



# The Intrepid Airmen



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## January Event: Erik Schmidt on BFRs.

Our first speaker of 2012 is Erik Schmidt, CFI at Aerodynamic Aviation. Erik will address the shortcomings of most Biannual Flight Reviews (BFRs), the challenges instructors face giving them, what one should expect and how best to prepare for the review.



Erik and his happy student, Justin Hand

### UPCOMING EVENTS

#### January Chapter Meeting

**January 5.** Erik Schmidt, CFI at Aerodynamic Aviation, Terminal Building

#### Chapter 62 Board Meeting

**January 12** at 7:30 PM in the Terminal Building, all welcome.

#### February 18 Fly-Out

**Columbia (022) Activities TBD.**

Please offer your recommendations for other destinations.

#### Reminder: Discounts for Chapter 62 Members

Aerodynamic Aviation is offering chapter members two discount packages. Please refer to December's Newsletter for details.

**EAA Chapter 62's January meeting will be held at the RHV Terminal Building**

Everyone is welcome, and please bring friends

6:30 PM General Meeting  
7:30 PM Presentation

## Winter High Pressure, by J .Mac McClellan

All pilots are amateur meteorologists out of necessity. And one weather fact we think we know is that high pressure systems make for good flying weather. And that's generally true – but not always at this time of the year.

As you remember from private pilot ground school, high pressure systems typically clear out the atmosphere, bringing good visibility and generally clear skies. The soggy stable air of low pressure systems can collect lots of moisture that leads to widespread clouds and reduced visibility. Lows usually spawn fronts that add their own mix of flying weather challenges.

But in the winter and early spring high pressure systems can be so strong that they can spontaneously generate flying weather problems that are very difficult to forecast.

The hallmarks of high pressure systems are generally low moisture levels and unstable air. Unstable air means the air cools with altitude at a pretty steady rate, while under low pressure systems the air may actually be warmer aloft than at the surface with that temperature inversion holding clouds and low visibility close to the ground.

However, winter highs can be so powerful that the rapidly rising and cooling air they contain can squeeze what little moisture exists into clouds. Such small buildups are sometimes called “instability showers.” These clouds can form just about anywhere without the need of a front to get them growing. And that makes them particularly difficult to forecast.

When it's cold at the surface the scattered to broken instability clouds typically create snow showers that can be very threatening to pilots flying VFR. The high pressure air gets the vertical development of a cloud really moving almost like a mini thunderstorm, except the moisture is frozen in the form of snow. The cloud sucks in all of the moisture around so the snow rates can be very heavy right under the cloud. And significant snow knocks flight visibility down to almost zero. You can see the ground below you in the snow, but you can't see ahead to find a horizon.

The best forecasters can do is note that there is a “chance” of broken clouds or snow showers but they can't be certain where, or when during the forecast period, the instability clouds and snow showers may form.

Instability snow showers can be fed by a significant body of water such as a Great Lake or coastline supplying moisture. But the clouds may form some distance from the water body source. And the clouds also tend to cluster in areas or along lines, making it potentially very difficult for a VFR pilot to find a way around them.

Some of the biggest weather scares I have ever had were in those pop-up instability snow showers when I was flying VFR only in my Cessna 140 many years ago. The airplane had only an ancient turn and bank instrument to help me know up from down when I blundered into a snow shower. And often the snow under the cloud doesn't look from a few miles away like any big deal – until you fly into it. But once in the snow – clear of the cloud but in the snow – the visibility can vanish in an instant.

I don't know how to tell you to avoid all instability showers, except to say that if it is very cold and the altimeter setting is high, beware of all puffy little clouds and don't fly under them or you will learn a new meaning to the term “white out.”



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## Flying with the Hell Hawks by Andy Werback

This December I had an opportunity to fly with two gentlemen of World War II fame. They are Archie Maltbie and Ralph Kling; both were assigned to the 9th Air Force, 365th Fighter Group, 388th Fighter Squadron, in Europe. Most of their flying occurred after D-Day in 1944, as they flew many missions across France and Germany in Republic P-47 Thunderbolts. Their group was known as the “Hell Hawks”, and you can read a whole lot more about them in a book of the same name by Robert Dorr and Thomas Jones.

