



President's Corner

Jon Garliepp

Just returned home from the Chapter 62 picnic at the Wings of History Museum. With all the good food available I do not think that I will not need to eat for at least a day. Thanks to Scott Miller and Rusty Wells for assembling the goodies for the hamburgers, hot dogs and drinks. Thanks to everyone who participated and brought all of the side dishes and desserts, and if anyone left hungry, it definitely was their own fault.



Thanks to Chef Scott Miller and his assistant Janet Miller for doing all of the cooking. Good food and lots of hangar talk. Finally, thanks to the Wings of History Museum for letting us use their facility for our picnic.

Oshkosh 2004 - Many members will attend this event this year. Greg Pisanich will be giving a talk on helping out on your annual and some of the pitfalls. We ask that all members going please bring any new information, pictures, etc. and share them with our members at the August 12 meeting.

Congratulations to Rusty Wells, as he has agreed to be our new hot dog chairman by default. It seems that Mike Reynolds has flown the coop and landed in the Carson City, Nevada area, and rumor has it that he has joined the local chapter there.

We are still in need of someone to volunteer to get our Wing Rib Project on track again. Please contact Jon Garliepp at 408-253-3769.

We are getting close to the time of year that we choose our new officers, so now is the time each one of you should think about what you can do for the Chapter and give us a hand.

CHAPTER 62 EVENT SCHEDULE

- August 12 General Meeting one week late due to Oshkosh - Vern Miller's Hangar
- August 19 Board Meeting
- September 2 General Meeting - Vern Miller's Hangar
- September 9 Board Meeting
- September 12 Young Eagles - Palo Alto Airport Open House
- September 25 Reid-Hillview Airport Open House
- October 9 Wings of History Museum OctoberFest
Young Eagles



Years of Effort Pay Off!
Your flying dreams are about to come true.

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Calendar of Events

August

8/6 - 8/8 - Stillwater Landing Splash-In

StillwaterLake, Whitefish, MT,
Info: Bill Montgomery, 406-881-2236
bill@stillwaterlanding.com,
<http://www.stillwaterlanding.com>

8/8 - Willits Fly-in - Elis Field, Willits, CA

Info: Elizabeth Williams, 707-262-0548
egmf@xprs.net,
<http://www.willitseaa.homestead.com>

8/12 - General Meeting - Vern Miller
Aviation (Note: August meeting always held
second Thursday of the month due to
AirVenture Oshkosh)

8/13 - 15 - Abbotsford Int'l Airshow,
Abbotsford Airport, BC, Canada, details at
<http://www.abbotsfordairshow.com>

8/14 - EAA 1073 Pancake Breakfast Fly-In
Truckee, CA (TRK), 7:30 to 10:30 AM, the
best Norwegian pancake breakfast in the
Sierra's! Contact Tim LoDolce tiger@telis.org

8/14 - EAA 90 Pancake Breakfast
Oakdale, CA (O27) 8:00 AM. Wonder who has
the better pancakes, Oakdale or Truckee? (ed)

8/19 - Board Meeting at RHV Terminal Bldg.
conference room. Everyone is welcome.

**8/20 - 8/22 - North West Antique Airplane
Club Fly-in** - McMinville Airport OR (MMV)
This is Brian's favorite fly-in. No air show, just
lots of old planes and flying. The banquet is
held at the Museum under the wing of the
Spruce Goose. Info at [http://www.nwaac.com/
flyininfo.htm](http://www.nwaac.com/flyininfo.htm)

**8/21 - 8/22 - Wings Over Wine Country
Airshow**, Santa Rosa, contact Charles Thomas,
707-527-7573

**8/21 - 8th Annual Jeffco Aviation
Association Fly-In**, Jefferson County Airport,

Broomfield, CO, Info: Daril Cinquanta, 303-423-
9846

8/21 - Thunder in the Sky 2004

Auburn Airport (KAUN), for details, call
530-888-0769

8/21 - EAA Chapter 1112 Pancake Breakfast

Oroville, 8:00 - 10:00 AM, menu includes
pancakes, bacon, eggs and coffee, more details at
<http://eaa-oroville.8k.com/breakfast.html> or contact
Chuck at 530-534-7110

September

9/12 - Palo Alto Airport Open House

Display aircraft, Young Eagles, and more, for details
check <http://www.paloaltoairport.org>

9/16 - 9/19 - Reno Air Races

41st National Championship Air Races and Air
Show, details at <http://www.airrace.org>

9/25 - Reid Hillview Airport Day

Stay tuned for details.

