

## In This Issue

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## Calendar of Events

### Meetings

3/1 General Meeting, 7:30pm  
 Gregg Victory's Hangar  
 Reid-Hillview Airport  
 Speaker: Guy Minor  
 Hangar Flying hour: 6:30pm

3/8 Board Meeting, 7:30pm  
 Reid-Hillview Airport  
 Terminal Building Conference Room

### Fly-Outs

Saturday, March 10<sup>th</sup>  
 Schellville Airport. Meet at 12pm at the airport. Classic and antique aircraft on display. Barbeque lunch at the airport for \$5.00  
 Flight leader: Terri Gorman (408)356-7443

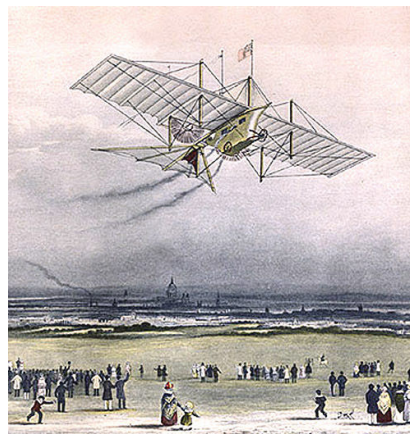
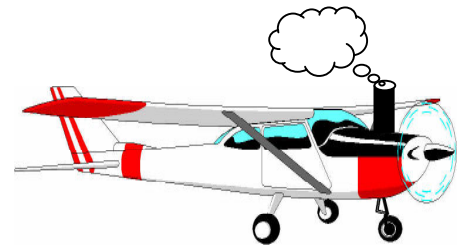
Saturday, April 7<sup>th</sup>  
 Mather Airport. Meet at 11:45am, location to be announced. We will tour the TRACON facility. Sign up at the March meeting.  
 Flight leader: Terri Gorman (408)356-7443

## Where's the Chocho Plane?

By Bob Kindlund

What is he talking about? What is a chocho plane?

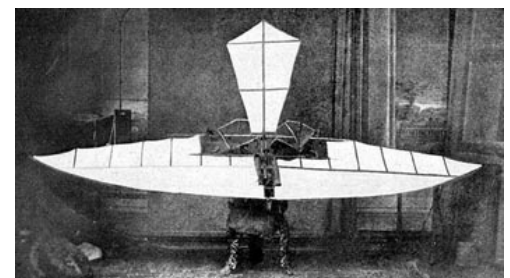
Well a chocho plane is a heavier than air machine that is powered by a steam engine turning a propeller to provide thrust and they are part of our aviation history.



One of the most documented, steam powered aero planes was the one designed in the 1840's by William Samuel Henson and John Stringfellow. They called it an "aerial steam carriage" and named it the Ariel. As can be seen in the drawing, they had a good idea of what an airplane should look like and William Henson spent a great deal of time trying raise money for their project and getting their company incorporated. But it was not the time for such a venture and Henson left the partnership leaving Stringfellow to carry on.

John Stringfellow had designed a steam engine that would power the Ariel. To prove the idea, Stringfellow built a working model in 1848.

This model had a wing span of 10 feet and weighed 8 pounds with the engine. Stringfellow's design had curved wings with rigid leading edges and flexible trailing edges as suggested by both Da Vinci and Borelli. This model made a successful flight, maintaining altitude, of 40 yards until it was stopped by curtain that was set up for that purpose. Even though the basic concept was proved, interest and lack of financial backing stopped development.



### **Fly-Outs** (cont.)

Saturday, Sunday and Monday, May 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup>. Second Annual Central Sierra Helicopter Meet at Pine Mountain Airport/E45. 9am to 5pm. Camping on site. Experimental and homebuilt helicopters. This is the only helicopter meet on the West Coast. Contact Nancy Miller at (707)833-5905 or [nancyandhap@aol.com](mailto:nancyandhap@aol.com)

### **Flying Gourmets**

Tuesday, March 27<sup>th</sup>. Meet at noon at Monterey Bay Aviation. MBA will shuttle us to and from the Golden Tea Restaurant. Flight Leader: Terri Gorman (408) 828-6707

### **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](mailto:r.h.kindlund@att.net). Newsletter Deadline is the 20<sup>th</sup> of each month.