Don Barnes and several of his friends have been actively involved in preserving the history of the men who flew P-47s, and Don has been able to give several of them rides in his Lancair Legacy. So this time, Don invited me to go along. We were able to do a formation flight along the coast to Santa Rosa for lunch with Archie and Ralph and get a little bit of a history lesson along the way.



Ralph Kling, Don Barnes, and Archie Maltbie

Archie flew 98 missions, and was forced to jump from his P-47 after it was damaged by debris from an ME-109 he shot down. He spent 10 harrowing days escaping and evading. Then, it still wasn't easy



P-47

getting back to flying status. He finally had to see Major General Pete Quesada to get approval to get back on the duty roster.

Ralph was shot down, captured, and spent several months in the famous POW camp Stalag Luft 3, among other places, before

being liberated. He is a principal member of the San Diego POW organization, which just dedicated a memorial to POWs called the “Liberation Monument” at the National Cemetery, MCAS Miramar. You can read more about it and get Ralph's biography at [www.sdpow.org](http://www.sdpow.org).

*(cont' on next page)*

## Editor's Musings by Mark Wainwright



no recent photo for me

On December 26 I went to Aerodynamic to spend about thirty minutes in the pattern. As I drove in, I noticed that Citabria “32 Golf” was parked in front of the entrance to the maintenance hangar, so it seemed like a good idea to check in with Al, the Chief Mechanic, to ask what was going on. The answer was, “the \*%#\* who just flew put the carb heat on and the mixture full rich on the approach from UTC, but it's working okay now.” I interpreted that to mean that some of the plugs had been fouled and that Al had swapped them for clean ones.

I climbed into the plane, found the run-up to be normal, and did about five circuits of the pattern. I was very careful to lean the mixture whenever appropriate, including the downwind leg. On the sixth takeoff it felt like the engine was missing and producing much less power than normal, so I aborted, was able to exit the runway at taxiway Delta, and returned to Aerodynamic.

On the 31<sup>st</sup> I flew again and learned that not only had there been some fouled plugs but one of the mags needed a replacement.

I guess the lesson is “pay attention”.

On a totally separate note, the article on the Santa Ynez trip will need to wait until next month because our contributors have been so prolific.

It was great to have an opportunity to meet Archie and Ralph, and especially to go flying with them. Be on the lookout for Don's new book detailing the art and paint schemes of their individual P-47s.



He has really created a work of art. It's titled *Thunderbolts of the Hell Hawks*, and is 320 pages long, has 500 photos and 98 color profiles, and will be published soon.

Ralph, Andy and Archie

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## Maggie Gales is new Private Pilot by the Editor

Chapter member Maggie Gales passed her Private Pilot checkride on December 9 in Aerodynamic's Citabria 5032G. Maggie's FAA Examiner was Sherry Diamond, and her principal CFI was Mark Guerrero. Maggie received a giant chocolate cupcake to commemorate this important event.

It seems that Maggie is the first EAA 62 member to have received an initial pilot rating during the time I've been a member of the chapter. Excellent job!

Maggie, her new certificate, and her giant chocolate cupcake



## Central Valley Air Show, NAS Lemoore

by Don Von Raesfeld

On October 16, 2011 my oldest son Mark, my grandson Sean, a friend from work, Paul, and I left my house in Santa Clara about 5:00 AM. We were driving down to the Central Valley Air show at NAS Lemoore. This was the first air show held at the Air Station since 2004. NAS Lemoore is home to 19 FA-18 Hornet Squadrons. We arrived at the base just before 8:00 AM, made it to the parking area, unloaded our chairs and Sean's FA-18 model, went through security and found a great pace to set up our chairs. We then walked around for a couple of hours and checked out the static displays.

Aircraft on display included several FA-18 Hornets from different squadrons based at Lemoore, including some in special Centennial markings celebrating the 100th Anniversary of Naval Aviation. Military aircraft on display included FA-18Cs, the Legacy Hornet, and also FA-18Es and Fs, the Super Hornet. There was also an EA-18G Growler from VAQ-129 (Electronic Attack Squadron) in retro colors. Other military aircraft on display included a couple of T-34Cs, F-16s from the California Air Guard, an F-16N from the Navy Weapons Fighter School, and a Boeing E-6 Mercury, an airborne command post and communications relay based on the Boeing 707-320.



