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## Calendar of Events

### June 2007

#### 7/5 General Meeting

6:30pm - Hangar Flying

7:30pm - Meeting

Kregg Victory's Hangar

Reid-Hillview Airport

Speakers: Paul Eastham -

Build a RV-9

#### 7/12 Board Meeting

7:30pm

Terminal Building

Reid-Hillview Airport

## Flying Gourmets

No Flying Gourmets for the month of July because of Air Venture.

## Upcoming Events

Arlington Northwest EAA Fly-In

7/11- 7/15, 2007

Arlington Municipal Airport, Arlington, WA (AWO)

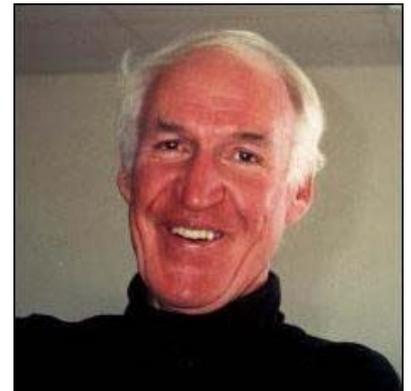
EAA Air Venture Oshkosh

7/23 - 7/29, 2007

Wittman Regional Airport, Oshkosh, WI (OSH)

## VIP Members - Martin Hollmann, Part Two Terri Gorman

Martin's first fixed wing, composite aircraft design was the Condor, powered by a not so reliable 2100 cc Revmaster VW conversion. The Condor flew well until the rainy night he took off from the Fremont Airport. The single magneto on the engine quit and the engine stopped about 200 AGL on climb out. Despite hitting a dike and destroying the airplane, he survived with a broken back. The doctors told him that he would recover but that he should never lift more



than 10 pounds. Realizing that lifting the 65 pound HA-28 rotor blades on his Sportster may become problematic, he set about designing the Bumble Bee, a single place gyroplane, while still in the hospital.

Twenty-three foot diameter, eight-inch chord, rotor blades were designed using a new aluminum extrusion and fiberglass skins. Weighing 35 pounds, they used tip weights to keep the inertia high, reduce the coning angle, and minimize vibrations. After 10 weeks in the hospital, he came home and started construction, ordering a 40hp Kawasaki two-stroke engine and the new extrusions. Within one year, the little rotorcraft was finished.

Allan Tatarian test flew the Bumble Bee in June of 1982 at Hollister. With the light rotor and engine, the Bumble Bee has an empty weight of 230 pounds. With a heavy pilot and fuel, the gross weight is 500 pounds and the disc loading is 1.2 pounds per square foot, allowing a climb rate exceeding 1,500 feet per minute and airspeeds as slow as 10 mph and as fast as 70 mph. Martin was happy with the design and he offered kits selling about 20 for \$5,500 each.



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## VIP Members (continued)

To share with others his knowledge of designing safe, crash-worthy aircraft, he has conducted forums at the EAA convention in Oshkosh every summer since 1976. He, also, wrote *Modern Aircraft Design & Composite Aircraft Construction* and took his message on the road, holding design seminars and composite construction classes. He was invited to conduct his classes at companies like Beechcraft.

Martin recalls holding one class in Santa Monica, CA. One of the attendees was Lance Neibauer, who asked him if he thought there was room for another two place kit aircraft on the market. About a year later, Lance sent him a check for \$200 and asked him to perform the stress analysis on his little two-place, composite kit aircraft. Martin, eventually, performed all of the engineering and structural design on the Lancair 200/235, 320/360, IV, and ES aircraft.

In 1984, Martin formed Aircraft Designs, Inc. and started working full time performing engineering on and designing aircraft for others. Some of the early aircraft included the stress analysis of the Prowler, Kitfox, and the design of the Discovery.

About this same time, his friend, Richard Trickel, called him and asked him if he would be interested in buying out his two partners in a company called High Tech Composites. HTC was one of the first mold shops that were building tooling and parts for composite aircraft kits including the Lancair 200. Martin told Richard he would be interested and Richard, Lance and Martin joined in a partnership and worked as a team designing and building airplanes.

