

# the Intrepid Airmen

EAA CHAPTER 62. SAN JOSE, CA. VOL. 39 ISS. 3 MARCH 2003

## PRESIDENT'S CORNER

*JON GARLEIPP*

Looking head to Oshkosh, we are planning to send one young person to the Air Adventure Academy. We have decided to send an 16-18 year old again this year, Randy has already pre-registered and sent a \$100.00 deposit. Now we need some candidates to choose from, if anyone would like to nominate someone to go, please let us know.

We are planning a picnic for late June/early July; and we need someone to head this outing. Please contact me if you would like to do this.



We owe more thanks to Wolfgang Polak, besides all the work he is doing on our website, he has agreed to be a Director again. Wolfgang continues to do a lot for our Club.

In an effort to start our meeting programs earlier, we are going to change the meeting start time to 7:15 PM and attempt to streamline our business part of the meeting. This will start with the April meeting. We are trying this as a result of member input.

At the March meeting we will have a very interesting talk about the Wright Flyer Engine, complete with a replica and the man who built it, John Palmer, bring your interested guests.

Dues are due, if you have not renewed yet, please send in your check.

See you at the March meeting, Jon Garliepp

## EDITOR'S DESK

*ED ROSIAK*

In December I wrote that I wanted to stay on as Newsletter Editor for 2003. I made this decision for a number of reasons. The first being that I felt we were going to have a great year and I wanted be part of it. And, I would have to say, 'so far so good'. Behind the scenes, your Board of Director's, President and other important members are planning all kinds of adventures. It takes a lot of dedication and work make events happen, and they are to be congratulated for their efforts on your part. It also takes *your* participation as member to make it all a success. Don't forget that piece of the equation.

Another reason, or a goal as it may be, is to create a viable solution to provide the Intrepid Airman Newsletter on line. Starting with the February newsletter I created an Adobe PDF file from the MS Word

document that those of you who read on line have come to know. The neat thing about a PDF file is that it can be read across multiple platforms such as PC, MAC and UNIX. I sent the file to a number of Chapter 62 members to test the technology and ensure it could in fact be read across platforms. It was a success. The only requirement is that the readers have Adobe "ACROBAT Reader" installed, which is free from Adobe at [www.adobe.com/product/acrobat](http://www.adobe.com/product/acrobat). To



continue the test, I am requesting that every one of you that has internet access log into Chapter 62's web site and download the March IA PDF file. You will find it under the newsletter tab. You simply double click the PDF file and it will download to you automatically. The format is very similar to the paper newsletter with the exception of layout. All articles plus scheduled events are published as they are in the newsletter, and as an extra added benefit, the photos are in color too. I could take the newsletter as it is published on paper and transfer it, format and all, to a PDF file, but the file would become huge. The file size would then become too much to download for anyone except those with extremely high-speed internet connectivity. This would be the easiest solution but as it stands now, I don't feel it is viable. One other change you will see as we move forward is that the text version of the on line newsletter will be discontinued over time. The reason for this change is the large amount of work that our Webmaster extraordinaire, Wolfgang Polak has to go through to set it up on our web site. Since you will soon be able to easily download a printable version of the newsletter complete with photos, it is no longer required. Please help out by downloading the March IA PDF file. You will see that it is easy to read on your computer or to print and read if you prefer that method. Ultimately the idea is to get away from sending a paper newsletters to all members to save money, time, and to provide you with a better product. Let me know what you think.

## **Another Hat**

Those of you, who have read our newsletter, and this column over the past few years, know that I feel strongly about the protection of our rights as aviators. I believe I have mellowed and grown professionally over the past few years, and learned that the best way to be heard is to avoid emotional outbreaks (regardless of how upset politicians or the uninformed populace make me feel). I have suggested that all of us become more involved in ensuring that our rights as aviators are upheld. I still believe this, and as a result I have volunteered for, and been accepted to become, the newsletter editor for The California Pilot's Association [www.calpilots.org](http://www.calpilots.org). My goal is to improve the CPA newsletter, and to have an impact on aviation issues as they apply to California. I will continue as IA Newsletter Editor as per the plan, until the end of 2003. Meanwhile, Chapter 62 needs someone to step forward to take over the reins as of 1/1/04. How about you?