Sean Von Raesfeld & Blue Angel Crew Chief



Opening Ceremony

Civilian aircraft included a North American B-25 Mitchell, P-51D Mustang, T-28 Trojan, an SNJ, a Douglas C-47 and C-53, a Beechcraft T-34 Mentor, a couple of Boeing Stearmans, a Vultee BT-13, and a Chance Vought F-4U Corsair. The Merced County Sheriff's Department also had their Bell UH-1 Huey helicopter on display. There were also a few General aviation aircraft on display. There were not as many military aircraft on display as in previous years but the flying portion of the show more than made up for their absence.

The air show got underway about 10:00 am. The US Navy Leap Frogs opened the show with a flag jump from the Douglas C-53 Skytrooper. The C-53 used by the LEAP FROGS, "D-DAY DOLL" is a WWII survivor. This particular aircraft participated in the Normandy Invasion and also resupplying American troops during the Battle of the Bulge. The main difference between the C-47 and the C-53 is that the C-53 did not have a reinforced floor or the cargo door. This aircraft is a real piece of aviation history.

The air show consisted of several civilian and military aircraft demonstrations. Civilian performers included Spencer Suderman in a Pitts S-2B, Bill Cornick in a Pitts S-2C, Jackie Warda in an Extra 300, the Silver Wings Wingwalking Team, Greg Colyer in the T-33 "Ace Maker", John Collver in his SNJ "War Dog", Dan Buchanan in his unpowered hang glider, Doug Jardine flying his Sbach 342 "Thunderbolt", and Bill Braack in the "Smoke and Thunder" jet car. The Commemorative Air Force also attended with a

*(cont' on page 6)*

B-25 Mitchell, P-51D Mustang, F8F Bearcat, and an A6M3 Zero. They made several passes with pyrotechnics along with the "Wall of Fire" on their last pass. The F8F Bearcat also joined up with 2 FA-18F Super Hornets for the Legacy Flight.

Spencer Suderman and Bill Cornick both flew individual aerobatic routines and later in the show



Super Hornets and Grumman Bearcat

teamed up to compete against each other in the Aerobatic Racing Challenge. It was very interesting. Both pilots took off, joined up with about a runway's width separating them. The race consisted of 10 aerobatic maneuvers flying down the runway and back. The first one to complete the 10 maneuvers would win the race. The lead changed several times, but when it was all over Bill Cornick was the winner by a couple of seconds. After John Collver's act in "War Dog", he challenged Bill Braack in the "Smoke and Thunder" jet car to a race. The jet car beat the SNJ, but I think he released the brakes just before John passed over him.

The military demos included the USAF Viper West F-16 Demo Team from Hill AFB. They demonstrated the capabilities of the F-16 Fighting Falcon. VFA 122 demonstrated the capabilities of the FA-18F Super Hornet and, as mentioned earlier, also participated in the Legacy Flight.

The final act of the show was the US Navy Blue Angels. As always, they put on a great show. I never tire of watching them fly. It always amazes me how they can perform their maneuvers with such precision, and how they can rejoin so quickly. My Grandson, Sean, had a great time but it was a very long day for him. When the Blue Angels finally took to the air about 3:15 PM he was out. How he could sleep with all the jet noise is beyond me.

We had a great time. The weather was good and we arrived back home around 8:00 PM that night.



C-53 landing at Lemoore

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### For Sale:

Misc aircraft parts and supplies, maybe there's something you could use. Also, 12" Delta Radial arm saw, 6" Craftsman jointer, wood lathe.

Contact: **Andy Werback** at (408) 262-8622 or 802-5393 or send email

## VFR not recommended

by Steve Plyler

I called at 8:45 AM Friday for a VFR weather brief the day of my third Thanksgiving weekend flight/visit to the island of Santa Catalina and heard “ceiling 2000’ overcast at Reid Hillview sloping down to 800’ at Salinas. VFR not recommended.” The rest of the GPS direct route forecast was cloudy but passable. “I’d like to file” was my response, figuring I’d head southeast and take a look, and then maybe head east and look for a hole. It’s always possible to turn around or land somewhere and sit it out. Conditions were forecast to be improving. The briefer repeated, “VFR not recommended” and recapped the ceiling forecast. I persisted and filed the flight plan.

