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### UPCOMING EVENTS

#### Monthly Meeting, January 6

##### Aerodynamic Aviation

Starting Wednesday January 5, Private Pilot Ground School begins at Aerodynamic. EAA members get \$20 off; please see [www.aerodynamicaviation.com/training\\_groundschool.php](http://www.aerodynamicaviation.com/training_groundschool.php)

**FAA WINGS Seminar** on January 15th the Aerodynamic Hangar at 11 AM. The title is "Flying Beyond Your Comfort Zone".

**Instrument Rating Ground School** Starts Monday, January 24th; please see [www.aerodynamicaviation.com/training\\_ifrgndscool.php](http://www.aerodynamicaviation.com/training_ifrgndscool.php)

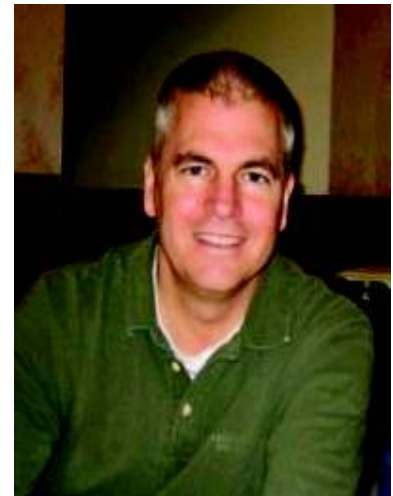
**Aerodynamic January Special:** an EAA membership and a copy of this Newsletter provides the holder a 15% discount on anything Aerodynamic sells, including flights and training, with exception of 100LL purchases. (Small print: One sale per person; EAA member may buy multiple items at the same time, presents for others are acceptable, and no purchases may be combined with other items.)

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## January Event: Dan Dyer, CFI Crosswind landings and the X200 Simulator

Dan Dyer, a Bay Area CFI, will talk to us about the X200 Crosswind Simulator he owns and how he teaches crosswind landing techniques using the simulator.

The X200 is a full simulator: flight inputs for roll and yaw and crosswind drift respond to the physical movement of the simulator. Flight controls fully replicate the look and feels of landing in a crosswind.



**EAA Chapter 62** is currently meeting at the Reid-Hillview terminal building on the first Thursday of the month. Everyone welcome.

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

6:30 PM Hangar Flying, Dessert  
7:30 PM General Meeting

## President's Column by Wolfgang Polak

In early December we had our annual Holiday party at the Crowne Plaza Hotel. This was the same venue as last year but for some unknown reason fewer than half as many people signed up this year compared to last. That left the Chapter in a bit of a bind since we had committed to a minimum number of participants. We negotiated to make up for the missing diners by paying for drinks for everyone. Unfortunately Wayne Handley had to drop out as our speaker due to family issues. But Wayne got us in touch with Bill Stein who gave a wonderful presentation about his experience as a solo air show performer and a member of the Collaborators; he also showed us some cool videos.



Also in December the Chapter had a drive-out to Half Moon Bay where we finally got an in-depth view of the Doug Palmer's Spencer Air Car. It's a most beautiful piece of workmanship. As an added bonus, Doug was in the middle of his condition inspection and we got to marvel at the parts normally hidden from plain view.

As I mentioned in last month's letter, we need a new meeting facility. For the time being our meetings will be in the Reid-Hillview terminal building. We're still pursuing other leads but everyone I talked to thinks that being on an airport is important. That limits our options. Again, your suggestions are welcome. Being in the terminal makes it difficult to cook dinner, at least during the winter months and we won't have any dinner. Instead we'll arrange to have dessert before the official part of the meeting, so plan accordingly. We will resume dinner once the weather is more reliable and we can barbecue outside.

This being the beginning of the year we will start planning Chapter events and activities for the next twelve months. As in the past we'll try to hold regular Young Eagles, probably starting around April. The first definite date is be May 14, when the Wings of History Museum has the annual open house. Mike Francis tried hard to get folks to participate in fly-outs but had little success. We'll need your suggestions and help to make these events better and more attractive to members. Our activities need not all involve flying. There are several local aviation facilities that we could visit. I'm looking forward to your input and hope to see many of you at the January meeting.

