

INTREPID AIRMEN

CHAPTER 62

January 2004

Volume 40 Issue 1

San Jose, CA

President's Corner

Jon Garliepp

JANUARY MEETING - JANUARY 8th

My first year as President has come and gone, and looking over the last year from my viewpoint, I feel that it was a good year. I want to thank last year's Officers and Board Members for their support, as I could not have done it without them. A special thanks to the two outgoing Officers, Alec Piplani and Ted Robinson, for all of their help, and to Ed Rosiak for all of his work in publishing our monthly newsletter.



Newsletter Editor - New member Jim Manley volunteered at the Christmas Potluck to be our Newsletter Editor and he has also agreed to be a Board Member. Thank you, Jim!

Christmas Potluck - We had a great turnout (approximately 65 people), great fellowship, and lots of good food. Our speaker, Jacquie Warda, gave a very interesting talk on how she progressed to aerobatic competition. Thanks again to Vern Miller for allowing us to use his hangar for this event, and a BIG thanks to Alec Piplani for putting it all together.

We are working on next year's schedule of events, and we would like to hear from all of our Members, so let us know what you would like to be doing during 2004.

Roster - Help us update our on-line roster, by either going on-line and doing it yourself, or let Jon or Wolfgang know of any changes, and we can do it. If anyone would like a printed copy of our roster, please see Jon Garliepp.

Dues - Dues are due, \$30.00 per year, some have already been paid, please get them in so we will know how we stand for 2004. They can be given to or sent to Randy Wilde or Jon Garliepp.

Ground School - Larry Reed is willing to give another ground school, and he is taking sign-ups now. When he has enough people, he will start it. Contact Larry at 408-978-0773.

Air Academy - We have reserved two (2) places for Air Academy 2004. If you know of someone between the ages of 16 and 18 whom you would like to nominate to participate, please let us know.

Remember, the January meeting date has been changed to January 8, 2004.

Happy New Year to everyone!



**HAPPY
NEW YEAR!**

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Calendar of Events

January

1/8 - Chapter 62 General Meeting

Vern Miller Aviation RHV 7:30 PM (*Note Meeting Date Change*)

1/15 - Chapter 62 Board Meeting

RHV Terminal Bldg. 7:30 PM

1/13 - 29th Annual Pomona Valley Air Fair

Cable Airport, Upland, CA. Details at 909-238-4508 or www.cableairport.com

1/17 - RV Fly-In, Lakeland, FL

Sun 'n Fun site, Lakeland Linder Regional Airport, Lakeland, FL. Details 813-644-2431 or www.sun-n-fun.org

February

2/5 - Chapter 62 General Meeting

Vern Miller Aviation RHV 7:30 PM (*Note Meeting Date Change*)

2/12 - Chapter 62 Board Meeting

RHV Terminal Bldg. 7:30 PM

2/27 - 2/29 - SportAir Workshop

Corona, CA, Topic: RV assembly. Check <http://www.sportair.org> for details.

Johanson Sets New Polar Flight Record in Homebuilt Aircraft

December 9, 2003 - Australian pilot Jon Johanson, EAA 265714, became the first person to fly a homebuilt, single-engine aircraft over the South Pole on Monday December 8, in what is also believed to be the first solo, fixed-wing aircraft, long-distance flight over the pole. Johanson made the record, non-stop flight in his custom RV-4 "VH-NOJ" from Invercargill, New Zealand, to the joint United States (McMurdo)/New Zealand (Scott) Base in Antarctica. The total flight distance was 3,345 nautical miles flown in 26.5 hours.

Johanson, a longtime EAA member and EAA AirVenture participant and three-time EarthRounder, has also flown over the North Pole. His RV-4 was modified with a specialized engine and increased fuel capacity. Johanson is delighted to achieve the record flight this week, just in time for the Wright brothers' centennial celebration.

The amazing flight was a true test of endurance in an experimental aircraft. Johanson left his hometown of Adelaide in South Australia quietly on Saturday morning for a 10-hour flight to Invercargill, then took off for his record flight on Sunday, at 5.30 p.m.,

Adelaide time (8 p.m. in New Zealand). Original plans were to fly direct from Invercargill to the Antarctic, over the South Pole and then to Ushuaia in Argentina. But headwinds were much stronger than anticipated and, with airports scarce in the Antarctic, Johanson changed his destination to McMurdo after overflying the South Pole. Tuesday afternoon he remained at the base waiting for fuel.



