



# The Intrepid Airmen



February 2010

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## February Speaker:

### Jim Grant

#### From Vice President John Castner:

Jim Grant will describe the new Wings program and give an on-line demonstration of the FAA website used to enroll in the program, sign up for training, and get credit for it. Jim is an instructor at Aerodynamic Aviation (formerly Amelia Reid); he earned his Private license in 1987 and received his CFI in 2004. Jim's son, Garrett, was one of our EAA Air Academy students in 2008. Jim has instructed several EAA 62 members, including Mark Wainwright.



In addition, Wolfgang will give a hands-on online demonstration of various internet flight planning and weather sites.

### UPCOMING EVENTS

**Monthly Meeting, February 4**

**Victory Aviation**

**Fly-Out to Half Moon Bay**

January 30, 2010

Meet at Three-Zero Cafe, noon

Contact Wolfgang, 408-799-9210:

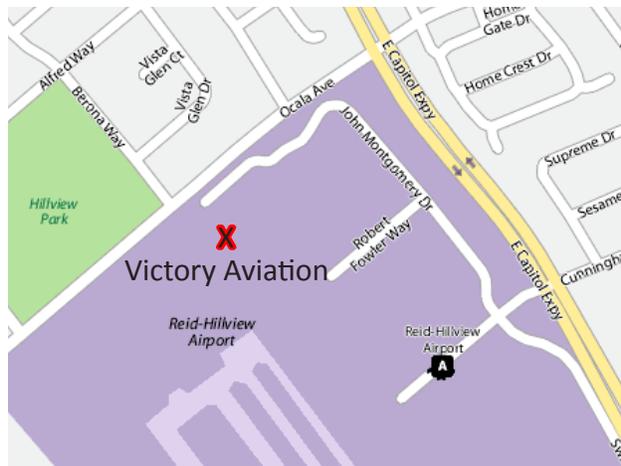
RSVP if you're coming and have seats;

Call Wolfgang if you want a seat.

### Newsletter Deadline

Articles need to be submitted by the 20th of the month to be included in the next newsletter

flyrhv@aol.com



VICTORY AVIATION  
2502 John Montgomery Drive

6:30 PM Food and Hangar Flying  
7:30 PM General Meeting  
8:00 PM Program

EAA Chapter 62 meets at Victory Aviation the first Thursday of the month, except in August, when we meet on the second Thursday. Everyone welcome.

Come and join us, share your experiences, and meet new friends.

## President's Column

### By Wolfgang Polak

January and February are not prime flying season around here so it's a good time to clean up that hangar or desk as the case may be. Not having one of the former, I'm stuck with cleaning up my desk and one thing I found is the Chapter's Articles of Incorporation. Hidden inside lots of legal burble is something we all should know (if you really want to read the whole document, it's available on our website in the "members only" section):



The corporation shall be operated exclusively for educational, scientific and/or charitable purposes, and, to the extent consistent therewith shall:

1. Promote and encourage aviation safety through education in the design, construction, restoration and operation of all types of aircraft.
2. Promote and encourage grassroots efforts relating to aviation research and development.
3. Promote and encourage noncommercial aviation.
4. Cooperate with and assist government agencies in the development of programs relating to aviation activities.

There you have it. These are the things we want to be doing, and we want to have fun in the process.

We're doing pretty well on item one with our Young Eagles program and the Air Academy scholarship. More can be done in educating builders. Our website features the builder's log that, thanks to Andy Werback, shows one complete story of an airplane project. Any member can have a space on our site to record his or her efforts; just talk to your web master.

We could/should have more hands-on demonstrations or tutorials at our meetings or in separate workshops. The Chapter has lots of resources, A&Ps, experienced builders, tech counselors, who can provide valuable information. What are the things you would like to learn about?

Jeff West suggested that we should have a library of educational material for builders. At one time the Chapter used to have a library that fell into disrepair for lack of volunteer support. It's a great idea but needs someone to take charge.

Much of the aircraft building in the Chapter goes on hidden in garages and hangars and I'm not sure how much of it qualifies under item two as "aviation research and development". Rolland LaPelle's work on getting smooth-running rotary engines into

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## Santa Clara Valley Ninety-Nines

by Terri Gorman

Once again, the Santa Clara Valley Ninety-Nines will be hosting another fundraiser and catered Italian dinner for the San Jose State Precision Flight Team. The dinner and silent auction will be held on Thursday, March 4th, at 6:30 PM at the Elks Lodge in Santa Clara. The San Jose State University Precision Flight Team is made up of 10 pilots who compete across the U.S. against other aviation colleges performing flight maneuvers. A couple of years ago, they ranked first place.