<b>COAST TO COAST AND BACK</b>	<b>DAVID YOUNG</b>
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*We pick from, last month when Dave made the first leg of the trip. Dave is writing to a number of people, among them many non-pilots. He also added "pilot oriented" reports which you will read in this issue..*

## **Part Two**

### **April 29 – Somewhere in the US**

I realize I have a couple of days to update. Let me start at the end - I am in Springfield Missouri. I spent the afternoon in Oklahoma City, Oklahoma, and almost spent the night. I was having such fun flying, that I decided to continue on for a couple of more hours.

Last night I was in Santa Fe New Mexico - and greatly enjoyed it. So much so, that I spent the night on the town, rather than updating my progress. I left Las Vegas around 9:30am Sunday morning. This meant that I needed to be out of bed by 6am - which as most of you know, is not something I do naturally. I knew that I needed to get up early and get going, in case the turbulence, which was predicted, did kick up, I could get to Santa Fe before it was really bad. I must admit, I was a little spoiled by the trip to Las Vegas, where the air was relatively smooth until the end. I thought that if I left early, and stayed up high enough, I would be able to avoid the bumps.

I was routed over Flagstaff, Winslow, [Arizona] and Gallup New Mexico into Santa Fe (very similar to route 66.) All was smooth until I got to Flagstaff, where I started getting little bumps. Nothing really bad and it was occasional. As I got closer to Gallup, it was what the airlines would term, continuous light chop - again - minor bumps - but just no relief.

After Gallup and into Santa Fe, it was continuous light with regular bouts of moderate chop. Moderate means that the plane changes altitude a little bit, and the passengers might actually realize they have seat

belts on. Food service should also be curtailed - but that was already the case, so no big deal.

The reason for all the bumps was a strong air mass moving east. As the mass hits rough terrain it creates bumps, similar to a river running over rocks. The benefit of this was a fantastic tail wind. I was regularly seeing speeds of 160kts, which is a good 25 knots over what I normally see.

Once I landed in Santa Fe around 2pm Mountain Time, I was tired. Although none of this was dangerous, constantly being bounced around is tiresome.

The fixed base operator at Santa Fe was excellent. I had called the night before to make sure there were no events going on, such as a motorcycle rally. They had car and hotel reservations for me - so when I arrived, everything was ready. They pulled the car right up to the plane when I shut down the engine. It was fun and I felt very important.

I spent the night at the Courtyard by Marriott, and had a fantastic dinner at the Coyote Cafe in downtown Santa Fe. This is a great town, and I would recommend it for anyone. It turned out this was much better than Albuquerque because President Bush was in Albuquerque. Not a bad thing, in and of itself, but security would have been super tight, and flying around the President is very complicated.

Yesterday (Sunday) I was thinking I would spend an extra day in Santa Fe- but then I looked at the weather, and saw storms might close the middle of the country on Tuesday, so it seemed like a good idea to move on. I also magically woke up at 6am, which really sealed the fact that I had to get going... but to where?

I am a member of the national Cessna 172 - 182 Club. They are based at the Wiley Post airport in Oklahoma. I figured what the heck. The flight from Santa Fe to Okalahoma was great. No bumps - nice and smooth; clear; and fast. Again I had a great tail wind, so I made it in just over three hours. I had a great lunch, spent an hour or so with Scott and Debbie Jones who run the club.

Since the weather was great, I decided I should move another two hours down the airway. Springfield seemed like a good choice. It is far enough north to avoid some of the weather to the south - and is only a couple of hours flying time from Louisville KY, where my mother lives and is my first major stop.

I arrived about 7pm local time, and the woman working the desk in the terminal was very helpful. She arranged for a car, a hotel, and gave me directions in a very short period of time.

So that's the update. I should be able to respond to questions when in Louisville, as I will not be trying to eat, check weather, and plan the next day's flight all at once.

