything departing or arriving. This included the EC-130s, F-16s from Shaw Air Force Base, the B-2 Spirit, and the F-22 raptors and any of the aircraft from Nellis displaying the OT tail codes. Departures continued until around 2 PM.

About 3:30 PM Red Flag 13 – 3 aircraft started returning to Nellis Air Force Base. Mark and I stayed out there till about 4:45 PM. We would have stayed later but we had a flight leaving around 7:30 PM and we had to fill the rental car and return it. We got to the airport and through security at about 6:30 PM which gave Mark enough time to pick out a gift for Kathleen, Allie and Sean. I picked up the shirt for Jocyline and then we went to get a quick bite to eat. We got back home about 9 PM that evening. It was a great 2 days.

Mark is going through his photos and posting some of them on his Flickr site. You can see them at:

<http://www.flickr.com/photos/mvonraesfeld/>



RAAF Boeing 737 AEW&C

I am trying to get through about 4

hours of video and will be posting some of my videos on my Flickr site and also You Tube. You can find them at:

<http://www.flickr.com/photos/rv8tor/>

<http://www.youtube.com/user/scvdon2>



David Hinojosa with a Young Eagle

# **Wings of History Open House and Young Eagles**

**by Don Von Raesfeld**

On May 18, 2013 our chapter held its 2<sup>nd</sup> Young Eagles event of the year in conjunction with the Wings of History Air Museum 13th Annual Open House and Fly-in at South County Airport. The open house featured free tethered hot air balloon rides starting at 7 AM and free Air Museum tours. Food was available all day starting with a pancake breakfast at 8 AM. Out on the ramp there were aircraft on display and outside the airport fence there were antique cars on display. About 11:15 AM EAGLE FLIGHT, a flight of 3 Boeing Stearmans, made a few formation passes over the field. This was followed about 11:35 AM by the Norcal Beech Boys. The formation flights were followed by some RC flying including a 4 engine B-17 model.



The Beech Boys made 4 formation passes over the field. The 1st was a V formation, 2nd was a Stinger formation, 3rd was In Trail, and on the 4th pass they approached in Left Echelon and made a right Break to land. Pilots for this flight were:

<b>Position</b>	<b>Pilot</b>	<b>Flying</b>	
Flight Lead	Paul Marshall	Beech Bonanza A36	N4305U
2	Christian Goetze	Cirrus SR22	N567AB
3	Jim McKnight	Beech Bonanza V35	N222SM
4	Bruce Poulton	Beech Bonanza E35	N3521C
5	Wolfgang Polak	Grumman Tiger AA5B	N28338

Our chapter was providing the Young Eagle flights From 10 AM to 2 PM with a break from about 11:15 AM to noon during the formation flybys and RC flying. The chapter flew a total of 202 Young Eagles during the day. This was accomplished thanks to the efforts of 18 pilots donating their time and aircraft along with a large number of ground volunteers registering the Young Eagles, assigning them to their pilots, escorting them to and from aircraft, building wing ribs, and marshaling aircraft. Thank you to all who made this day a success. I wish I could thank each of the volunteers by name which is not possible but I would like to recognize the pilots involved. They are as follows:

<b>Pilot</b>	<b>Young Eagles Flown</b>	<b>Number of Flights</b>	<b>Seats</b>
1 Armin Abusaidi	21	7	3
2 Patrick Belanger	34	12	3
3 Konstantin Blank	1	1	3
4 Derek Chamberlain	12	4	3
5 Patrick Dirks	12	4	3

Pilot	Young Eagles Flown	Number of Flights	Seats
6 Larry Fernandes	6	2	3
7 David Goodin	9	3	3
8 David Hinojosa	7	7	1
9 Bob Leitch	19	4	3
10 Jim Macknight	6	2	3
11 Paul Marshall	13	5	3
12 Bruce Poulton	6	2	3
13 Gary Niva	16	6	3
14 Allen Roark	3	3	1
15 Brian Stout	13	5	3
16 Van Wyk	9	9	1
17 Rusty Wells	11	4	3
18 Joel Williams	4	2	3
Total	202	82	48

Thanks again to all involved and especially Russ Todd, our YOUNG EAGLES coordinator, who spends a great deal of time before and after these events handling all the paperwork involved. I would also like to thank Rusty Wells for letting Mark Wainwright, Niner, and myself to meet him at Reid Hillview airport and fly to and from South County with him in his Cessna 182 RG. I had a great time and I know Niner did to as he was beat when we got home.