### **Chapter 62 Contacts**

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#### **Randall Wilde, Treasurer**

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#### **Hillary Harper, Young Eagles**

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[hillaryharper@yahoo.com](mailto:hillaryharper@yahoo.com)

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## Where's the Chocho Plane (continued)

In April of 1933, a Travel Air 2000 was fitted with a 150 hp, two-cylinder steam engine designed by William Besler and Nathan Price, a former Doble Steam Motors engineer. This flight took place over Oakland, California and the worlds first piloted flight under steam



power. Even though there were many claimed benefits, the idea of steam piston engine power did not catch on because of other issues.

I have only glossed over this history and suggest the web sites listed below for further interest. One last thought is, where in history would the Wright Brothers be if Stringfellow had been able to raise the necessary funds and support and what would our planes look and sound like.

Bob Kindlund  
Newsletter Editor

Stringfellow and Henson:

[www.ctie.monash.edu.au/hargrave/stringfellow.html](http://www.ctie.monash.edu.au/hargrave/stringfellow.html)

Besler Steam Plane:

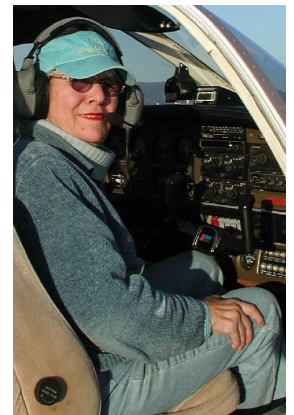
[www.airbornegrafix.com/HistoricAircraft/ThingsWings/Besler.htm](http://www.airbornegrafix.com/HistoricAircraft/ThingsWings/Besler.htm)

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## Presidents Corner

### *Terri Gorman*

First of all, I would like to thank all of you for the beautiful floral arrangement and sympathy cards that we received for my mother-in-law who passed away peacefully on January 28th after a short illness. She would have been 93 on February 20th and had a very long and happy life. I want to thank Jim Manley, my Vice President, who took over for me at both the General and the Board Meetings and many thanks to Andy Werbach who, at the last minute, was our speaker. I am sure all of you enjoyed Rusty Wells famous Spaghetti Dinner.



Last year, at a Young Eagle Event in Washington State, there was a fatal accident involving two Young Eagles and the pilot and as a result the FAA has instituted a new rule called the Air Tour Rule which, if passed, could severely curtail the viability of the Young Eagles Program. According to Tom Poberezny, the rule would limit what aircraft could be used for Young Eagle Flights, with additional restrictions on pilot qualifications and frequency of Young Eagle Events. Tom flew to Washington to talk to the FAA Administrator,

## Chapter 62 Contacts (cont.)

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rlapelle@astound.net

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#### **Brian Dal Porto**

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#### **Ron Carmichael**

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Jim Manley  
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### **Membership**

Jon Garliepp  
408) 253-3769

### **Shop & Swap — OPEN**

## President's Corner (continued)

Marian Blakely, to discuss the matter. Ms. Blakely has always supported the Young Eagle Program. All of the Young Eagle pilots in Chapter 62 are highly qualified and have over 500 hours and a couple of our Young Eagle pilots are flight instructors. We will continue to follow up on what is happening with this new rule and will keep you all informed.

Sun N Fun, EAA's mid-winter convention, fly-in and air show is just around the corner occurring this year April 17th through April 23rd. The convention is held at Lakeland, Florida each year. Erik Wahlstrom, Roger Kopp, Allen Roark and Boyd Blue have attended SNF in the past and if you are interested in knowing more about it, please contact them. From what I've been told, SNF is on a much smaller scale than EAA Air Venture at Oshkosh which I attend every year. I guess that would mean shorter lines at the Porta Potties!!

Our chapter will be taking a tour of the TRACON Facility at Mather Airport on April 7th and I will need to have all attendees driver's license numbers one week in advance before we can tour the facility. A sign up sheet will be at the March meeting and the tour is limited to 10 members.

Our chapter will be hosting our first Fly-in Swap Meet at the Victory Hangar on Saturday, April 28th, so start cleaning out your garages and hangars. We have invited other chapters to join in on the fun. Of course, we will need volunteers and I know I can depend on you to help out. Food will be available.

