

## President's Corner

*Jon Garliep*



Many thanks are due to those who help keep this organization on track. Here are a few examples of our chapter members who make it successful. Jack Cross for his endless work repairing our chairs and adding a light to our storage shed. Our award winning web site, a huge asset, is a result of

Wolfgang Polak's extensive work. We have teams such as Mike Reynolds, Brian Dal Porto, and Larry Reed who were successful in their search for an Air Academy candidate(s). Ralph Reichhold who's work ensures the never ending supply of coffee and donuts for our meetings. Ted Robinson, who besides being Secretary, also prepares the hot dogs and beans at each meeting. Thanks to guest Arnold Lawton for repairing the lock on the file cabinet and guest Ron Carmichael for running and getting ice two meetings ago. Finally thanks to all Officers and Board Members who without them Chapter 62 would not exist. Thanks also to all the others not mentioned here.

**GOLDEN WEST FLY-IN** will be here soon, we need to support this event either by helping or attending. Dates: June 20, 21, 22, 2003. Brian Dal Porto will be flying in and I will be driving and camping.

Don't forget the **JULY 12TH PICNIC** at the Wings of History Museum, South County Airport. Put this date on your calendar if you have not done so already. The Museum will be available to tour too. This will be a potluck with hamburgers and the fixings supplied by the chapter. Let's see how many members' airplanes we can get there. Another

### FUTURE PROGRAMS

**JULY 10TH** JIM REIR RST TECHNOLOGIES  
**AUGUST 7TH** OSHKOSH IN REVIEW

reminder, remember we need a new Newsletter Editor to be ready to go starting next January!!!!

### AIR ACADEMY 2003

We have our candidate for the EAA Air Academy. Brittany Cook was chosen from seven applicants from three different aviation programs. CONGRATULATIONS BRITTANY

The Board has also voted to help sponsor a second young lady to attend Air Academy 2003, her name is Katie Morrisey. Theo Mattingly found this candidate. Her main sponsor is her grandfather, an EAA Member, who has also flown many Young Eagles.

### FLIGHT OF EAGLES [www.flight-of-eagles.com](http://www.flight-of-eagles.com)

Bob Muse has signed up for the 2003 trip to Oshkosh. He is looking for a traveling companion from Chapter 62 or Ultralight Chapter 110. Contact Bob at [museaudioarts@aol.com](mailto:museaudioarts@aol.com) or (650)969-2433.

— [jcgarliepp@earthlink.net](mailto:jcgarliepp@earthlink.net)

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## Calendar of Events

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### June

#### 5TH- CHAPTER 62 GENERAL MEETING 7:30 PM

**6th-7th** Merced, CA. 46th Annual West Coast Antique Fly-In eanvmorf@aol.com

**6/8- 6/8/2003 WOODLAND, CA** Ch 52 Hangar Breakfast, Yolo County 2Q3 Contact Information: Coffee Kauffman 916-428-9477:

**6/8 -6/8/2003 APPLE VALLEY, CA** Apple Valley Air Fair, Apple Valley APV Contact Information: Connie Vojkufka Email Address: [conniev@earthlink.net](mailto:conniev@earthlink.net)

**6/8 -6/8/2003 DAVIS, CA** Chapter 52 West Coast Tailwind/ Cougar Fly in, Yolo County Airport 2Q3 Contact Information: Dave Magaw Email Address: [dmagaw@att.net](mailto:dmagaw@att.net)

#### 12TH- CHAPTER BOARD MEETING RHV 7:30 PM

**6/14 -6/14/2003 Truckee, CA** Chapter 1073 Pancake Breakfast, Truckee Tahoe TRK 530-587-4811 [sales@donner-lake.com](mailto:sales@donner-lake.com)

**6/28 -6/28/2003 VACAVILLE, CA** NUT TREE Community Appreciation Day, Nut Tree VCB Contact Information: David Aronson 707.448.8512 Email Address: [aronsond@pacbell.net](mailto:aronsond@pacbell.net)