### **April 29 –Sent to Pilots only.**

No big issues I didn't hit in the last email... just a quick observation... no one flies east of Vegas. I have had very few traffic call outs (an F16 the other day was pretty cool, but not exactly a traffic threat.) Otherwise I am spending a good deal effort folding charts and finding AM radio stations on the ADF. Yes I am keeping the scan up, and looking for those VFR folks, but really - not a lot going on.

It is also fun flying. The scenery is nice. I get the clearances I ask for, as filed... no real issues.

We will all see if things change when I head up to Chicago; Detroit; and the good old New York City area. I am confident I can handle it... but it will most likely be different.

I am also realizing how spoiled I am to be in California. We have weather, but it is it doesn't seem as volatile as it is here in the rest of the country. I am having fun with it because I can be flexible, and don't have to be anywhere at any particular time.

### **April 30 Kentucky Derby Days**

I am currently in Louisville Kentucky visiting my mother and stepfather. I arrived here around noon local time after a three-hour flight from Springfield Missouri.

Last night (Monday) I went to bed around 10:30pm, which was a little later than I had originally planned, but I was fighting with email. I didn't set an alarm, and have not for the entire trip. I knew thunderstorms were forecast, but when I went to sleep, everything pointed to the thunderstorms moving in between 10am and noon. On my worst day, I have been in the air by 9:30am, so I figured that if I overslept, it would not be big deal.

For whatever reason I woke up at 5:30am... maybe because my body clock was still on Mountain Time or maybe because of divine intervention. I lay in bed thinking I would really like to go back to sleep - but after five minutes I decided to get the day going and start moving. I turned on the weather channel, and the storms were moving faster than expected in a line along the Arkansans / Missouri border - which is not all that far from Springfield Missouri - which is where I was staying.

I went through my normal routine of setting up the flight plan to Louisville, checking a detailed weather report from the computer, and then checking out of the hotel. On the way to the airport I picked up McDonald's. I made it to the airport by about 7:00 am. The sun was up, and looking to the south I could see the building cumulous.

Let me stop here for just a second. I know that mistakes are made when you rush. I purposely stuck to the same routine I have been practicing since I purchased the plane a year ago. I did not cut corners or do anything that might create a bigger problem at a later time. I have read too many accident reports where the pilot was attempting to change one situation, and created five more that were worse than the original problem.

I arrived at the airport, loaded the plane up with all the over night stuff, and gathered my charts. Each morning I pull approach charts for the main airport I am planning to land, and a second airport, in case I cannot get into the first airport. As I pull the charts for one day, I return the charts for the previous day to there correct binder (I am carrying over five big binders with charts for the entire U.S.).

Once that was complete, I called the flight service station (cell phones are very handy), received another detailed weather briefing, and filed a flight plan. I then did a thorough preflight of the airplane. All this took about 35 to 40 minutes.

I started the engine and taxied out to the runway. My logged take off time was 8:03 am. The sky was high overcast, but no thunderstorms. Since it was clear, they should have been easy to spot, so I was happy I saw none in the windshield.

Behind me it was a different story. I have a Strike Finder in my plane. It has the ability to show where lightning strikes, associated with thunderstorms, are happening. I checked it before take off, none were in front, but it was showing quite a few behind me.

From what I can tell, the thunderstorm moved over Springfield at about 8:30am to 9am - or about 30 minutes after I left. What if I had slept in? Well, the plane would have gotten wet. I would have had a very leisurely breakfast, and may have had time to see Springfield's highlight - The Bass Shop (honest - that is what the woman at the airport told me - only reason to visit Springfield.) Once the storm had moved passed I would have checked with flight service, and the radar in the terminal, and decided if I could go around the line of storms to the north, or if I would simply fly behind them.

The bottom line is I am very careful. I am not going to do anything even remotely risky. This is why I made plans "weather permitting". So to cover the rest of the trip... it was great. It was a little bumpy for about 30 minutes, but I flew out if it. I flew over the mighty Mississippi, and into Illinois, and then over the Ohio River, which I followed to Louisville Kentucky. I attempted to get some pictures of Churchill Downs and the Louisville skyline. They came out okay, as I was a little distance from both. I landed at Bowman field three hours after I took off.

