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UPCOMING EVENTS

Monthly Meeting, March 4 Victory Aviation

Fly-Out to Sacramento (KSAC)

KSAC Fly-Out 27 February 2010

Meet at 13:00. Lunch at Airport Restaurant upstairs from main entrance.

Please RSVP to Mike Francis, Fly-Out Chairman, a few days before the event. Mike's email is:

m_d_francis@yahoo.com,

or phone him: 510-624-1217

Trade Winds Aviation hosts:

Breakfast, 1st Saturday of the month

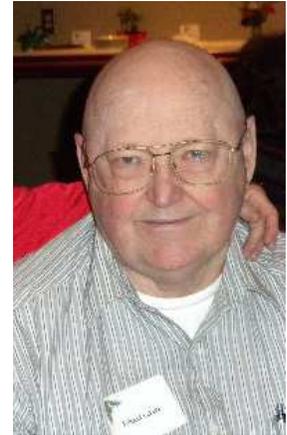
WINGS Seminars, 2nd Thursday

A Night at the Movies, 3rd Friday

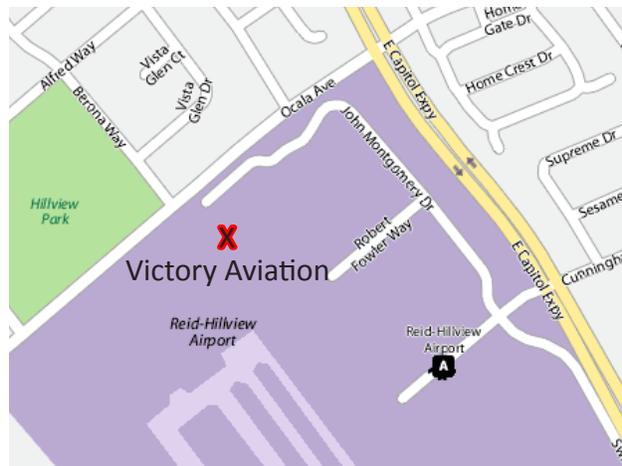
Please see page 9 for details

March Speaker: Rolland LaPelle

Chapter Member and former President Rolland LaPelle will speak about converting a Mazda rotary engine for aircraft use, show a movie about the same, and, if the planets align correctly, have an engine on display.



Rotary Powered RV



VICTORY AVIATION
2502 John Montgomery Drive

6:30 PM Food and Hangar Flying
7:30 PM General Meeting
8:00 PM Program

EAA Chapter 62 meets at Victory Aviation the first Thursday of the month, except in August, when we meet on the second Thursday. Everyone welcome.

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

President's Column

By Wolfgang Polak

Recent days brought some not so good news for general aviation. The sad accident in Palo Alto will embolden those who want to turn our airports into housing developments, compost facilities, and shopping malls. The tragic event in Austin will undoubtedly increase calls for restrictions on our freedom to fly. This is serious. We can't just leave it to AOPA to defend general aviation but must do our part as well. Educate your non-pilot friends about general aviation, its safety record and its utility. Or explain that it's really a problem with our infrastructure that cutting a single wire can darken half of Silicon Valley for a day.

On a more positive note, we had a well attended fly-out to Half Moon Bay with 9 members arriving in 5 aircraft. The rainy January weather gave us a break that day and we got to fly around some beautiful cumulus clouds. Better yet, Mike Francis volunteered to act as the Chapter fly-out coordinator. He has great enthusiasm and lots of plans with the next event scheduled for February 27 in Sacramento.

Let's help out Mike by letting him know if you're planning to join an event, even if you're not sure yet. Getting no or little response to event announcements, emails and sign-ups can be very frustrating indeed. Bring him your ideas about things you'd like to do and places you'd like to visit.

We still have job openings for someone to organize a library and for someone to manage the wing rib activity at our Young Eagle events. You'll be rewarded by the satisfaction of helping our members or impacting a child.

I hope to see you all at the next meeting where Rolland LaPelle will talk about rotary engines.

Wolfgang Polak



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Builder's Column

by John Castner

Why a Sonex?

Last summer some administrative hassles with the FAA medical people delayed renewal of a special issuance by 6 weeks. I hadn't been denied, so I could have checked out in an LSA, but the Citabrias I had been flying were off limits. I decided that if the special issuance came through, I would build an LSA and be less vulnerable in the future.

