



President's Corner

Jon Garliepp

Happy Holidays to all, may the new year bring health and prosperity to everyone. At this time, I would like to thank all of the members, officers, and board members who have



supported me throughout the last two years. We have had many very good presentations and outings, and we are looking forward to more throughout the coming year.

Thanks again for all of the support.

December Meeting Holiday Potluck: Thanks to all of the members who helped plan and set up the dinner, we had a very good turnout, 50 plus, and many different side dishes and desserts, no one should have left hungry. We will work on more heat next year. Thanks again to Vern Miller for the generous use of his hanger.

We are planning events for the next year, if you can think of an activity for the group the participate in please let us know. If you know of someone who could come and speak at our meetings, we are always looking for help in this area. Some of the tentative events are May - South County, June - Golden West, July - Picnic, September - Palo Alto, and Reid-Hillview. We will be working on this at our next board meeting January 13th, so feel free to come and join us, as we would appreciate your input and support.

Air Academy: Again this year we plan to send a deposit for two young adults to attend Oshkosh. If you know of a boy or girl who would be interested in participating, please let Larry Reed know at 408-978-0773.

We are still looking for a Membership Chairman, this position takes very little time, mostly at the meetings. Please contact

Jon Garliepp at 408-253-3769 to volunteer.

Dues: It is that time of year, send your dues to either Randy or Jon.

Hopefully, Terri Gorman has passed her check ride by now, since it has been cancelled on two occasions! Scott Miller is waiting for his first flight in his completely refurbished Aeronaut Champ, the only thing holding him up is paperwork.

CHAPTER 62 EVENT SCHEDULE

- January 6 General Meeting
 Vern Miller Aviation
- January 13 Board Meeting - RHV Terminal Bldg.
- February 3 General Meeting
 Vern Miller Aviation
- February 10 Board Meeting - RHV Terminal Bldg.

HAPPY NEW YEAR! 2005



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Calendar of Events

January

1/1 - 1/31 - International Fix-it Month

Your hangar/garage - Fix all those annoying little things on your airplane you've been meaning to get around to forever, while the weather is lousy!

1/6 - General Meeting - 7:30 PM

Vern Miller Aviation, Reid-Hillview Airport

1/13 - Board Meeting - 7:30 PM

Reid-Hillview Airport terminal building

February

1/6 - General Meeting - 7:30 PM

Vern Miller Aviation, Reid-Hillview Airport

1/13 - Board Meeting - 7:30 PM

Reid-Hillview Airport terminal building

New Year's Eve Could Bring More TFRs

EAA would like to remind pilots that several major metropolitan areas, including New York City and Los Angeles, could have Temporary Flight Restrictions (TFR) on New Year's Eve and also during the upcoming football bowl games. Pilots should check NOTAMs prior to any flight for sudden changes. Visit EAA's Flight Planner for up-to-date NOTAM information and detailed graphical maps that outline restricted areas. EAA will continue to update these notices as they are released.

Pilot Certificates to Undergo Several Changes Ordered by Intelligence Reform Act

Sweeping changes are in store for U.S. pilot certificates as a result of the Intelligence Reform and Terrorism Prevention Act of 2004 passed in December by the Congress. Within a year of President Bush's signing the legislation into law, the FAA Administrator is required to begin issuing improved pilot licenses that are:

- * Resistant to tampering, alteration, and counterfeiting
- * Include a photograph of the individual to whom the license is issued and
- * Be capable of accommodating a digital photograph, a biometric identifier, or any other unique identifier that the Administrator considers necessary.

The FAA Administrator is also ordered to develop methods to determine or reveal whether any component or security feature of a license has been tampered, altered or counterfeited.

To minimize the burden on pilots, designees may be used - such as AMEs - to the extent feasible. EAA supports pilot certificates that would enhance security and eliminate possible confusion over the pilot identity, as long as these measures do not create additional hardship or expense for pilots. EAA's efforts paralleled those of its fellow members of the General Aviation Coalition, which made specific security recommendations to the Transportation Security Administration in late 2001.

Homebuilders Hall of Fame Seeks Nominations for Class of 2005

The EAA Homebuilders Hall of Fame will be closing nominations for 2005 on February 1, 2005. Nominees can be from any period in aviation history. Activities that determine eligibility include, but are not limited to: designer, builder, educator, innovator, award-winner, leader, record-setter, technical contributor, flyer, etc. The award may be given to a living person or posthumously.

The induction ceremony will be held in the fall of 2005 at the EAA Aviation Center in Oshkosh, Wisconsin. A printable nomination form is available on the EAA Members only website, <http://members.eaa.org>. Log in, click on Homebuilts, then at Homebuilders Headquarters select Hall of Fame under "About Us." To request a nomination form, contact Pat Heyer at 920/426-6507 or pheyer@eaa.org. All nominations must be postmarked by February 1, 2005.

