

President's Corner

Jon Garliepp

Welcome to guests Konstantin Blank, Jim Wu, Bill Currie, John Sparrer and Rich Burnett. Also welcome to Michael Studer who signed up on-line on October 16, 2004. We

continue to encourage anyone interested in aviation to feel free to come and join in our meetings, as many interesting subjects are presented.



Nominations: There were no nominations as all officers have elected to continue for next year. Thank you

Ron Carmichael, Randy Wilde, and Brian Dal Porto.

Board of Directors: The two outgoing directors, Jack Bowlus and Larry Reed have also decided to stay on as directors. Thanks, Jack and Larry.

Young Eagle Coordinator: Kelly Johnson has revived our Young Eagle program over the last two years, and we all appreciate all of his efforts. He is stepping down and Allen Roark has volunteered to become our new coordinator. Thank you, Allen, for volunteering for this position. We all need to support Allen in this program.

Young Eagle Event October 9 - Wings of History Museum. We were able to fly 27 Young Eagles, but the event drew less people than were expected by the museum (many other events on that day). Thanks for all the help from the Boy Scout Explorer Post and Debbie Goble. She helped do the sign-in and the boys helped on the field, and it was appreciated by all. This is the final Young Eagles event for the year.

Christmas Party - Thursday, December 2 - This event will be held in the Hangar at Vern Miller Aviation. We plan to start eating at 6:30 PM, and this has been a very successful event the last two years. Please come and enjoy the evening.

The Club will supply a turkey and ham, and each guest should bring a side dish. Contact Scott Miller to sign up for this fun event at 408-248-6767.

October 7 meeting - Guest speaker, Jim Clark, held everyone's attention with his well-done DVD on flying into "challenging runways" in the back country around Moab, Utah. Thanks Jim, for a very interesting presentation.

CHAPTER 62 EVENT SCHEDULE

- November 4 General Meeting
Vern Miller Aviation
- November 11 Board Meeting - RHV Terminal Bldg.
- December 2 Christmas Party
- December 9 Board Meeting - RHV Terminal Bldg.
- January 6 General Meeting
Vern Miller Aviation
- January 13 Board Meeting - RHV Terminal Bldg.

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Calendar of Events

November

11/4 - General Meeting - 7:30 PM
Vern Miller Aviation, Reid-Hillview Airport

11/6 - 11/7 - Annual Veterans Day Fly-in and Community Expo, Mesa, AZ, Falcon Field (FFZ)
Chris Clark, 480-924-1940, chris12_@hotmail.com,
<http://www.arizonawingcaf.org>

11/11 - Board Meeting - 7:30 PM
Reid-Hillview Airport terminal building

December

12/2 - Christmas Party - 7:30 PM
Vern Miller Aviation, Reid-Hillview Airport

12/9 - Board Meeting - 7:30 PM
Reid-Hillview Airport terminal building

LSA Industry Standards Now Available Through ASTM International

More than two years of cooperative work by aviation industry officials, user groups and government agencies are paying off for sport pilots, as ASTM International is releasing the first edition of consensus standards for light-sport aircraft. This set of standards represents a milestone for recreational aviation, as it marks the first time that non-government entities joined with the Federal Aviation Administration to draft and approve aircraft manufacturing and maintenance standards.

Earl Lawrence, EAA's vice president of industry and regulatory affairs, chaired the ASTM committee that drafted the consensus standards. The standards cover the design, manufacturing, maintenance and quality of aircraft that will be used in the light-sport aircraft category. These aircraft include such diverse types as fixed-wing airplanes, powered parachutes, gyroplanes and others.

"These standards have emerged because of the groundbreaking approach used by FAA and the aviation

community to get it done," Lawrence said. "EAA is proud to be a part of this group and helping to lead the sport-pilot revolution that will change and advance recreational aviation."

The ASTM committee will continue its work as the sport pilot/light-sport aircraft infrastructure continues to be put in place. Such standards as those for airparks, fixed-base operators and other vital support providers are still under development.

Copies of the new 83-page book that covers the light-sport aircraft standards are available through ASTM International, either by calling 610-832-9585 or through the organization's web site at www.astm.org. The soft-cover book is priced at \$125 for North American residents or \$138 to other international addresses.

