

## President's Corner

*Jon Garliepp*

We have a new Young Eagles Coordinator, Kelly Johnson. We welcome him with open arms. He has scheduled his first Young Eagles event for Sunday, July 27th 9:30AM to 3:00PM at Reid-Hillview Airport. We need to support him in these events on the ground and in the air.



We need each and everyone to look to themselves and ask "what have I done for the Chapter lately"? Last year I asked myself that question and volunteered for President. We

now need a new Secretary, a Hot Dog Coordinator and a Newsletter Editor. Please do some soul searching and then volunteer. Please contact me at (408) 253-3769 to secure your position.

The **August meeting is on the 2nd Thursday of the month** - August 14th. Education Fund - Two members made a substantial donation to the Education Fund this last month, THANK YOU to these generous members.

### GOLDEN WEST FLY IN - June 19-21

Friday morning found me traveling north towards Marysville, no not in the air but on the ground. The trip was not bad on the ground, after one wrong turn I

#### FUTURE PROGRAMS

SEPTEMBER 4TH	SHOW&TELL AIRCRAFT 'CAVALIER'
OCTOBER 2ND	GREG PISNACH AUTONOMOUS AERIAL VEHICLE

arrived about noon. It was a warm day, so I put on suntan lotion, paid for two days and went in. The airport covers a lot of area, by Friday few planes had arrived, so I checked out all of the booths. For me one of the most interesting booths was Ken White's, he was pounding, shaping and welding aluminum, it obeyed his every command. The Hughes H-2 replica was on display, Ken White did a lot of the work on it.

Brian Dal Porto arrived about 4:00PM in his EAA Biplane; he immediately hung his for sale sign on it. We joined in with the BBQ dinner, wandered around a little, then set up camp. The camp area we stayed in was on the grass, just outside the entrance, \$7.00 per night.

Saturday morning we went to the pancake breakfast, we sat with Martin Hollman and had an interesting conversation. More planes had arrived and it was getting busy. Kelly Johnson flew in and he caught up with us as we wandered around. There was a fair amount of Military planes on display and now there were lots of

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## Calendar of Events

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### AUGUST

**7/29 -8/4/2003**Oshkosh, WI EAA AirVenture Oshkosh 2003,Wittman Regional Airport OSH Contact Information: 920-426-4800 Email Address: [webmaster@eaa.org](mailto:webmaster@eaa.org) <http://www.airventure.org>

**2ND-** San Andreas: Antique Aircraft Display 209-736-2546

**8/9-** Auburn Airfair 530-885-4700

**8/9 -8/9/2003** Truckee, CA Chapter 1073 Pancake Breakfast,Truckee Tahoe TRK

**14TH -CHAPTER 62 GENERAL MEETING RHV 7:30 PM**

**8/16 -8/16/2003** Willits, CA Willits Airport Day,Ells Field Willits,Ca O28 Contact Information: Richard (Dick) Johnson 707 459 1380 Email Address: [bigfoot@saber.net](mailto:bigfoot@saber.net) <http://www.willitseaa.homestead.com>

**8/16 - 8/16/2003** Oroville, CA Chapter 1112 Fly-In/Drive-In Pancake Breakfast,Oroville Muni OVE Contact Information: Terry or Chuck 530/533-0698 or 530/534-7110 Email Address: [rv6@cncnet.com](mailto:rv6@cncnet.com) or [cazamel@hotmail.com](mailto:cazamel@hotmail.com) <http://fly.to/eaa-oroville>

**8/16 - 8/16/2003** Compton, CA Chapter 96 Open House Fly In / BBQ,Compton CPM

**8/16 - 8/17/2003** Albany, OR Northwest Art and Air Festival,Albany Municipal Airport S12 Contact Information: Irene Friedman 541-917-7636 Email Address: [ifriedman@ci.albany.or.us](mailto:ifriedman@ci.albany.or.us) <http://www.nwartandair.com>

**8/16 - 8/16/2003** Susanville, CA Susanville Airfair,Susanville Municipal SVE Contact Information: Steve Datema 5302570334 Email Address: [datema@citlink.net](mailto:datema@citlink.net)