October

10/2 - 10/10 - Albuquerque Balloon Fiesta

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

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>

10/9 - Wings Of History October Fest

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

Editor's Desk

Jim Manley



AIR VENTURE
OSHKOSH is history, and so is my hope of flying there this year, but next year ... well, your intrepid editor finally got to do a check ride

with the FAA examiner while everyone else was gone. I not only had to wait two months for a standby slot to open up for my check ride, but on the day of the exam, I showed up for a 10 AM appointment, and the examiner was nowhere to be found. 11 AM turned into noon, then 1 PM, and still no word. I lost the plane I had reserved to the next student, which had been specially checked to make sure everything was working. I had long since gone from annoyed to peeved about missing another opportunity to get checked out. Around 2 PM, he finally called in to the school, and asked what all the hubbub was about, since he had told the senior flight instructor that he would be doing my check ride at 3 PM that day. Concern quickly turned into carefully-internalized anger, since this was the third time the senior flight instructor had made an error that delayed me going on my check ride since 30 May. I had been sitting there for five hours, trying to keep all of the balls in my head also "in the air", and repeatedly reviewing material that I had previously had trouble memorizing. The examiner arrived at 3 PM, and we started going over the paperwork, where he discovered that my most recent 90-day solo endorsement had expired 24 days earlier - my instructor didn't think I would need another one when we reviewed my log book the previous day - wrong! I needed it because I was going to be Pilot-in-Command. Fortunately, my instructor was able to come over and provide the endorsement immediately, because I would not have been able to fly the check ride without it. Once the paperwork was done, we reviewed the maintenance records, and I breezed through the oral exam. We crammed ourselves into the trusty ol' Cessna 152 that I had to keep from being fully refueled after it returned (with the two of us, and wings full of fuel, we would have been 12 pounds over the gross weight limit for the aircraft - not a good way to impress the examiner!). I carefully went through the preflight checklist, started the engine, and taxied out to the run-up area. I went through the take-off checklist, and then the examiner told me I had my choice as to whether we did the pattern-work take-offs and landings at the beginning of the flight, or the end. I chose to get them out of the way, even though

there was an 18 knot crosswind, and I had only flown one flight in the preceding month - the day before the check ride! It was no time at all before I was done with the short-field and soft-field take-offs and landings, and I found myself on the downwind, even with the numbers at the approach end of the runway ... with no power - it was time for the all-important, crash-and-burn-if-you-fail, simulated emergency landing! I eased back on the yoke to slow down to 60 knots and trimmed to maintain that airspeed, and then went through the checklist items in swift succession. I had turned a bit early because the wind was so strong, and the next thing I knew, I was lined up and dropping ... right on top of the numbers! We then took off and headed downwind for E16 in accordance with my flight plan, but diverted to fly over a reservoir, where I had to recompute my ETA and heading for E16 - I'm sure glad I grew up using a slide rule! On the way to E16, he had me do slow maneuvering and steep turns, a power-on stall in a shallow turn (which I had never done in a turn), and a straight-ahead, power-off stall. I then crossed over the field and verified the wind direction, then turned out and entered the downwind from the 45. I did a no-flaps landing to a full stop, a short-field take-off and landing, and then we headed North back toward the home field. He had me don the hood and I did all of the instrument and unusual attitude stuff. Then he took the controls and said I wouldn't need to do anything for a while. As we flew North in silence, I was eyeballing every single field as a prospective emergency landing site (man, are there a lot of light/power poles!). He flew all the way to a landing, then gave it to me to taxi and secure, where he jumped out and told me to come in when I was done. I assumed the worst, and dejectedly finished up, and walked in to hear the bad news. He gave me a clipboard and said "OK, this is going to be like when the police pull you over - check all of the info and sign here .. and congratulations, you passed." I was in shock for more than a moment, and he said, "You maintained your composure, no matter what I did to distract you, you put it down on the numbers in 18 knots of crosswind on the emergency landing, and you did everything safely." I'm sure the U.S. Department of Transportation and the Federal Aviation Administration will rectify this terrible mistake, but for now, I'm the proud, yet very humble, owner of a Temporary Airman Certificate for Private Pilot, Airplane Single Engine Land! It even has my name on it, which has to be one of the most incredible coincidences of all time. Maybe the National Terrorism Alert Level will be kept at Crimson Red within 50 miles of wherever I am airborne, landing, taxiing, or otherwise getting in everyone else's way! It feels great to be done, in any case, and soon I will be able to help with Young Eagles, fly to events, etc.

