

INTREPID AIRMEN

CHAPTER 62



April 2004

Volume 40 Issue 4

San Jose, CA

President's Corner

Jon Garliepp

YOUNG EAGLES

We have two events scheduled, April 3rd at Reid-Hillview, and May 1st & 2nd at South County, in conjunction with a large event sponsored by the Wings of History Museum. We need pilots and ground crew

for both events, so please contact Kelly Johnson at 408-224-4845, if you are available to help.



WORK PARTY STORAGE AREA Thanks to all who helped on Saturday, March

13th, when they put up the final sheetrock, taped, built shelves and installed the light fixtures. You can see the results of their handiwork on our web site. Thanks again to all of the volunteers.

FLY-OUT TO PORTERVILLE

Saturday, April 24th, we will fly to Porterville where we will have lunch at the airport restaurant (yes, it is open, just ask Ron Carmichael - they also do weddings, as he can attest). After lunch, we will visit Harry Dellicker's extensive repair facility. Wolfgang is coordinating this, so, if you are flying or want a ride, please contact him at 408-735-8014.

WING RIBS

Help!! We would like to restart this program. We need some help from someone who has done this or knows how it is set up. We have two boxes with pieces, jigs and some other things. We would like to have this up

and working for the event at South County May 1st & 2nd. Please contact Jon Garliepp at 408-253-3769 if you can help.

DUES

Thanks to all who have paid their dues, we are sending notices out to those who have not yet paid.

CHAPTER 62 EVENT SCHEDULE

April 1	Meeting - Aluminum Casting
April 4	Young Eagles - Reid Hillview
April 8	Board Meeting
April 24	Fly-out to Harry Dellicker - Porterville
May 1-2	Young Eagles - South County
May 6	Meeting
May 13	Board Meeting
June 18-20	Golden West Fly-In - Marysville
July 10	Picnic, Wings of History (Committee Scott Millar and Rusty Wells)
Sept 12	Possible Young Eagles, Palo Alto Airport
Sept	Open House - Reid-Hillview

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Calendar of Events

April

4/1 - Chapter 62 General Meeting

Vern Miller Aviation RHV 7:30 PM

4/3 - Young Eagles

RHV, 9:30 AM - 2 PM. Kelly Johnson, 408-306-1927.

4/13 - 4/19 - Sun 'n Fun EAA Fly-In

Lakeland Linder Regional Airport, Lakeland, FL. Details: 813-644-2431, www.sun-n-fun.org

4/24 - Chapter Flyout to Porterville

Noon lunch at Michel's All-American Grill & Spirits on the field. After lunch, visit with chapter member Harry R. Dellicker at DelAir to see his incredible collection of vintage and rebuilt aircraft, hear his stories about them, and learn from his vast wealth of knowledge.

EAA WRIGHT FLYER RETIRED TO FORD MUSEUM

EAA's 1903 Wright Flyer was installed as the centerpiece of the "Heroes of the Sky" exhibit at The Henry Ford Museum, Dearborn, Michigan, on Friday morning, March 19. Edsel Ford II of Ford Motor Company presented museum president Steve Hamp with the same airworthiness certificate that EAA President Tom Poberezny transferred to Ford at the national Centennial of Flight celebration last December in Kill Devil Hills, North Carolina.

"We've come a long way in aviation, and some of the most important steps are on display here," Ford said. "But the most important step of all, the very first step in powered flight, is being added to this wonderful museum today. This is a true reproduction of the Wright Brothers 1903 Flyer that successfully recreated history twice at Kitty Hawk, where the Wrights flew 100 years ago.

The airplane's installment here fulfills Henry Ford's dream, which he expressed in a 1943 letter to Orville Wright: "We are still hoping that one day the plane with which you originated this great new course of history will come home to the United States. I think you know how warmly and reverently we would welcome it to a shrine at Dearborn..."