ASTM International is one of the largest voluntary standards-developing organizations in the world. It provides a forum for the development and publication of voluntary consensus standards for materials, products, systems, and services. For over a century, industries around the world have turned to ASTM International for the development of voluntary consensus standards. Known for their high technical quality and market relevance, these standards are an important part of the information infrastructure that guides design, manufacturing, and trade in the global economy.

EAA Halls of Fame to Induct Eight

The EAA will honor eight of its members this week who contributed greatly to the world of flight as the newest inductees of the EAA-affiliated Halls of Fame. The group will be inducted on Friday, November 5, during a program at the EAA Aviation Center at Oshkosh, Wisconsin.

Bob Whittier and the late Pete Bowers are being inducted into the EAA Homebuilders' Hall of Fame; Betty Stewart and the late Dorothy Hester, the International Aerobatic Club (IAC) Hall of Fame; Howard Pardue the EAA Warbirds of America Hall of Fame; Espie "Butch" Joyce the Vintage Aircraft Association Hall of Fame; and Klaus Hill and Bert Howland, posthumous inductees to EAA Ultralight Hall of Fame.

Editor's Desk

Jim Manley



SPACESHIPONE WINS IT ALL!!

Brian Binnie, former Navy pilot, and at the controls of SpaceShipOne on its third flight past 100 km in

altitude on October 4th, won the \$10 million Ansari X Prize for Burt Rutan's Scaled Composites and Microsoft cofounder Paul Allen's Mojave Aerospace Ventures. Brian achieved a certified peak altitude of 367,442 feet (60.4 nm, or 112 km), well above the 328,000 feet required, and more than 13,000 feet higher than the record 354,000 feet achieved in 1963 by the X-15. The spacecraft reached a speed of Mach 3.09 on boost, and Mach 3.26 on re-entry (and you think you have problems keeping *your* paint job intact!). A little-known fact is that Brian wound up carrying an unexpected 12 ounces into space after his mother-in-law accidentally spilled her cup of coffee down his neck when they hugged just before he boarded the spacecraft. Ah, mothers-in-law, they can always be counted on to keep life interesting, don't they?

HOW LONG BEFORE SPACEKITONE?

I wonder when Burt will be releasing the plans and kit versions of SpaceShipOne? I'd rather spend the \$180,000+ for a Virgin Galactic ticket for a suborbital flight in 2007, or so, on a shared spaceship. I guess the \$20 million or so that it took to get SpaceShipOne built would require thousands of other co-owners for a home-built version, with the typical few thousand dollars of investment each. I don't think I could afford the ground-up tire rubber fuel for one flight, much less a share in a spaceship that I would ever get to actually fly. If only the per-airframe (spaceframe?) cost went down like it does for microelectronics. I don't know if the \$20 million even includes the cost of a White Knight lift vehicle, but maybe Burt will let us borrow his.

LOOKING FOR MORE THAN A FEW GOOD BUILDERS

Konstantin Blank is interested in establishing a group of prospective owners/builders to discuss the possibility of jointly buying into and building an aircraft. The more people involved, the better, as the intent is to enable people to participate in building and flying an aircraft much sooner, and for a lot less money, than is typically involved in an

aircraft shared among only a few people. There are a large number of issues that would need to be resolved, such as which model of aircraft would be built, how construction and flying time would be equitably balanced, what the initial and ongoing costs per owner/builder would be, how ownership would be reapportioned when individual owners want to move on to build their own aircraft, etc. A fairly simple and straightforward model is suggested, so that steady and obvious progress could be made, and the aircraft could be completed in well under a year. Another possibility is that, after one aircraft is built, additional aircraft could be built as the participants increase their investment. Contact Konstantin at 408-813-6692, or kblank@cadence.com, if you are interested in this idea.

HEAD IN THE WIND AND CLOUDS

Your editor-in-chef has been continuing instrument training, but at a reduced pace due to my instructor having several other students getting ready for their check rides with the FAA examiner. I'm hoping to be able to earn my certificate by the end of the year, but I'm sure Murphy will figure out some way to continue delaying my progress.