One of the first big contracts for Aircraft Designs was the redesign of the CM-44, which had been designed by Scaled Composites in Mojave. Plagued with a nasty adverse yaw problem, no one knew how to fix it. With the help of Martin's aerodynamic friends, Dr. Ilan Kroo, Rick McWilliams and Jim Phillips, they fixed the problem and built a new aircraft.

In the late 80's, Martin moved to Monterey, CA. ADI had grown and had several employees, but was still operating out of his home basement. After helping Lance design the Lancair IV, Martin set out to design a utility aircraft, which would combine the advantages of the clean aerodynamics of composites and the load carrying capacity of the older generation of metal aircraft. He called the aircraft the Stallion and it was designed with a high wing for less drag and to provide easier loading of the aircraft and better downward visibility than a low wing. He purchased a lot at Ryan Ranch and built a 4,000 square foot shop and office.



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## Shop & Swap — OPEN

## Newsletter Info

Newsletter contributions are welcome, so send your news items, cartoons, photos and articles to the Editor, Bob Kindlund at [r.h.kindlund@att.net](mailto:r.h.kindlund@att.net).

Newsletter Deadline is the 20<sup>th</sup> of each month.

## Where do we Meet?

Victory Aviation  
2502 John Montgomery Drive  
San Jose, CA 95148



## VIP Members (continued)

While the office was being finished in 1993, High Tech Composites built the tooling and parts for the Stallion. The prototype Stallion was finished in mid-1994 and test flown by Dave Morss at the Salinas Airport.

The first long distance flight was from Monterey to Oshkosh in 1994 with four people and baggage aboard, exceeding all expectations in performance. The Stallion is offered by Aircraft Designs as a kit for a bit more than the purchase of the Bumble Bee.

In 1994, Martin met his second wife Rita. He had placed an ad in a newspaper and he selected her. (Later, he found out that the women actually select their husbands.) For Martin and Rita, it was love at first sight. Rita is 5'3" tall and Martin is 6'7" tall and, as they say, opposites attract which happened in their case. After picking up Rita from SFO, Martin loaded all her luggage into the Stallion and they departed for Monterey. According to Martin, he learned that small women carry lots of luggage. The Stallion was very overloaded and he considered that flight as the structural load test for his aircraft.

Martin is still writing and publishing design books, some of which are required in college courses, and he conducts seminars, and he is especially proud of the Flutter Classes that he teaches. He says every year people die from flutter because of ignorance. Flutter analysis is not hard to do properly and there is no excuse for someone to design an aircraft, whether ultralight or jet, without doing Finite Element Analysis and Flutter Analysis on the structure during the design stage. That's why Martin writes books about it and teaches the Flutter Classes. Martin sells relatively inexpensive books to people with visions of aircraft designs in their minds; they can realize their designs safely or realize what needs to be done to make them safe. Martin loves his work and he couldn't imagine doing anything else.

Martin's other hobbies include surfing, sailing, hiking, kissing whales and making movies. Martin can be reached at Aircraft Designs, Inc., 5 Harris Court, Building S, Monterey, CA 93940 (831)649-6212 or check his website at [www.aircraftdesigns.com](http://www.aircraftdesigns.com)

## President's Corner

### Terri Gorman

Welcome to our two new members, Don Von Raesfeld, a driver for VTA and Merle Loney, a former member.

Brian Dal Porto gave an interesting presentation on off field landings and how to walk away from one. Steven Plyler showed us slides on his flight to the Bahamas in his Lancair. I just kept thinking of all that water beneath the plane, but Steven explained that if he had to ditch in the water, he would tie his small raft to his plane because rescue personnel would see the raft before they would see the plane.



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## President's Corner (continued)

Bill Randolph was scheduled to be our speaker for July, but Bill had a family emergency and had to cancel and I rescheduled him for the September meeting. So bring all your homebuilts and Sport Pilot Aircraft out for the meeting, September 6th, and park them in front of Gregg's Hangar. Our July speaker will be Paul Eastham who just completed building an RV9 and is in the process of flying off his 40 hours. Paul is the president of EAA Chapter 338, the Builders Chapter that meets here at Reid Hillview Airport on the second Tuesday of the month in the Terminal Building. Most of the members in that chapter are building RVs. Several of EAA Chapter 338's members belong to our chapter. After they have their planes built, they join in our monthly flight adventures.