The previous week, Johanson made a final test flight and set a new class record for flight round Australia on a designated course: from Adelaide via Melbourne, Sydney, Brisbane, Townsville, Darwin, Port Hedland (fuel stop), Carnarvon, Perth, and back to Adelaide. Elapsed time was 38.5 hours, which included only one stop of 1.5 hours.

All the work on Johanson's aircraft was done at Parafield Airport in South Australia, mostly self-funded by Jon, with some help from a few key sponsors who were willing to support Jon's vision with their products and services.

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



GREETINGS!

The new year has brought you a shiny new editor, and I'm very excited to be taking on this responsibility. I am going to attempt to fill the

extra large shoes that Ed Rosiak left under the desk here to the best of my abilities, and I'll be looking to you, the members, for inspiration and feedback to help make this the best EAA chapter newsletter on the planet.

For those of you I haven't had the honor of meeting yet, I first flew as a student pilot in a T-28 Trojan during primary naval flight training in Pensacola, Florida, after graduating from the Naval Academy in 1976. However, my flight training was cancelled during the budget cuts of the post-Vietnam era. I spent 18 years in the Navy as an ocean engineer, nuclear engineer, intelligence officer, computer scientist and software engineer (I'm still trying to figure out what I want to do if I grow up!). I was stationed in Mare Island (Vallejo), Florida, Guam, Japan, Okinawa, the Naval Postgraduate School in Monterey, Suitland, Maryland, the Pentagon, and Norfolk, Virginia. The admirals' staffs I served on deployed to the Western Pacific, North Atlantic and Mediterranean on aircraft carriers, amphibious assault ships and fleet command and control ships for Operations Desert Storm and Provide Comfort in Iraq and Kuwait, Provide Promise in Bosnia-Herzegovina (former Yugoslavia) and a bunch of exercises in Okinawa, Korea, the Philippines, Malaysia, and Thailand. Thanks to the end of the Cold War and a temporary act of Congress, I was fortunate enough to be able to retire early to San Jose in 1994, and worked for various small companies as a senior software engineer. I'm currently working at TiVo, the company which develops and provides service for digital video recorders.

Due to the unexpected twists and turns in my career, I wasn't able to earn a civilian pilot's certificate, but I've finally got the time now, so I'm pursuing my private pilot certification and should have flown my first solo by the time you read this. I plan to use my VA benefits to

acquire instrument, commercial and multi-engine certifications in 2004 (and, if there's time, flight instructor), so look for me off your wing, sooner or later! I'd like to build a Lancair, Cozy IV, or RV-8/9, but am still deciding while saving my pennies. OK, that's way too much about me ... on to actually interesting things!

100 YEARS LATER Unless you've been living under a rock, or a styrofoam block over a spider hole, you know by now that the 1903 Wright Flyer replica only achieved sustained flight for about a second, at an altitude of a few inches, during the festivities in Kitty Hawk on December 17th. However, when you consider that the Wright brothers arrived there in September 1903, and didn't get the original Flyer airborne until the middle of December when the winds were strong enough and from the right direction, it puts the difficulty of getting the Flyer replica into the air precisely 100 years later into stark perspective. Given that the engine only develops 12 horsepower maximum, and eight horsepower sustained, I'm amazed that they were able to get the replica flying at all, much less several times during practice runs. We are all looking forward to the January general meeting, and hearing from those lucky to be able to make the trek to Kitty Hawk for the anniversary celebrations.

SPACESHIP ONE BREAKS SOUND BARRIER Scaled Composites, the experimental aircraft company owned by pioneering aviation designer Burt Rutan, announced that SpaceShipOne flew Mach 1.2 (930 mph) near the desert town of California City, California, during a test flight on December 17, 2003 - the 100th anniversary of controlled, powered, human flight. The successful outcome is a milestone for manned supersonic aircraft developed solely by private funds, and one step closer to a simpler, less expensive flight to space. Where do we make reservations???