Happy New Year,

Wolfgang Polak

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## Return trip to Santa Catalina by Steve Plyler

Last year while flying home from a two-night stay in Avalon, on Santa Catalina Island, a narrow isthmus toward the northeast end sparked my curiosity. So, this year just after Thanksgiving my girlfriend/copilot and I went back to visit Two Harbors.

### The flight down

The fall air was crisp, cool and smooth. With a 20 knot tailwind en route we saw 220 mph on my Glasair 1RG's GPS. This time with the sun higher, I could easily see the airfield thorough the approach, touch down and roll out. Unlike last year when there was a setting sun in my eyes, the rough spots on the runway were mostly avoided. It was a comfortable experience.



Airport-in-the-Sky

### Robbed by highway men

Arriving  
around 3

PM meant we missed the only scheduled (1 PM, \$20 round trip) airport to Two Harbors bus. Knowing the bus schedule, we arranged for a taxi to pick us up before leaving San Jose. The taxi operation is located in Avalon at the southwest end of Santa Catalina. With Two Harbors located at the opposite end of the 26-mile long island, the fare was a whopping \$165 one way to pay for the driver's 20 minute commute from the Avalon office to the airport then the 40 minute trip for

us to Two Harbors. The twisty and rough gravel road zigzags to the west coast then back across to the east coast then finally to the island isthmus and Twin Harbors.

### The road was a fitting introduction to Two Harbors

Unlike charming, storybook, Mediterranean-flavored Avalon, Two Harbors is a funky cluster of buildings populated primarily with boaters who had braved the 4-to-8 hour passage from the mainland. There is a single restaurant, a small general store and a 12-room bed and breakfast that is above the main clump of buildings.

A dozen or two miscellaneous residential structures surround the settlement. The restaurant was utilitarian, the store well stocked, and the hotel a beautiful craftsman summer home built by the Banning brothers, who had bought the island from James Lick in 1891.

We had two nights reserved in one of the wood 'tent' cabins in 'town' since the bed and breakfast was booked up. Stopping in for tea, we discovered a no-show at the hotel and gleefully upgraded into the



Two Harbors from the air



Two Harbors Bed and Breakfast



unused room with its breathtaking view of the west-facing harbor.

Breakfast, though not great fare, was served in a bright and cheery dining room filled with boaters and who shared the tales of their crossings. The buffalo came right down to the hotel grounds. They are gigantic up close.



Library in B & B

### **Return flight from Hell**

On Sunday—the departure morning—at the ‘Airport in the Sky’ we were looking at 18- to 23-knot dead crosswind made extra turbulent by the bluff location. The en route weather report included a 30-knot headwind with a forecast of occasional severe turbulence. Two pilot reports confirmed the severe turbulence at both 6,500 and 10,500 on our planned route. At Santa Barbara the surface wind was 39 knots on the airport surface! Although she is a severe turbulence virgin, my copilot reluctantly wanted to go for it and to get home for work on Monday. While sampling fuel during preflight, I noticed that both rear muffler support strap/springs were broken leaving the last 2’ of the muffler unsupported. A friendly fellow pilot offered assistance. He gave us a hose clamp with which the broken end of one of the supports was secured to the tail pipe. Not pretty, but seemed likely to get us home. By now it was late afternoon, meaning one hour of the flight would be at night, and with the stiff head wind, we would need a fuel stop and land in the nasty surface winds. ‘Got to get there-itis’

was full-speed-ahead. With a growing sense of dread, I filed the flight plan; we loaded up and closed the hatches. I sat for several minutes and couldn’t throw the master switch. I thought about the strong crosswind, about possibly terrifying my copilot with severe turbulence, a difficult fuel stop landing and the remote chance of an in-flight fire in the event the muffler broke off. I was very embarrassed and felt I’d let my girl friend down, but I had to refuse to fly. I thought of a story my father had told me before he passed away. As a military transport pilot he one time refused a direct order to fly a few congressmen to an airport a few hours away. Under threat of court martial he still refused, citing the poor weather. Another pilot was ordered to take the flight, which ended in a crash killing all aboard. My dad summarized: “There are OLD pilots and there are BOLD pilots, but there are no OLD BOLD pilots.” This day was like a few other times I have decided not to go in an effort to one day to become an old pilot.