What about the thunderstorms??? They should arrive in Louisville tonight - about twelve hours after I made it in....

### **May 7 –In The Air Again...**

After a great week in Louisville Kentucky, I am once again traveling. I am currently in Chicago Illinois. I had a great week in Louisville. The Kentucky Derby was obviously the focus of the last week, and my mom and stepfather put on a great party to watch the derby. The day after the derby we went to the Kentucky Colonels barbeque... and I learned a lot about what exactly makes a Kentucky Colonel.

Today I arrived in Chicago at the famous Meigs field. I attempted to fly here yesterday, but there were Thunderstorms in Indiana all day, so I decided to spend an extra day in Louisville - which was great. Today there were thunderstorms in the morning, but after they moved through it turned out to be a great day - scattered clouds over Indiana, smooth, and some sun along the way. The total trip was about two hours.

Tomorrow I am thinking about going to Detroit to visit my brother and his wife - but again, the weather will dictate. Thunderstorms may or may not be in the Chicago area. If they are, I will stay.

*Next month part three...heading to the New York area.....*

## **MINUTES 2/6/03 TED ROBINSON**

President Jon Garliepp called the meeting to order at 7:30. The secretary's minutes were approved as published in The Intrepid Airmen. Treasurer Randy Wilde gave the treasurer's report. The March newsletter will be the last for those who have not renewed. Webmeister Wolfgang spoke about our website. Soon it should be possible to pay renewals from the website. John Weiler gave a membership update. Currently, 34 members have renewed. There will be a flyout to Porterville. Check the website for details.

Carlos gave a Young Eagles update. He is working on an event for March. He needs someone to speak about aviation careers. Anyone knowledgeable in this area, please give Carlos your information. Our newsletter editor is still in Hawaii. The chapter still needs one director.

There was no raffle. The program was a presentation by our own Martin Hollmann. He gave a very informative program on jet and rocket propelled aircraft. The meeting was adjourned at 7:50.

Officer and board members present were: Jon Garliepp, Alec Piplani, Randy Wilde, Ted Robinson, Ralph Reichhold, Wolfgang Polak, Larry Reed and Rolland LaPelle

President Jon Garliepp called the Board Meeting to order at 7:40. It was moved and seconded to accept the secretary's report, with minor changes. Randy Wilde handed out the treasurer's report. He voiced the idea that we should put a significant amount of funds in CD's or other interest paying accounts. Randy will do some research and report back in March. It was motioned and seconded to make Wolfgang Polak a board member, since we are short one member and Wolfgang attends all the meetings anyway.



The program for March will be master-mechanic John Palmer and the Wright engine he built. He will have an example with him; it should be a very informative program. The possibility of a chapter picnic was raised. The Saturdays either side of the 4<sup>th</sup> of July were thought to be good dates. All were urged to check their calendars for conflicting air shows, etc. April 27<sup>th</sup> will be our next fly-out. It will be to Porterville to visit Del-Air. A visit to this shop always proves informative and educational as metal

fabrication and forming are their specialties. Robin Gould is in charge of the fly-outs. Our next open house will be Boyd Blue's GlaStar; check the website for info. April's program will be by Gary Minor with the FAA. May's program will be on composite construction by Ed Rosiak.

John Wieler informed us that there are 40 renewals thus far. All members who have not renewed and paid their dues are urged to do so. It is the time of year once again when we need to find a candidate to send to the EAA Air Academy. Anyone with any ideas see Theo Mattingly. Brian Dal Porto suggested that the chapter move the bulk of the business items from the general meeting to the board meetings.

The meeting was adjourned at 9:07. Officers, board members and members present were: Jon Garliepp, Randy Wilde, Ted Robinson, Wolfgang Polak, Larry Reed, Rolland LaPelle and John Wieler.

Respectfully submitted,  
Ted Robinson,  
Secretary

## **FLIGHT SITES**

***GREG PISANICH***

### **Mountain Flying**

With all the moisture we've been getting lately, there's bound to be snow in the mountains now. I even saw on the news that Denver, which has been in a drought lately, has actually gotten snow over the weekend. Snow in Denver! Can you believe it?