Editor's Desk

Jim Manley



IDAHO PILOT CHASES AROUND- THE - WORLD DREAM

Jared Aicher, from Boise, Idaho, hopes to realize a lifelong dream in

2005; to fly around the world and inspire future pilots along the way. The 33-year-old EAA member wants to give more than 400 Young Eagles airplane rides in what he's calling, "The Eagle Flight." Aicher plans stops in more than 60 cities in 17 different countries, while becoming the youngest pilot ever to circumnavigate the globe solo.

"Not all children get the chance to fly," he said. "For some, this may be their first time in an airplane. I am happy I can be a part of that experience, and possibly inspire some of them to get involved in aviation in the future."

Aicher plans to depart Boise on May 28 and expects the trip to take about three months. The route: across the United States, up through Eastern Canada, over to Greenland and Iceland, through Europe and Russia, then down through Alaska, Western Canada, and back home to Boise.

Most of the stopover points have a local EAA chapter and Aicher has already received pledges of support from many of them. Some have offered to help with ground support and organizing events, others will open hangar space or tie downs. Still other chapters' pilots will join Aicher and make Young Eagle flights.

Aicher planned to fly a homebuilt Escapade by Just Aircraft, Caldwell, Idaho, but the Russian government denied permission to fly over their country, Aicher says, due to their strict experimental aircraft regulations. He's now in search of a production aircraft to fly. "This doesn't change the focus of the Eagle Flight, it just means I will have to make my journey in a different aircraft," Aicher said.

The Eagle Flight team has been busy hosting fundraisers and securing trip sponsors. On board so far are major sponsors Virgin Atlantic Airways, Utah Valley State College, Chelton Flight Systems and Micron PC. Other companies have offered in-kind contributions.

Singer Sammy Hagar and Warner Brothers Records have allowed the use of Hagar's "Where Eagles Fly" on the website, www.theeagleflight.com, and at events. And

aviation pioneers Dick and Burt Rutan, as well as Virgin's Chairman Sir Richard Branson have all sent letters of support.

A documentary is being filmed on the trip and a book will be published recounting Aicher's journey that will share photos of the entire project. To learn more about the trip, visit the website. EAA Chapters interested in getting involved in the trip are asked to send an e-mail to stacey@theeagleflight.org

MIKE MELVILL AT WRIGHT BROTHERS MEMORIAL BANQUET

In a fitting tribute to Orville and Wilbur Wright, a sellout crowd of over 500 people saw and heard one of today's true aviation pioneers at the Wright Brothers Memorial Banquet at EAA AirVenture Museum's Eagle Hangar on December 18th. See the webcast archive (with spaces):

[http://www.airventuremuseum.org/virtual/interactive/2004-12_17-Wright Brothers Memorial Banquet with Mike Melvill.asp](http://www.airventuremuseum.org/virtual/interactive/2004-12_17-Wright%20Brothers%20Memorial%20Banquet%20with%20Mike%20Melvill.asp)

HEAD IN THE COCKPIT

See you at the meetings, on the ramp, in the pattern, around the clouds ... and in the rain, rain, rain - Yuck! ... Jim



YOUR PERSONAL ADS WANTED HERE - FOR FREE!

FOR SALE: Ford V6 with a 2-to-1 reduction drive
A Ford V6 with a 2-to-1 reduction drive unit has been donated to our Chapter, it is all assembled, and it was to be installed in an airplane, but it did not happen. We want to sell this unit, and it comes with a propeller and a radiator. Jack Bowlus has the information on this (he has the same unit in his airplane)

Contact Jack Bowlus at 831-637-1137 or e-mail lae_pue@hotmail.com

HANGAR SPACE FOR RENT: Looking for Pitts S-1, Smith Mini Plane, or other similar size aircraft to share space in Old County Hangar with our Cardinal for \$200/month.

Contact Alan M. Craig at
408-923-2308 or 408-404-8541
or e-mail acraig@us.ibm.com.

Meeting Minutes



Ron Carmichael

HOLIDAY PARTY AND GENERAL MEETING

December 2nd - Vern Miller Aviation

The meeting was called to order at approximately 7:30 PM following our annual holiday "feast".

President Garliepp opened the meeting recognizing all those who had a hand in setting up for the party. Special thanks to Terri Gorman and her crew, who did the decorating. Also, Eric Wahlstrom, who got the turkey, Wolfgang, who set up and mailed out the invitations, Scott, who kept track of the numbers of guests, Brian who arranged our program, and, last, but certainly not least, Randy, who counts the beans and dishes them out at meetings (Randy received a special bean ladel honoring his efforts!).

Next, Jon handed out EAA pins and certificates for the Chapter Officers as well as our Webmeister, Wolfgang Polak, and our Newsletter Editor, Jim Manley.

