



President's Corner

Jon Garliepp

Welcome to new members Andy Werback, Albert Salonga, Roger Kopp and Terri Gorman. Terri has been helping out with our Young Eagle days, and she has been taking flight lessons. With her cross-country behind her, she is preparing for her check ride. Albert signed up at the Board Meeting and has already helped out at the Palo Alto Young Eagles event. Roger has been helping us as a guest, and now has signed up also.



Palo Alto Open House - A busy day for all with more than 90 Young Eagles flown, thanks to Kelly Johnson and crew. We reinstated the wing-building project for the Young Eagles, and we were busy most of the time. Thanks to all members who came by to help out.

We are approaching the time of the year where we need to look forward to filling vacancies in Officers and Board Members. We need some of you to stand up and take some of the reins for a year or two. We will have nominations at the October meeting. Possible President, Board of Director members, Membership Chairman, and Young Eagles Coordinator are needed.

Needed: one (1) Chairman for our annual Christmas Party. Please call Jon Garliepp at 408 253-3769 or volunteer at the meeting.

CHAPTER 62 EVENT SCHEDULE

- October 7 General Meeting - Nominations
 Vern Miller Aviation
- October 9 Wings of History Museum Octoberfest
 Young Eagles and wing rib building
- October 14 Board Meeting - RHV Terminal Bldg.
- November 4 General Meeting - Vern Miller Aviation
- November 11 General Meeting - Vern Miller Aviation
- December 2 Christmas Party

Congrats SpaceShipOne One Down - One to Go



**View from
337,500 feet!**

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Calendar of Events

October

10/2 - 10/3 - Salinas Air Show

Blue Angels and Snow Birds will be there.

Phone: 1-888-845-SHOW, or

<http://www.salinasairshow.com>

10/2 - 10/10 - Albuquerque Balloon Fiesta

Details at 1-888-422-7277 or <http://www.aibf.org>

10/2 - 10/3 - Yerington Air Fair 2004

Yerington Municipal Airport (O43), Mary Catherine

Tennant or Michael Smith, 775-463-3988,

yeringtonaero@earthlink.net

10/2 - Chapter 1291 Rex Allen Days Fly-in Breakfast, Willcox, AZ, Cochise County (P33),

Harry Myers, 520-384-2992, harrymyr@vtc.net

10/2 - Annual Lancair Certified Southwest Open

House, Scottsdale, AZ (SDL), Michele Luchner,

888-526-2247, info@lancairusa.com,

<http://www.lancairsw.com/rsvp.html>

10/7 - General Meeting - Officer Nominations

7:30 PM, Vern Miller Aviation

10/7 - 10/10 - Copperstate Regional EAA Fly-In

Maricopa, AZ, Phoenix Regional Airport (A39),

Bob Hasson, <http://www.copperstate.org>

10/9 - Wings of History Oktoberfest

This is the annual WoH Fall open house.

Chapter 62 may run a Young Eagles event that day

10/9 - EAA Chapter 1261 Open House & Mariposa Fly-In

Mariposa-Yosemite (068), 7:00 AM- 4:00 PM,

Pancake Breakfast - 7:00 - 11:00 AM

Trip Tip Lunch - 11:00 AM - 2:00 PM

More info: 209-966-2143

10/11 - WINGS Weekend and Helicopter Symposium

Laurel, MT, Laurel Municipal (6S8), Laurie Puckett,

406-628-2219, lpuckett@northernskies.com, <http://www.northernskies.com>

10/21 - 10/23 - AOPA Expo 2004

Long Beach, CA, 888-462-3976

<http://www.aopa.org/expo>

10/22 - 10/24 - Chapter 499 Vintage Aircraft

Fly-In, Santa Maria Public Airport (SMX),

John Ready, 805-922-8758,

eaachapter499@yahoo.com,

<http://www.batterson.net/ea-499.htm>

10/14 - Board Meeting

7:30 PM, RHV Terminal

10/16 - Mooney Fly In, Palm Springs, CA

Palm Springs International (KPSP), Wayne Fischer,

562-221-3839, wfischer@mooney.com,

<http://www.mooney.com>

November

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>

December

12/2 - Christmas Party

7:30 PM, Vern Miller Aviation

FAA Moves Date For Sport Pilot Student Application Submissions

The first day to submit sport pilot student applications has been moved back from November 15 to January 15 after determining that FAA's Registration Office in Oklahoma City would not be ready to accept applications at that time. "FAA Form 8710-11 for proficiency check or airman certification will be done, but the airman records division will not be ready to process those applications," said Martin Weaver, manager of the FAA's Light-Sport Aviation Branch. The sport pilot airman's knowledge test will be ready on November 15, 2004, Weaver added, and the sport pilot examiner application should be available in the latter part of October

Editor's Desk

Jim Manley



SPACE SHIP ONE DOES IT AGAIN!!!

