



## The Intrepid Airmen



May 2010

Volume 46, Number 5

San Jose, CA

## In this Issue

President's Column	2
Chapter Contacts	2
Mendocino Fly-Out	3
Brian Dal Porto	3
Builder's Column	4
Young Eagles	5
Editor's Notes	5
Membership Notes	7

## UPCOMING EVENTS

### Monthly Meeting, May 6 Victory Aviation

#### Fly-Out to Half Moon Bay (KHAF)

25 April 2010—Pacific Coast Dream Machines event, awesome air and land machinery

#### Young Eagles and Wings of History

South County Airport 5 May 2010  
Please contact Russ Todd, 408-257-9125

#### Fly-Out to Petaluma (069)

15 May 2010, meet at the '29er diner at noon.

#### June Meeting, Alan Jesmer

3 June 2010 — Alan will be speaking on the RSA Fuel Injection Systems and the Silver Hawk Experimental fuel injection systems.

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

6 June 2010—Recheduled from April 4, this will be a day when historic aircraft are exhibited.

(cont' on page 3)

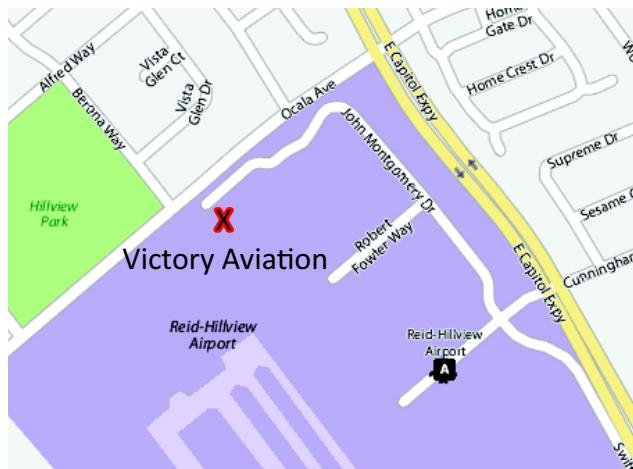
## May Event: Colin Aro, WINGS Seminar

The May meeting will be an official FAA WINGS seminar. Colin Aro, a CFII and glider pilot based in Reno, will be speaking about "Mountain Flying with a Smidge of Soaring."

Because this is a WINGS seminar the schedule will be different.

**No dinner** will be served.

Normal Chapter business will be discussed at 6:30 PM. The WINGS talk starts at 7:00 PM. Everything will happen in the usual place at the Victory Aviation hangar at Reid Hillview Airport.



VICTORY AVIATION  
2502 John Montgomery Drive

6:30 PM General Meeting  
7:00 PM 8:30 PM Program  
Please Note: **No dinner this month**

#### Newsletter Deadline

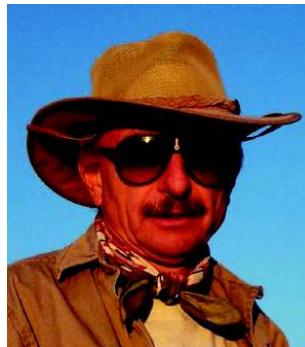
Articles need to be submitted by the 20th of the month to be included in the next newsletter

mlwainwright@mac.com

## President's Column

### By Wolfgang Polak

As noted in my January column, attracting new members is one of the most important challenges facing this Chapter. So far we've not done particularly well in this area. As of this writing the Chapter has 54 members, down from 69 at the end of last year. The good news is that there are a couple of opportunities to correct this situation.



First, for the last several months John Castner has been working diligently with the FAA bureaucracy to make our Chapter an official sponsor of FAA safety seminars under the Wings program. Our first safety seminar will be a presentation on mountain flying at our May meeting. Being a Wings seminar means that the event will be advertised widely by the FAA and we expect a number of potential new members to show up at our meeting.

Maybe we can attract some of those visitors to become interested in EAA and become members of our Chapter. EAA National has made this easier by creating a program where new Chapter members receive a 6 months free National EAA membership with full benefits, Sport Aviation and all.

Finally, the International Learn-to-fly Day is coming up on May 15th. There are a number of events around the area that introduce aviation to potential new pilots. Take a friend flying for the occasion. Our web site has a link to more information under the 'Aviation Links' tab.

Andy Werback has offered to give presentation and/or demonstrations of maintenance procedures and construction techniques. At the last meeting Andy asked for input on topics of interest to our members. Unfortunately, there was little feedback but the offer still stands. Let's get some technical information back into our programs.