These are all students at SJSU, so all the help we can give them is really appreciated. SJSU's flight training program is based at Reid Hillview Airport. They fly blue, yellow and white Cessna 152's and 172's. Many of the pilots who have belonged to the Precision Flight Team have



gone on to higher levels and are now flying for the major airlines. I look forward to some day looking in the cockpit of Sky West only to see Captain Barry Gonzalez, a former Coach for the SJSU Precision Flight Team. April 15th is just around the corner, so if you need another tax deduction, consider donating to this flight team. I will be collecting raffle items, too, for the Silent Auction, so if you would like to donate any item, just give me a call and I'll pick it up.

Unfortunately, this is the same night as our EAA Chapter 62 Meeting. However, why not suggest to your spouses and significant others that they can have a fun night out, too, and they can come out and support the Precision Flight Team. As a member of SCV99's, I will be in attendance at the dinner. *(Sorry, guys, I can't be everywhere.)*

Please reserve your dinner with Mayetta Behringer. Her phone number is 408-264-0229 and her email address is mjbfly@comcast.net. *Terri Gorman, SCV99'er*

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## NOTAM

by Terri Gorman

As of March 31, 2010, all pilots paper licenses will expire and only plastic licenses provided by the FAA will be current. Sign up for your plastic license at [www.faa.org](http://www.faa.org). Online, the hard copy license is \$2.00.

By postal mail, it is more and it takes four to six weeks to arrive.

## President's Column (con't)

planes probably qualifies. If you are doing something interesting with your aircraft project, come and talk about it in our meetings.

With the Young Eagles and our fly-outs we do "promote and encourage noncommercial aviation" (item three).

Ron Carmichael had some good suggestions for flying destinations that may be of interest to folks other than pilots. Max Trescott suggested a "bring-a-friend" event where each member is encouraged to bring along a friend that might be excited about aviation. We should definitely try something like this when we have a suitable program lined up, a travel report, for example, that will be of general interest and highlight the utility of our hobby.

Looking forward to your comments and suggestions,

Wolfgang Polak



RV

## EDITOR'S NOTES

by Terri Gorman

Thanks to all of you who submitted articles for the *Intrepid Airmen* on time or *almost on time*. The Intrepid Airmen can only be as good as all of you can make it. I promised you an award-winning article in our Builder's Corner, *Clecos R Us*, but the creator of that article is a full time employee and, I'm sure, as most of us were at one time, overworked and underpaid, including her other job as a Domesticated Engineer, so we look forward to reading her article in a future copy.



I know many of you have flown off on some very exciting adventures. Why not share those adventures with your fellow members and write an article? Steven Plyler shared his pictures of his flight to the Bahamas in his Glassair at one of our meetings in 2009. He has promised to write an article on another one of his exciting trips.

With the thunderstorms and threats of tornadoes in Northern California, it's a good time to do a little hangar cleaning, review some of your Flight Training DVD's or Books, get the Annual done now instead of when it's good weather.

The first fly out of the year will be on Saturday, January 30th. Our chapter president, Wolfgang, will be organizing it and meeting up at the Three Zero Cafe in Half Moon Bay. Half Moon Bay is always a great destination. For one thing, the runway is 4000' X 150', and the town is a short walk. Hopefully, the rains will end and Wolfgang will have a good showing on the first fly out.

If you have an article for the *Intrepid Airmen* and you think you will be running late, just give me a call. We can accommodate you. See you at the February meeting.

### Wanted!

We are in desperate need of a Fly Out Chairperson. It's an easy job. Terri did it for two years. All you need is an idea, a destination, a phone and/or internet access. You don't even have to be a pilot. Someone will share the flight with you.

Contact Wolfgang at 408-735-8014 if you can help.

## Pinch Hitters Course

by Zdravko Podolski

### Hello EAA Chapter 62 Members

We are planning a Pinch Hitter course for your nonpilot flying companions. This is a day (around 6 hrs.) of ground school based on the AOPA Air Safety Foundation's Pinch Hitter course. Assuming we get a good response, the training will take place on Saturday, January 30th, and costs \$99 for the day.

The instructor will be Patrik Rosenast, one of our more experienced CFIs, who also holds an ATP, jet type ratings, and Airframe and Powerplant mechanic's certificate and flies both corporate jets and small taildraggers and everything in between.

Please email if interested, or call the Aerodynamic Aviation office at 408-251-4939.

Participants will also be entitled to a discount on a course of flight training.