**6/28 -6/28/2003 TRUCKEE, CA** Chapter 1073 Pancake Breakfast, Truckee Tahoe TRK Contact Information: Charlie White Email Address: [sales@donner-lake.com](mailto:sales@donner-lake.com)

**6/28 -6/28/2003 QUINCY, CA** 6th Annual Antique Wings and Wheels, Gansner Field 201 Contact Information: Al Hansen 530-283-4312 Email Address: [alhansen@jps.net](mailto:alhansen@jps.net) <http://www.plumas.ca.us/>

### July

**7/5 -7/5/2003 HOLLISTER, CA** Chapter 1264 Sounds Of Freedom Fly-in, Hollister Muni 3O7 Contact Information: Ed Owens 831-637-0559 Email Address: [ewens@garlic.com](mailto:ewens@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](mailto: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@littongenr.com](mailto:tobrien@littongenr.com) <http://www.nevadacountyairfest.com>

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

### Future Air Shows

√ **June 20-22, Golden West Fly-in Marysville**  
[www.goldenwest.com](http://www.goldenwest.com)

√ **July 9th 13th 2003, Arlington, Washington**  
<http://www.nweaa.org/>

√ **July 29-Aug 4 AirAdventure Oshkosh, WI.**  
[www.eaa.org](http://www.eaa.org)

√ **October 9th- 12th Copperstate Fly-in PRA Phoenix Regional Airport**  
<http://www.copperstate.org/>

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## Oshkosh Volunteers Needed

Operation: Protect Our Planes (POP) is once again looking for volunteers to provide a safe environment for visiting aircraft during AirVenture 2003. We are looking for volunteers that can commit up to 20 hours during convention week. We need volunteers ages 14 and older (ages 14-17 are required to have a parent or guardian accompany the individual) beginning Monday, July 28<sup>th</sup> through Monday, August 4<sup>th</sup>. There will be two - four hour shifts each day. These shifts will run from approximately 10:00 AM to 2:00 PM and 2:00 PM to 6:00 PM.. Please join us in our efforts. Make it a family

or group activity. Not only will you be helping to protect the planes on display but you will also have the opportunity to see various aircraft and if you're lucky talk to the owners of some of the beautiful aircraft on display. For more information on OPERATION: PROTECT OUR PLANES (POP), please go to:  
<http://groups.yahoo.com/group/ProtectOurPlanes>.

We look forward to seeing you at AirVenture 2003.

On Good Friday I happened to be at a golf course which is located directly under the approach path of Reid Hillview's 30L and 30R. I would estimate that it was four miles out. I spent more time looking up then watching where the heck my ball ended up. I have to admit that I was surprised at the amount of traffic this day, although there have been times when waiting for departure, or approaching to land, that it felt like all of the pilots in Northern California were there. This days busy traffic load was no doubt a result of the Easter Weekend getaway.

What occurred to me was that the constant flow of aircraft was in fact—noisy. Not just high performance singles and twins, or the ear busting Cessna 180/185's either. Reid Hillview is a hornet's nest of training activity which means lots Cessna's and Cherokee's amongst others. I had no problem hearing them. There I was, a pilot trying to golf, noticing what many airport neighbors constantly complain about--noise.

It started me thinking what we, as pilots, can do to help mitigate the noise issue. Perhaps the first place to start is to recognize that there is a problem. We have to admit it, and address it. We can't continue with the "the airport was here first" argument. That argument is getting old and long term will become a losing strategy. As a start, we have to learn to fly friendlier using any means we can, or else. How does one fly friendly you say? Good question. There are a number of answers.