Beech Boys

## **Membership Notes**

**by Donald Von Raesfeld, Jr.**

**Membership Chairman**  
**408-507-0951**

Our last general meeting was held on May 2 in the general aviation terminal at Reid Hillview airport. It was attended by 13 chapter members and my dog, Niner, who showed up to the meeting riding in his sidecar. A hot dog dinner was served by Rusty Wells and Randy Wilde. However this may be the end of hot dog dinners for a while. Rusty Wells, who provides the hot dogs, buns, condiments, salad, chips and ice cream, is working in San Mateo and has a hard time getting to the meetings. On Thursdays his client has a conference call at 5 PM that he is required to attend. Once the call ends he does not have enough time to get back home, pick up everything for the hot dog dinner and get to the airport to help Randy prepare the dinner. Some days he can't even make it before 8 PM. Participation in the hot dog dinners has been dwindling so we may discontinue it all together. When I send out notices for the upcoming meetings I will let you know if we will be having a dinner or not so that you can plan accordingly.



John Feemster

The meeting started about 7:40 PM. Our young Eagles coordinator, Russ Todd, spoke about our upcoming young Eagles event scheduled for May 18 in conjunction with the Wings of History Open House at South County airport. Again he made a request for pilots and ground crew. I will have a report on that event. Thank you Russ for all your hard work with the "YOUNG EAGLES".

President Konstantin Blank mentioned that Tradewinds Aviation schedules a fly out the 1<sup>st</sup> Saturday of the month and that we would be welcome to join them. It would be great if we could start doing one fly out a month. Non-pilot members could make arrangements to ride along as a passenger with pilots who have open seats

available. The passengers could pay their share of the operating costs and it would be a win-win situation for all. Non-pilots would get a chance to fly and pilots would be able to fly a little cheaper. I think this is worth looking into.

Vice President and newsletter editor, Mark Wainwright, then introduced our guest speaker for the

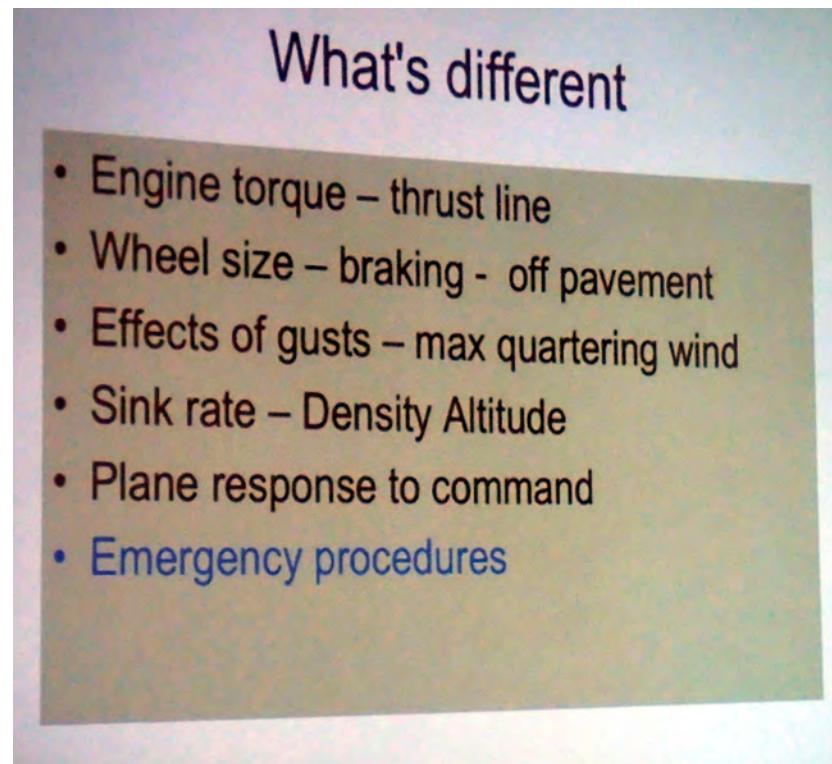
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evening, John Feemster. John is a CFI and FAA safety representative. John flies a MK II Quicksilver which has a maximum speed of 62 mph and a stall speed of 28 mph. He works with EAA chapter 110 which is an Ultralight chapter. Since becoming an instructor he has taught about 120 students. He did state that he has had a couple of students that he would not solo. They were fine in the air but had trouble taking off and landing and he would not let them solo.

John's topic that evening was "Are You Good Enough for Sport Planes."

He started his presentation by describing what a sport plane is.

A sport plane can be an airplane, powered parachute, gyroplane, lighter than air (balloons), and weight shift control aircraft. He then talked about what is different between LSA and other aircraft, accident rates, causes for accidents, and design effects. He then went on to talk about skill demands in flight, which affect all flying, and where most problems occur, which also affects all flying.



John put up an interesting slide showing accident rates from 2004 through 2008. Accident rates for general aviation and personal use remained fairly constant while LSA and amateur built both showed an increase through 2008. Accident rates for LSA as of 2008 were just under 4 fatalities per 100,000 flying hours. This compares to just under 8 fatalities per 100,000 hours for amateur built aircraft, about 2 1/2 fatalities per hundred thousand hours for personal use and just over 1 fatality per hundred thousand hours flying for all of general aviation.