The food was terrific and a good time was had by all. The speaker this evening was Guy Minor from the Oakland FSDO, who gave a very interesting presentation on aviation safety. Also visiting was Joe Abramski from the San Jose FSDO. Many guests stayed to get more info from Guy after the meeting.

Meeting adjourned at approximately 9 PM.

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

Respectfully submitted,
Ron Carmichael
Chapter Secretary

BOARD MEETING

December 9th - Reid-Hillview Terminal

President Jon Garliepp called the meeting to order at 7:45 PM.

The Chapter Secretary was absent due to illness and there was no Secretary's report. Randy Wilde presented the Treasurer's report, a summary of which has been posted on the web site. Brian Dal Porto moved to approve the Treasurer's report, as given. Larry Reed seconded and the motion was approved unanimously.

Brian Dal Porto reported that there is no speaker yet for the January general meeting.

Jon Garliepp suggested to broaden our efforts to sell the Ford V6 engine/propeller setup that was donated to the Chapter.

There was a general discussion about the Holiday dinner. It was generally agreed that the heating in the hangar was insufficient. Larry Reed suggested that a more formal restaurant/catered setting would be more attractive to some members and spouses. Socializing between members and their spouses may be more important than a technical speaker. It was noted that the Chapter 338 Holiday Dinner cost \$38 per person. Wolfgang Polak suggested that we may be able to use the Hiller Museum facilities. No further action was taken.

Jon Garliepp mentioned that Carl Honacker had offered special rules for a possible Chapter hangar. A general discussion ensued about possible attempts to solicit donations of rent or building space for a Chapter facility. No definite conclusions were drawn.

In 2005, the Chapter will send one or two candidates to the Air Academy. Randy Wilde will make deposits for two candidates with EAA National. These deposits are refundable if we do not find qualified candidates. Last year we had received Air Academy documents from National in November and we had made deposits at that time. This year, the Chapter has not yet received any information about the Air Academy. Randy Wilde will enquire with National. Larry Reed promised to develop a form with questions and instructions to hand to prospective applicants.

The board discussed problems with the timely production of the Chapter newsletter. Jon Garliepp acknowledged that producing the newsletter is a difficult task. It was felt that it is important that members receive the printed or online version before the meeting. It was agreed that the newsletter shall be delivered to Ralph Reichhold 10 days before the general meeting. All contributions to the newsletter should

communicate this to our newsletter editor, who was not present.

Randy Wilde needed to resolve some details for the Chapter's status report to EAA National. It remains unclear how our limited facilities fit with the possible choices provided in the insurance form. Randy will enquire with National. It was agreed without formal vote that the \$1M insurance option was appropriate for the Chapter. Randy Wilde moved and Brian Dal Porto seconded to authorize payment to National for our Chapter insurance and dues. The motion was approved unanimously.

There was a general discussion about possible events to be organized in 2005. The following dates were tentatively agreed upon:

- * May 7 - 8: Young Eagles at Wings of History
- * June 3 - 5: Chapter Flyout to Golden West
- * July 16: Chapter picnic
- * September 11: Young Eagles at the Palo Alto Airport Day

In addition, it was proposed that we organize a flyout to Monterey to visit the aquarium and Martin Hollmann (tentatively in May), a poker run (possibly on August 13th), and an overnight flyout to Columbia.

The meeting adjourned at 9:40 PM.

Board members present: Jon Garliepp, Brian Dal Porto, Randy Wilde, Larry Reed, Scott Miller, and Wolfgang Polak.

Respectfully submitted,
Wolfgang Polak,
for Ron Carmichael
Chapter Secretary

Another World Record for Steve Fossett

Adventurist Steve Fossett, who plans to circumnavigate the Earth solo next month in the Virgin Atlantic GlobalFlyer, set a new free distance (straight-line) world record of 2,187 km (1,358 miles) in an ASH 25M high-performance sailplane on December 4th. He and copilot New Zealand's Terry Delore soared from the Argentine cities of El Calafate to

San Juan - about two-thirds of Argentina's length - in 15 hours, 42 minutes. That's the same distance as New York City to Dallas.

"This is one of my gliding ambitions fulfilled-and I know it has been one of Terry's goals for over 10 years as well," Fossett said. "The conditions are fantastic and it is just great to be flying along the Andes, going for records." Many of the top international pilots, including Klaus Ohlmann, are here for the Argentine spring season, and it is a privilege to be competing with them."

The FAI (Federation Aeronautique Internationale) recognizes 21 major world records in gliding. Since Fossett and Delore teamed up in 2002, they have broken 11 "open class" records. Ohlmann held the previous free distance record-2,174 kms - set in 2003 over the same course. (FAI must verify the record before it's official.)