First, we pilots have to enhance our skills. Landings can be difficult maneuvers, and require practice. Landing at busy airports, such as Reid Hillview, have always been a sit up in the seat pay attention activity for me. I try to fly a "stabilized approach" to every landing. During a stabilized approach the aircraft is set up to intercept the VASI (or the visual clues you use), by making minor adjustments to power and flaps to stay on speed, at the appropriate glide path, with a minimum noise. Dragging an aircraft in on final for a landing is a decibel maker and shouldn't be done for safety reasons first, and noise issues second. If you don't fly stabilized approaches to landing, how about scheduling some practice flying with your favorite CFI. Find a quiet field and practice some power off landings to get a good feel of the aircraft and then try the stabilized approach to landing. Training is a good investment and will pay dividends in the long run. Those of you flying high performance aircraft can also consider holding off pushing the prop forward until short final which

will also cut down on the noise. Future technology may help too. Newer propeller designs are addressing the problem by adding blades. We all know that the prop tip speed is what causes the noise issue during takeoff, or whenever running high power in low pitch. There are many three blade prop STC's for Cessna, Beech and Pipers. The Experimental movement is leading the way in this area. The MT four blade on my ES allows me plenty of ground clearance, and I am told that my ES is fairly quiet on takeoffs. This is interesting, as my turbo charged engine is not muffled at all.

Finally, the manufacturers of the loudest GA aircraft should be actively performing analysis to determine the issues involved with reducing RPM as soon as possible, after a normal takeoff is assured. The dangers of normal over-squared constant speed prop operation were disproved long ago. New quieter operational procedures are in order. Let's hope that the manufacturers take a lead role in this area. Meanwhile, we all need to do what we can to keep our airport neighbors as happy as we can.

**THE APRIL FLY-OUT** was a lot of fun, as you will read in Wolfgang's article later in this issue. The day started with a broken cloud layer, which seemed tighter over Frazier Lake Airport. Jon Garliep and I finally departed about 11:10 am. We arrived at Porterville just as most of the group had started to eat lunch, and took the 'last to arrive' ribbing well. The food was good. We ate at Michel's' All American Grille & Spirits, which I found very nice. Topping off the trip, the tour of Harry Dellicker's very capable shop was excellent. Just before departure I learned something new, and unexpected, regarding self service fuel pumps. I tried to use my backup credit card, and it was refused as the bank didn't understand a '\$250.00 fill-up default gas station' charge. Luckily I had cash and at that time there was someone there to help me. But what if it was late at night and having forgot my regular credit card I couldn't get fuel? I suppose that it would have been tempting to fly to another airport assuming I had enough fuel to get there. If you use self serve fuel I suggest that you use each credit card you carry at your fuel stops to ensure each is accepted. I have since fixed this problem by calling the bank and telling them what the transaction was for.....ed

### Minutes from the general meeting, EAA Chapter 62, May 1st, 2003

President Jon Garliepp called the meeting to order at 7:30. Randy Wilde gave the treasurers report. The treasurer's report is now on the website, thanks to Wolfgang Polak. Alec Piplani spoke on the upcoming



programs. Next month's program will be on composite construction; Ed Rosiak will be our speaker. July's speaker will be Jim Weir on avionics. The program for August will be member's reports on Oshkosh. Carlo

was absent. There is a tentative Young Eagles day June 14<sup>th</sup> at Moffett. Our chapter picnic will be on July 12<sup>th</sup> at South County airport, at the Wings of History museum. The suggested donation for coffee and donuts is now \$2.00. The secretary gave a report on the fly out to Porterville. The meeting was adjourned. Coffee and donuts were followed by a fine program on the Wings of History museum presented by John McMains. Officers and board present were: Jon Garliepp, Alec Piplani, Randy Wilde, Ted Robinson, Brian Dal Porto, Jack Bowlus, Larry Reed, and Ralph Reichhold.

Respectfully submitted,  
Ted Robinson,  
Chapter secretary

### Minutes from the board meeting, EAA Chapter 62, May 8th, 2003

Jon Garliepp called the meeting to order at 7:35. Rolland LaPelle is now listed as a member of the board of directors. The minutes from May's meeting were accepted, with a minor change. Alec Piplani spoke on upcoming programs. We still need programs for September, October and November. The secretary would like to make the point at this time that everyone knows someone who would make a good program. The subject can be aviation history, engines, welding, fabrication, STCs, aerobatics, training, racing, fabric, metal, etc. The list goes on and on. I urge each member to find that person, whoever he is, and bring him to the meeting and make a program out of it.