Mike Melvill (no "e" at the end), pilot of Scaled Composites' Space Ship One on its second flight

past 100 km in altitude on September 29th, achieving the next-to-last milestone for winning the \$10 million Ansari X Prize. Mike thrilled/scared everyone with an assumedly unplanned series of about 25 rolls to the right in the last minute, or so, of the ascent to about 337,500 feet (63.9 miles/102.9 kilometers). The burn only lasted 77 of the maximum possible 89 seconds of fuel available, which was only one second of burn longer than that for the June 21st flight. Yet, Mike's expert maneuvering resulted in a steeper climb, and about 9,000 more feet of altitude than on the previous flight. Other than determining the precise reason for the rolls (which Mike suggested may have just been due to an inadvertent control input from him), there were no squawks/gripes from Mike or the post-flight inspection by the team. As a result, the second, and final, flight attempt necessary to win the X Prize is still scheduled for Monday, October 4th.

MAKE YOUR RESERVATIONS NOW

In related news, Richard Branson, Chairman of Virgin Atlantic Airlines, announced with Burt Rutan on September 27th, that a new business unit, Virgin Galactic, was being formed to license SpaceShipOne related technology from Paul Allen's Mohave Aerospace Ventures (the investment company that funded the development and launches of SpaceShipOne by Burt's Scaled Composites). Scaled Composites will start construction of Virgin Space Ship (VSS) Enterprise in 2005 for Virgin Galactic. The fleet of spacecraft will gradually expand upon the SpaceShipOne design in terms of passenger capacity.

ANOTHER SPACE PRIZE - COME 'N GIT 'EM!

As if the X Prize were peanuts, Robert Bigelow, CEO of Bigelow Aerospace in Las Vegas and owner of Budget Suites of America hotels, announced that the \$50 million America's Space Prize would be established and awarded to the first team to successfully launch and recover an orbital vehicle capable of carrying up to seven astronauts to an orbital station at least 100 miles in altitude. Bigelow

Aerospace is developing inflatable orbiting habitats for commercial research, manufacturing, and entertainment purposes. A one-third scale prototype, Genesis, will be built and launched to shake out bugs in the design, to be followed by Nautilus, the first of what is hoped will be many much larger modules. The first Genesis test is slated for launch in November 2005 on board the maiden voyage of the Falcon V, and offshoot of the yet-to-fly private booster being designed by Space Exploration Technologies Corporation (SpaceX) in El Segundo. A second Genesis test may be launched in April 2006 aboard a Russian Dnepr booster (ex-SS-18 Satan ICBM booster - this is taking recycling to new heights, literally!) from ISC Kosmotras, a Russian/Ukrainian rocket-for-hire company. Another thing to save the nickels and dimes to do - if I live to be 150.

BE CAREFUL NOT TO LOITER OVER SENSITIVE AREAS

EAA is reminding all pilots that they should adhere to existing NOTAMs and not loiter over sensitive locations such as powerplants, dams, bridges, petroleum and chemical facilities, or other critical infrastructure during their flights.

General aviation flights of all types, including ultralights, that loiter or circle over such facilities cause law enforcement resources to be diverted in response to these overflights. In addition, each event is rapidly reported to federal security agencies at a national level each and every time it occurs. Our aviation community neither needs nor wants this sort of attention from the federal government. Pilots should take thorough precautions to ensure their flight paths do not violate current NOTAMs or flight restrictions, or otherwise draw unnecessary and undesired attention.

As EAA works to minimize the scope and impact of restricted areas, and other security based requirements, the aviation community's cooperation in following current regulations and restrictions is essential. Please fly responsibly and conscientiously to help minimize any temptation by the federal government to impose new restrictions on general aviation.