I had spent considerable effort to get the trip set up. First, I freshened up my decades-old check out in a Cessna 182 (4 seater) and reserved a plane at Watsonville. The capacity of the Skylane was needed to carry my copilot/girlfriend Terry, half of her daughter’s family, luggage, and my scuba gear to Airport in the Sky, Santa Catalina Island, CA. The remaining two people were to be flown in the C-182 across the channel after taking a commercial flight from San Jose to LAX and a taxi to Hawthorne airport. Non-refundable airline tickets had already been purchased. On top of that effort, five days prior to the trip the C-182 became unavailable. Not to worry, there’s a C-182 at Squadron 2 at Reid Hillview. I joined the club and checked-out in it and reserved that one.

With my second batch of passengers already enroute to LAX, I was hearing “VFR not recommended”? Not in the plan. Some safety seminars I’ve attended at Oshkosh popped to mind. Do I have ‘get there-itis’, which could lead to bad decisions?



Catalina Island's Airport in the Sky



Steve

Hmmm. I called Catalina, the current conditions report was “severe blue skies and calm”. “Clear prop”, we’re out of here. Enroute the ceiling did come down as forecast but a lovely blue hole opened up above Gilroy. Popped up on top toward King City where it all opened up to smooth, clear air and a million mile visibility.

With my first three passengers on the ground at Catalina, I took to the sky for the 15 minute flight across the channel to pick up the remaining two passengers at Hawthorne airport. Los Angeles’s class B airspace was target rich and busy with controller interaction. There were four frequency handoff’s in eight

minutes. Good com’ workout for keeping sharp. The 530 Garmin in the C-182 showed a cluttered unreadable display of targets just above and below my track. Traffic at 12 o’clock 2 miles same altitude,

*(cont’ on page 6)*

## VFR not recommended, cont'

traffic not in sight, yikes! My eyes were wide open and my head was on a busy swivel both over and back to the island.

Catalina Airport, "The Airport in the Sky", was the busiest I've seen with twenty aircraft parked and the pattern constantly busy. Rejoining the three we had left previously at the airport, the six of us took the 35-minute shuttle bus from the airport to Avalon where we checked into the Pavilion Hotel, sixteen steps to the harbor beach sand. The golf cart-cluttered narrow streets, dozens of yachts filling the crescent harbor and Mediterranean architecture again created an adult Disneyland vacation atmosphere. Scuba diving in the underwater aquatic park near the historic Casino/theater building was on my agenda for Saturday. The weather was great for the dive. The abundant fish, flora and kelp forest were the best I've seen. On Sunday we had good weather for



shuttling my passengers back to Hawthorne and for the trip back to San Jose. With a 150 mph cruise speed and 10 mph head wind component it took 2.3 hours to fly back. The return was a great trip and comfortable ride.

Avalon Harbor



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## Wanted: Good quality used headset

I misplaced my Flightcom Denali ANR headset somewhere between Aerodynamic and home, so I'm looking for a replacement. If anyone has a spare to sell me, please let me know.

-Mark Wainwright

## Membership Notes by Donald Von Raesfeld, Jr.

Membership Chairman  
408-507-0951

I hope everyone had a Merry Christmas and a Happy New Year. I don't know about you but the last couple of months have been rather hectic. I always have so much to do and it seems there is never enough time. Around the Holidays it seems I have no time at all. Hopefully things will get back to normal soon.

### DECEMBER MEETING

Our last General Meeting was held on December 1, 2011, and included the Chapter's annual Christmas/Holiday party at Three Flames Restaurant in San Jose. We had a good turnout and I think everyone who attended had a good time. My wife mentioned that we might get an even better turnout if we held this dinner on the first Saturday of December instead of the first Thursday. I think she has a point. After working 8 to 10 hours and knowing you have to get up the next morning and do it all over again makes one sometimes stop and think that it might be better to pass on a night out. It might be something to think about for next year.



Chapter 62 Member Max Trescott,  
December's speaker

I want to thank Ron Carmichael for all the work he did in setting up this event, collecting the money from the attending members, placing the dinner orders, and all the other details involved in putting this together. The menu choices were steak, chicken, or fish. In addition to the main menu, Sam Werback and Gudren Polak provided an assortment of home made cookies; my wife, Jocyline provided cake pops for dessert. Jon Garliepp brought a box of persimmons for members to take home. In addition to the desserts, Sam also made up the centerpieces for the tables. A big thank you to all who helped make this an enjoyable evening.