The picnic is July 12<sup>th</sup> at South County. For planning purposes, plan arrival about 10:00. We will eat at about 12:30. Randy gave the treasurer's report. Carlo spoke on the Young Eagles. We had an event on May 3<sup>rd</sup> at South County. 36 kids were flown. There will be an event at Moffett, June 14<sup>th</sup>. Wolfgang now has the payment status of members on the website. It was suggested that we start having a members profile section in the newsletter. It would give a short bio of one or our members, what type of flying he is interested in, etc. Saturday, May 10<sup>th</sup> will be NASA Space Day at the tech museum. Brian Dal Porto's bi-plane will be there. The positions the chapter needs for 2004 are newsletter editor, secretary and hot dog chairman.

The meeting was adjourned at 8:55. Officers and board present were: Jon Garliepp, Alec Piplani, Randy Wilde, Ted Robinson, Wolfgang Polak, Brian Dal Porto Carlo Treves and Ralph Reichhold.

Respectfully submitted,  
Ted Robinson,  
Chapter secretary

## Flight Sites

### LIVE WITH YOUR PLANE?

So you say that the local hangers cost more per month than the apartment that you are renting? Or the drive down to Frazier Lake is tiring you out (even with 4 new lanes on 101? Would you get more done on your project if you could just roll out of bed, grab a cup of coffee and walk 20 feet to your hanger? 'Sounds like you are a candidate for an airport home!



We don't have any within the bay area (unless you count the homes close to the airport, but then you'd have to just smile at the Memorial Day block party while your neighbors complain about the airport noise), but there are several airport communities within flying distance. Several include:

Cameron Park (North of Sacramento) <http://www.airnav.com/airport/O61>

Pine mountain lake (gold country) <http://pmlaa.org/> <http://www.pmlr.com/sec1.htm>

Northern Sacramento Valley <http://www.lakecalifornia.com/>

All are interesting communities with a variety of amenities besides an airport on site. Maybe you are interested in taking your significant other hiking, boating, or golfing between bucking sessions?

If you are interested in exploring areas beyond California, there are several sites where you can learn more about airport homes around the country:

[www.aviationhomes.com](http://www.aviationhomes.com)

<http://www.airportclassified.com/> (lots of other stuff for sale here also)

There's a lot out there, from working farms in Iowa that have an airport built in, an apartment home near Scottsdale with a runway just outside, or a home on an Island in the San Juan Islands near Seattle, to large multi-home developments in Tampa, Florida, each of which has its own EAA Chapter!

So grab a cup of coffee and dream a bit.

GP.

Send Greg your web site of interest at [gp@garlic.com](mailto:gp@garlic.com)

### Test your knowledge

Question: If I file a VFR flight plan, do I automatically get flight following services from air traffic control?

Answer: No, you need to specifically request flight following services. Flight following is a service provided by air traffic control to VFR pilots on a workload-permitting basis. Air traffic control can provide VFR pilots with services such as traffic advisories, weather information, or navigational assistance. The VFR pilot can call either the air traffic control center or

approach control for the area they are flying through and request VFR traffic advisories, often called "flight following." If the controller can assist, he or she assigns you a transponder code and provides information on other radar-identified traffic in your area. But remember, the pilot in command is still responsible for terrain and collision avoidance.

## Young Eagles

Carlo Treves

The cloud surrounded the airport, everyone sheltered under the EAA chapter tent when the rain started falling. It lasted only few minutes and only one young person was left on the list for the day to defeat the force of gravity for the first time.

Saturday May 3<sup>rd</sup> was a great success for the entire chapter. Although the day started with uncertainty on the weather condition Alex and myself decided not to call off the event and setup a booth at the airport. By 9:40 AM the list of young people anxious to fly was growing beyond our expectation. No



plane made it at the airport yet.