"Finally and, perhaps, appropriately, the original Flyer came to rest in our nation's museum, the Smithson-

May

5/1 - 5/2 Wings of History Fly-in Airfair

South County Airport (Q99) annual Cinco De Mayo weekend. Young Eagles/Balloons, Pancake breakfast, fly-in/parade. Kelly Johnson: 408-306-1927

5/6 - Chapter 62 General Meeting

Joe Cotton: "Tiger Moths to the Valkyrie Supersonic Bomber"

Vern Miller Aviation RHV 7:30 PM

5/13 - Chapter 62 Board Meeting

RHV Terminal Bldg. 7:30 PM

5/14 - 15 - EAA SW Regional Fly-in

New Braunfels Airport, TX. 1-830-997-8802, www.swrfi.org

5/15 - 16 - Chino Airshow 2004

Planes of Fame Air Museum, Chino, CA 1-909-597-3722, www.planesoffame.org

5/28 - 30 - 40th Annual Watsonville Fly-In & Air Show, www.watsonvilleflyin.org/

ian," Ford explained. "Sometimes you don't get what you wish for in life. Sometimes you get something better."

The original airplane was damaged in a flood, crashed twice, and was repaired, so it was not what it was on December 17, 1903. EAA's Wright Flyer is a far more accurate representation of the original plans than is the repaired and modified one that hangs at the Smithsonian.

"This museum is like coming home," said Amanda Wright Lane, great grandniece of the Wright brothers and a featured presenter throughout EAA's Countdown to Kitty Hawk national tour in 2003. "Three family treasures are now here." The Henry Ford's Greenfield Village has the Wright family home and the Wright Cycle Shop, which were meticulously moved from Dayton, Ohio to Michigan.

"The walls at #7 Hawthorne St. and the Wright Cycle Shop are also home to an invention that profoundly changed our world," she added.

With EAA's 1903 Wright Flyer, Ford's trilogy tribute to the Wrights is now complete.

Editor's Note: Taken from the EAA web site.



ALL THE NEWS THAT FITS IN PRINT!

Well, your wayward editor is back in the pilot's seat, more or less (some would say mostly less!). I apologize for my

absence due to work and family matters, and would like to thank Ed Rosiak for filling in while I was away.

For the one (or fewer) person who might be interested in the ongoing saga of my flight training, I soloed at South County back on January 6th, after a break of nearly 27 years from my first dozen flights as a Navy student pilot way off in Pensacola, Florida. I'm checking with the Guinness Book of World Records folks to see if this is some kind of record, but I've been told by those board members who are even more advanced in years that there are plenty of others ahead of me on the list. It was a relatively calm day, so I didn't have to practice cross-wind landings, and I did three full-stop landings before my instructor decided it was time for him to reboard so we could head home before it got dark. While we were flying back to RHV, the sun broke through the gathering marine layer over the Santa Cruz mountains, casting a golden glow across Coyote Valley, and the shadow of our Cessna 152 on a hillside somewhere South of Mount Hamilton. It was the perfect ending to a perfect day for this aging junior airman.

I'm currently working on my cross-country and night flights, and should have completed my first cross-country daytime solo within the next week. For anyone who has forgotten what it feels like to achieve these milestones in the training syllabus, I think I can report that it's still the greatest feeling in the world, at least it has been for me. I hope to have my private certificate before the Summer, on the calendar, at least. The Summer weather seems to already have arrived well ahead of schedule - maybe there is something to that global warming theory, after all! However, that just means that our upcoming chapter events will likely be high and dry for the foreseeable future, which isn't a bad thing.

LIGHT SPORT AIRCRAFT/SPORT PILOT PROPOSAL RETRACTED FROM THE OMB BY THE FAA

On March 25th, the FAA retracted its Light Sport Aircraft/Sport Pilot proposal, which was under review by the White House Office of Management and Budget, because the 90-day review period was about to expire. This was an administrative action that allows the FAA to modify the proposal to address questions and concerns raised by the OMB, rather than the OMB rejecting the proposal as written, which would have happened automatically if the review period had been allowed to run the full 90-day course without approval, and would have required that the process start all over again. This is important, because it means the FAA can resubmit the modified proposal at any time, and there will be another full 90-day review period available for the OMB to consider the modified proposal. The FAA is currently estimating that it will resubmit the proposal sometime this Spring, and that the OMB will approve it during the Summer, based on informal conversations between FAA and OMB personnel. The changes needed are reportedly relatively minor and concern issues such as potential increased FAA personnel staffing and training budget levels, and should not affect either the design and manufacturing of Light Sport Aircraft and parts already under way, or the proposed Sport Pilot and instructor training and certifications, that meet the draft requirements, but no further details are available yet.