Thanks

Zdravko



Lancair Evolution  
Lycoming powered

## SUN-n-FUN: another great destination

by Terri Gorman

It's not too early to be planning for Sun-n-Fun which happens every year in the middle of April. This year it is happening on April 13th through the 18th and it happens in Lakeland, Florida. Lakeland is a very nice, small town with plenty of good restaurants and motels. Good tent camping sites can be found at Sun-n-Fun as well as motorhome spaces. Sun-n-Fun is about one-third the size of Air Venture at Oshkosh and has a lot fewer aircraft on display. Check out the website at [www.sun-n-fun.org](http://www.sun-n-fun.org). I would suggest flying into Tampa if your plans are only to attend Sun-n-Fun. Tampa is, approximately, 30 miles from Lakeland.



"I love radial engines"

With mileage on United Airlines that was about to expire and relatives in Florida, I flew to Orlando in 2008, visited relatives in Fort Pierce, attended Sun-n-Fun for four days and after met up with more relatives who spent one day with me watching the air show and after took me off to a Disney Resort and I spent two days at Epcot. My next trip will include a visit to Kermit Weeks Museum, a short drive from Lakeland.

While attending a seminar by Mike Shiflett on *Funny Things That Happen On Check Rides*, I met chapter members Roger and Rena Kopp. Rena is from Tampa, so SNF is on their calendar as a yearly trip. Roger is from Madison, WI, so Air Venture is another yearly trip. They are lucky to have a major aviation convention in their home towns.



Westland Lysander to the left  
Bell P-39 Airacobra in Soviet markings on the right  
Seminar tents in the background

From a woman's point of view, I liked the grounds at Sun-n-Fun better than at Oshkosh. There were more beautiful flowers. Of course, I know you guys don't go to big aviation conventions to look at flowers!

There were more Sport Pilot planes at SNF than I had ever seen and tons of scooters and golf carts. I guess the Snowbunnies from the north stick around for this major event every year before returning to their home states.

I camped in an area surrounded by folks from Michigan and one of them just happened to know one of my brothers who lives in a small town near Traverse City. Most of these folks did volunteer work all day. One man was surprised to see a woman alone and setting up a small tent. In fact, he timed

how long it took me to set up the tent. Well, with the threat of rain, I'm sure I broke a record and the tent was up and I was in it in less than 10 minutes. A few minutes later, there was a shower which, fortunately, did not last long. After a short walk from my tent site, I located an area where a band comprised of the visiting pilots was playing great music and a vendor was cooking up roasted corn on the cob, selling beer and sodas. What a great dinner I had and in the camaraderie of aviation folks.

What could be better? Bob missed out on this trip. He doesn't like Florida, so he stayed home. I thoroughly enjoyed the trips. The highways in Florida are the best I've ever driven on, and I'm sure the high toll fees continue to keep them in good condition.

One evening, Paul, Audrey and Tom Poberezny and several of the other folks from EAA National invited chapter officers to an evening of 'just plane talk' accompanied by delicious strawberry shortcake. Tom spoke on how chapters can increase their memberships. After Tom's presentation, Paul spoke on the happenings within EAA, past and present.



Plenty of food stands

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## THE NEW SPORT AVIATION, by Terri Gorman, Editor

*Sport Aviation* magazine has taken on a new look. How do you like it? By now many of you may have received an email from EAA asking you for your comments. The magazine is mailed to my husband, a long time EAA member, but since I'm the one that brings in the mail, I scan through it before he has a chance to ask, "What mail did I get today?" I just have to make sure to remember not to dog-ear any of the pages or he will know I've read through it. Most wives hide the incoming bills from their husbands, but as a pilot and active EAA member, I look forward to getting my hands on 'our' *Sport Aviation* magazine before he sees it even if it has his name on it.



Wild paint on an F-1 Rocket

How ironic to find an article called *Choosing a Paint Scheme*. In our January issue of the *Intrepid Airmen*, I have an article entitled, *Choosing Aircraft Color Schemes*, which I found in an April 1960 issue of *Sport Aviation*.

There were many articles of interest for both of us in the January issue of *Sport Aviation*. I know we can rely on our friends back at EAA National to continue to bring us an awarding-winning magazine filled with in-depth information for everyone to read.

# Notes from the ELSA Repairman Course

By Rusty Wells

John Gould and I attended the ELSA Repairman short course from January 15<sup>th</sup> through January 17<sup>th</sup> at the Watsonville Chapter 119 building. We learned a lot. I passed with a grade of 96%. The exam was prepared by EAA people, so it is not designed to trip you up as carefully as FAA exams.



Instructor Jim Scott Inspects Kitfox



Contraption to show common flaws in Control Linkage



Compression Check Technique



Certificate

Various bits of airplane pieces were passed around and the students were challenged to find the cracks & flaws and enter the results in their workbooks.