So you say that it's time to wax up those skis, load up the teenager's snowboard and head up to South Lake Tahoe for some snow bunnies and tumbling dice? Or is Truckee and North Star your cup of tea?

You'll want to prepare for your flight. There was a mountain-flying seminar held at Tradewinds Aviation at Reid Hillview in Late February. I haven't had time to summarize all my notes, but I did find some great sites that you can use to learn more about mountain flying.

One thing you should do is to familiarize yourself with the airport to which you intend to fly. Getting a gander at it online ahead of time can help trying to pick out the airport from the proverbial trees. Sites such as the following are great places to look check out information on the airport. There's always the Airport Facilities Directory and the California Guide to Airports.

**[www.airstripamerica.com](http://www.airstripamerica.com)**

**[www.flightplanner.com](http://www.flightplanner.com)**

**[www.aeroplanner.com](http://www.aeroplanner.com)**

Not all the airports listed have photos, but that's why you bought that digital camera for the Holidays?

Take one from the air (keeping your hand on the stick), send it in and get famous.



Before you go up, you'll want to prep for winter flying:

**<http://www1.faa.gov/ats/afss/newyork/winter-t.htm>**

It gets pretty cold in NY. This is a great site on winter accident prevention.

**<http://www.cyberair.com/tower/faa/app/p8740-24/p8740-24.html>**. Great tips on winter flying.

You might also want to read up on mountain flying and backcountry flying procedures, and definitely get some training in that area of the world. The following are great places to start.

[http://www.nw.faa.gov/ats/zdvartcc/high\\_mountain/](http://www.nw.faa.gov/ats/zdvartcc/high_mountain/) These guys, Air Traffic Controllers from the Rockies tell it to you straight. This site, has a lot of very useful information. These guys only want you in their airspace if you are prepared.

<http://www.mountaincanyonflying.com/> These guys are hardcore Idaho canyon fliers. They have some interesting seminars.

<http://www.mountainflying.com/> Sparky Imeson is pretty much the god of mountain flying and he has a lot of information on his site.

*Don't forget that the first step towards mountain flying is a thorough check-out with an instructor who is experienced.....ed*

## WORTHWHILE READING

If you're anything like me you probably subscribe to too many magazines. I admit that I do, and I have started to do something about it. I cancelled many of the automotive magazines I receive, my other passion after flying, and even a few aviation magazines; although that was much more traumatic.

One aviation magazine that continues to amaze me with the amount of information and the beautiful color pictures it provides is Air&Space, which is published by the Smithsonian ([www.airspacemag.com/](http://www.airspacemag.com/)). If you are an aviation enthusiast, and I have to believe you are if you are reading this, you will love Air&Space. It is published bi-monthly. The cost of \$28.00 annually entitles you to a Smithsonian Air and Space Membership, which in turn provide you with the magazine. If you have been to the Air and Space Museum in Washington, D.C., you already know it is a worthwhile organization to support. If you haven't seen the Air and Space Museum you are missing out on one of the countries most valuable possessions.

Here are a few data points as taken out of the last few issues of Air&Space:

### **F104 Article-**

To achieve the highest possible altitude it was accelerated to maximum speed and then pulled up into a zoom climb. One reached 120,800 ft, an official record (unofficial as the Air Force didn't want it reported). Takeoff- aft stick at 100 knots, nose wheel lifted off at 150 knots, airborne at 175 knots, gear up before 250 knots or the gear doors would be torn off.

Landing after a zoom flight at 25,000' directly over Edwards 300 KIAS and in a 20 degree dive; base leg at 15,000'; landing gear down at 250 KIAS slow to 190 KIAS before touch down.

### **Supersonic Inlets Article**

"We were in a turn and climbing when one of the inlets showed sign of instability. Shortly thereafter—KER BLAM!—the aircraft slammed my head against the side of the cockpit and then momentarily became unstable as it yawed, pitched, and vibrated".