Gary Niva came to the rescue. The first three kids were up in the air around 10AM. The weather at the airport was overcast but the condition was good enough for VFR. The event ended around 3PM.

Pat Johnson, Russ Todd, Rusty Wells and Lennert Von Clemm were quite busy flying for most of the day. The new Young Eagles came from all corners of the south bay; from Palo Alto, Morgan Hill, Gilroy, and San Jose and Manteca.

Terri Gorman joined the ground crew team. She actually flew in with Pat. Be aware that if you want to fly with Pat you will have to step on the scale, no exception. Don't worry Terri I will not write down the weight.

The day really went smooth, everyone teamed up and pulled it off beautifully. At the end of the day, 36 new certificates were handed out to the same number of happy faces.

This wouldn't be possible without a great group of aviation enthusiasts. I definitely have to mention and thank the Wing of History Museum association for the constant support.

Another rally became history that will forever change the life of everyone involved.

### **I would like to make a personal announcement.**

As many of you already know I decided to pursue a degree in engineering. Unfortunately I will not be able to continue with my assignment as young eagle coordinator. I wanted to seize the opportunity to thank all of you for the great experience and for the support in all the events.

## San Jose Parade of Planes

Chapter 62's Ron French participated in the Parade of Planes that the San Jose Tech Museum sponsored. Way to get the good PR out for general aviation Ron.



## Aircrafters Hosts C550 Seminar

Dave Saylor, owner of Aircrafters at Watsonville Airport, hosted an engine seminar on the Continental 550 in



April. It was very well received and informative. Aircrafters can assist you with your experimental project or progressive inspection, as well

as certified aircraft. Pictured above, is a Lancair at full power being measured by Aircrafter's custom engine monitoring instrument. For more information contact Dave at 831-722-9141 or via email at [Dave@AirCraftersLLC.com](mailto:Dave@AirCraftersLLC.com).

# PORTERVILLE FLY-OUT

The weather in April was miserable. Except for Saturday the 26th that is. So, whoever scheduled the Chapter fly-out must have some connection to a higher authority. The weather in Palo Alto was 3000' broken with tops around 6000' to 6500'.

I met my passenger, Jack Cross, in Palo Alto at 9:30 for 10 a.m. takeoff. Getting into a Grumman Tiger is not easy, and I made the situation worse by taking off the steps. This was one of those days where I regretted trying to save a fraction of a knot. But Jack managed to get in the co-pilot seat and we took off right on time.

Somewhere over San Jose there was a hole large enough to climb on top and we had a smooth ride at 7500. The unusually green hills and puffy white cumulus created wonderful views. The ATC frequencies were pretty quite except for one other Cessna also going to Porterville. It turned out this was Alec with his passengers. He had been with us right in the Palo Alto run-up area but neither of us paid much attention to the Cessna.

Alec climbed to 9500 and, judging by the radio calls, was slowly overtaking us, landing in Porterville just about 5 minutes before we did. We were the second plane to get there and touched down exactly as planned at 11:30.

Harry Dellicker was there to meet us and we hung around waiting for other planes to show up. At around noon no one else had shown up and we decided to go to lunch.

Just as we got started Ralph Reichhold and Richard Moriarity showed up. They had taken their Cavalier on a good size cross-country trip. Despite the fastest airplane in the west, Ed Rosiak and our President Jon Garleip, came

in last, about 10 minutes after the Cavalier. Ed had a good excuse though, as the condition of the Frazier Lake grass runway was marginal after the long April rains.

The restaurant at Porterville is pretty good as far as airport restaurants go. The rest of the airport is not bad either: a long runway with good pavement, no obstructions, hardly any traffic, cheap fuel and IFR approaches. So next time you're in the area and feel like having a pit stop, give it a try.

After lunch the group headed to DelAir. It's a sprawling facility with multiple interconnected rooms and hangars - the Winchester Mystery House of repair facilities. The place is stuffed with all kinds of machine tools imaginable and with aircraft in various stages of restoration.

Older Cessna's seem to be most common. If you have an old 170 and lots of spare change, Harry will turn it into something that's better than new.