With the Certificate of Completion, a drivers licence, the airworthiness certificate, registration, operating limitations, and weight & balance papers in hand, one may proceed to the nearest FSDO and receive an official FAA repairman/inspection/airplane for an ELSA airplane he OWNS.

## MEMBERSHIP NOTES and January's Visitors

By Donald Von Raesfeld, Jr.

Membership Chairman, 408-507-0951

At the first meeting of the New Year we had 11 visitors. I believe this was due in part to the Guest Speaker that our Vice-President, John Castner, had lined up. Our first Guest Speaker of the year was Chapter member Martin Hollmann. I'm sure most of you know Martin or know of him. Martin gave a talk about "Working for the Bay Area Defense Industry during the Cold War". It was a great presentation. Thank you Martin.

Our visitors that evening included Mike Francis and his friend Mel Raven. Mike contacted me via email last year inquiring about our Chapter. He is in the process of relocating to the Bay Area due to his job. He is a member of EAA National and at the meeting that evening became Chapter 62's newest member. Mike is building a Zenith 750 to be powered by a Corvair engine. He also intends to make some modifications to the airframe to make it look more like a DH Beaver. He is going to call it the Beav-Air. Welcome to Chapter 62 Mike and keep us informed on your progress.



Ron Blake

Mel Raven is a "Corvair Specialist". Mel owns VAIRMONT. His shop is located at 1862 Alamaden Blvd, San Jose, CA 95125, (408-267-8164). If you are interested in using a Corvair engine in your project, Mel is the one to talk to.

Other visitors to our meeting included Tom Boyer. Tom is a pilot flying rental aircraft. Hopefully, I will be able to get current this year and do the same.

Tom Poulter, accompanied by his wife Audrey, also attended this meeting. Tom flies a Cessna 414 out of San Jose.

Christian Plante was another visitor to this meeting. Christian is a pilot but, like me, is not current at this time. He wants to fly rentals again.

Michael Leeper also attended this meeting. Michael is in the process of getting a Vari-Eze airworthy again.

Bonnie Ritchey, a friend of Terri Gorman, also came to our meeting. Bonnie told me she learned to fly about a year ago and last March she purchased a Pitts Special which she flies out of Reid Hillview. She also mentioned that she is into competition aerobatics.

Jim Meide, a Past Member of our Chapter, was also on hand. He helped Martin organize the presentation and also brought along a couple of old Chapter 62 posters.

Howard Chien was another visitor to our Chapter. Howard is learning to fly.

Charles Heger also joined us at the meeting to listen to Martin. In addition to working a full time job, Charles is a part time Flight Instructor at Squadron Two here at Reid Hillview.



Jim Meide



Howard Chien

Robert Peterson was the 11<sup>th</sup> visitor to our Chapter that evening. I met Robert last November at a Chapter 338 meeting and invited him to check out our Chapter as well. Robert flies a Cessna 319.

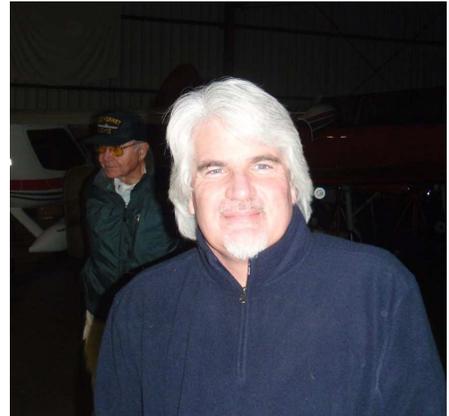
I want to thank all of our visitors and members who attended our first meeting of 2010. I hope our visitors enjoyed the evening. I will be inviting them to future meetings and hopefully they will want to join our Chapter.

Speaking of joining the Chapter, it's that time of the year again. Time for current members to renew. Dues are \$30.00 and can be paid online or you can make a check payable to EAA Chapter 62 and mail it to me or bring it to the next meeting. When renewing please make sure your EAA

National Membership is current.

I will have a membership list at each meeting showing each members payment status. If you have any questions, email me or give me a call and I will get back to you with an answer.

I would like to say Thank You to those members who have already renewed their membership for 2010. I will be sending out Renewal Letters this month to those members who have not yet renewed.



Charles Heger



### EAA Membership

EAA Chapter 62 Members **must** be members of EAA National. Check to see if your membership is current at [www.eaa.org](http://www.eaa.org)

Paul Eastham in his RV 9A

Our web site [www.eaa62.org](http://www.eaa62.org) donated by



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