### **Earth to Saturn 4B Article**

"Spotting the 60-foot third stage rocket of the 1969 Apollo 12 is not an everyday thing. Somehow it was back in earth orbit after a 31-year absence".

### **Winner Take All Article**

"Two titans of industry (Boeing and Lockheed-Martin) fight it out for the greatest prize in defense—the Joint Strike Fighter".

There is so much information in every issue that one is almost overwhelmed. Take a look for yourself.

## **ACI STALL WARNING FOR HOMEBUILDERS**

Aircraft Spruce has added the ACI Stall Warning System to its ever-expanding list of products for homebuilders. Designed and manufactured in Great Britain, the unit was created as an economical stall warning system for experimental aircraft.

Surface mounted on the leading edge of an aircraft wing, the two-piece system received a Design Innovation Award at the UK's Cranfield International Rally, which is sponsored by England's Popular Flying Association.

This unique stall warning system is comprised of a wing mounted vane-operated sensor that is connected to an audible cockpit alarm.

Due to the surface-mounting concept, the sensor is easily fitted to different airfoil shapes and leading edge structures, and the alarm operating speed is easily adjusted. Because it functions as a lift detector, the sensor will function properly in high-G turns.

An audible alarm is powered either by a 9-volt battery or the aircraft's 12-volt power supply. The low-profile sensor is suitable for homebuilt aircraft with stalling speeds over 35 knots.

Units have proven their reliability in the field, with current installations already flying on popular homebuilt designs like Van's RV-4 and -6, the Kitfox family, Zenith's Zodiac, the Europa, the popular RANS S6, Murphy Rebel, and more. The easy mounting, lightweight, and simple operation of the unit should help to make it popular on a great many 35mph+ machines.

Aircraft Spruce has priced the unit (P/N 10-00235) for \$233

FMI: [www.aircraftspruce.com](http://www.aircraftspruce.com)

## **MEMBERS MEETING: THURSDAY, MARCH 4TH, 2003**

In the *spirit* of the centennial of flight, this week's program features **John Palmer** who builds Wright Flyer engines.

### **Original Specs**

Bore — 4 3/8 inches

Stroke — 4 inches

Displacement — 241 cubic inches

Compression ratio — 5.14:1

Horsepower — 35 hp @ 1320 rpm

Cooling — Liquid circulated by pump and radiator

Lubrication — Splash system, circulation by pump and gravity

Dry weight — 180 pounds.

Come listen to John present how he manufactures and builds these replica historical engines.



Wright Bros Engine

## UPCOMING EVENTS

**FRAZIER LAKE ANTIQUE DISPLAY** is the first Saturday of every month from 10AM-4PM at 1C9, Frazier Lake Airport. Come to visit, or display your antique aircraft

### **MARCH**

**29th Riverside, CA Airshow** 2003, Riverside Municipal Airport KRAL Contact Information: Thomas L. Miller 909-682-1771

### **APRIL**

#### **27th Flyout to Porterville**

Tentative plan is to depart 10am for lunch at Porterville. We'll be visiting Chapter member Harry Dellicker, now running DelAir at PTV. Airport info at: <http://www.airnav.com/airport/KPTV>

## FUTURE EVENTS

### **ANNUAL SUN 'N FUN RACE SET FOR APRIL** <http://www.sun-n-fun.org>

Aircraft Spruce will host the twenty-first running of the Sun 100/Sun 60 Air Races as part of the annual Sun 'n Fun EAA Fly-in in Lakeland, Florida.

The homebuilt race is scheduled for April 3 with the certified race the following day. Each race is restricted to 75 aircraft and there is a \$25 entry fee. To obtain an entry form, contact Jerry Aguilar at Aircraft Spruce, 800/824-1930

- **Golden West Fly-in —June 20-22**
- **Oshkosh —July 29-Aug 4.**

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## CHAPTER 62 SPONSOR

Chapter 62 would like to recognize and thank Vern Miller for the generous use of his hangar for our monthly meetings. Vern's business, Vern Miller Aviation is located on the Reid Hillview Airport. Vern performs aircraft and power plant work on most aircraft. Please consider Vern for any work, which may be required on your aircraft and tell him we sent you.



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