YOUR WISH IS MY COMMAND Please let me know what you want to see here in the newsletter. If you have a story to tell, just e-mail it to me, and if you aren't proud of your writing or spelling, postal mail or e-mail some notes, and I'll put it into prose for your approval.

The best New Year yet is here!....I'm really looking forward to seeing you at the meetings and flying events.....Jim

Meeting Minutes



Ted Robinson

GENERAL MEETING

Vern Miller Aviation, RHV Airport
San Jose, CA

December's meeting was held in conjunction with our annual Christmas party. President Jon Garliepp called the meeting to order at approx 7:30 PM. He welcomed all to the party. Awards were presented to all officers, as well as our Webmeister, Wolfgang Polak, and our newsletter editor, Ed Rosiak. Jon made note to all that we need a newsletter editor and also a membership chairman. Randy Wilde gave a treasurer's report.

The meeting was adjourned at 7:40 PM. A good time was had by all at the pot luck. Our speaker was Jacquie Warda, airshow pilot. Officers and board members present were: Jon Garliepp, Alec Piplani, Randy Wilde, Ted Robinson, Wolfgang Polak, Ed Rosiak, Rolland LaPelle, Jack Bowlus and Larry Reed.

Respectfully submitted,
Ted Robinson,
Chapter Secretary

BOARD MEETING

RHV Airport Terminal Building,
San Jose, CA

President Jon Garliepp called the meeting to order at 7:35 PM. Jim Manley has volunteered to be the new newsletter editor. The Secretary's report was read and approved as presented, with corrections. Randy gave the treasurer's report; it was approved as presented. Wolfgang had no news concerning the web site. Larry Reed will give another ground school this spring if there are at least ten students. Anyone interested in private pilot ground school, see Larry or any officer.

The Flight of the Eagles, which is a tour package for the EAA fly-in at Oshkosh, is on again for 2004. Details are on the web site. This is the time of year when each member is urged to update his info on the web. This means all info, such as spouse's name, address, home, cell and work phone numbers, e-mail address and project status.

The program for January will be reports from members who attended the Wright Brothers 100th anniversary celebration at Kitty Hawk, NC. The Intrepid is seeking articles on members. Contact Jim Manley, the new newsletter editor, if interested in having your 15 minutes of fame.

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

Respectfully submitted,
Ted Robinson,
Chapter Secretary





Flight Sites

Greg Pisanich

Have you checked your Airplane Score?

You'd be surprised what you can find online!

So, you probably know your credit score, e.g., from freecreditreport.com. But, did you know that there are some free online services that you can use to check up on your airplane or yourself (airman)? They are brought to you courtesy of the FAA.

Aircraft Information

You can check up on the ownership of your aircraft, or that 172 (OK, Stearman) that you learned to fly in. Just go to the FAA aircraft registry page at: <http://162.58.35.241/acdatabase/acmain.htm> and choose N-number. Type in your number of choice, and you'll be able to find information such as the serial number, engine, engine number, and, yep, the name and street address of the registered owner. (Note: remember this the next time you think about cutting someone off in the pattern!)

There's other useful nuggets of info that you can find here. Ever wonder how many Cessna 177Bs

there are in California? (130). With a bit of work, you can also find out that there are 100 companies that use the word "Cardinal" in their name that own aircraft. You can also check on the availability of that custom N number that you've been thinking about for your aircraft: 77SH. You can even renew the one you reserved.

OK, your aircraft information looks OK, but you're also interested in checking to see what paperwork has been registered with the FAA. You can check that out here also: <http://diy.dot.gov>. This one will cost your five bucks, but in return, the FAA will send you a CD with all the 337s and other documents registered for your aircraft. This is a good way to can check to see if that Bugsmasher-Deluxe STC you sent in was really registered.

Airman Information

So, your airplane looks good. How about you? Yep, your information is online, also. Go to: <http://162.58.35.241/aadatabase/login.asp>. You'll have to type in some data about yourself, but you can type in your full name, and you can check that your info is correct (including your last medical). Want to see if your first flight instructor still lives in Arizona? You can type their full name in also, and get an answer.