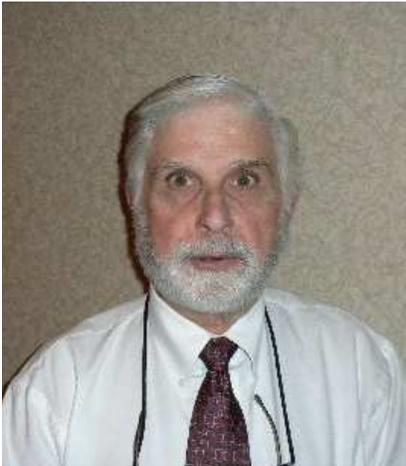
Which light sport? I am comfortable with metal construction and want to be flying sooner rather than later. I also want some cross-country capability. I see estimated build times as generally low but useful if used for comparison.

The Sonex is metal, has a 700-hour estimated build time and cruises near the LSA speed limit. It is aerobatic at reduced weights so should be reasonably strong.

It was designed by John Monnett, who has a number of successful designs to his credit. Sonex Aircraft knows of 285 flying so far (I ended up with kit number 1368). The first one flew in 1998. It looked like a fairly proven design.

I had Sonex build the main spar and do some other work (standard options) to speed up the building process and will need a transponder in this area so the \$25,600 advertised price has escalated to around \$32,000 or about 1/3 what a factory-built LSA goes for. Had I chosen one of the Jabiru engines rather than the AeroVee, the price would have been \$7,000 to \$10,000 more with increased fuel consumption and higher overhaul costs, which didn't seem worth it.

A relatively speedy, quick-build, metal airplane from an company with a track record. That's what brought me to Sonex.



Young Eagles

by Russ Todd, YE Coordinator



Spring is coming on us even if you cannot see it in the weather around us, not seeing it does not make any difference, time is passing and that means the Young Eagles Rallies for 2010 are starting to take shape. So let's be thinking about attending the rallies as pilots and ground crew. We are going to need lots of volunteers. This is one of the most important workings of Chapter 62, and you can help bring a bigger world into children's lives in terms of their becoming involved in aviation and equally important enabling and empowering them with flight.

Maybe you have seen the schedule on the chapter web site. Overall it's set except for the Moffett date of June 5th, that is still being worked on. It looks good but the proposal has yet to go all the way to the top of NASA and back down with an approval. I'm sure it will happen, very good people are working hard on it.

Planning and meetings are in process to have an air festival at Moffett that will involve vendors, volunteer organizations, War Birds, STEM

(cont' on page 4)

ISLAND TREASURE CLOSE TO HOME

by Steven Plyler

For a getaway on Thanksgiving weekend, my lady and I happened upon the idea of going to Santa Catalina Island just 330 miles south of San Jose and 26 miles off the coast of Los Angeles. It sounded like fun. Flying direct the last 65 miles over water just misses the LA class B airspace and provides a grand view off the right wing of the Channel Islands off the coast of Santa Barbara. At our destination, there is one airport atop a 1602 foot high hill roughly in the middle of the 22 mile long island. The required call 5 miles out for landing clearance was made and, with light crosswinds and a slightly uphill runway, 22 seemed the best choice. The setting sun made the



Catalina tower



threshold difficult to see until passing it. Knowing that the runway was only 3250 feet long with sharp drop-offs at both ends resulted in a “carrier landing” with sharp braking to prevent overshoot-



Steve with Terry in his Glasair

ing the runway end lost in the glare. Next time I’ll land eastbound if at sundown.

Though serviceable, “a rough gravel road” are the words that come to mind regarding the runway surface. Once on the ground from the airport plateau, the

L.A. coastline looms large to the northeast across the channel. The “Airport in the Sky”, as it is called, has a Mediterranean-style control tower, restaurant/gift shop and nature display, and is a fitting introduction to the island. The landing fee is \$20 plus \$5 per over night. There is no avgas available. Every couple of hours a \$25 roundtrip shuttle van provides a 25 minute ride 10 miles southeast

Young Eagles, cont’

(science, tech, engineering, math) ground festival, 200 exhibitors, hands-on things for the kids to do and learn, science experiments, robots, space exploration, flight simulators, etc., plus the mainstay of the event: the Chapter 62 Young Eagles. You can see we are going to need a lot of help, even more than last year. So keep that date open and plan to fly-in (we are looking for 50 to 100 airplanes) and plenty of volunteers to help. That’s big.