See you at the meetings and events - and in the air! ... Jim

Meeting Minutes



Ron Carmichael

GENERAL MEETING

July 1 - Vern Miller Aviation

Randy Wilde gave the Treasurer's Report for 30 June. First, he announced he has some snapshots from Golden West showing some of the many outstanding aircraft present for this year's event. Randy was a judge for the experimental aircraft division. Randy reported that the checking account shows the following: Building Fund: \$2,703.00, Education Fund: \$2,781.97, General Fund: \$4,413.97. The total checking account contains \$9,898.94, plus outstanding checks not yet cashed. The Air Academy expenses for this year are a little understated due to the payment of several hundred dollars last year for Richelle Harris' upcoming trip to Oshkosh. Last month we bought the "Easy - Up" Awning (\$466) with side curtains. It doesn't show up as an expense since it came out of the "cash" category and is a fixed asset. This month's net income for the Education Fund is \$231.98, that will be reduced next month as we pay for Richelle Harris' transportation to Oshkosh. Brian Dal Porto got a great price for this expense by scanning the Web and coming up with \$350 direct (with one stop) via Northwest Airlines. Total net income for the year is \$1193.18. Randy is "always glad to see positive numbers", even though growth over last year is relatively small. Jon said we have a small financial cushion this year and are in good shape for next year, partly due to only one student being sent to Oshkosh this year.

Jon welcomed a new member, Jay He, who recently spent some time at a mountain flying clinic at South Lake Tahoe. Jay had also traveled with the Chapter group to the Porterville fly-in. In addition to Jay, Jon said that several other new members had signed up on-line last month.

Jon listed the members who attended Golden West last month as follows: Jon (taxied his BMW), Larry Reed, Wolfgang Polak, Tom Slappendel, Brian Dal Porto, Allen Roark, Kelly Johnson, Randy Wilde, Boyd Blue and Yours Truly. Allen Roark signed up on-line to fly in the Ford Trimotor. Amazingly, he was contacted by phone and offered the chance to fly as the copilot - which he did! He now has 30 minutes logged into his logbook for the Trimotor time since the pilot was also a CFI. All enjoyed hearing

about his adventure and the flying/piloting characteristics of this rare aircraft. Tom Slappendel also flew on the Trimotor, but was "aced out" by another pilot with number one on his ticket. Tom enjoyed his flight as a passenger anyway. Jon said we should have an official Chapter fly-in next year, so more can benefit from our chapter's participation and donation of a picnic table for the annual event.

Hiller Chapter 20 (San Carlos Airport) will have Alan Brown, chief designer of the F-117, speaking about "Life in the Skunk Works", July 13, at their meeting at the Hiller Museum. It starts at 6:30 PM, with the official business beginning at 7:30 PM. Chapter 62 members are encouraged to attend. Other upcoming events are (1) our annual Picnic on July 10 at South County Airport, (2) Reminder that the next General Meeting is August 12 (the second Thursday of August) and (3) September 12 is Young Eagles at PAO. Brian said we are also trying to set up another Young Eagles Event at RHV for July 25. Pilots should contact Kelly Johnson ASAP so we can see how much to advertise for this. It is very important to let Kelly know ahead so there are enough planes for the expected turnout. The amount of advertising (i.e., invited young people) depends on the number of airplanes. Also, it was suggested by a former YE leader, Duane Allen, that the flight director at Moffett wants to do another YE event, not in conjunction with any other activity. Brian will check on this and follow up to see if we can set this up in the future. Obviously, an event at Moffett has been very popular with pilots in the past! Finally, Jon queried those present to see if there was any problem getting the newsletter online. Only a few had a problem and the Newsletter seems to have gotten out fine this month - both online and by mail. Thanks to the contributors and especially our hard-working editor, Jim Manley.

Scott Miller described the details of the upcoming July 10 picnic which he and Rusty Wells are heading up. All hot dogs, hamburgers, and drinks will be provided by the Chapter. This is a "faith potluck" meaning that you bring any dish desired (salad, dessert, etc.) besides the "main course" provided by the Chapter. Hollister and Watsonville chapters have also been invited so we can find out about their aviation activities as well.

Our speaker this evening was Greg Pisanich who gave a very interesting presentation on "Owner Assisted Annuals". Greg has been invited to give this same presentation at Oshkosh this year! Greg did his Annual at Vern Miller's recently. Many questions were posed to Greg by members this evening. Many also gave feedback on their own experiences and, like Greg, were very complimentary of Vern Miller's work and assistance.

Meeting adjourned at 9:15 PM.

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

BOARD MEETING

July 8 - Reid-Hillview Terminal Building
Conference Room

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

The minutes from the General Meeting were read and approved.