You can also go to this page for info on other airman forms, as well as register, so that you can update your address online.

Greg: Thanks for the great column every month....Jim

Swap and Shop

PARTNERS WANTED—Van's RV-6/A or 9/A fractional ownership based at RHV. Great deal if you don't have time to build, or need thirty day access to a plane each month. Contact: John Bastian 408-375-4173 or jbastian@msn.com

WANTED HANGAR TO SHARE. My low-wing experimental aircraft fits well with high-wings such as Cessna 170/185 etc. Willing to share

costs. Please contact Tom Slappendel at 650-960-4044

RV-3 empennage kit and RVator issues 1989-1998 \$350/OBO

LYC 0290G/D 125HP- 0 time since overhaul and conversion.

Disassembled and ready for inspection/assembly \$3000/OBO Includes new wooden prop.

Rich Moriarity 510-979-9271 Email:

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U.S. Raises Threat Level to 'Orange' - Additional Airspace Restrictions in Place

December 21, 2003 - The U.S. government has raised the national terror threat level to Orange (high) from Yellow (elevated), saying it has received intelligence reports that attacks comparable to September 11, 2001, are possible. Department of Homeland Security Secretary Tom Ridge said in a statement today (Sunday, December 21), "Information indicates that extremists abroad are anticipating near-term attacks that they believe will rival - or exceed - the scope and impact of those we experienced in New York, at the Pentagon, and in Pennsylvania more than two years ago."

During a conference call this afternoon with FAA and Transportation Security Administration (TSA) officials, EAA was notified that three security-related notices to airmen (NOTAMs) are expected to be issued this evening.

Please monitor EAA's Pilot Services website for the specific language, but preliminarily, FAA and TSA have indicated that the NOTAMs will include information regarding the following:

First, the gateway airport and screening requirements for the so-called Maryland 3 airports (College Park Airport - CGS; Potomac Airfield - VKX; and Washington Executive/Hyde Field - W32) will be reinstated effective 0600 local Monday December 22; All departing aircraft will be required to undergo inspection and passenger verification by TSA staff stationed on the ground. TSA again has designated Tipton (FME), Fort Meade, Maryland, as the gateway airport to inspect passengers and aircraft for arriving flights at the three airports. FAA has indicated it has already contacted airport operators at these airports as well as the Maryland Aviation Administration.

Second, waivers for sporting event stadium over flights will be suspended effective at 2300 eastern

standard time on Sunday December 21;

And third, effective immediately upon issuance of the NOTAM, certain categories of waivers for flight operations in the National Capital Region (NCR) will be suspended.



Also suspended effective 6 a.m. Monday is the 60-day ADIZ ingress-egress test period for two airports-Maryland's Bay Bridge (W29) and Kentmoor (3W3)-and an egress only test period for 12 others-Virginia's Airlie (2VA9); Harris (VA97); Meadows (3VA1); and Upperville (2VG2), and Maryland's Albrecht (MD48); Martin (MD90); Martin State (MTN); Mylander (MD92); Stewart (MD64); St. John (4MD9); Tilghman Whipp (7MD9); and Wolf (1W5). EAA and AOPA have urged FAA to contact the airport operators and FBOs to get the word out about this suspension as quickly as possible to avoid confusion and improve compliance.

EAA urges all pilots planning to fly anywhere in U.S. national airspace to seek out the latest information regarding airspace restrictions and avoid sensitive areas as outlined in NOTAM 2/5167. Pilots should also be extra vigilant on and around airports and report any suspicious activity or people to the TSA's national General Aviation Security Hotline at 866-GA SECURE (866-427-3287).

EAA will post any changes or updates as they become available.

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

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Download the Newsletter
in color at
www.eaa62.org

MEMBERS MEETING: THURSDAY JANUARY 8TH, 2004

BOARD MEETING: THURSDAY JANUARY 15TH, 2004, 7:30 PM RHV

THIS MONTH'S PROGRAM

Make sure to attend the general meeting on January 8th, when members who attended the 100th anniversary of the Wright Brothers' first controlled, powered, human flight at Kitty Hawk, NC, will share their experiences.

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.