HELP!! A Nominating Committee consisting of three or four members is needed for our upcoming Elections. If you can help out, please let one of the officers and/or board members know. In our October Newsletter, we will have profiles of members who are interested in the following positions: President, Vice President, Secretary, Membership Chairman and one Board Member. Please consider taking a position. By becoming an officer and/or Board Member, you will help make important decisions about the chapter and continue to lead it in a positive direction.

Our Potluck/Poker Run will be on Saturday, September 15th at the Wings of History Meeting Facility at South County Airport. This event is open to all family members and their friends. We are, also, inviting Chapters 110, 119 and the Hollister Chapter. There will be a shorter route for the Ultralight pilots. We will need a pilot with a passenger to drop off the Poker Boxes at the designated airports on Friday, September 14th. Bob and I have done this for the past two Poker Runs, but we'll be in Michigan attending my 50th Class Reunion and returning late on the 14th of September. It's easier to have two people in the plane. One to drop off the box and the other to keep the engine running. There will be more details on the upcoming event in the August Newsletter.

July 7th and 8th, 9AM to 3 PM Santa Clara County Model Aircraft Skypark Open House Come out and watch things fly that you never dreamed could be possible from Flying Dog Houses to real turbine jets and more. Free family fun for everyone. On July 7th, EAA Chapter 62 will be building Wing Ribs and we will have an Information Booth representing Chapter 62 and the Young Eagles. Allen Roark and Jeff West will be teaching kids how to build Wing Ribs and they could use three or four more volunteers to help, especially when they need to take a break. I'll be down there helping, too. So, if you can spare a few hours on Saturday, July 7th, please contact Jeff West at [jeff@autovis.com](mailto:jeff@autovis.com) or Allen Roark at [havre1960@yahoo.com](mailto:havre1960@yahoo.com). You are not expected to be there all day, but any time you can help, would be greatly appreciated. The RC Model Organization provides food. The RC Model Skypark is located off of Monterey Road. For directions, contact Mike at 408-292-1212 or email [mike@sccmas.org](mailto:mike@sccmas.org). Mike is a member of EAA Chapter 62.

July 11th thru July 15th EAA Northwest Fly-in at Arlington (KAWO), Washington This year Julie Clark will bring her T-34 to celebrate the Arlington Fly-in's salute to Veterans on July 15th. The 2007 NOTAMS

Our web site: [www.eaa62.org](http://www.eaa62.org) donated by



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San Jose, California

## President's Corner (continued)

is available online at <http://nweaa.org> or 360-435-5857.

July 23rd thru July 29th Air Venture at Oshkosh (KOSH) NOTAMS are available online at <http://www.airventure.org>. Check out my list of Survival Gear for attending Air Venture. We'll see you there.

The Flying Gourmets are off to Solvang in the morning. Our daily menu will consist of Danish pancakes for breakfasts, Abelskivers for a mid day snack and Smorgasbords for dinner. A short bike ride will take us to the town of Los Olivos. Our motel is owned by a local pilot. Santa Ines Airport is home to many warbirds and homebuilts and the airport staff are always very helpful.

Have a great Fourth of July!!