Our membership is growing. We had 63 members in January of 2006 and we now have over 75 members. Invite your friends to our meetings and to our events. We all need to work together and support EAA.

Looking forward to seeing all of you at the March meeting,

## VIP Members By Terri Gorman

Born and raised in Monterey Park, CA, Bill and his brother had a small auto repair business which they ran from their home while they were in high school. Their passion was the restoration of Hot Rods and the extra money earned from the auto repair helped finance their restorations.



Bill O'Sullivan and new member Mr. J. Lee



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San Martin, CA 95046  
Shop for: 2655 Robert Fowler Way, Sta. 10, San Jose, CA 95148

Hangar (408) 258-9462  
Home (408) 883-2486  
Cell (408) 887-9901



2635 Cunningham Blvd Ste B  
San Jose, CA 95148  
(Blue Blended B&B) (408) 921-3620  
Airport Shoppe  
800.634.6744  
Toll-free: 800.634.6744  
www.airportshoppe.com

## VIP Members (continued)

After high school, Bill went to college at San Diego State University and graduated with a B.S. in Mechanical Engineering. He worked as a Design Engineer and Engineering Manager on Aerial Cameras and Control Systems, Optical Instrumentation, Computer Tape and Disc Drives, Instant Replay Drives and Semiconductor Robotic Processing Equipment. He received his pilot's license in 1968 from Gibbs Aviation at Montgomery Field in San Diego in a Cessna 150. He graduated to a Cessna 172, a 200Hp Muskateer and to a Bonanza. He presently owns and flies a Beech F33C, Aerobatic Bonanza, which he bought in 1978 and keeps at Frazier Lake Airpark.

He began building a Peitenpol and bought a Cavalier project which, by the way, is for sale, but then he saw an article about the Bearhawk written by Budd Davisson in Sport Aviation and he decided to build a Bearhawk. The Bearhawk is a true Utility Airplane, four place with large baggage doors, all aluminum high wings, tube and fabric fuselage, Lycoming 0540, 160mph @ 75% power, 40mph landing, 400 feet takeoff at Gross wt, 1100 lbs. useful load and 1000 mile range.

Bill bought a Quick Build kit from Avipro ([www.BEARHAWKAIRCRAFT.com](http://www.BEARHAWKAIRCRAFT.com)) in June of 2003. He says there are some builders that have built these in under one year and one man who completed his in nine months, but Bill thinks he still has another year before he finishes. He has no experience with aircraft construction but loves the learning and building and, sometimes, rebuilding experience. He is working on the fuselage at home but will have to move everything to his hangar to mate up the wings. He has flown a Bearhawk and says he will have no problem giving up the Bonanza. Bill and his wife, Gina, have been on several of our Flying Gourmet fly-outs. When the plane is completed, Bill, Gina and their beloved K-9, which is usually found lying in Bill's hangar, will take off and head for all the remote airstrips.

A few months ago, Bill had a Show N Tell in his workshop, which he and his sons built next to his home in Santa Clara. I'm sure it would be easy to twist Bill's arm and ask him to do another Show N Tell, as he gets closer to completion of the Bearhawk.

## Fly-Outs

FLY OUT TO PACIFIC COAST AIR MUSEUM

Flight Leader: Terri Gorman

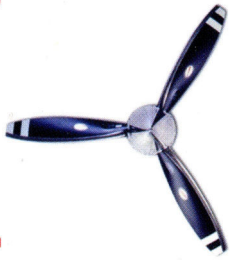
Ten members of EAA Chapters 62 and 338 joined us in our tour of the Pacific Coast Air Museum located at the Schultz/Santa Rosa Airport. Departing Reid Hillview Airport was Allen Roark and Jeff West in Allen's new toy, a Sport Pilot plane by Flight Design; Gary Niva and his Computer Guru (I apologize for forgetting his name) in Gary's Beech; Ken and Barbara Wardrip in their Cessna 175;

Our web site: [www.eaa62.org](http://www.eaa62.org) donated by



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## Fly-Outs (*continued*)

Don and Penny Carr in their RV6 that Don built and is based at Frazier Lake Airpark; Jack and his friend in their Zenith arrived in time for lunch and Bob and I in our Warrior.