After dinner Wolfgang Polak took the microphone to conduct a bit of Chapter business. He announced that chapter member Zdravko Podolski, owner of Aerodynamic Aviation, has offered to let any member of EAA Chapter 62 train and rent aircraft without having to become a member of Aerodynamic. This alone saves you \$350.00 per year. You will pay regular rates and not get the block discount but if you are an occasional renter or building your own aircraft and just want to keep current it's a good deal. In addition, Zdravko is allowing EAA 62 members

to purchase an annual membership for \$175 instead of the normal \$350, and, if you choose this option, you will be able to receive the block discount. Thank you Wolfgang and Zdravko for putting this together.

Wolfgang handed out Certificates of Appreciation to several members of the Chapter for their service. Recipients included Rusty Wells and Randy Wilde for all their preparing and for serving the dinners at our General Meetings and cleaning up afterwards; Andy Werback, Past President; all the directors who were present; and, last Russ Todd, our Young Eagles Director.

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## Membership Notes, cont'

Russ gave a short talk recapping our Chapters Young Eagles program. This year our Chapter flew 753 Young Eagles. In 2010 we flew 435, in 2009 we flew 910, and 2008 we flew 498. We held a Young Eagles event at Moffett Field in 2009, which accounted for the large numbers of young people flown in 2009. I believe there were 26 pilots flying at that event. Back to 2011: we had 40 pilots who flew these 753 kids. Among the pilots were Gary Niva, who made 27 flights and flew 80 Young Eagles, and



Wolfgang hands Russ Todd his certificate

Bob Leitch, who flew 21 times bringing 61 Young Eagles aloft. Bob, who is also an Angel Flight pilot, made 32 flights for them this year. Larry Fernandez, who flies a Robinson helicopter attended 2 events, 17 flights and flew 50 Young Eagles. David Hinojosa flies a Light Sport Euro Fox, which is a 2 place aircraft. He flew six out of the seven events our Chapter held this year. His wife Janet was also a big help with the administrative work. Russ handed out Certificates of Appreciation members who attended. Those who were not there will receive their certificates at a later date.

Among those receiving certificates were

John Castner and Andy Werback for their help in transporting and setting up the equipment, tables, tents and everything needed to conduct these events. Sylvia Andrade, who heads the League of Latin American Citizens, received a certificate for all her help. She enlists the help of students from LULAC to handle the wing ribs at our events. Thanks to Russ Todd and everyone who has helped to make our Young Eagle events so successful this year.

After Russ finished his presentation, Ron Carmichael introduced Max Trescott, our guest speaker. Max is a member of our Chapter and a flight instructor and author. The 2008 National CFI of the Year, a Glass Cockpit Specialist, and the owner of a Lake Amphibian, he talked to us about the iPad in Aviation. It was an interesting talk. He talked about basic operations, its limitations, battery life, expense, GPS options, how to choose a model (data plan or not), memory sizes, iPad vs iPad2, and whether the device is a replacement for portable GPS. Max gave us an overview of the different aviation apps available. He then had a question and answer period. I would like to thank Max for a very interesting and informative presentation.

### **REMINDER: CAPS AND SHIRTS**

The Chapter now has tee shirts and caps available at all of our General Meetings and for \$15.00 each. We have 30 caps available, which are black with and embroidered Chapter logo.

We have a limited number of white, blue, and orange tee shirts with a small Chapter logo on the front on the left side and a large logo on the back. If you are interested, see me at any of our General Meetings.

### **REMINDER: MEMBERSHIP RENEWALS**

It's that time of year again. Time to renew you membership in the Chapter. Membership can be renewed online or by sending a check for \$30.00 made out to EAA Chapter 62. Checks can be sent to me or brought to the General Meetings. I hope you will all renew soon. We will be having some

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Fly-Outs, some Young Eagle Events, our Annual BBQ, General Meetings with Guest Speakers, and our Christmas/Holiday Party.

Again, I hope you all had Merry Christmas and a Happy and Safe New Year.

Don Von Raesfeld, Jr.



Calaveras Approach in Brian Dal Porto's Marquart Charger

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