

President's Corner

Jon Garliep

I would like to send out a warm welcome to our two guests at the June meeting, Jason Yoon (Single Engine land and Instrument) and Erik Wahlstrom. We welcome guests to all of our events, and as a reminder, members are encouraged to bring guests to all of our events.



PICNIC- JULY 12 AT WINGS OF HISTORY MUSEUM, SOUTH COUNTY AIRPORT. So far, 15 members and one guest, have signed up for this event. If you have not signed up yet

please contact Jon Garliepp at (408)-253-3769 or e-mail jcgarliepp@earthlink.net. We are encouraging all that are coming to the picnic to fly their plane in to share them with other members and guests. The Museum will be open for everyone to go through and enjoy all the displays that the volunteer staff have worked long and hard to complete.

The Chapter will serve hamburgers and all the fixings starting at 12:30 PM. Each participant should bring a salad, or a dessert. Plan to arrive a little early and spend some quality time with other members, our guests, and their families.

FUTURE PROGRAMS

AUGUST 14TH	OSHKOSH IN REVIEW
SEPTEMBER 4TH	TO BE DETERMINED
OCTOBER 2ND	GREG PISNACH AUTONOMOUS AERIAL VEHICLE

CHAPTER POSITIONS - IMMEDIATE NEED - *Young Eagles Coordinator.* We also need to have by January 2004 a new *Secretary, Hot Dog Coordinator* and *Newsletter Editor.* Anyone who could fill any of these positions, please contact me at (408)-253-3769.

JULY AND AUGUST MEETINGS - Are on the 2nd Thursday of the month, mark you calendars for July 10th and August 14th.

Let us know of any programs that you would like to see at one of our meetings. If you are dealing with any aircraft oriented suppliers or dealers, and you think their product would be of interest to our membership, ask if they would be interested in giving a presentation. The Chapter is always seeking good programs, and you can help.

—jcgarliepp@earthlink.net

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Calendar of Events

JULY

7/5 -7/5/2003 HOLLISTER, CA Chapter 1264 Sounds Of Freedom Fly-in,Hollister Muni 307 Contact Information: Ed Owens 831-637-0559 Email Address: eowens@garlic.com <http://.eaa.homestead.com>

7/11 -7/13/2003 LOMPOC, CA 19th Annual West Coast Piper Cub Fly In,Lompoc Airport LPC Contact Information: Bruce Fall 805-733-1914 Email Address: jeff.holly@verizon.net <http://www.geocities.com/pipercubflyin>

7/12 -7/12/2003 GRASS VALLEY, CA Airfest 2003 Fly-In,Nevada County Airport Contact Information: Tim O'Brien 530/273-1972 Email Address: tobrien@littonengr.com <http://www.nevadacountyairfest.com>

7/12 -7/12/2003 TRUCKEE, CA Chapter 1073 Pancake Breakfast,Truckee Tahoe TRK

7/17 CHAPTER 62 BOARD MEETING RHV 7:30 PM

AUGUST

7/29 -8/4/2003Oshkosh, WI EAA AirVenture Oshkosh 2003,Wittman Regional Airport OSH Contact Information: 920-426-4800 Email Address: webmaster@eaa.org <http://www.airventure.org>

8/9 -8/9/2003 Truckee, CA Chapter 1073 Pancake Breakfast,Truckee Tahoe TRK

14TH -CHAPTER 62 GENERAL MEETING RHV 7:30 PM

8/16 -8/16/2003 Willits, CA Willits Airport Day,Ells Field Willits,Ca O28 Contact Information: Richard (Dick) Johnson 707 459 1380 Email Address: bigfoot@saber.net <http://www.willitseaa.homestead.com>

8/16 - 8/16/2003 Oroville, CA Chapter 1112 Fly-In/Drive-In Pancake Breakfast,Oroville Muni OVE Contact Information: Terry or Chuck 530/533-0698 or 530/534-7110 Email Address: rv6@cncnet.com or cazamel@hotmail.com <http://Fly.to/eaa-oroville>

8/16 - 8/16/2003 Compton, CA Chapter 96 Open House Fly In / BBQ,Compton CPM

8/16 - 8/17/2003 Albany, OR Northwest Art and Air Festival,Albany Municipal Airport S12 Contact Information: Irene Friedman 541-917-7636 Email Address: ifriedman@ci.albany.or.us <http://www.nwartandair.com>

8/16 - 8/16/2003 Susanville, CA Susanville Airfair,Susanville Municipal SVE Contact Information: Steve Datema 5302570334 Email Address: datema@citlink.net

21ST CHAPTER 62 BOARD MEETING RHV 7:30 PM

FUTURE AIR SHOWS

- ◆ **July 9th 13th 2003, Arlington, Washing ton** <http://www.nweaa.org/>
- ◆ **July 29-Aug 4 AirAdventure Oshkosh, WI.** www.eaa.org
- ◆ **October 9th- 12th Copperstate Fly-in PRA Phoenix Regional Airport** <http://www.copperstate.org/>

Newsletter Editor Needed

Ed Rosiak

It's time to turn over the reins of the Chapter 62 Newsletter to another member. I have had a lot of fun doing it, and after 2.75 years, I am ready to retire from this role. It was suggested at the last Board Meeting that I put together a brief description of what is required to put out the monthly newsletter.