SX-300

## Chapter 62 Contacts

### Wolfgang Polak, President

(408) 735-8014

president@eaa62.org

### John Castner, Vice President

(408) 971-8071

crkrhv@att.net

### Ron Carmichael, Secretary

(408) 772-7745

luv2fly02@yahoo.com

### Randy Wilde, Treasurer

(650) 968-3048

randallwilde@mac.com

### Wolfgang Polak, Webmaster

(408) 735-8014

webmaster@eaa62.org

### Russ Todd, Young Eagles

(408) 257-9125

### Rolland LaPelle, Flight Advisor / General Topics

(925) 939-0472

CFI/CFII & SMEL

rlapelle@sbcglobal.net

## Tech Counselors

### Engineering & Design

#### Martin Hollmann

(831) 621-8760

jets@mbay.net

### Mechanical

#### Brian Dal Porto

(408) 802-7040

bdalporto@sbcglobal.net

## Board of Directors

### Jon Garliepp

(408) 253-3769

### Bob Kindlund

(408) 726-3912

### Russ Todd

(408) 257-9125

### Don Von Raesfeld

(408) 984-8769

### Mark Wainwright

(650) 776-4623

### Rusty Wells

(408) 243-9503

## Advisors

### Past President

#### Andy Werback

(408) 262-8622

### Newsletter Editor Pro Tem

#### Mark Wainwright

(650) 776-4623

### Editorial Help

#### Mimi Wainwright

### Membership

#### Donald Von Raesfeld

(408) 984-8769

# Mendocino and Boonville Fly-Out Report

## by Mark Wainwright and Wolfgang Polak

March 27, 2010

The Saturday we flew to Little River and Boonville was about as good a flying day as one could imagine. Mike Francis joined Wolfgang and Gudrun Polak in Palo Alto; the three of them flew across the hills to Half Moon Bay and followed the coast up over Mendocino. Separately, Mark Wainwright drove to Napa where he met Wayne Connor. Wayne, who bases his Cessna 172 at Lakeport, flew west with Mark over Jenner on the mouth of the Russian River and then passed "Omni La" and Point Arena before joining Wolfgang's Tiger at LLR.

"Omni La" is the shorthand name California Fire has given to the Odiyan Center, a spectacular group of Tibetan Buddhist temples on a ridge near the Sonoma coast.

Fortunately or unfortunately, we couldn't get from the Little River Airport to Mendocino, so the two planes made the short flight to Boonville where the temperature was at least 10° warmer than it had been near the coast. It's a short walk from the Boonville Airport to town, and the place has a surprising number of restaurants. There were some tourists who came for Saturday, but the airport was very quiet.

On the way home Wolfgang and crew flew over the Golden Gate, San Francisco, and the middle of SFO. March 27 was the same day as the "near miss" story whose details were so misreported by the general press.



Odiyan Center



Wayne, Mike and Wolfgang



SFO

## Upcoming Events, cont'

### July Meeting, Guy Minor of Oakland FSDO

1 July 2010—Guy will speak on the lessons learned from investigating experimental aircraft accidents.

### Bay Area Black Pilots Assn., Tuskegee Airman, Inc., East Bay Aviators, Inc.

10 July 2010, Hayward Airport, meet on the Control Tower Lawn 11:00 AM to 3:30 PM.

Refreshments, Memorabilia, Flight Simulator Experience and Free Airplane Rides for Kids. (*This is not a Young Eagles Event.*)

World War II Original Tuskegee Airmen will be available to sign autographs and take photos. Come and join us.

---

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

---

### Brian Dal Porto gets wings!

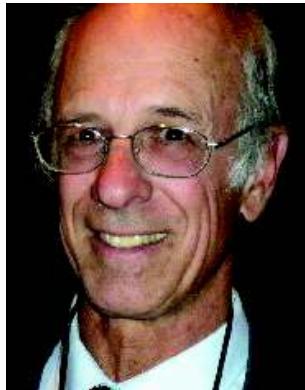
It was a big day for me yesterday. I finally installed the wings onto my Marquart Charger. I want to thank everybody who showed up to help: Kelly Johnson, Don Von Raesfeld, Paul Eastham, Steve (sorry I didn't get a last name), Charlie Hall, Gilbert and Rich, and my wife Paulette. There is a light at the end of the tunnel and it's not a train!

Thanks Again, Brian



## Builder's Column

by Andy Werback



### Lancair Update - Has Anybody Seen an Engine?

What can you do when you order an engine, put down a deposit, and nothing much happens? Hopefully this doesn't happen to very many builders, but it seems like it's not exactly a new experience. If you get your engine new or remanufactured from Lycoming or Continental, things should go smoothly. If you are getting the engine from a small shop, sometimes stuff happens.