The fourth planning meeting of the *Wings of History Open House* was held on Saturday. Everything seems to be going along fine and the plans are to have it essentially the same as last year. What is new is signing up pilots and kids on the Internet in an effort to reduce the registration workload on our people and to have a better idea of the number of kids we can expect. The Internet address to sign up pilots, kids, and volunteers will be on the *Wings of History* flyer promoting the event.

We need a Chapter 62 member to dedicate his/her volunteer efforts and be responsible for the Rib Building table. Silvia Andrade said she and her LULAC kids will once again help with the wing ribs. Will you volunteer? We need you for this very important job.

Two of Silvia’s kids have completed an application to attend the EAA Air Academy in Oshkosh this year.

(con’t on page 5)

down the hill to Avalon. Rounding one of the last corners of the ride down provides a postcard panorama of the town and crescent-shaped harbor that could be a scene in Italy.



Avalon harbor

In the one square mile town, accommodations range from beachfront hotels, condos, cottages to cozy B & B's. The Hotel Metropole for \$80/night, a half a block from the harbor, was our choice: it's not overly fancy but it worked fine. Book in advance to guarantee availability.

There are 30 restaurants to choose from and many are on the waterfront. The plush Art Deco Avalon Theatre on the water's edge provided an evening movie. Daytime activities include: boating, kayaking, scuba diving, bicycle and golf cart rentals, horseback rides, hiking, and open air trams to explore the island interior. We

rented electric bikes to explore the town. Given the perfect weather and temperatures in the 70s year round, it was fresh and gorgeous. Cars are highly restricted on the island. With golf carts everywhere on the narrow streets and the Mediterranean architecture, it seemed to me like I was in the land of Lilliputians. It was a wonderful escape and worthy of another go. Next time, I plan to visit Two Harbors, a town to the northwest and a pair of harbors that straddle a narrow isthmus.



Catalina from the air



Avalon street scene
good place for a Smart Car

From the Archives of EAA National, January 28, 2010

Max Trescott Test-Flys the New PiperSport LSA

By Max Trescott, EAA 531980, for EAA.org

The big announcement at last week's U.S. Sport Aviation Expo at Sebring Regional Airport, Florida, was the new PiperSport, light-sport aircraft (LSA). Its sleek, sporty look draws a crowd wherever it goes, as I discovered while test-flying it. Happily its beauty isn't just skin deep; it's also fun to fly.

With 106 companies making light-sport aircraft, Piper made a great choice - they entered a distribution agreement with Czech Sport Aircraft (which builds the Sport Cruiser), one of the top 10 LSA manufacturers with a U.S.-installed base of about 100 aircraft. Not content to just resell this proven aircraft design introduced in 2006, Piper is making design improvements. These include modifications to make it less sensitive in pitch, reinforcement to the nose gear, and the addition of cabin heat and ventilation systems. These changes will debut when the aircraft ships in volume in April 2010.



The PiperSport's standout feature is its excellent visibility. The bubble canopy, which lifts forward for entry, allows an unobstructed view in all directions. But if you get too much sun, just pull the overhead pleated sun shield forward to block several square feet of the canopy.

The cockpit is a roomy 46.5 inches wide. The seats are fixed, but the rudder pedals can be adjusted for leg length. I'm over 6 feet tall and was delighted to find that the pedals moved forward enough for plenty of leg room.

As with many LSAs, the PiperSport requires light forces to control the aircraft's pitch. I was not warned not to over rotate at takeoff and didn't; I had already done that recently in another LSA.

The mostly metal plane - it has a composite cowling and a composite prop with a wood core - incorporates a 100hp Rotax 912 ULS engine with a 2000-hour time between overhauls that sips a miserly 5 gph at cruise speed. I consistently had climb rates greater than 1000 fpm at the 65 knot best rate of climb speed and often saw the 1200 fpm claimed climb rate.

All control forces including rudder are light. In a steep turn, I added power upon entry and then needed little back pressure to maintain altitude. In slow flight, the controls were so light that only gentle pressures were needed with almost no movement of the stick. Plenty of buffeting warned of impending stalls, followed by a clearly defined break and nose drop, similar to stalls in traditional trainers.