**16TH** Willets EAA Chapter 1027 Airport Day 707-459-1380

**21ST CHAPTER 62 BOARD MEETING RHV 7:30 PM**

**30-31-** Livermore Vintage Aircraft Display 925-820-6985

### SEPTEMBER

**9/13 -**Truckee, CA Chapter 1073 Pancake Breakfast,Truckee Tahoe TRK

**9/20-** Oroville, CA Chapter 1112 Fly-In/Drive-In Pancake Breakfast,Oroville Muni OVE Contact Information: Terry or Chuck 530/533-0698 or 530/534-7110 Email Address: [rv6@cncnet.com](mailto:rv6@cncnet.com) or [cazamel@hotmail.com](mailto:cazamel@hotmail.com) <http://fly.to/eaa-oroville>

**9/20 -**Riverside, CA Chapter One EAA Open House/Fly-In,Flabob Contact Information: 909-682-6236

### FUTURE AIR SHOWS

◆ **October 9th- 12th Copperstate Fly-in PRA Phoenix Regional Airport** <http://www.copperstate.org/>

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### President's Corner continued.....

private planes. We crossed paths with Randy Wilde several times; he was there judging aircraft. They had a good air show and then for me it was time to head home. I wasn't there last year but I was told that it had about doubled in size this year.

This event would make a nice outing for our Chapter. Maybe we should plan to attend as a group next year.

### CHAPTER 62 PICNIC-WINGS OF HISTORY MUSEUM

People started arriving about 10:00AM, by then Jack Bowlus had tables and chairs (with the help of Jack Cross) all set up ready to go. Tom Slappendel arrived in his Volkswagen powered, El Camino, designed and built by him, Pat Johnson arrived in his Lancair 235. The Museum was open to all of our Members and guests to enjoy. Chef Piplani did his magic on the BBQ and Jack

Bowlus prepared his camping beans in a Dutch oven. There was plenty to eat with hamburgers, bean salads, and desserts. The volunteers at the Museum joined us for lunch.

We then helped them set the replica D.H.88 "Comet" back down on its wheels and rolled it out of the hangar. It had just received two new rebuilt gypsy queen II engines. For those who were able to stay they got to be there for the initial start up of the engines. The original of this airplane was the winner of the London to Melbourne Race in 1934.

We all had a good time, enjoyed friends, food and the Museum. Next year we have had thoughts of expanding this event to include other local Chapters.

— [jcgarliepp@earthlink.net](mailto:jcgarliepp@earthlink.net)

Hard to believe it, but the end of 2003 is in sight. Hopefully all of you have had an opportunity to attend one of the numerous summer airshows. Or maybe you finally were able



to take that long cross country that you have been planning for years. I had another busy summer and I'm happy to report that I have enjoyed it immensely. The summers are getting shorter just like the years are though. Have you noticed that?

This year my wife Linda and I were able to make the trek to Oshkosh. I spent a considerable amount of time planning it, as it is a long way. I am conservative in my flying and I spend lots of time planning. The first decision was which route to take to Oshkosh. While I am blessed to have a IFR capable GPS, my planned routing kept us close to Hwy 80 through Nevada, Utah and Wyoming. There are many MOA's east of Reno, and not a lot of anything else. I used flight planning software from Jeppesen, and numerous internet sites for weather, places to stay, and fuel prices. I monitored the weather trends for our route for a few weeks before we left. Not a lot has changed. The summertime weather continues to bring the rest of the country thunderstorms in the afternoon, and evenings. What was interesting though, was being able to look up the previous 48 hours of weather for each airport I planned on stopping. While it's no surprise that it is hot, it is interesting that many of the Wyoming Airports experience very gusty winds starting in the early afternoon. You say you don't mind a little wind? How about gusting to 38 in Rawlins? That might get your attention. It got mine. It wasn't an issue though as I had planned to leave early and land early just as most of the books advise. I was born and raised in Milwaukee so I have a healthy amount of respect for any thunderstorm. I have seen what they can do up close and personal. We left a week early to ensure that we would arrive early, even if Mother Nature decided to throw us some weather curves. I still have family in the Milwaukee area, so we wanted to spend a few days with them too. I also wanted to beat the herd of aircraft arriving in Oshkosh just prior to and the first few days of the show. Landing two or three aircraft on the same runway is doable, but my preference is not to. The enroute portions of our trip will be covered in another Intrepid Airman so stay tuned.