Every third weekend, the Pacific Coast Air Museum has 'Climb Aboard Day' and this month, the A-26, Warbird, was opened and available for us to climb inside. The A-26 Invader is the most advanced twin engine medium bomber/attack aircraft to come out of World War II and, coincidentally, this particular aircraft was named the *SANTA ROSA*. We, also, toured the museum and saw all the memorabilia of the era of World War II. The entire museum is maintained by volunteers and a \$5 donation is charged for adults and children under 12 are free.

After our tour of the museum, we flew off to Petaluma to have lunch at the 29'er Diner. Upon landing, Petaluma Airport, which has an active EAA Chapter, looked like a mini-Oshkosh with about twenty homebuilts tied down, two T-28's, and other GA aircraft. Bob asked one of the pilots if there was an air show and the pilot commented, "Nope, just great weather for flying." The temperatures hit 75 degrees that day.

We followed the 4F's of our chapter: flying, fun, food and friendships. Come out and join us. In March, we will be flying to Schellville Airport.



Bob, Terri, Allen, Ken, Don, Jeff, Penny and Barbara

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## Membership Corner

*Jon Garliepp*

This month we welcome two new Members, Larry West, presently a student and John Castner who holds a private pilots license with instrument rating. Also we have a returning member Bob Gorman, the second half of the Gorman flying team and married to our

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## Membership Corner *(continued)*

President. Bob is presently flying a Piper Warrior and building a Vans RV6 at Reid Hillview. Welcome to our two new members and our returning member.

Many members have renewed for 2007, however about 20 have not. If you have any question on your payment status please contact Jon Garliepp at 408-253-3769. Please send checks to Jon Garliepp or Randy Wilde.

Please invite your fellow aviators to our meetings and events, guests are always welcome.

If you need a badge please see Jon Garliepp at a meeting or call him at 408-253-3769. New members receive a badge at no cost, replacement badges are presently at \$6.00 each.

Jon G.  
[jcgarliepp@earthlink.net](mailto:jcgarliepp@earthlink.net)

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## Young Eagles *Hillary Harper*

I would like to congratulate the success of last years Young Eagle events, providing 192 flights, to the children of our community. Without your support this would not be possible.

This year we would like to reach out to more children, continue to inspire and educate aviation. EAA Chapter 62 would like to welcome back your support, during 2007 Young Eagle events.

### **2007 Young Eagle Upcoming Rallies: 10am-2pm**

April 14<sup>th</sup> -Reid Hillview Airport (San Jose)

May 19<sup>th</sup> - South County Airport (San Martin)

June 9<sup>th</sup> - Reid Hillview Airport (San Jose)

September 8<sup>th</sup> - Palo Alto Airport

September 29<sup>th</sup> - Reid Hillview Airport (San Jose)

October 20<sup>th</sup> - South County Airport (San Martin)

Please respond with the date and times you would like to contribute. We are looking for at least 14 pilots and some additional ground crew to support each event.

I have a flyer available with the event details. If you would like one, please contact me and I will send you one. You are welcome to invite family, friends, and children organizations to the YE events. Please contact me if you have any questions or suggestions.

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## Young Eagles (*continued*)

I look forward to meeting and working with all of you.

Best regards,

Hillary Harper  
EAA Chapter 62  
Young Eagles Coordinator  
(650) 303-3843  
[hillaryharper@yahoo.com](mailto:hillaryharper@yahoo.com)  
[www.eaa62.org](http://www.eaa62.org)  
[www.youngeagles.org](http://www.youngeagles.org)

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## NOTAMS

Pasta Night.

The Santa Clara Valley 99s, International Organization of Women Pilots is hosting a Pasta Night and has invited EAA Chapter 62 to come.

Pasta Night  
Thursday March 15, 2007  
6:00pm - Hangar Flying & Raffle Preview  
6:30pm - Pasta Dinner/ No Host Bar

Santa Clara Elks Lodge  
1680 Martin Avenue  
Santa Clara, CA

\$15 admissions - can pay at the door, but reservations required.  
Contact Mayetta Behringer: 408-264-0229 or [mjbfly99@comcast.net](mailto:mjbfly99@comcast.net)

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, March 1, 2007 7:30 PM**  
**Board Meeting: Thursday, March 8, 2007 7:30 PM**

***March Speaker: Guy Minor***

**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

**Jon Garliepp**  
**11690 Regnart Canyon Drive**  
**Cupertino, CA 95014**