### **Priceline moment**

We chose to spend our extra night in Avalon to have better bus access to and from the airport. When we were checking in to our accommodations I wondered if we were on the set of a Priceline commercial. William Shatner was very cleverly disguised as a sweet older lady. ‘Wilma’ upon over-hearing of our misfortune of staying another night due to foul weather jumped in as cost negotiator for us. “Give them a suite for the same price as a regular room” was the first volley. After sheepishly agreeing the clerk was further grilled by ‘Wilma’ “how much is



it?" The "one hundred forty six" answer was soundly rebuffed with "make it \$99, give em a break, no one will know and you can do it". Slack jaw and speechless, I watched the clerk write up the tag for a \$275 suite for only \$99. I turned back around to find our champion had vanished. I still laugh about that surreal event. The 4<sup>th</sup> floor suite was terrific: it had a fireplace and a glorious harbor view. Outside the room was roof top hot tub with a view.

**Return flight**

The return flight Monday was severe clear with intolerably smooth air. The muffler patch held up for the flight. Would I go back? Definitely to Avalon. As for Two Harbors, I'm glad we went: the close-up buffalo were impressive and it is a good place to hike in a Morgan Hill kind of landscape. Apart from the Banning house, the rest of the town was not memorable and there was not much going on in the winter, so we most likely will not return.



Don't fall off the end

(cont' from page 1)

**Tradewinds Aviation**

will be sponsoring a WINGS seminar on January 14, 7 PM in the Reid Hillview Terminal Building. The subject is GPS approaches. Instrument ground school starts on January 19<sup>th</sup> and generally runs once a week for 10 weeks. Please call Tradewinds at 408-729-5100.

**Editor's Notes**

by Mark Wainwright

The Editor's lassitude is preventing good reporting on a couple of events that occurred last month: specifically, our Annual Holiday Party and a real trip to see Doug Palmer's Air Car. I am promising to write more on each for the February Newsletter, including pictures. Still, we need to acknowledge all the effort that went into planning and preparing the party. As some have noted we have had a series of aborted attempts to visit Half Moon Bay and the Air Car on December 4 we were successful and it was extremely interesting.

I received some ribbing from a chapter member about including a story about a fly-out that didn't happen, so I promise to restrict my reporting to actual events. That said, I enjoyed a superlative flight with Jim Grant on December 30th. At the Aerodynamic 50th Anniversary Party, Zdrovko was selling (giving away, perhaps) flight training lessons for \$75. I used mine to fly to South County and perform a few landings, do about 4 spins near

(cont' on page 6)

## EXCHANGING WAR STORIES

by Terri Gorman

On December 7, 1941, the United States was attacked at Pearl Harbor and we entered World War II. On December 17th 2010, two B24 pilots who flew in WWII met up for the first time at La Rinconada Country Club in Los Gatos. They were Captain Andy Cummings and Captain Bob Meuse. I met Captain Cummings through the Santa Clara Valley Ninety-Nines and at the San Jose State Precision Flight Team Dinner in 2010. (Mark your calendars, the date is March 17th in 2011.) Bob Meuse is my long time friend of EAA Chapter 62 in San Jose.



Captains Bob Meuse and Bob Cummings

Coordinating a luncheon during the holiday season seemed next to impossible to me. On December 19th, Bob Meuse was flying off to Boston to spend Christmas with his family. On Friday, the 18th, he was taking his friend Don Wiggin, another WWII soldier, out to dinner. Every available date seemed to be filled up. Andy suggested that we meet up for lunch at LaRinconada Country Club in Los Gatos. Andy is a member of the Club, so he set everything up for us. The food and the new friendships made were exceptional.