### 80/20 Rule

Have you heard about the 80/20 rule? It states that 20% of a factor equals 80% of the result. For example, 20% of the work force in the United States performs 80% of the work. Think about your workplace for a minute. While everyone there participates in doing his or her job, there are a few obvious people who just make things happen. These employees represent the 20% piece of this model and normally as a result, they are the ones which are promoted and typically more successful. The remaining 80% show up for work and do their jobs, but they don't do anything more than what is required of them. I suppose we could use the same rule for pilot's too. Perhaps 20% of the pilot's we know are excellent fliers in that they seem to have the stick skills to make flying look easy and handle every situation.

This theory makes me wonder about the make up of volunteer organizations too. I would have to say that we could apply it to the EAA, the AOPA and others. There are a core of people who insure the success of an organization. And so it is, I think, with Chapter 62. We are made up of great group of people who seem to fit into the 80/20 rule. 20% of our membership makes the chapter successful and a fun place to be.

I received this from someone in another volunteer aviation oriented organization. I don't know who the author is, but I thought it might be appropriate to publish it as a reminder to all of us that it takes a group effort to remain successful. Just some "food for thought" as they say.

#### 10 WAYS TO WRECK AN ORGANIZATION

1. Don't go to meetings.
2. If you go, be late.
3. If it is bad weather, don't even think of going
4. When you do attend a meeting, find fault with the president and other officers.
5. Never accept an office - it is much easier to sit back and criticize.
6. If you should be appointed on a committee, don't go to the meetings. If you are not appointed, get peeved about it.
7. When your opinion is asked, reply you have nothing to say, and then after the meeting tell everyone how things should be done.
8. Do nothing more than is absolutely necessary. But when others do the lion's share, tell everyone how a clique runs the organization.
9. Don't worry about paying your dues; wait until you receive two or three notices; that will keep the organization from running out of anything to do and getting lazy.
10. Don't bother getting new members. Let the ones who do all the other work do that too.....Blue Skies.....ed

# Meeting Minutes

*Ted Robinson*

## **MINUTES FROM THE GENERAL MEETING, EAA CHAPTER 62, JULY 10<sup>TH</sup>, 2003**

VP Alec Piplani called the meeting to order at 7:15. He gave a preview of upcoming programs. The program for August, as always, is reports from Oshkosh. September's program will be Ralph Reichhold's report



on his Cavalier. October's will be Greg Pisanich from NASA. We still need a program for November.

Jon Garliepp, who was running late, took over at 7:22. Everyone was reminded of the picnic at South County on July 12<sup>th</sup>. Wolfgang has once again been nominated for a website award. We have a new Young Eagles coordinator, Kelly Johnson. He is a member of chapter 338, but has volunteered to help us out on a very worthwhile project. Randy Wilde gave his treasurer's report. Chapter T-shirts are on sale for \$6.00.

The meeting was adjourned. The program was RST Engineering's Jim Weir, who gave a very informative speech on avionics for homebuilts. Officers and board members present were: Jon Garliepp, Alec Piplani, Randy Wilde, Ted Robinson, Ralph Reichhold, Wolfgang Polak, Jack Bowlus and Rolland LaPelle.

Respectfully submitted,

Ted Robinson,  
Chapter secretary

## **MINUTES FROM THE BOARD MEETING, EAA CHAP 62, JULY 17<sup>TH</sup>, 2003**

President Jon Garliepp called the meeting to order at 7:35. The secretary's report was approved with minor changes. The treasurer's report was handed out and approved as printed. Alec Piplani spoke on the upcoming Young Eagles event, Sunday, July 27<sup>th</sup> at RHV. We will start approximately 9:30; anyone who wishes to help should be at the terminal building then. Although our membership coordinator was absent, Randy Wilde said we have 58 paid up members this year. Alec Piplani is working on a fly out for September. Anyone interested should contact him for a possible date and destination. August's meetings will be on the 14<sup>th</sup> and 21<sup>st</sup> due to Oshkosh.