The TNIO-360 for my Legacy FG took 11 months to be delivered. Somewhat longer than promised? Yup. Apparently in this case, there was prototyping for the turbo install and maybe some scheduling issues, but the end result was a nice, smooth engine with no problems (other than a small oil leak). Price, performance, and delivery. Hard to get all top marks on 3 at the same time.

The engine for the new Lancair is from the same shop. I thought maybe I'd learned something from the first experience, so I ordered the 2<sup>nd</sup> engine way in advance of when I planned to install it. Good idea, same result, but for different reasons. Long story short, I eventually agreed to pay for all the parts and they would get the engine built. That seemed to work for awhile, the cylinders got processed (porting, balancing, polishing), progress was good. But after a few more months, it was getting harder to measure progress, everything was ready for the engine to be "next on the test stand", but it never got to the test stand.

So, now the fun begins. In the first week of February, I drove down to the shop in the LA area to pick up either parts or the engine. Fortunately, they let me stay and help. Yes, they were very busy, but with other customer's work. After 1 year, my parts were there, just not all of them. The engine really wasn't ready for the test stand, but it was close enough.



I spent the week helping to expedite parts and do the final assembly. We needed to fabricate and weld an oil sump pickup tube, clean, prep and install the intercylinder baffles, and build a set of 12 valve pushrods. With all that under control, we were able to finish assembling the cylinders, put on the oil pan and get the engine on the test stand. Another day was spent hooking up all the probes, controls, fuel etc. I was able to get a little more on-the-job training by installing the Lightspeed electronic ignition system on my engine. We put oil in the crankcase, calibrated the dip stick, cranked it over to get oil pressure (yeah!!) and called it a day. And by the way, it was nice to work with a talented shop crew.

Finally, early Saturday morning (heavy rain and all), we primed and started it up. Everything in the green, all plugs firing normally. Spent the morning running up the power/RPM with stops for a few adjustments to fuel and oil pressure. We tore it all down and inspected the oil and plugs – nice and clean! All good to go! I lowered it into the back of the pickup and drove home that night. Sure was nice

(cont' on page 5)

## **Builder's Column, cont'**

to find an In-n-Out in Atascadero. Finally, an engine. It was installed on the engine mount the next day.

Anyway, that's what I was doing February instead of being at the General meeting. I missed the March meeting because I was up in Redmond OR doing Legacy flight training. So, things are getting closer!



---

## **Young Eagles**

**by Russ Todd, YE Coordinator**

The first Young Eagle rally of 2010 turned out mighty fine, I'd say.

We enrolled 72 new Young Eagles with five pilots! I

like that. There were 26 flights made and on the average each plane made 5.2 flights and carried an average of 2.77 YEs per flight . So that means each plane flew approximately 14.4 YEs. It went something like this:

Pat Dirks	flew 11
Charles Heger	flew 14
Bob Leitch	flew 20 (outstanding)
Wolfgang Polak	flew 12
Rusty Wells	flew 15



Young Eagle People

## **EDITOR'S NOTES**

**by Terri Gorman**

Once again, Wolfgang Polak, your chapter president, has an article on increasing membership. Compared to 18 years ago when Bob and I joined EAA Chapter 62, the current membership is way down. Eighteen years ago, there were around 200 members who were very active in building, rebuilding and restoring. I've heard stories of the great hangar parties that Amelia Reid would have, including dancing to some of the great Swing Bands. Young Eagles Events were not around at that time. It would be great to go back to that type of chapter. I'm sure Kregg Victory would support an event in his hangar, but events take volunteers and it's very obvious to me that not many of you like to pitch in and volunteer.



Why did you join EAA Chapter 62? What are your interests? What are the changes you would like to see within the chapter? Why is the chapter losing members? All of these questions could be answered at the Board Meetings which are held on the second Thursday of each month, except in August when it goes to the third Thursday. The Board

## Young Eagles, cont'

Rusty got a call from the tower for entering the pattern before calling in and not putting down his gear before entering down wind. Rusty took that graciously. What happened was his GPS stopped working (darn it) as he was trying to give his mileage from the airport before calling the tower, and he got a little close before actually making the call. The gear thing I don't know about. I thought the pilot made that decision. It might be a PAO thing.



Wolfgang flies Young Eagles:  
The Tiger and the Girl

Lots of new names reflecting the diversity of our country. Indian and Korean names seemed to be the most prevalent.



Dean McCully and Russ Todd

The weather was overcast and to begin with and there was a little rain but that really didn't stop anything. The registration table went full blast for most of the time. The crew manning the table did a great job as did the ground crew marshaling the airplanes.

## Editor's Notes, cont'

meets in the Amelia Reid Conference Room in the terminal building at Reid Hillview Airport at 7:30 PM. The Board Meetings are open to all members. The chapter is not run by Wolfgang, our president. It is run by all of you, the members. The Board only helps direct what you, as members, want them to do. If you don't want to take the time to attend a Board Meeting, contact one of the Board Members and give him your ideas and suggestions.