Randy said that, since the most recent printout of the financial statement, he has written checks to Ralph(\$69.49), Brian Dal Porto(\$335.90 - our student's travel expenses to Oshkosh), Rusty (\$43.57), Jim Manley (\$14.80 mailing expenses), and Jon (\$22.58 for badges). No membership checks have been received recently. Randy got the newsletter from Chapter 338. They had described the upcoming barbecue on Saturday, but wrote there was a charge for the food. They will be pleasantly surprised. The Treasurer's Report was read and approved.

President's Report: The next meeting's program is the Oshkosh review - bring pictures. Jon said that Greg Pisanich sets up the needed projection equipment. Call Greg if special arrangements need to be made for a presentation on Oshkosh at the next meeting. YE on July 25 is no conflict with RHV Airport Day since Wolfgang found this will be in September, not July. It is thought that YE can not be held at a RHV Day since they(Reid Hillview Airport Assn.) have a pay-per pound activity. YE July 25 is still being planned. Concern was expressed about the lack of coordination between aviation organizations as to scheduling for events at RHV. Finally, Brian has a speaker lined up for the September meeting. All meetings in August will be one week later than normal due to Oshkosh.

Wolfgang reported that at the September Open House at Palo Alto, Chapter 62 will get the multi engine transient parking area to the SE near the aircraft display area. He suggests we schedule a training session on wing ribs before the open house. The plan is to have a session in the future - several volunteered to attend. Boxes and jigs are in the storage room. We still need someone who has done a wing rib to conduct a session.

Newsletter Report: Jim needs very early input because he's going to Oshkosh. Jon and Ron agreed to expedite the column and meeting minutes respectively. Jim says the more content he has for the newsletter, the "easier" it is for him to put together the newsletter.

Website Report: Wolfgang says it's now possible to download the entire roster. Also the picture gallery allows one to see all pictures on a topic on the same page. Sign ups on the web site for the picnic have been e-mailed to Scott.

Picnic Report: Scott/Rusty have fifteen signed up with other Chapters coming in addition so they are getting plenty of hot dogs/hamburgers, etc. Planning is for 50 people. Jon said we did have a really good turnout last year held at the same time. Volunteers to help at the barbecue will be appreciated. Jon said all should wear their name badges. Additional paper name stickers will be available to encourage Chapter interaction to hopefully build bigger picnics in the future. Scott's son-in-law is with Outback Steakhouse. If we get a big turnout in the future, they might be able to help sponsor. Jon recommended all to bring folding chairs for "sitting under the trees".

Rolland brought up the suggestion of having "open houses" - where members building aircraft show their progress and get assistance from members if needed. We need something on aircraft construction in addition to our many other activities. Members showed interest in attending and showing their projects as suggested.

Meeting adjourned at 9:15 PM.

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



Flight Sites

Greg Pisanich
and
Jim Manley

Sport Pilot and Light Sport Aircraft Rules:

The federal Office of Management and Budget (OMB) finally signed off on the new FAA Sport Pilot and Light Sport Aircraft Rules after 11 years of input, lobbying, cajoling, and probably begging by the staff of the EAA. The new rules, which become effective on September 1, 2004, were officially published in the Federal Register (where public notification of all new laws and regulations becomes official) on July 27th, the second day of AirVenture 2004. Congratulations to everyone involved! Here's the complete text of the new rules:

http://www.sportpilot.org/sportpilot_rule.pdf

So, why should you care about the new SP/LSA rules? Well, if you currently fly an ultralight without an FAA-issued Airman's certificate, you will need to document your ultralight flight experience, or if you have no experience, and want to know what training is needed, here's a place to start:

http://www.sportpilot.org/nprm/student_pilot_cert.html

An updated "Likely Candidates for Light-Sport Aircraft" list is now available on EAA's sport pilot website:

http://www.sportpilot.org/lisa/likely_lisa.html



YOUR PERSONAL ADS WANTED HERE - FOR FREE!