The meeting was adjourned at 8:40. Officers and board members present were: Jon Garliepp, Alec Piplani, Randy Wilde, Ted Robinson, Ralph Reichhold, Wolfgang Polak, Rolland LaPelle and Ed Rosiak.

Respectfully Submitted,

Ted Robinson,  
Chapter secretary

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## Flight Sites

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*Greg Pischach*



August 2003 Flight Sites:

Greetings from the great white north!, where even if it is below zero, they still have the internet...

I'm participating in the NASA Houghton Mars Project on Devon Island Canada, less than 1000 miles south of the North Pole. Here's an article in the LA times about the project.

<http://www.latimes.com/la-sci-martians11jul11,0,2115271.story>

You can learn even more about what's happening on the official pages. The second URL has web cams that will give you a bear's eye view of the weather...

<http://marsonearth.com>  
<http://marsonearth.org>

Is it cold.... Yes! It's about 0 degrees C here with the wind chill... in July... in the sun...

[http://weatheroffice.ec.gc.ca/forecast/city\\_e.html?yrb#TextForecast](http://weatheroffice.ec.gc.ca/forecast/city_e.html?yrb#TextForecast)

If you are wondering what we are doing here, our team is working to show how Unmanned Aerial Vehicles would work on Mars. This is probably the best Mars analog on earth. The mineral composition and the geological formations should provide us with good tests of our systems and ideas.

We've already had one successful flight of a helicopter, and also of our test aircraft. We've already scouted good places to explore, and also to land. Here's our new UAV, shown at Moffett Field, right before we left for parts un-warm.



Wish us luck! I'll give a presentation on our experiences in the fall.

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## Question

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Dear Jon

I am an EAA member, and aviation historian. I was wondering if you could help me. I just wanted to find out if any of your chapter members were military personnel stationed at Edwards AFB or Norton AFB between 1965 and 1988. Any information that you could provide would be of great help.

Thank you  
Mike Schrott  
215 Lake Shore Dr.  
Crystal Lake IL, 60014  
Phone: 630-782-6400 x122  
Fax: 630-782-6401

# PIREPS

Aviation weather forecasters and researchers work hard to make their predictions more accurate. Trouble is, they need feedback to know if they are right or wrong. One-way conversations are boring... and not very informative. PIREPs help paint a real-time weather picture for the pilot, the controller, and the Forecasters.

PIREPs play a key role in developing better forecasting techniques (i.e., automated and manual). 'NULL' reports (i.e., clear, no ice, no turbulence, etc.) can be just as important as PIREPs for hazardous conditions. We depend upon PIREPs for our product verification (feedback).

The importance of PIREPs as stated in the Aeronautical Information Manual: The Flight Service Station uses the reports to brief other pilots, to provide in-flight advisories, and weather avoidance information to en route aircraft. The Air Traffic Control Tower uses the reports to expedite the flow of air traffic in the vicinity of the field and for hazardous weather avoidance procedures. The Air Route Traffic Control Center uses the reports to expedite the flow of enroute traffic, to determine most favorable altitudes, and to issue hazardous weather information within the center's area. The National Weather Service (read Aviation Weather Center) uses the reports to verify or amend conditions contained in aviation forecast and advisories. The National Weather Service, other government organizations, the military, and private industry groups use PIREPs for research activities in the study of meteorological phenomena.

Pilots are urged to pass along flight conditions to the ground facility with which communications are established: i.e. Flight Watch (EFAS), AFSS, ATCT, or ARTCC. One of the primary duties of EFAS, radio call "Flight Watch," is to serve as a collection point for the exchange of PIREPs with en route aircraft. If the pilot is not able to make PIREPs by radio, report upon landing the in-flight conditions encountered to the nearest AFSS. FAA facilities are required to solicit PIREPs when the following weather conditions exist, are reported, or forecast to occur:

Ceilings at or below 5,000 feet.