## Air Venture Survival Gear

By Terri Gorman

- Digital Camera with extra media card and batteries.
- Binoculars for finding the person you arrived with and can't locate.
- Internet Addresses for use on the free computers in the EAA Membership.
- Tent.
- Self Address Labels for all the discounted subscriptions you will fill out.
- Walkie-Talkies, you will speak to everyone but the person you had intended to call.
- If camping, Shower Slippers. Who knows who or what was in the shower before you.
- Chargers for your cell phones, electric razors and any other electrical device (plenty of electrical outlets at all the Shower Buildings).
- Suntan lotion, although it's hard to believe, the sun does shine at Oshkosh
- Large hats to cover the entire head when the sun decides to shine.
- Rain gear, this is the Midwest because it does rain in the summer months.
- Comfortable Shoes, you will be lucky to get a seat on a tram.
- Quarters for the driver of the free School Bus that will transport you at Air Venture, on and off the field.
- Fun Personal Cards, it's faster to hand someone a card with your contact information on it (I make up my own: GORMAN AVIATORS, Bob and Terri .. etc.).
- Mini First Aid Kit, you never know when you need a bandaid.
- Kim Wipes, fast way to take a quick shower.
- Large ziploc baggies, you'll find a use for them.
- Small roll of toilet paper and/or Kleenex. With over 700,000 people in attendance, the Honey Buckets do run out of toilet paper occasionally.
- Folding chairs. We use the chairs that look like a stick, small, easy to carry and comfortable to use.
- Phone Cards in case you spend all your money in the Exhibit Halls.
- Mosquito Repellent, this is one 'Bird' I don't enjoy seeing.
- Paper, Pens and Pencils, for all the notes you will take in the forums.
- Small Tape Recorder, for when you get tired of writing notes.
- Fanny pack and/or backpack to carry all the brochures you will collect.

**TIPS:** The most popular speaker is Rod Machado who did his flight training with Amelia Reid and is a graduate of Piedmont High School



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## Air Venture Survival Gear (continued)

here in San Jose. The only way to be guaranteed a seat in one of Rod's forums is to sit through the previous session, sleep through it if you must, but you will be guaranteed a seat.

When it rains, take the bus to the Museum. The outside and Museum buses all meet in one general area next to the tall tower that says BUS. Across from this stop, you will find a small gray building (well, it was gray last year) and the local Catholic Church in Oshkosh sells Bratwursts and sodas for less money than you will pay at the food stands closer to the flight line. It's a donation and it's a discount!

**BICYCLES:** Goodwill is located across from the airport. Many attendees will buy a bike for \$20 and up to use during their stay at Oshkosh.

The THEATER IN THE WOODS, an outdoor theater, has interesting and entertaining programs every night.

Most of the programs end around 10 PM or 11 PM and the inside buses quit running. In our case, it's a long walk back to our campsite, so having a bike would be ideal.

**FLY MARKET:** The fly market is a group of vendors side-by-side, row-by-row selling their goods. It's easy to find and is across the street from the forum tents. I find good merchandise at reasonable prices at the Fly Market every year. Everything from aircraft parts to patch quilts, tee shirts to sunglasses.

### For the non-campers:

I've always camped, but to save parking fees, Target is located across the highway from Wittman Field and many attendees park in the parking lot and take an outside free School Bus back to the field. There are EAA Bus Stops at various locations. Next to Target, there is a large supermarket, Pac & Save. Sign up for a discounted card and save on the sales. It's free. Wal-Mart Super Store, groceries and everything, is about 3 miles from the field. The FLEET Shop, similar to REI, is located in the same general area. It carries all camping gear and outdoor equipment. There are many good restaurants within walking distance of the field for those who prefer not to cook. The outside school buses go to most of these locations.

This will be my 14th trip to Air Venture at Oshkosh and Bob's 15th trip. Every year I find that I could have used something I didn't bring. If you can think of anything else, send me a note or call me. Personally, I think it takes two weeks to see all of Oshkosh, but Tom P. and his magnificent group of volunteers squeezes it all in within seven days. There are Safety Forums, Builders Forums, many exhibit halls, lots of discounts on everything during Air Venture. There are people from all over the world and there is an International Tent for these folks to gather and meet and talk. There is something for everyone, young and old and everything in between at Air Venture. Volunteers make it all happen. We'll be tied down close to the gate that leads to Friar Tucks. I hope to see some of you at Oshkosh again this year. Have fun and have a safe trip,



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- o \$30.00 Annually
- o National membership is required

**General Meeting: Thursday, July 5, 2007 7:30 PM**  
**Board Meeting: Thursday, July 12, 2007 7:30 PM**

***July Speaker: Paul Eastham – Building a RV-9***

**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 Gregg Victory's Hangar.

**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." The meeting will start promptly at 7:30 PM.