Paraphrasing and changing the words of a past President of the United States, "Ask not what your chapter can do for you, ask what you can do for your chapter."

—Terri Gorman  
Outgoing Newsletter Editor

---

See you all at the Wings of History for their 10<sup>th</sup> Annual Open House and Fly-In on May 8.

Presently there are 141 kids and 10 pilots signed up for the event. We can always use more. So signup at <http://www.eaa62.org/e16pilots.php>.

And if you know any kids between the age of 8 and 17, please have them register at <http://www.eaa62.org/e16.php> or just walk in to the open house. You can find directions (map) on our web site at [eaa62.org](http://eaa62.org).



Sarah Todd and Lisa Bickford of Shared Adventures



Sylvia helps the kids build wing ribs

## MEMBERSHIP NOTES

By Donald Von Raesfeld, Jr.

Membership Chairman, 408-507-0951

Not a lot to report this month. I missed the April meeting as my wife and I were returning from Hawaii where we celebrated our birthdays. We had a great time. On our second day there we visited the Pacific Aviation Museum on Ford Island. We then visited the Naval Air Museum Barbers Point. This is a small museum located at the old NAS Barbers Point which is now a civilian field. It is truly a "Diamond in the Rough". It is open by appointment only. I was lucky. I called when we were about to leave Pearl Harbor and Brad Hayes, one of the founders, was there working on a project and told me to come to the gate and he would let me in. My wife decided to stay in the car and read a book as it was rather windy. I spent about an hour looking at the aircraft on the ramp and taking lots of pictures.

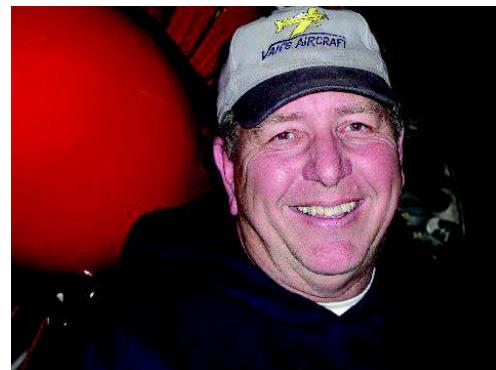


I would have spent more time there but decided to get back to my wife and take her to lunch. The rest of the time we just spent walking around and relaxing on the beach. We were back home on April 2, my birthday, just in time to get everything ready for Easter with the Kids and grand kids. I got exactly what I wanted for my Birthday, a dog named "NINER".

We now have 54 members current for 2010, thanks to all of you that have renewed.

Those of you who were current members of the Chapter last year and have not yet picked up your cap see me at any of our General Meetings. I will have the caps with me.

Badges, If you need a badge please let me know, New members get their 1st badge free, after that replacement badges are \$6.00.



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



HURRICANE ELECTRIC  
INTERNET SERVICES



AeroDynamic  
Aviation

2650 Robert Fowler Way  
San Jose, CA 95148  
Telephone 408.251.4939  
Cell 408.891.4041  
Email [zdraivko@aerodynamicaviation.com](mailto:zdraivko@aerodynamicaviation.com)  
[www.aerodynamicaviation.com](http://www.aerodynamicaviation.com)

Flight Training • Tailwheel • Aerobatics

Zdravko Podolski  
Owner  
Gold Seal CFI, CFII, MEI, Acro

**ExxonMobil**  
**Aviation**

San Jose Fuel Company  
2655 Robert Fowler Way  
San Jose, CA 95148  
408-926-4030

Mimi Wainwright  
Principal  
[mimisw@bayarea.net](mailto:mimisw@bayarea.net)

**WAINWRIGHT**  
MEDICAL COMMUNICATIONS

0 408.395.5460  
F 408.317.2299  
M 650.906.1693

32 Peralta Avenue  
Los Gatos, CA 95030

**Victory's Dynamic Propeller Balancing**

Kregg Victory

Factory Certified Specialist  
Airframe & Powerplant Mechanic



408-836-5122

email : [kregg@balancemyprop.com](mailto:kregg@balancemyprop.com)  
website: [www.balancemyprop.com](http://www.balancemyprop.com)

San Jose, California

**AIRCRAFT DESIGNS, INC.**  
A graphic showing an aircraft in flight against a cloudy background.  
[www.aircraftdesigns.com](http://www.aircraftdesigns.com)  
Martin Hollmann, President  
5 Harris Ct. Bldg S. Monterey, CA 93940  
(831)621-8760 Fax (831)211-7376

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