As a reminder, the current overflight NOTAM is available at: http://www.eaa.org/communications/eaanews/020607_5129.html

HEAD IN THE CLOUDS

Your editor-in-chaps has been continuing instrument training, completing ground Phases I and II, and flight Phase I and almost half of Phase II, so I'm about halfway to my instrument certificate. I now know why commercial pilots make the big bucks - this stuff is HARD! But, I love a challenge, so I'm really enjoying learning all the new skills.

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

Meeting Minutes



Ron Carmichael

GENERAL MEETING

September 2nd - Vern Miller Aviation

Vice President Brian Dal Porto called the meeting to order at 7:30 PM.

The upcoming open house at PAO was the first order of business. Brian announced that there is a need for volunteers to help Young Eagles build wing ribs at this event. Jon Garliepp and Wolfgang Polak are current on this and assure us that it is not very difficult to do. All materials will be there ready to go. There will be a TV advertisement September 4th on Channel 36, and it is likely there will be a fairly large turnout for the Open House. Wolfgang said that all YE pilots will get a free lunch at PAO as well as a voucher for a 50 cent per gallon fuel discount. Wolfgang needs the "N" number from the pilots to get this benefit. Kelly Johnson will be retiring as YE Coordinator and Brian asked for a volunteer(s) to come forward to fill this very important position in the Chapter. The last YE Event will be October 9th at South County, and more volunteers are needed for this one. The Treasurer's Report was given by Randy Wilde for August 31st. Building Fund: \$2,703, Education Fund: \$3,056.39, General Fund: \$4,362.93. The total for the Checking Account is \$10,122.32, with no "surprises". The net income through August is \$1,416, which is better than last year. A generous donation was given to the Education Fund by the Polaks for which we are very appreciative.

Brian said that we need three new Board Members for next year, and "arm twisting" will begin immediately. Also, the chapter Christmas Potluck will occur again in Vern's hanger on December 2nd. Wolfgang is still organizing the fly-out to Mather/TRACON for October 16th. This will be discussed at the next meeting. RHV Airport Day is on September 25th. The day before, September 24th,

(Friday) is "tenants appreciation day". The RHVAA wants tenants to fill out a form so they know who is coming. Also, a couple of years ago, we had open houses for members to visit those who are working on projects. Rusty Wells has a Sea Wind project and Erik Wahlstrom has an Aero Mirage. Scott Miller finished his project and may be available. It is thought that as cooler weather sets in, members will want to visit and support our member's fine efforts.

Jim Manley announced the newsletter was online as of today, but the paper version was yet to be mailed.

Larry Reed announced that he will be teaching Ground School this year at Amelia Reid's.

After the break, our Air Academy attendee, Richelle Harris, gave a very dynamic and enthusiastic presentation of her experiences and impressions at Oshkosh and the Academy. Judging from her presentation - which included a section of a wing she had built - Chapter 62 was very well represented by Richelle. She was very well received, with much applause and compliments on a job well done!

Meeting adjourned at 8:45 PM.

Officers and Board Members present were Brian Dal Porto, Randy Wilde, Ron Carmichael, Jim Manley, Wolfgang Polak, Larry Reed, and Rusty Wells.

Respectfully submitted,
Ron Carmichael
Chapter Secretary

Copperstate Regional EAA Fly-In Members Meeting

A reception for EAA members will be held on Friday, October 8th from 7 to 9 PM at the Holiday Inn, Casa Grande, AZ. Light hors d'oeuvres and drinks will be provided. This reception will provide you with an opportunity to meet EAA Staff Members and discuss current EAA activities and planning, but most importantly, listen to your thoughts, concerns and ideas about EAA. We look forward to meeting you! Please RSVP with your name, Chapter Number, and the names of any other Chapter Members attending with you.

Troy A. Toelle (920) 426-6847 / 426-6560 (fax)
ttoelle@eaa.org <http://www.copperstate.org/>

Holiday Inn Casa Grande
777 N. Pinal Ave. (near the intersection of I-8 and I-10)
Casa Grande, AZ 85222
520-426-3500 / 520-836-4728 (fax)
Email: hicgsales@cgmailbox.com

BOARD MEETING

September 9th - Reid-Hillview Terminal Building
Conference Room

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

Jon introduced two guests, Albert and Mabel Salonga, who were interested in joining.