If you've never flown in an open-cockpit aircraft like a biplane and get the chance to do so, by all means, take advantage of the opportunity, as I did in Brian Dal Porto's Marquart Charger for the fly-out to NORCAL TRACON. However, make absolutely sure that you don't wear a nylon hood, and if at all possible, borrow a helmet with a headset built-in. I literally went partially deaf for nearly a day after flying with a nylon hooded jacket, even when wearing a full David Clark headset (I tried wearing it inside and outside the hood, to no avail). It was fine during taxi, take-off, and landing, when the airspeed was below about 70 knots, but once we leveled off and accelerated to full cruise, the hood started fluttering so loudly that it caused temporary deafness overnight below about 300 Hz in the sound spectrum (everything below normal speech). I don't think I've suffered permanent hearing loss, but I won't fly in an open cockpit with anything less substantial than a leather helmet with a headset built in. By the way, the visit to NORCAL TRACON was very informative and enjoyable, and I can't recommend it too highly to every pilot who flies VFR or IFR. I understand that future tours may be organized by the chapter, and I would encourage everyone to attend, even if you have to contact them directly to get in a tour organized for a group other than one associated with our chapter.

Hope to see you at the meetings and events - and around the clouds! ... Jim

Meeting Minutes



Ron Carmichael

GENERAL MEETING

October 7th - Vern Miller Aviation

The meeting was called to order at 7:30 PM by President Garliepp. He announced that the guests this evening were Konstantin Blank, Bill Currie, Richard R. Burnett, John E. Sparrer, and Jim Wu. Several are involved in taking ground school at this time. The following new members were introduced: Andy Werback (who in two weeks is going up to Oregon to start his Lancair at the factory), Roger Kopp, Albert Salonga, and Terri Gorman. Terri and Albert (along with his friend, Mabel) have really pitched in and helped on the YE flights - especially with wing rib building.

Randy explained that his "slow-built/quick-build" RV project is under way. The total Chapter account is now (according to the bank) \$10, 444.51. He will have a more specific Treasurer's report for the board meeting next week. The Building Fund has been static. Meanwhile, we hope to have our own hangar someday, and put this money to use. The Educational Fund is more active as we use it for sending young people to Oshkosh. The General Fund is everything else. A question was raised as to how to manage legal issues in order to have Chapter building projects ongoing - should a hangar become available for our use. Randy suggested our newsletter editor solicit ideas and feedback going in this area of interest. Jon added that we are currently #54 on the list to get a hanger at RHV. About three planes could fit in a hanger like the one that we might get in the future. We would still have our meetings at Vern's hanger.

Nominations were the next order of business. Jon asked if there were any nominations. As there were none, Jon suggested that the entire slate of current officers could be up for nomination. Jon also included Allen Roark who had volunteered to be the new YE coordinator. It was moved by Ron French to accept the nominees as an entire slate of candidates. This was seconded by Jack Cross. Jon then asked for a vote to accept the slate. In favor: ALL. Opposed: NONE. Thus, the current officers for Chap 62 were voted into office for the upcoming year. Jon then asked for a volunteer to head up the Christmas Party involving coordinating the procurement of silverware, tables and chairs, etc. Someone suggested asking Alex Piplani if

he would be able to do this again, but Jon thought him too busy with his work. The issue of a volunteer was put off for a future meeting.

Wolfgang made an announcement concerning the upcoming fly-out to Mather Field on October 16th to visit the NORCAL TRACON, and sign-ups are ongoing. Only five people are allowed to visit at a time, so there will be two groups (AM and PM). More info is on the web site, or ask Wolfgang.

Jon said the new shirts for the YE will be sold at South County this Saturday, and a terrific logo is on the shirts. A lot of work was done by Terri Gorman to get this done.

Jon described the successful Chapter 62 wing rib project at the recent RHV Day and how well the adults and kids enjoyed it. Unfortunately, not enough material is available for Saturday's YE event, unless ordered parts arrive in time.

Pat Johnson announced that there's a Vari-Eze for sale on the field with a Continental engine (1,300 hours with recent top overhaul). Terri said it was Marco's plane, and Brian said "it's a nice airplane". It's reportedly for sale for \$12,000.

Jon also said a Ford V-6 was donated to our chapter, and it will be put up for sale. Jack Bowlus picked up the engine and is going to set it up on a frame for us. Jack said the gearbox alone is worth \$2,400.

It was announced by Richard Moriarity that it's time to order the new EAA 2005 calendars.