The first and most important criteria is *ambition*. There aren't any special technical requirements other than the will to learn a new application and produce the newsletter. There are spell check, and even grammar checkers

available. As a guideline I would say the following is required:

1. Approximately 2-4 hours per month to get material, edit, and create the newsletter.
2. A reasonable computer with adequate memory and processor to handle the newsletter application.
3. A printer to provide a clear master printout for the production (copying of the master) of the newsletter.
4. A desire to learn. Here's your chance to help out your chapter and learn something new. I will work with the new editor for as long as required. It's that easy. How about it?

I hope that most of you have now started to download the monthly newsletter from our website. I have been concentrating on getting the electronic version to look good



and remain easy and fast to download regardless of the type of internet connection you have. I have to admit I think it looks pretty good, and the bonus of color including the pictures, makes it a win/win situation in my book. If you haven't looked at the on-line newsletter please do so this month,

and see what you have been missing. It's easy and fairly fast to download, and after you get used to printing it out on your own time (in color), I believe that more of you will agree to receive our newsletter electronically to save the chapter some money. That money can be used in other areas to help make our chapter a better one. Why not go do it right now?

DECEMBER DEADLINE

Since I took on the California Pilot's Association newsletter editor duties, publishing both newsletters has become quite a job. I hate to be a nag, but I need to remind everyone that December 2003 will be my last month as your newsletter editor. I believe that I have had a good 2.75 year run, and I like to think that the newsletter has come a long way. However, change is good, and the next newsletter editor will no doubt be able to make it better using whatever style he/she wants to use. I must say that I am a bit concerned about the past lack of volunteerism in our chapter, and hopefully someone will step forward in time to ensure that the January 2004 newsletter goes out without any delays. I will continue to help with the Intrepid Airmen, if the next newsletter editor agrees to it, as I enjoy it. However, it is past time that another member take on the role as newsletter editor. Change keeps things fresh while another view and new ideas will ensure that we move forward. Our President and a few Board Members are worried that I will leave without a successor, so I am asking all of you early on to consider this rather important role for your chapter. Feel free to contact me via email or telephone and let's start the transition now so the ball doesn't get dropped.

TWO YEARS

Would you believe that in May I completed the second inspection on my ES? As far as the FAA is concerned, my airplane is officially two years old. It isn't bad enough that we have to be reminded how fast life passes watching our children growing up, but after we build an aircraft it becomes another symbol of time. I flew it up to Bend Oregon (again),

to take advantage of my contacts up there and the factory's proximity (Redmond Oregon Airport is ten air miles north of Bend). The plan was to get up to Bend at the end of April and finish the aircraft in May effectively making next years due date May (think warmer). We all know how the best made plans don't always track well. Remember how wet and wild the weather was in April? Well guess what? I didn't, actually I couldn't get up to Oregon, due to those pesky weather systems between Frazier Lake and Bend, and as a result I had to use a ferry permit to get the airplane up there in May. Subsequently I lost use of the airplane for about two weeks due to the choices and decisions I had made. It wasn't any big deal, and next year the weather shouldn't play as big a factor (he said with fingers crossed). I work with a friend in Bend who is an A&P IA and a 'strictly by the book' kind of guy. That's one of the things I like about him. Mark is very helpful and knowledgeable and I like another set of 'experienced eyes' looking my aircraft over. We did all the usual things, pulling all of the inspection panels, the interior, spark plugs, cleaned the fuel injectors, greased the wheel bearings, etc. We found one puzzling thing which was that the cotter key on the rudder trim pin that attaches the linkage together (the pin faces downward) was missing. It was there last year when we checked and I am at a loss to understand why it was missing. I will now be checking the trim linkages on a quarterly basis, just in case. We also found that the fuel return line at the right wing inlet was still leaking just a little. We pulled the 90' fitting, after having to empty the right tank I had filled upon my arrival in Bend, and replaced it. Luckily, one of the Lancair builders I know in Bend had a nice 55 gallon plastic barrel with a pump on it, which made easy work of getting the fuel back into the right tank. All is well now. I also had Lancair Avionics deal with a wiring issue. I needed two wires run from the JPI engine monitor I had upgraded, to the GPS. Turns out it wasn't an easy job for several reasons, but it is now complete and I can enjoy the benefits of digital fuel flow read outs. I also had the tach sensor replaced under a Continental Service Bulletin by an FBO I trust at the Bend Airport. Then when I thought all was well and I was ready to fly home the JPI engine monitor power supply decided to go south. That caused the breaker to pop immediately upon turning on the avionics master. That is now replaced and after testing the Marker Beacon antenna I had installed (a copper tape type antenna) I installed a real MB antenna on the bottom of the airplane. As I write this I am waiting to take the airplane over to AirCrafters in Watsonville to have the engine fuel flows set up with the new device that AirCrafters created for just that purpose. All said, I accomplished a huge amount of work on the airplane and that feels good.