Flaps are electric and can be fully deployed in 5 seconds below the 75 knot maximum flap speed. Landings were easy. I flew the final at 60 knots, slowing to 50 knots over the fence. All three of my landings were good without any of the ballooning during flare I've occasionally induced while landing other LSAs. With a 15 knot headwind, I landed in about 300 feet, making the first turnoff, barely past the 27L numbers at the Vero Beach, Florida airport.

The PiperSport will ship in three versions, all of which include a Dynon D100 primary flight display, Garmin GSPMAP 495, a single Garmin SL40 nav/com, GTX 328 transponder, and a BRS parachute similar to the ones in Cirrus aircraft. The base model sells for \$119,900. Add \$10,000 for the PiperSport LT, which includes a second Dynon display with engine monitoring. For \$139,900, the PiperSport LTD includes a Dynon autopilot that worked well in heading, navigation, and altitude hold modes in the

(con't on page 6)

PiperSport LSA, cont'

aircraft I flew.

The aircraft's useful load of 560 pounds lets you carry 380 pounds of passengers and baggage with full fuel of 30 gallons. You may read elsewhere that the useful load is 600 pounds, but that doesn't account for the 40-pound BRS parachute being added to all PiperSport models. The aircraft isn't certified for instrument flight rules but could be used as a low-cost trainer for flying VOR and instrument landing system approaches.

Overall, I was impressed with the PiperSport. Given the extensive Piper support network, its low operating cost, and that it will ship in volume soon, I expect it to be popular with flight schools and individual owners alike. Here's hoping that like the venerable Piper Cub that attracted my grandfather's generation to flying, the PiperSport inspires a new generation of pilots to discover the joy of flight.

MEMBERSHIP NOTES

By Donald Von Raesfeld, Jr. Membership Chairman, 408-507-0951

The turnout for our second meeting of 2010 was not as good as January's meeting. I believe this was due mainly to the weather. It was raining, windy, and cold. I seriously thought about staying home. I got to the hangar about 6:25 PM and at about 6:45 PM the power went out. The entire airport was dark as were the traffic lights on Capitol Expressway and surrounding areas. With the aid of some light provided by Kregg's emergency generator and several flashlights, members and guests were able to eat the lasagna dinner prepared by Rusty and Randy. Power was finally restored about 8:00 PM.



Chapter President Wolfgang Polak called the meeting to order as soon as power was restored. Jim Grant, our guest speaker, started his presentation immediately since he had another appointment later in the evening. With help from our Chapter Vice-President, John Castner, Jim showed how to set up an account on the new FAA Wings website.

After Jim finished his presentation, Wolfgang gave a short presentation showing us some of the flight planning resources available to us on our Chapter website.

We had no new visitors to this meeting but we did have two returning visitors from our January meeting. Charles Heger and Harry Chien both returned for the February meeting. I was able to talk with Harry and found out he is building a Glasair, which he purchased as a work-in-progress. He told me it is about 85% complete.

On January 23, 2010 the Chapter held its first fly-out of the year. Eight members made it to Half Moon Bay for lunch and nine members left. One of our members, Paul Marshall, arrived at Half Moon Bay in formation with a friend, Jim MacKnight. Jim gave Wolfgang a check for thirty dollars and became the newest member of our Chapter. Welcome to Chapter 62, Jim. Looking forward to meeting you. Checkout Wolfgang's article and photos on our website on the Home Page under Recent News.

Mike Francis, a new member, told Wolfgang he would take on the responsibility of organizing our Chapter fly-outs each month. Thank you Mike.

I have sent out renewal letters to all current members and would like to say THANK YOU to all those who have already renewed. I am going to begin going through the list of Past Members and see if I can get some of them to rejoin.

EDITOR'S NOTES

by Terri Gorman

Last month I had to send out emails or call members asking them to write articles for the February Newsletter. This month, I had so many articles that I have to save a couple for the April Newsletter. Thanks to all of you who submitted your articles for the *Intrepid Airmen*.