The program tonight was presented by Jim Clark, who flies taildraggers (Citabrias, 170s) out of Watsonville. He gave a terrific presentation on "back-country flying" using a DVD he produced. Licensed since 1997, he was flying in the Salinas valley with some friends and landed at Marina Airport one day. They discussed back country flying with some fellow pilots there who had done this. It really opened his eyes to the possibilities and together, they explored some dirt strips in the hills south of Salinas. The possibilities existing in the Western states drew him to this kind of flying. The last four years, he has mostly been doing back-country flying. The video tonight was shot by him and shows Utah's Red Rock Country (SE corner of Utah near Colorado). With runways at about 4,000 ft. elevation, Jim showed flying in river canyons with one runway being 2,400 ft. long, and a second about 2,000 ft. long. Jim emphasized that this is not a video to use to learn how to fly into these places. He stressed getting a CFI experienced with these strips. It requires a special type of instruction, experience, and aircraft. A 30 minute show with a Q & A session afterwards was enjoyed by all!

Meeting adjourned at 8:45 PM.

Officers and Board Members present were: Jon Garliepp, Brian Dal Porto, Randy Wilde, Ron Carmichael, Rolland La Pelle, Jim Manley, Scott Miller, Wolfgang Polak, Larry Reed, and Rusty Wells.

Respectfully submitted,
Ron Carmichael
Chapter Secretary

BOARD MEETING

October 14th - Reid-Hillview Terminal Building
Conference Room

President Garliepp called the meeting to order at 7:30 PM.

Jon pointed out that guests should automatically get three free copies of our Newsletter, "Intrepid Airmen". This is done by entering the web site and performing the "magic". Jon will do this as he has done in the past.

The Secretary's Report was read and approved with some corrections on spelling of guest's/new member's names.

The Treasurer's Report was next. President Garliepp submitted the donations (\$58) collected for the wing rib projects at Palo Alto and Reid-Hillview Airport Days. Also, receipts for badge costs and the Aircraft Spruce wood order (for the wing rib project) were submitted to our Treasurer, Randy Wilde. It was estimated that about \$93 was the cost of the wood used during the two events this year. Next, Randy reported an expense of \$572.12 for the new Young Eagle shirts, plus \$25 cost for pickup and delivery of the shirts. The balance in our checking account should now be \$9,877.96. Randy will be rechecking the numbers in the near future - his RV project permitting! Ron submitted \$10 to Randy for Roger Kopp's membership. A membership check for \$30 from Del Air (Harry Dellicker) was also submitted.

Brian Dal Porto is lining up a speaker for the next meeting. He's trying for Joe Cotton. Brian thinks he will need to start Joe's program early to have enough time for him to finish. Brian also reported on the successful YE flights last week. Appreciative comments were given for Kelly Johnson's excellent handling of this important position during the past year. Allen Roark will be taking over for Kelly and we all wish him well.

Jon reported that Jack Bowlus will continue to serve on the Board. Also, Scott Miller has volunteered to handle the Christmas Party signup list. Signup will commence at the next meeting. We will supply the turkey and ham - bought pre-prepared. Brian asked if we could send out invitations for the party with an RSVP. All agreed this would be a great idea. Wolfgang suggested using the Post Office on-line service to design and mail cards. Wolfgang volunteered to look into the Post Office option for this. The party is December 2nd. It was suggested that we commence the banquet at 6:30 PM this year. Terri Gorman has offered to do some decorations.

The problem of disappearing chairs was raised. Jon asked Ron if he could interface with the RHVAA (they own half of the storage building and half of the chairs) to see if they know where the chairs are, and possibly have the lock on the storage room changed.

Jon said that an advisor for the RHV Boy Scout Explorer Post said she'd help us with the Air Academy applications. We need to get a letter like Mike Reynolds had made up last year so that she can get this out to her group and other groups.

Last year, EAA advertised in the magazine which chapters were first to get applications in for the Air Academy. Jon wants us to be FIRST this time, and move on this ASAP when we first get the application material from the EAA. There was much discussion on annual cost and number of applicants we can afford to send. The conclusion was that to conserve our limited resources, we only send one UNLESS another equally outstanding applicant exists (rare occasions). Extra donations to the Chapter may be necessary then. Jon asked for a motion saying we will apply for reservations for a boy and a girl for an advanced grouping (16-18 yrs old) each year, but send only one most years. Larry made a motion seconded by Ron that we do this. All voted in favor.

Jon said that our "Locator Map" project for locating RHV member hangars is ongoing.

It was agreed that we should have another Rusty Wells Spaghetti Dinner at a General Meeting. It was pointed out that we need to advertise this well ahead of the event.

Newsletter Report: Jim reported that Brian Stout's newsletter did not get delivered. The mailing label will be corrected.