The minutes for the General Meeting were read and approved. The Treasurer's Report for August was given and approved. It was noted that Teri and Bob Gorman have rejoined Chapter 62, which was welcome news. Larry Reed recommended that we call older members to let them know we are still interested in their whereabouts.

Brian and Jon said that Jim Clark, Watsonville EAA, will be speaking at the October meeting on flying into "challenging runways" in the back country around Moab Utah. The presentation will include a stereo-visual show and DVD sale. The cost will be zero to the Chapter.

Jon said that at the October meeting, the need for nominations and the upcoming November Chapter election process will be raised. Jack Bowlus will not be able to be a Board member next year due to workload. Larry Reed agreed to continue to be a Board member next year.

Brian said that a possible speaker for March was Bruce McAllister. Jon read that he has written four aviation books: "Alaskan AlCan Highway", "Airmail Pilots", "Glacier Pilots", and "Artic Flying". Bruce has spoken at Oshkosh and the Smithsonian (2004). His books can be reviewed at www.wingsalcan.com. He is available for a March presentation at this time. Brian is attempting to contact Bruce.

Jon said that Vern is "extremely happy" we are having the Christmas Party at his hangar December 2nd. This is the third year to have it there. We need to get Joe Cotton as the speaker. Brian thinks Joe would appreciate an earlier start to his talk to avoid a late hour of completion. He needs quite a long time for his presentation.

Brian plans to call those building an airplane who might allow Winter open house visits. This would help keep more activities going for the Chapter during a time of fewer flying hours. Rolland recommended trying to get actual "hardware" to meetings as well.

Jon suggested that perhaps Carl Honacker could help establish "connections" at Moffett for speakers. Brian said that he has many contacts there, as well.

Jon also asked if anyone who knows somebody at RHVAA could contact them and get info to help us with our involvement at the September 25th RHV Airport Day.

Wolfgang is still working on the October flyout to Mather, but is currently extremely busy helping to organize the PAO Open House. He confirmed that Ron, Larry and Jon will be helping out on wing rib building at PAO. Larry and Ron will haul equipment from RHV to PAO in Larry's truck. Wolfgang also illustrated a taxi diagram and map of our Chapter's location (under a shady tree) and the Young Eagles set-up as well as the radio communications and procedures to be used. Wolfgang suggested that pilots might want to fly the "Dumbarton Left" route for the Eagle Flights (over Stanford and points west and north of the airport to avoid heavier traffic to the East). With the advertisements (including TV), it is thought that people may be there as early as 7:30 AM. The event starts at 10 AM and ends at 4 PM. Young Eagles should be done by 2:30 PM. Larry plans on having the equipment at PAO by 8:30 AM. Wolfgang submitted a list of equipment needed for the wing ribs project, and C-clamps will be needed. Ron and Larry will bring the clamps, with eight needed, as well as a clipboard, some paper towels, water and sponges. Jon will bring the towels.

Jon stated that the Chapter needs more chairs, as many are in poor shape. We have about 60 chairs at this time, which is barely enough for the Christmas party. Discussion about various sources ensued, with Repo Depot and Costco being examples. Jon encouraged all to look around for "industrial strength" chair sources. The need for compact storage for potential chairs was raised, and we need to address this by the next board meeting. Wolfgang suggested that since other airport organizations use our chairs, they could help defray some of the costs. We need at least 30 - 40 more chairs, and Larry said we used to have 100.

Jon suggested that we need to have a locator map of member hangers at RHV so members can know where their "neighbors" are located, etc. Brian agreed to look into this and try to get names and places identified. In addition, Jon suggested we need a "meeting place" for Chapter members at Oshkosh and at Marysville (Golden West). Wolfgang said that the San Carlos members rent a house every year for their Chapter's use at Oshkosh.

Wolfgang stated "no news" for the Web site. Brian suggested we need more "biplanes", to everyone's amusement.

Meeting adjourned at 8:50 PM.

Board members present were: Jon Garliepp, Brian Dal Porto, Randy Wilde, Ron Carmichael, Rolland La Pelle, Wolfgang Polak, Jim Manley and Larry Reed.