We must have a widely read newsletter since we were able to fill the position of Fly Out Chairman so quickly. Mike Francis, a recent member, applied for the position, was found to be highly qualified and will be organizing his first fly out on Saturday, February 27th to Sacramento Executive Airport for lunch. As a former chapter leader once said, "if a member likes their volunteer job, they can keep it forever." I can only think of one officer who has held a position that would qualify as "a forever volunteer" and that is Randy Wilde who has been the Chapter Treasurer for over twenty years.

Daylight Savings Time begins on Sunday, March 14th. Set your clocks ahead. Fly safely; use your checklists!

Around the Patch with Terri

There are a few changes happening at Reid Hillview Airport. The Little League Fields are being torn up and new grounds are being planted, along with tall, security fences. No fence will be tall enough to keep the Little League sluggers from hitting a ball over our hangar. In the past few years, Bob and I have collected 40 baseballs that have landed in front of our hangar, barely missing the planes in the tie down area.

The Terminal Building has taken on a new look thanks to Ernesto Mendiola. Come by and see the changes. The Terminal is open from 7 AM to 10 PM every day.

The **Airport Shoppe** has new hours. They are now open Monday through Saturday, 9 AM to 5 PM. Phoebe Peasley, pilot and owner of the shop, continues to carry the top-of-the-line aviation merchandise. In the back of the shop, there is a complete deli, including great coffee that is always brewing.

Young Eagle Flights will be beginning in April. All Young Eagle pilots who fly the kids at Reid Hillview Airport receive discounted fuel from **Exxon Mobil, San Jose Fuel Company**. This is the only FBO at RHV that has supported our Young Eagle pilots during the Young Eagle Events at Reid Hillview.



Trade Winds Aviation hosts WINGS Seminars, free Breakfasts and Friday Night Movies. Trade Winds is located next to the Reid Hillview Terminal Building.

March 6, 9 AM, *Breakfast*

March 11, 7 PM to 9 PM, *Cross Country Planning*

April 8th, *Engine Management*

March 19th, movie night, *Air America*

April 16th, movie night, *Pearl Harbor*

Please note: the WINGS seminars on March 11 and April 16 will take place in the RHV Terminal Building

Questions: Walter Gyger
408-729-5100



Proposed Fly-Out Destinations

by Mike Francis

Here are suggestions for our upcoming fly-outs. Please contact me, m_d_francis@yahoo.com, and let me know your favorite destination(s).

Georgetown	http://georgetownairport.com/
Columbia	http://www.columbiaairport.com/
Santa Paula	http://en.wikipedia.org/wiki/Santa_Paula_Airport
Placerville	http://www.airnav.com/airport/KPVF
Cameron Park	http://www.airnav.com/airport/O61/
Mather Airport (TRACON)	http://en.wikipedia.org/wiki/Sacramento_Mather_Airport
Oceano	http://oceanoairport.com/
Solvang/Santa Ynez	http://www.solvangca.com/sy/syairport.htm
Paso Robles	http://en.wikipedia.org/wiki/Paso_Robles_Municipal_Airport
Lompoc Airport	http://en.wikipedia.org/wiki/Lompoc_Airport
Auburn	http://en.wikipedia.org/wiki/Auburn_Municipal_Airport_(California)
Salinas	http://en.wikipedia.org/wiki/Salinas_Municipal_Airport
Santa Rosa	http://www.sonomacountyairport.org/
Lodi Airport	http://www.lodiairport.com/index.html
Watsonville Airport	http://www.watsonvilleairport.com/
Hollister Airport	http://en.wikipedia.org/wiki/Hollister_Municipal_Airport
Napa Valley	http://www.napacountyairport.org/
Los Banos	http://www.ourlosbanos.com/airport.html
Livermore	http://www.ci.livermore.ca.us/airport/index.html
Boonville	http://www.andersonvalley.org/Airport.htm
Stockton (BASS PRO SHOPS)	http://www.co.san-joaquin.ca.us/
Mariposa Yosemite	http://en.wikipedia.org/wiki/Mariposa-Yosemite_Airport
Death Valley (L09)	http://skyvector.com/airport/L09/Stovepipe-Wells-Airport
Bullhead City, (KIFP)	http://en.wikipedia.org/wiki/Laughlin/Bullhead_International_Airport
Mendocino	http://www.mendocino.com/?id=382
Angwin (St. Helena)	http://www.puc.edu/campus-services/angwin-airport/home

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