EAA SPORT PILOT & LIGHT-SPORT AIRCRAFT IS IN THE MAIL!

EAA is celebrating the birth of a new magazine this week, as the premiere issue of EAA Sport Pilot & Light-Sport Aircraft is off the presses and being mailed to members! This new magazine replaces Experimenter magazine, shifting its primary focus to the exciting proposed new sport pilot certificate and light-sport aircraft category, while retaining many of the former publication's popular features. EAA members who subscribe to Experimenter will automatically receive the new magazine in their mailboxes soon. Any EAA member who receives EAA Sport Aviation can add an EAA Sport Pilot & Light-Sport Aircraft subscription for \$20 a year.

See you at Young Eagles and the Porterville fly-in! I'm sure both will be a lot of fun for everyone Jim

Meeting Minutes



Ron Carmichael

GENERAL MEETING - MARCH 4th

Vern Miller Aviation, RHV Airport
San Jose, CA

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

Several guests building aircraft were introduced and were referred to those members who might have built the same aircraft. The new roster was pointed out as a resource for finding these kinds of people with expertise and aircraft in our Chapter.

Ed Rosiak was awarded a special certificate for his efforts on behalf of the Chapter Newsletter in the past and especially for emergency help on the latest issue - written by a "ghost writer".

Jon said again "dues are due". He had a list if anyone is not sure. About 60% need to pay.

Randy Wilde gave the Treasurer's Report. Building fund unchanged at \$2603.00, Education Fund \$2657.08, the General Fund is \$4339.58. Total in checking account is \$9599.66. This year's net income is about 1/2 of last year's at this time. Randy speculated it could be a result of fewer dues being paid by this time. Those who need to pay were encouraged to see Randy. Randy also reminded members of the upcoming Aviation Maintenance and Safety Symposium at the Newark Hilton next Friday and Saturday (3/12, 3/13) open to maintenance personnel, pilots and general public. Rolland La Pelle goes every year to renew his IA. Rolland suggested calling Guy Minor, Oakland FSDO, 510-748-0122 ext. 247 to preregister. Drawings will be held - grand prize is a fully stocked tool box.

Brian Dal Porto gave information on the Hayward Air Race, which is a pilot proficiency race. They give you checkpoints to fly and you predict, time, fuel burn, etc. May 14-15. You go on the Thursday, they fill your tank and give you the course (HAY to Bakersfield to Laughlin Nev.). On Friday, you submit your predictions and fly. For \$300, you get 2 nites in Laughlin, the air race, PM dinner on Thursday, lunch on Friday and the award banquet on Saturday night. Brian is going to fly this for the first time. Young Eagles May 1 and 2 at South County. Kelly Johnson, coordinator, probably will not be there and neither will Brian. Kelly will make all arrangements and do the advance work. We need someone to volunteer to help out for Kelly, our Young Eagles Coordinator. Also, there will be a possible YE in April, which Kelly is still working on. No date, as yet.

Jon mentioned the March 13th work party at 8:30 AM. Jon will be in Wisconsin. He has put the lights, etc., in the work room. We need sheetrock work and to put the electrical fixtures in. Jack Bowlus will not be able to make it. Jon put a spotlight for the outside and a light fixture for the inside in the storeroom. He also discussed the April 24 flight to Porterville and visiting Harry Dellicker's huge workshop and aircraft.

Rich Moriarity presented 8-10 EAA sweatshirts for \$10 each on "first come" basis.

Wolfgang announced that free roster booklets are still available here tonight and to get one if you have not yet done so. Also, he mentioned the PAO airport day September 12th. He is helping organize this and let him know if you are interested in exhibiting your airplane there for tax benefits.