Respectfully submitted,
Ron Carmichael
Chapter Secretary



Flight Sites

*Greg Pisanich
and
Jim Manley*

Advanced Aircraft at AirVenture:

A whole bunch of really cool new aircraft have been showing up at AirVenture the last few years, and here's a roundup of some favorites of Jim's:

Other than Light Sport Aircraft, many of which have been available as kits before, one of the most common features of new aircraft shown recently at AirVenture Oshkosh has been jet power. Yes, jet engines are still way too expensive for most of our wallets - the least expensive kit aircraft, the Maverick Leader (now with Williams International FJ33-4 engines), starts around \$600,000:

<http://www.maverickjets.com>

However, it is now being predicted that, within about 10 years, jet engines will be inexpensive enough to start displacing piston engines in aircraft under \$75,000. The reason is advances in computer numerical control (CNC) tools such as milling machines and lathes, and advanced construction methods like stir welding (welding material is spun at high speed along a seam and the metals in contact melt due to friction). In addition to Williams International, Honda/GE, Pratt & Whitney, and possibly other companies will be delivering jet engines to kit and commercial aircraft manufacturers in 2005. Some of the more interesting homebuilts at Oshkosh the last few years included the T-58 helicopter jet engine powered Cozy and LongEZ variants such as Greg Richter's N722:

<http://www.bluemountainavionics.com/greg/aircraft.html>

Swap and Shop

YOUR PERSONAL ADS WANTED HERE - FOR FREE!

Of course, no discussion of small jet aircraft would be complete without mentioning the upcoming Eclipse 500 which, although will ultimately be available as a certified commercial aircraft, can only be described as experimental until production aircraft are delivered. One concept demonstration aircraft has been built and flown, and eight testbed and pre-production aircraft are currently under construction at their brand-new automated fabrication facility in Albuquerque. Can you imagine plunking down \$1.2 million-plus - only to have to wait behind well over 100 other buyers to take delivery several years down the road? Suddenly, a Maverick Leader isn't looking like it would take so long to build! Here is the Eclipse site we can only dream about and drool over:

<http://www.eclipseaviation.com>

Then, there is the Aviation Technology Group Javelin. If you have about \$2.5 million-plus dollars burning holes in your pockets (that much money couldn't fit in one pocket, even in large-denomination bills), then you, too, can build a kit (yes, millions of bucks for a kit) that will allegedly cruise around Mach 0.92. As far as I can tell, no flyable model has been built, yet, and only a static-display wind tunnel tested concept airframe has been shown in public. Hey, that's 528 knots for up to an estimated 1,250 miles at the maximum design cruise altitude of at least 45,000 feet, to which you climb at as much as 12,000 feet per minute (yeah, there's a comma and three zeroes after the twelve!) on a pair of Williams International FJ33s. This is really being positioned as a military training and aerial surveillance aircraft, initially, with civilian models not available until at least 2007 (so, there's still plenty of time to start saving those, pennies, nickels, dimes, quarters, dollars, 20s, 50s, 100s ...). Salvation starts right here:

<http://www.avtechgroup.com>

Two years ago at AirVenture Oshkosh, there was even a rocket-powered LongEZ, N132EZ, with two 400 lb. thrust alcohol/liquid oxygen engines that can be powered on and off on-demand while in flight. It can only fly under power for a few minutes at a time, and can only climb to about 10,000 feet on a full fuel load. The XCOR rocket engine development team's motto is "If you can't spill it on your foot, we're not interested in using it in our fuel!" I'm not sure I would want liquid oxygen spilled on my feet without steel-toed boots on, but here's the XCOR longEZ site:

<http://www.xcor.com/ez-content.html>

Let's keep dreaming - remember, many told pioneers like Orville and Wilbur that people would never be able to fly!

CHAPTER 62 CONTACTS

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color at
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MEMBERS MEETING: THURSDAY, OCTOBER 7, 2004, 7:30 PM

BOARD MEETING: THURSDAY, OCTOBER 14, 2004, 7:30 PM RHV TERMINAL

THIS MONTH'S PROGRAM

7:30 PM at Vern Miller Aviation

This month's meeting will feature Jim Clark, from the Watsonville EAA chapter, who will be speaking about flying into "challenging runways" in the back country around Moab, Utah. The presentation will include a stereo-visual show and DVD sale. See you all there!!!



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