Visibility reported on the surface or aloft is 5 miles or less.

Thunderstorms and related phenomenon.

Turbulence of moderate degree or greater.

Icing of light degree or greater.

Wind shear.

Volcanic ash clouds are reported or forecast.

## TURBULENCE

Turbulence Intensity

**Intensity:** Aircraft Reaction

**Light:** Loose objects in aircraft remain at rest.

**Moderate:** Unsecured objects are dislodged. Occupants feel definite strains against seat belts and shoulder straps.

**Severe:** Occupants thrown violently against seat belts. Momentary loss of aircraft control. Unsecured objects tossed about.

**Extreme:** Aircraft is tossed violently about, impossible to control. May cause structural damage.

Turbulence reports should include location, altitude, or range of altitudes, and aircraft type. It should also include whether in clouds or clear air. High-level turbulence (normally above 15,000 feet ASL) not associated with cumuliform cloudiness, including thunderstorms, should be reported as clear air turbulence preceded by the appropriate intensity.

The degree of turbulence, intensity and duration (occasional—less than 1/3 of the time, intermittent—1/3 to 2/3, or continuous—more than 2/3 of the time) is determined by the pilot.

## ICING Intensity: Aircraft Reaction

**Trace:** Ice becomes perceptible. Rate of accumulation slightly greater than sublimation. Deicing/anti-icing equipment is not used unless encountered for an extended period of time (over 1 hour).

**Light:** The rate of accumulation may create a problem if flight is prolonged in this environment (over 1 hour). Occasional use of deicing/anti-icing equipment removes or prevents accumulation. It does not present a problem if this equipment is used.

**Moderate:** The rate of accumulation is such that even short encounters become potentially hazardous, and use of deicing/anti-icing equipment or diversion is necessary. **Severe:** The rate of accumulation is such that deicing/anti-icing equipment fails to reduce or control the hazard. Immediate diversion is necessary.

Icing reports shall include location, altitude or range of altitudes, type aircraft, air temperature, intensity, and type of icing. Icing types include:

Rime. Rough, milky, opaque ice formed by the instantaneous freezing of small super-cooled water droplets.

Clear. Glossy, clear or translucent ice formed by the relatively slow freezing of large super-cooled water droplets.

Mixed. A combination of rime and clear.

PIREPs are classified as follows:

### Urgent

1. Tornadoes, funnel clouds, or waterspouts.

2. Severe or extreme turbulence (including clear air turbulence).

3. Severe icing.

4. Hail.

5. Low-level wind shear (if reported air speed fluctuations of 10 knots or more)—defined as wind shear within 2,000 feet of the surface.

6. Volcanic ash clouds.

7. Any other weather phenomena reported which are considered as being hazardous, or potentially hazardous to flight operations.

### Routine

1. All other PIREPs except as listed above are classified as routine.

# CHAPTER 62 CONTACTS

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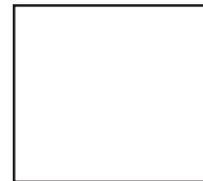
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- National membership is required

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Download the Newsletter  
in color at Chapter 62's  
award winning site  
[www.eaa62.org](http://www.eaa62.org)

**MEMBERS MEETING: THURSDAY AUGUST 14TH, 2003**  
**BOARD MEETING: THURSDAY AUGUST 21ST, 2003 7:30 PM RHV**

## THIS MONTH'S PROGRAM

### AIRVENTURE IN REVIEW

Each August Chapter 62 sets aside the monthly members meeting to listen to those lucky members who were able to attend aviation's annual Mecca, AirVenture.



If you were fortunate enough to attend AirVenture 2003 for EAA's 50th anniversary celebration please come to the meeting and share what you saw and answer possible questions. Please bring your pictures and stories for the rest of us to enjoy.

If you weren't as fortunate as some members and didn't get to attend Oshkosh this year here's your chance to catch up.

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 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 8:00PM.