At about 3pm we waved good-bye and headed for the fuel pump and back to the Bay Area. We were the first at the pump and consequently got a head start on everyone else. We made a little detour and made a pass at Frazier Lake to see if Ed was back yet - it looked like he was not.

Pushing on to Palo Alto, we heard Alec check in with approach right after we did. He got on the ground two planes behind us.

All in all this was a great fly-out with 4 planes and 10 members (plus Harry) participating. Everyone had a good time, or so it seemed. If you missed this one, try joining us on the next fly-out.

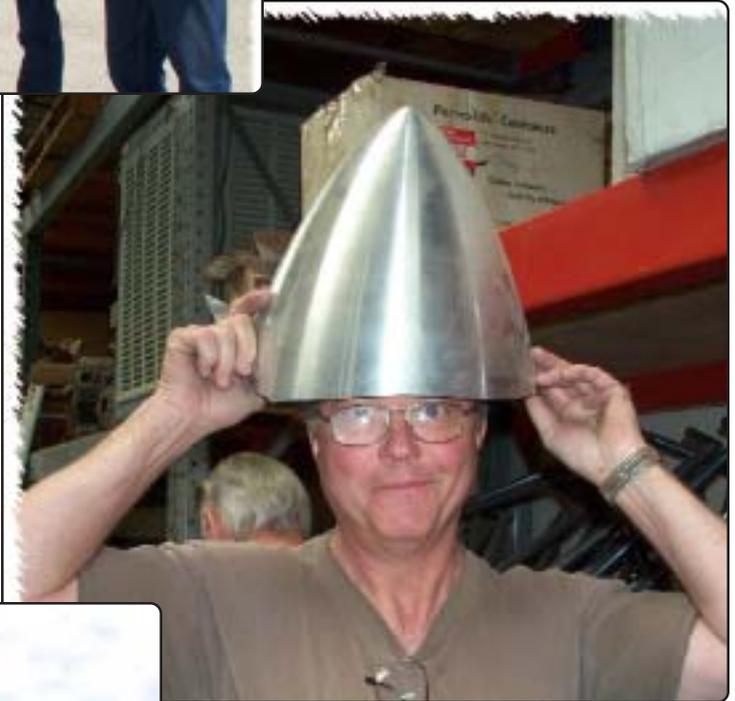
# Porterville Fly-out



Harry Dellicker, Ted Robinson, Rolland LaPelle, Alec Piplani, Wolfgang Polak and Jack Cross pose for the camera after arrival at Porterville Airport

Okay, you can dress him up but.....

Here, our always serious Chapter Secretary, Ted Robinson, tries on a new hat (prop spinner) for size. Ted received the most questions asked honor on this trip.



"I'm flying back, no I'm flying back" partners Rich Moriarity and Ralph Reichhold debate flying their beautiful Cavalier back to San Jose. How about a 'show and tell' on your airplane at a chapter meeting guys?

*Photographs were taken by Wolfgang Polak. Captions were put in by yours truly as payback for the hard time everyone gave Jon Garliep and myself for our late arrival.....ed.....8-)*

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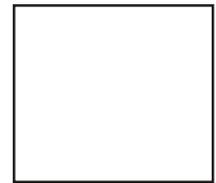
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**MEMBERS MEETING: THURSDAY JUNE 5TH, 2003**  
**BOARD MEETING: THURSDAY JUNE 12TH, 2003 7:30 PM RHV**

## THIS MONTH'S PROGRAM

**HAVE YOU BEEN CONSIDERING BUILDING A FIBERGLASS AIRCRAFT?**  
Are you wondering how difficult it actually is? Or, maybe you have some glass work ahead of you on your current project? Would you like to try your hand at doing some actual fiberglass work while chapter members guide you through the process they used on their kits? Then June is the month for you. We'll supply the scrap fiberglass pieces and epoxy while you perform lay-ups and bond parts together.

Bring your ambition and wear your old clothes just in case.

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.