John also put up a slide showing where most problems occur this applies not only to LSA but all aircraft and flying. It showed the percentage of general aviation accidents and also the percentage of flight time pre-flight/taxi contributed 3.5% of GA accidents. Take off/initial climb contributed 23.4% of GA accidents and 2% of flight time. Climb contributed 3.3% of GA accidents and 13% of flight time. Cruise contributed 15.7% of GA accidents and 60% of flight time while descent contributed 2.5% of GA accidents and 10% of flight time. Maneuvering was 13% of GA accidents and 11% of flight. Approach contributed 9.7% of GA accidents and 3% of flight landing contributed 24.1% of GA accidents and 1% of flight time and other GA accidents contributed 4.7% of the total. The statistics show that the pilot

workload is highest during the takeoff/initial climb and landing phases which increases the chance of error.

In the end you must know your aircraft. You need to know the glide ratio, how subject to turbulence it is, range/fuel consumption, landing characteristics and center of gravity/gross weight limits. These apply to all aircraft and are especially important in LSAs.

One of John's last slides asked the question "What is good enough?" The answer to this question was to practice flying operations, be disciplined and focused, know your limitations and the aircraft's limitations, be a professional at all times, fly each time like your life depends on it, encourage and teach others to be good airmen and last but not least, discourage showoffs. His last slide was titled "Enjoy The Joy of Flight." Sport planes are way to keep flying. You must use best AIRMANSHIP-There are things to learn. FAA, EAA, and John encourage safe flying. Do more than talk—Perform Professionally. May we all enjoy the skies together.

I would like to thank John, who was accompanied by his wife Phyllis and his little dog Toby, for his presentation

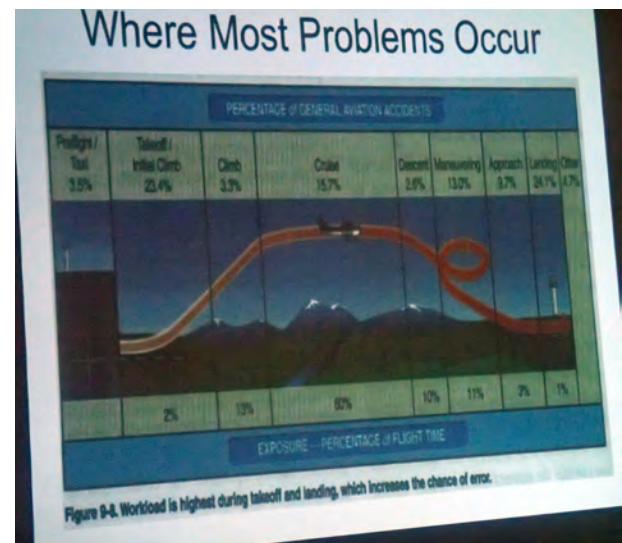
### **YOUNG EAGLES**

This month's Young Eagles event will be held on June 29 at Reid Hillview airport in conjunction with their airport day. As always we need volunteer pilots and ground crew for all of these events but even more so when they are held as part of an open house or airport day. Flights will be conducted from 10 AM to 2 PM if you can help out with this event please contact our Young Eagles coordinator, Russ Todd.

### **MEMBERSHIP**

At this time we currently have 30 paid members in the chapter. We finished last year with a total of 50 members. Hopefully we can get our numbers back up in the remaining half of the year. If any of you know of anyone who would be interested in joining the chapter please invite them to one of our general meetings.

Our July meeting will be held on Saturday, July 6, at 2 PM instead of Thursday, July 4. This meeting will be a potluck/BBQ at my home in Santa Clara. The chapter will provide hotdogs, hamburgers, soft drinks and water, while everyone attending should bring a dish to share. My son Mark and I will be showing some photos and video clips that we took at Nellis Air Force Base February 27 and 28 during RED FLAG 13 – 3. I will be sending out invitations requesting an RSVP a week or 2 before the meeting. Hope to see you all there.



Don Von Raesfeld  
Membership Chairman  
930 Monroe Street  
Santa Clara, CA 95050

Address Label is **RED**,  
time to pay your dues.



#### MEMBERSHIP APPLICATION

Name \_\_\_\_\_ National EAA #. \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_  
Zip \_\_\_\_\_

Phone \_\_\_\_\_ Email: \_\_\_\_\_

National Membership Required [www.eaa.org](http://www.eaa.org) \$40.00 per year  
EAA Chapter 62 [www.eaa62.org](http://www.eaa62.org) \$30.00 per year PayPal Available  
Membership Chairman: Don Von Raesfeld, [draesfeld@sbcglobal.net](mailto:draesfeld@sbcglobal.net) 408-507-0951