Meeting Minutes May 2003

Ted Robinson

Minutes from the general meeting, EAA chapter 62, June 5th, 2003

President Jon Garliepp called the meeting to order at 7:20. One guest was introduced. Treasurer Randy Wilde gave the treasurer's report. Our chapter picnic is July 12th at South County. The chapter will provide everything except desert and salad, which will be

provided by members.



We need a secretary and hot dog chairman for 2004. Any members interested please see one of the officers. The Golden West fly in is on June 20th. Information is

on the website. We still need some members experienced (or willing) in woodworking to help finish our storeroom in Vern's hangar.

The meeting was adjourned at 7:40. Coffee, donuts and the raffle followed. The program was an excellent hands on demo on composites headed up by Ed Rosiak.

Officers and board members present were: Jon Garliepp, Alec Piplani, Randy Wilde, Ted Robinson, Wolfgang Polak, Ralph Reichhold, and Rolland LaPelle.

Respectfully submitted,

Ted Robinson,
Chapter secretary

Minutes from the board meeting, EAA Chapter 62, June 12, 2003

In the absence of our president, Alec Piplani called the meeting to order at 7:30 PM. The secretary's report was handed out and approved as printed. Randy handed out the treasurer's report. The program for July will be John Weir of RST Technologies. He manufactures do it yourself avionics kits and sells avionics components. The program for August will be, as always, member's reports on Oshkosh. The chapter picnic will be July 12th, at South County. We would like to start eating at 12:30. The Holiday Party will be the same as last year, a great potluck, and will be held at our meeting place, Vern Miller's Aviation hangar.

The Young Eagles event at Moffett on June 14th has been cancelled. Further, due to time restrictions as a result of school, Carlo has resigned as Young Eagles coordinator. We need someone to take his place. The next event will be Sunday, August 10th at Palo Alto airport. John was not here to give us a membership update; Randy Wilde said we have fifty renewals. We have neither fly-outs nor open houses planned. Anyone who would like to schedule an open house for members to view their projects, please see any officer or board member.

Our newsletter editor is asking all members to write bios on another member and submit them to him. Wolfgang asked for approval to renew the website domain name; it was approved to renew for five years.

Officers and board members present were: Alec Piplani, Randy Wilde, Ted Robinson, Wolfgang Polak, Rolland LaPelle, Jack Bowlus and Brian Dal Porto. Other chapter members who were in attendance; Ed Rosiak.

Respectfully submitted,

Ted Robinson, chapter secretary

JOIN CHAPTER 62

POTPOURRI

This month we look at a few sites that came in as recommendations.



Ed Rosiak sent this one in. The primary item looks to be an Oxygen sensor that you can use to better set the mixture on your favorite aircraft. A little further down the page is a very needed device, which is a prop for your car or truck

trailer hitch. You may need to be careful with this one, lest folks start thinking that you've bought a new Cessna 337!

<http://www.unitecllc.com/catalog.html>

Approach aviation sells educational videos, tools and kits for maintaining your aircraft. I've viewed one of their videos, and they are pretty good. If you need tools or training, they are one place worth a look.

<http://www.approachaviation.com>

Yes I know that you get a Sporty's catalog at least once a month. But what if that catalog could really come alive? If you haven't checked in recently, take a look at the Sporty's site and check out all the features that they have added to allow you to better view the products.

One new product is their aviation band scanner that allows you to listen to your favorite AM or FM channel, while you're waiting for that call from your friend coming in on Unicom. Or you can update that handheld that you uses in your Ultralight so that you can listen to News talk and still hear the calls in the pattern!

http://www.sportys.com/acb/showdetl.cfm?&DID=19&Product_ID=6201GP

EAA Air Academy Candidate

Chapter Members: The following letter from Katie Morrissey, our partial sponsorship EAA Air Academy Candidate, arrived in today's mail, postmarked 28 May 2003 and dated 17 May 2003:



"To the members of EAA Chapter 62:

I would like to thank you a great deal for electing to sponsor me on my trip to Oshkosh. I am truly honored to be chosen for such a distinction. This trip will be a fun one, and I hope to learn a great deal. This is a wonderful opportunity for me, and I am

Randy Wilde

thrilled to be going. I will attend one of your meetings after I return from my trip to inform you of how things went. I am certain I will have many stories to tell.