Web site: Wolfgang reports "no complaints" since our VP now gets his gallery of biplanes, as requested.

Meeting adjourned at 8:46 PM.

Members present were Jon Garliepp, Brian Dal Porto, Randy Wilde, Ron Carmichael, Rolland La Pelle, Jim Manley, Wolfgang Polak, Larry Reed, and Rusty Wells.

Respectfully submitted,
Ron Carmichael
Chapter Secretary



Flight Sites

*Greg Pisanich
and
Jim Manley*

EAA Air Academy Receives Re-accreditation from American Camping Association

The EAA Air Academy, the longest continuous residence aviation camp in the country, has received re-accreditation from the American Camp Association (ACA), the nation's leading organization of camp professionals who assess camp quality. The EAA Air Academy consists of more than a half-dozen residence programs, specializing in aviation knowledge and experiences, for ages 12-18. The individual programs range from five to 10 days each summer, based at the EAA Aviation Center's Air Academy Lodge in Oshkosh.

"This ACA accreditation is very important for the Air Academy and represents the quality experience it provides," said Chuck Larsen, EAA's Executive Director of Residence Education. "The EAA Air Academy has provided an invaluable aviation experience for young people for the past two decades. This ACA accreditation recognizes the program's high standards and is an outstanding guide for parents researching camps for their children."

Swap and Shop

YOUR PERSONAL ADS WANTED HERE - FOR FREE!

Looking for Pitts S-1, Smith Mini Plane, or other similar size aircraft to share space in Old County Hangar with our Cardinal for \$200/month. Contact Alan M. Craig at 408-923-2308 or 408-404-8541 or send e-mail to acraig@us.ibm.com.

ACA accreditation is earned by achieving high scores in more than 300 standards ranging from the camp's site and food service, to program activities and staff. It helps camps develop and maintain a safe, quality environment for both campers and staff.

"ACA accreditation means that the EAA Air Academy submitted to a thorough review of its operation, covering more than 300 standards, from staff qualifications and training to emergency management, and complied with the highest standards in the industry," said Pat Hammond, director of ACA's standards programs.

The American Camp Association, based in Martinsville, Ind., is the only independent accrediting organization reviewing camp operations in the country. Its nationally recognized standards program focuses primarily on the program quality, health and safety aspects of a camp's operation. ACA collaborates with experts from the American Academy of Pediatrics, American Red Cross and other youth service agencies to ensure that current practices at the camp reflect the most up-to-date, research-based standards in camp operation. More information is available at www.CampParents.org.

The 2005 EAA Air Academy programs are scheduled from June 13 through August 25. The schedule is as follows:

- EAA Young Eagles Camp (ages 12-13) - June 29-July 3 and July 6-10
- EAA Basic Air Academy (ages 14-15) - June 13-19, July 21-27 and July 11-17
- EAA Advanced Air Academy (ages 16-18) - July 19-28 and July 30-August 8

For more information, explore the Air Academy Camps section on the EAA web site (www.eaa.org). Information is also available by:

- e-mail: airacademy@eaa.org,
- U.S. Mail: P.O. Box 3065 Oshkosh, WI 54903-3065;
- Phone: 920-426-6815 or 888-EAA-EAA9 (888-322-3229)

Chapter 62 will be sponsoring one boy or girl at the Air Academy in 2005, to include all transportation and Academy costs. A second boy or girl may be sponsored, if two equally-qualified candidates apply, but this is expected to occur only once every few years.

CHAPTER 62 CONTACTS

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- \$30.00 Annually
- National membership is required

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Download the Newsletter in
color at
www.eaa62.org

MEMBERS MEETING: THURSDAY, NOVEMBER 4, 2004, 7:30 PM

BOARD MEETING: THURSDAY, NOVEMBER 11, 2004, 7:30 PM RHV TERMINAL

THIS MONTH'S PROGRAM 7:30 PM at Vern Miller Aviation

This month's meeting will feature Martin Hollmann, who will give a presentation on aviation safety. See you all there!!!



Aircraft Accidents



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 Vern Miller Aviation, 2635 Cunningham Avenue, Reid Hillview Airport (main entrance, on Cunningham Avenue right side of the road).



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 talk or view various 'How To' videos. The meeting will start promptly at 7:30 PM, with 10 minutes of announcements, 10 minutes of "open mike," and 10 minutes for the coffee break. The program starts promptly at 8:00 PM