When I arrived at the Country Club, Andy and my friend, Bob Meuse, were seated in the Atrium and talking as if they had known each other all their lives. Joan and I talked about our families. Our luncheon lasted two-and-a-half hours, primarily, with our two B24 Captains exchanging their war stories. On December 17th, they



met up as strangers and after lunch, they left as good friends, exchanging phone numbers and home addresses. What a great way to see the year end.

*Thanks for contributing, Terri, and a big thanks to Steve Plyler.*

## Editors's notes, cont'

the UTC practice area, and make a night landing at RHV. All of it was great, but the last was particularly interesting because the RHV Tower sent all aircraft to runway 31R, which first required us to allow an airplane pass us below and to the left (I was at the right approach altitude; he wasn't), and then perform a go-around because the tower cleared a Cessna for a takeoff directly in front of us. I managed to do all of this without causing any apparent damage to Zdravko's Citabria.

Don and Jocylene Von Raesfeld were kind enough to host a small party in Santa Clara for Mike Francis's family while they were here on a visit from Indiana. We are hoping that Julia, Mike's wife, and Maddie, his daughter, found that there was life beyond the prairies. To make things well mixed up, Mike is from the U.K., Julia is from Moldova, and Maddie is American. America: what a country!

Wolfgang's friend Bert Gilling brought to my attention a link to photos of the Zeppelin Eureka, which is based at Moffett Airfield. These are outstanding photos and might save you the \$425 cost of a Bay tour. There must be at least two lighter-than-air craft at Moffett; the one that flies over my house is advertising Farmer's Insurance.



## Membership Notes

by Donald Von Raesfeld, Jr.

Membership Chairman  
408-507-0951

Happy New Year to everyone. I hope you all had a Merry Christmas and were able to spend some quality time with family and friends. It's great to spend time with family and friends, especially during the Holiday Season, but it can be very hectic at times. I know it was for Jocyline and me cleaning, decorating the house both outside and inside, shopping, planning menus, cooking, (Jocyline did the cooking and I did the cleaning), and on top of all that a regular job to go to Monday through Friday in order to pay the bills. Again Happy New Year to all of you.



Now that the Holiday Season is over it's time to think about renewing our memberships in EAA Chapter 62. I would like to thank all of you who have already taken the time to renew and encourage the rest of you to do so soon.

You can renew your membership online by going to the Chapter website, [www.eaa62.org](http://www.eaa62.org), and clicking on Membership. Then click on renew and update your information, especially your EAA National expiration date. Scroll to the bottom and click on "Submit Your Data". You will then be able to renew your membership online using PAYPAL. If you prefer you may download an application, update any information that might have changed and mail it to me with a check for thirty dollars made out to EAA 62. You may also renew at our next General Meeting which will be held on January 6, 2011. Hope to hear from all of you soon.

While on the topic of membership I would like to introduce you to the newest member of our Chapter. Those of you who were able to attend our December Meeting/ Holiday Party were able to see and hear an excellent presentation by Bill Stein, our newest member. Bill currently flies an Edge 540 on the air show circuit. His Edge has a great paint job. The aircraft changes color depending on how the light hits it. In addition to solo aerobatics Bill also flies formation aerobatics with "The Collaborators" a four-ship aerobatic team of three dissimilar aircraft. The team is led by Sean Tucker flying Lead in his Oracle Challenger. Wing positions are flown by Ben Freelove and Sean's son, Eric Tucker, flying Extra 300s while Bill flies Slot in his Edge 540. If you have not yet seen "The Collaborators" you are missing some great flying. They put on an amazing demonstration, especially the "Rolling Rejoin". Bill is also an instructor at the Tutima Academy of Aviation Safety. To learn even more about our newest member check out his website, [www.billsteinairshows.com](http://www.billsteinairshows.com), and become a fan of his on Facebook. Welcome to EAA Chapter 62, Bill. Hope to see you at some of our General Meetings although with your schedule it may be hard. Looking forward to seeing you fly next year.

Don Von Raesfeld, Jr.

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Bill O'Sullivan's Bearhawk project

Members  
 Mike Francis, Mark Wainwright and  
 Bill O'Sullivan



Doug Palmer's Air Car throttle -  
 teaser for next month

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Address Label is **RED**,  
time to pay your dues.



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