*Thank you very much,
/s/ Katie Morrissey"*

Personally, I get a genuine thrill out of the reactions of our Air Academy Candidates following their Oshkosh experiences. To have a similar experience is about the only reason I would ever want to be that young again!

Blue skies and tailwinds . . .
Randy

How Does NEXRAD Work?

NEXRAD (Next Generation Radar) obtains weather information (precipitation and wind) based upon returned energy. The radar emits a burst of energy (green). If the energy strikes an object (rain drop, bug, bird, etc), the energy is scattered in all directions (blue). A small fraction of that scattered energy is directed back toward the radar.

This reflected signal is then received by the radar during its listening period. Computers analyze the strength of the returned pulse, time it took to travel to the object and back, and phase shift of the pulse. This process of emitting a signal, listening for any returned signal, then emitting the next signal, takes place very fast, up to around 1300 times each second.

NEXRAD spends the vast amount of time “listening” for returning signals it sent. When the time of all the pulses each hour are totaled (the time the radar is actually transmitting), the radar is “on” for about 7 seconds each hour. The remaining 59 minutes and 53 seconds are spent listening for any returned signals.

The ability to detect the “shift in the phase” of the pulse of energy makes NEXRAD a Doppler radar. The phase of the returning signal typically changes based upon the motion of the raindrops (or bugs, dust, etc.). This Doppler effect was named after the Austrian physicist, Christian Doppler, who discovered it. You have most likely experienced the “Doppler effect” around trains.

As a train passes your location, you may have noticed the pitch in the train’s whistle changing from high to low. As the train approaches, the sound waves that make up the whistle are compressed making the pitch higher than if the train was stationary. Likewise, as the train moves away from you, the sound waves are stretched, lowering the pitch of the whistle. The faster the train moves, the greater the change in the whistle’s pitch as it passes your location.

The same effect takes place in the atmosphere as a pulse of energy from NEXRAD strikes an object and is reflected back toward the radar. The radar’s computers measure the phase change of the reflected pulse of energy which then convert that change to a velocity of the object, either toward or from the radar. Information on the movement of objects either toward or away from the radar can be used to estimate the speed of the wind. This ability to “see” the wind is what enables the National Weather Service to detect the formation of tornados which, in turn, allows us to issue tornado warnings with more advanced notice.

For more information go to:
<http://www.wrh.noaa.gov/radar/radinfo/radinfo.html>

Taken directly from the above site. With the T-Storm season at hand, it might be a good idea to go to the site listed above and read up on what you are seeing on those internet weather web sites.....ed

Four-place RV-10 Flies

You say you want RV performance and room for four? Van’s new RV-10 four place reportedly showed the same spirit as its two-place predecessors (albeit with a larger engine) as it leapt off the runway in 450 feet on its maiden flight in May. The family-sized version of the world’s most popular kitplane — 3,261 of Van’s Aircraft have been completed and flown, so far — took off with “Van” at the controls and spent about half an hour doing basic control input checks and monitoring engine temperatures. The successful first flight was completed on schedule and that means kits may be available by the end of the year. Quick-build versions will be available and partial quick builds are being considered.

For more information go to:
<http://www.vansaircraft.com/public/rv-10int.htm>



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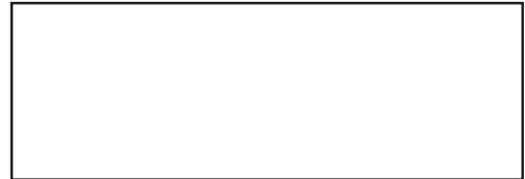
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- \$30.00 Annually
- National membership is required

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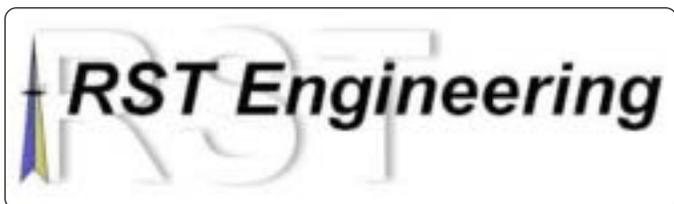


Download the Newsletter
in color at Chapter 62's
award winning site
www.eaa62.org

MEMBERS MEETING: THURSDAY JULY 10TH, 2003

BOARD MEETING: THURSDAY JULY 17TH, 2003 7:30 PM RHV

THIS MONTH'S PROGRAM



Jim Reir, President of RST Technologies in Grass Valley, will be here to share his latest discoveries, products, and methods of saving homebuilders money on avionics and components. Jim presents to our chapter every year and it is always very interesting. Don't miss Jim's presentation.

For more information on RST go to : <http://www.rst-engr.com/>

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 during which time 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.