For Sale: Challenger II

Challenger II Light Sport Aircraft, Sport Pilot ready, experimental, N41JP, \$10,000 OBO. Located at Hollister, CA. Contact Lou Janis at 408-559-0255, e-mail: lou@adv-sys-eng.com

Restrictions on a Sport Pilot certificate:

- * no night flights
- * no flights into Class A airspace which is at or over 18,000 feet MSL
- * no flights into Class B, C, or D airspace unless you receive training and a logbook endorsement
- * no flights outside the U.S. without advance permission from that country(ies)
- * no sightseeing flights with passengers for charity fund raisers
- * no flights above 10,000 feet MSL
- * no flights when the flight or surface visibility is less than 3 statute miles
- * no flights unless you can see the surface of the earth for flight reference
- * no flights if the operating limitations issued with the aircraft do not permit that activity
- * no flights contrary to any limitation listed on the pilot's certificate, U.S. driver's license, FAA medical certificate, or logbook endorsement(s)
- * no flights while carrying a passenger or property for compensation or hire (no commercial operations)
- * no renting a light-sport aircraft unless it was issued a "special" airworthiness certificate
- * any qualified and current pilot (recreational pilot or higher) may fly a light-sport aircraft
- * a light-sport aircraft may be flown at night if it is properly equipped for night flight and flown by a individual with a private pilot (or higher) certificate who has a current and valid FAA Airman's certificate

Here is a collection of answers to some of the more common Sport Pilot/Light Sport Aircraft questions:

- * Gross weight = 1,320 pounds (600 kilograms)
- * Floatplanes = 1,430 (650 kilograms)
- * Maximum Full Power Speed = 120 knots (138 mph)
- * Stall Speed = 45 knots (52 mph) - no more dual stall speeds
- * Fixed Prop - may be ground adjustable
- * Fixed Gear - amphibians allowed "repositionable" gear
- * Two Place - pilot and one passenger
- * Day VFR
- * Simplified Medical Approved - however, if you have received a letter with the word "denied" from FAA, not from your doctor, you must get a one-time special issuance of FAA authorization.
- * Owner Maintenance Approved on ELSAs - no changes - if you are operating an Amateur-Built or Standard category as an LSA, maintenance remains as it was without change.
- * No Recertification of aircraft required or permitted (this means ultralights are converted to ELSAs; all other aircraft certification and maintenance remain the same)

CHAPTER 62 CONTACTS

President Jon Garliepp
408-253-3769
jcgarliepp@earthlink.net

Vice Pres. Brian Dal Porto
408-802-7040
bdalporto@sbcglobal.net

Secretary Ron Carmichael
408-772-7745
luv2fly02@yahoo.com

Treasurer Randy Wilde
650-968-3048
rkwilde@pacbell.net

Website Wolfgang Polak
408-735-8014
webmaster@eaa62.org

Young Eagles Kelly Johnson
408-224-4845
aeroncapilot@hotmail.com

Flight Advisor Robin Reid
408-245-6031

Rolland LaPelle **A&PIA**
510-939-0472
rlapelle@astound.net

Tech Counselors

ENGINEERING & DESIGN
Martin Hollmann
831-649-6212
aircraft@mbay.net

TUBE/RAG/METAL/COMP
Gary LeGare
408-532-6192

GENERAL TOPICS
Rolland LaPelle **A&PIA**
510-939-0472
rlapelle@astound.net

BOARD OF DIRECTORS 2004

- ◆ Jack Bowlus 408-637-1137
- ◆ Jim Manley 408-910-9858
- ◆ Scott Miller 408-248-6767
- ◆ Wolfgang Polak 408-735-8014
- ◆ Larry Reed 408-978-0773
- ◆ Rusty Wells 408-243-9503

Past President

- ◆ Rolland LaPelle 510-939-0472

Newsletter Editor

Jim Manley 408-910-9858

Production Manager

Ralph Reichhold 408-296-3582

Production Crew

Ed DeGear
Don Neumann
George Nicholson

Programs

Brian Dal Porto 408-802-7040

Shop & Swap — OPEN

Computer Technical Assistance

Duane Allen aerosol@pacbell.net

Send New & Renewal Memberships to:

Jon Garliepp
EAA 62 Membership,
11690 Regnart Cayon Drive
Cupertino, CA 95014
(408) 253-3769 jcgarliepp@earthlink.net

- \$30.00 Annually
- National membership is required

EAA Chapter 62 San Jose, CA

Newsletter Editor
Jim Manley
415 N. Mary Ave.
Bldg. 112-385
Sunnyvale, CA 94085-2702



Download the Newsletter in
color at
www.eaa62.org

MEMBERS MEETING: THURSDAY, AUGUST 12, 2004

BOARD MEETING: THURSDAY AUGUST 19, 2004, 7:30 PM RHV TERMINAL

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

Due to AirVenture Oshkosh, this month's meeting is on the 2nd Thursday. The usual Oshkosh review will be postponed until the September meeting. Instead, for the August meeting, we will feature Daniel Dugan, Deputy Director, National Rotorcraft Technology Center at NASA Ames. Daniel will talk about tiltrotor aircraft. 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