Fossett now holds world records in five categories: hot-air balloons, airships, sailboats, gliders, and jets. He will attempt his nonstop, 80-hour solo flight around the world in the Burt Rutan-designed GlobalFlyer in early January 2005 from Salina, Kansas. Favorable weather conditions will determine the actual launch date, Virgin Atlantic said at a press conference held at the airport's M.J. Kennedy Air Terminal. Mission control headquarters will be at the adjacent Kansas State University-Salina's College of Technology and Aviation. The mission control team will be in constant communication with Fossett as he pilots the single-engine jet designed by Burt Rutan and built at Scaled Composites, Mojave, California.

FSDOs Officially Authorized to Issue Sport Pilot Certificates

The FAA has released specific instructions to its Flight Standards District Offices (FSDOs) outlining procedures for issuing student pilot certificates to sport pilot candidates. The document, N 8700.34, Issuance of Student Pilot Certificates to Sport Pilot Candidates, should clear up any confusion in the field regarding issuance of student pilot certificates, says Martin Weaver, FAA's Light Sport Aviation Branch manager. Questions regarding the notice should be directed to the Certification and Flight Training Branch, AFS-840, at 202-267-9374.



Flight Sites

*Greg Pisanich
and
Jim Manley*

GAO ACKNOWLEDGES TFRS' ECONOMIC HARM TO GENERAL AVIATION

The controversy over temporary flight restrictions (TFRs) and their adverse effect on general aviation businesses has always been a double-edged sword. Where situations warrant - such as a presidential appearance or sensitive military installations - security against terrorist attacks is needed. But, when airspace is shut down, so too are FBOs, flight schools, and other legitimate flight operations.

In its recent report on general aviation security, the General Accounting Office (GAO) confirms that flight restrictions do, in fact, pose economic hardships on general aviation. It quotes a National Business Aviation Association (NBAA) estimate that GA has lost over \$1 billion because of increased costs to passengers, lost revenues, and additional operating costs.

Coupled with the fact that the FAA has yet to develop a way to determine the long-term necessity of TFR areas, EAA feels there is some room for further discussion regarding the size and scope of periodic-and continuing-airspace closures.

"There are still issues that must be faced regarding security," EAA President Tom Poberezny said. "EAA will make every effort, on its own and through its unique ability to create positive relationships, to find the right common-sense balance of providing security while maintaining the unique freedom of flight."

While acknowledging the negative economic impact of TFRs on the GA industry, GAO's report reveals that FAA does not have a system in place for their periodic review. Instead, keeping continuing TFRs in force is based on "unspecified security reasons submitted by the Transportation Security Administration (TSA)."

The FAA also does not determine long-term economic or other impacts on GA operations due to the restrictions. The GAO report highlights St. Mary's Airport in Brunswick, Georgia, a facility that has lost its ability to generate revenue because its proximity to Kings Bay Naval Base has created a continuing TFR that significantly deters pilots from using the airport.

The report recommends that the Department of Transportation take action to ensure that TFRs issued for indefinite periods of time are reviewed and, if appropriate, revalidated, and consistently applied. "Without documented procedures and criteria, FAA cannot ensure that future reviews of flight restrictions issued for indefinite periods are properly conducted, or consistently ensure that restrictions on airspace are still needed," the report states.

Blatant examples of inconsistent TFR application are the two restricted areas over Disney theme parks in Florida and California. EAA and other organizations feel they were created by political pressure rather than a quantifiable security threat. TSA even agreed that there was no threat against the theme parks when the TFRs were created in March 2003.

There has been an increase in the number, size, and duration of TFRs over the last several years and, at times, very limited notice of their implementation has resulted in numerous inadvertent airspace violations. More than 40 percent of all violations since September 11, 2001, have occurred in the Washington, D.C., Air Defense Identification Zone (ADIZ). No TFR violations have been shown to be terrorist-related.

EAA is intent on tackling these and other important issues in the coming year. However, the Department of Homeland Security leadership is in a period of transition with the resignations of its top two leaders, Secretary Thomas Ridge and Deputy Secretary James Loy, who will resign his post effective March 1, 2005. EAA Government Relations will focus on establishing new, positive relationships with the newly appointed DHS leaders once the White House names them.

Admiral Loy worked extensively with EAA during his stint as head of the Transportation Security Administration (TSA) and later the Department of Homeland Security, where he instilled a culture of customer service and public outreach to what had initially been a very closed and, at times, secretive agency.

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- \$30.00 Annually
- National membership is required

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Download the Newsletter in
color at
www.eaa62.org

HOLIDAY PARTY: THURSDAY, JANUARY 6, 2005, 7:30 PM

BOARD MEETING: THURSDAY, JANUARY 13, 2005, 7:30 PM RHV TERMINAL

Flight Data Systems Demo

7:30 PM at Vern Miller Aviation

Chuck and Richard of Flight Data Systems are coming to demonstrate their Air-Data Fuel Performance Computers. 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 fly" 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