The speaker was Martin Hollmann, who gave a very interesting slide show and talk on the German jet program during WWII and afterwards. Martin has vast experience in the development of rocket and aircraft technology. Officers and Board Members present were: Jon Garliepp, Brian Dal Porto, Randy Wilde, Ron Carmichael, Rolland La Pelle, Jack Bowlus, Wolfgang Polak, Larry Reed, Rusty Wells, Jim Manley, Martin Hollmann, and Mike Reynolds

Meeting adjourned at 9:15pm.

Respectfully submitted,

Ron Carmichael
Chapter Secretary

BOARD MEETING - MARCH 11th

RHV Airport Terminal Building
San Jose, CA

Vice President Brian Dal Porto called the meeting to order at 7:30 PM. President Garliepp was out of town for the meeting.

The minutes for the General Meeting of March 4th were read and approved. The Treasurer's Report for tonight was given with essentially no changes since the General Meeting Report. Randy reminded officers who have not gotten to the Bank of America to get the signature cards signed as soon as possible. Randy did report that "quite a few" dues were collected since the General Meeting. Eight people have renewed since then. It was agreed that Wolfgang will send out postcards at the end of this month reminding unpaid members to pay their dues. Several ideas were proposed to restrict the electronic Newsletter (or parts thereof) to paid-up members only. The only check needing to be written was for \$31.99 to Ralph Reichold. The Report was approved as read. There was no membership report due to Jon's absence.

Brian indicated that Kelly Johnson will be able to be at the May 1-2 South County Young Eagles Event for one day only. Kelly is still setting up the Event. We need another pilot to "be in charge" on the other day. Jack Bowlus suggested that Ed Owens, President of Chapter 1264 (Hollister), 831-637-0559 should be contacted. They would be glad to help with parking, etc. It is not known if Chapter 110 has been invited as yet. Mike Reynolds is the President of that group. Jack suggested we might like to sell water or sodas on the ramp at the event May 1 - 2. The selling of food/drinks is still open. Rusty will haul material down to the May 1 - 2 event or, if he can't make it, someone can borrow the truck.

Jack Bowlus has already put up the sheetrock in the storage room so the "Work Party" March 13th will just need to tape and install lighting. President Garliepp had left plans for shelving which could possibly be installed as well. It was suggested that the problem of "smells" emanating from the barbecue after the General Meetings could be solved by a louvered vent installed in the storeroom.

Vice President's Report: Joe Cotton, test pilot on the B-70 Valkyrie Project, is projected to be the speaker for the next General Meeting. Young Eagles are scheduled to be at RHV on Saturday, April 3rd. We are a little short of pilots at this time. Kelly is coordinating this event, as well.

Wolfgang reported that the only fly-in "in the pipeline" at this time is April 24th, to Porterville.

Jon left notes about getting the kids going on the wing rib project again. Jack Bowlus said we had been using real aircraft spruce, and perhaps we could get cheaper poplar wood, etc. at Southern Lumber. We might be able to get a "deal" as well on this. It was speculated that materials might be in Ralph Reichold's garage.

Jon gave Wolfgang a brochure from Easy-Up on tent-awnings. Jon suggests we get the "Enterprise II" (10' x 10') standard color is \$279, and weighs 55 pounds. Rusty said that Harbor Freight has them for \$99 (just came in the mail - it comes in a bag with wheels on it). The brochure from Easy-Up was passed around. Larry suggested we get the zippered sides in addition. It would cost an additional \$80/side according to the brochure, and would shield from low sun angles.

Brian explored the smell from our General Meeting Barbeque unit being bothersome to Vern. It was suggested that since he had no problem from the last meeting, we should continue as is. Perhaps it was the result of the Spaghetti dinner the time before. In addition, the room is now sheetrocked and closed in. Jack suggested installing a louvered vent as well.

Jon had suggested we invite the 99s and the other groups formally to the picnic. Also, the 99s are apparently borrowing our chairs (via Jon's approval) for an upcoming spaghetti fund raiser at San Jose State Hangar on March 19th. Also, Jon has made keys for the storage area (Wolfgang has these).

Wolfgang said that Jon had found someone in Portola Valley who has a large collection of machinery, and wanted to know if the Chapter is interested in it.

Jim reported on the Newsletter that he has not been getting inputs. He is looking for aviation info on the web to use in the Newsletter that might not be noticed by many. He happened to connect with the Santa Clara County Airmen's Association, and they will put Jim on their list to share info.

Meeting adjourned at 8:41 PM.

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

Respectfully submitted,

Ron Carmichael
Chapter Secretary



Flight Sites

Greg Pisanich

This month's links about weather are brought to you by our newsletter editor, Jim Manley

This month's topic is weather, since we're all probably starting to do more flying, and to more distant destinations, and there is a wealth of weather waiting on the web (try saying that 10 times fast!).

The official federal government source of weather data (which is the source of data for the commercial web sites like www.weather.com, as well as government organizations such as the FAA weather briefers) is the National Weather Service (NWS), which is within the National Oceanic and Atmospheric Administration (NOAA). The NWS home page is not at www.nws.gov, as you might expect, but instead is at:

<http://www.nws.noaa.gov>

You can directly access text warnings and forecasts, graphical forecasts, national maps, radar, and satellite images from links at the top of this page. Warnings and forecasts are generally organized

by counties and states, and many of the largest cities (which are often also counties, such as San Francisco).

Satellite images not only include the visible spectrum (visible moisture in the form of clouds and fog), but also infrared (for water and terrain surface temperature in addition to non-visible moisture, and even winds, based on water vapor movement). These images often are false-color-coded to highlight data values and differences that would otherwise be invisible to our eyes. Red, orange and yellow are typically used to highlight dangerous or potentially dangerous weather, such as thunderstorm cells, tornadoes, high wind and wind-shear areas, and unstable/turbulent air, which are often associated with cold fronts overtaking warm air masses, especially in the plains of the Midwest and South, and the flat piedmont along the East Coast. Tropical cyclones (tropical depressions, storms and hurricanes) coming out of the Gulf of Mexico, the Caribbean Sea, or Southern Atlantic Ocean are the other major source of violent weather. Here is where you can see satellite images and time-lapse animation loops:

http://www.nws.noaa.gov/sat_tab.html

In the West, the major areas of interest weather-wise are where the marine layer and fog may be drawn from over cold Pacific Ocean water along the entire West Coast by inland heating during the day, and areas of intense rain and lightning over high desert areas. See the Storm Prediction Center graphics at:

<http://www.spc.noaa.gov>

Swap and Shop

FOR SALE: Reduction Drive

Belt reduction drive, fits VW engine Type 3. This is a precision engineered drive (ratio 1 to 1.7) and does not require any major modifications to the case. If you are interested, I will bring it to our next meeting of Chater 62. Give me a call for more info. Contact: Tom Slappendel at 650-960-4044

'ANGEL 100' FLIGHT REACHES GOAL, TOUCHES 102 AIRPORTS

Sixteen hours, nine minutes and 21 seconds after an early morning departure from Dulles International Airport on Wednesday, March 17th, Lt. Col. Lindy Kirkland and Maj. Rob Krieg returned to cheering family members and friends, having touched 102 Virginia airports and raised awareness-and money-for Angel Flight East. The nonprofit organization provides free air transportation for those in need of medical treatment far from their homes through its volunteer fleet of pilots and aircraft owners.

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Download the Newsletter
in color at
www.eaa62.org

MEMBERS MEETING: THURSDAY APRIL 1ST, 2004

BOARD MEETING: THURSDAY APRIL 8TH, 2004, 7:30 PM RHV

THIS MONTH'S PROGRAM

Make sure to attend the general meeting on April 1st, to see how Tim McCord makes metal patterns, molds and castings. Tim made an aluminum casting of the block for one of the Wright Brothers' original Flyer engine replicas.

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 (*except August*), 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, when 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 8:00PM.

