



The Intrepid Airmen



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UPCOMING EVENTS

March Chapter Meeting

March 1. Don Wolf of Los Medicos Voladores, Terminal Building

Chapter 62 Board Meeting

March 8 at 7:30 PM in the Terminal Building, all welcome.

March 10, Practical Aircraft Design Class. Chapter member Martin Hollmann, Monterey

March 17 Fly-Out

South Lake Tahoe (KTVL)

April 21, Calaveras County Open House and Fly-in

April Chapter Meeting

April 5. Tiffany Davies, MD, AME
Dr .Davies will speak to us about health, flying, and our medicals



Fly Navy

March Event:

Don Wolf of Los Medicos Voladores

Don Wolf will speak to us about Los Médicos Voladores (LMV), a volunteer-based, non-religious, nonprofit organization that aims to improve the health and well-being of geographically diverse peoples through education and the provision of no-cost, high-quality medical, dental, and optometric clinics. LMV serves Mexico, Central and South America, and migrant labor populations of southeast California. Since 1975 LMV has offered more than 250 short-term medical, dental, optometry, and other healthcare clinics, treating over 7,000 patients per year.



Welcome New Members: Bryan Cole, James Grass, and David McKenna

EAA Chapter 62's February 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

President's Letter, by Konstantin Blank

Our February General Meeting was one of our best. Archie Maltbie gave a riveting presentation of his experiences as a WWII P-47 fighter pilot.



His exploits in the air and on the ground evading capture are truly awe-inspiring. His collection of artifacts like the silk map for evasion and forged identity paper brought the experiences to life. Thank you very much for your service and presentation, Mr. Maltbie!

Our March General Meeting presenter will be Don Wolf who will be speaking about Los Medicos Voladores, a non-profit organization that provides free healthcare to geographically diverse peoples. See our website upcoming events for more details.

On Saturday, March 10th, our member and technical councilor Martin Hollmann will hold a class on practical aircraft design. So if you ever thought of designing your own aircraft, this is a must-attend class.

Although our Columbia fly-out was cancelled, we have a fly-out to South Lake Tahoe scheduled for March 17th. Take an instructor if you are not comfortable flying in the mountains!

Hope to see you all at the next meeting!

-Konstantin Blank

Thunderbolts of the Hell Hawks



Don Barnes, who helped arrange Archie Maltbie's visit to our monthly meeting, has co-authored Thunderbolts of the Hell Hawks, a history of the 365th Fighter Group. Check with Andy Werback for availability.

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Land of Extreme Heat to the Land of Extreme Excess

by Steve Plyler

Land of Extreme Heat to the Land of Extreme Excess.

One night in Death Valley and one in Las Vegas was the plan. Monday morning, December 26, a rental jeep was to be waiting for us with keys in the glove box at Furnace Creek Airport, Death Valley.

En route, after overflying the fogged-in San Joaquin Valley we were greeted by the massive sight of Mt. Whitney at 14,505 ft. and her equally tall snow covered neighbors. It was a majestic sight and formidable wall. Climbing to 14,500 for the crossing, the usually spunky climb rate of the Glasair's IO 320 dropped to 500ft/min and the normally crisp flight controls were surprisingly mushy in the thin air. Given a forecast 19 knot tail wind we were expecting turbulence. We decided to try the over fly at 14,500 navigating close but around Whitney and surprisingly encountered no significant turbulence.



Eastern Sierra Nevada

My co-pilot Terry and I remained at that altitude for a half an hour on supplemental oxygen over the inhospitable terrain.

The direct to route to Death Valley bisects a large area of several MOAs (military operations areas). *Flight Following* can have spotty radar coverage below 15,000' in the Sierras, but it is essential for transitioning the active (during our trip) MOAs. "Traffic 6 miles F-16 at 1 o'clock": we never saw 'em. There were also several other identified but unseen general aviation targets in the sky. It is comforting to have flight service eyes helping with traffic avoidance.

Forty miles out we began our decent into Death Valley; however the terrain remains very high right up to the edge of the valley. Consequently an extra pass or two up and down the valley is required to drop comfortably to pattern altitude. The picture below shows the relatively small square of civilization, most of which is a golf course.



Abeam Furnace Creek

On short final into Furnace Creek airport, it was a bit of a mind bender to watch the altimeter dip below 0 to minus 210' MSL at field elevation. On the golf course players consistently get their 'lowest' score.

On the ground the field is a barren sight. There is a large rough paved apron, one closed large single hanger and a separate restroom building on the field all surrounded by tumble weed landscape. Besides mine, the only aircraft on the field had a rumpled up high wing, bent prop and a crunched vertical stabilizer. I later learned the beat up 172 had been flipped off the ground in a wind storm for lack of proper tie downs. The available literature warned us to bring our own

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tie down rope as there is absolutely none on the field. For that matter, there's darn little cable to tie down to either. We also knew to bring enough fuel to get back out as there is none available on the field. Signs appropriately warn to stay on the pavement to taxi because the surrounding desert is too soft. (*Editor's note:* Last March there was fuel available, but the avgas pump has since been closed. The Park Service may reopen the fueling facility; until then, note that there is no fuel within 50 miles.)

Other than camping, there are 2 choices of accommodations, Furnace Creek Ranch, or a couple of miles up the road is Furnace Creek Inn. At \$195 a night we stayed at the ranch which is near the clump of restaurants, shops, stables and golf course. The fancier 'Inn' is about another \$100 per night. We later had afternoon tea there and didn't feel the draw to spend the night there. The room at the ranch was good and the tiled bathroom was very nice.



The Racetrack

The Jeep I had arranged to be on the field was not. Oops, I had neglected to confirm my "all good to go" in the morning before leaving San Jose. No problem, Farabee Jeep rentals is 5 minutes away and the owner came promptly after my call. We were provided with copious and helpful info as to places to visit during our stay including a highlighted map of the area sights and trails including those for off road 4x4ing.



Death Valley Sand Dunes

On our excursion from the motel/store base camp we found layered formations of sediment upended to 45 degrees. It was like the Finding Spock Star Trek movie when the planet surface was heaving up except in freeze frame.

Call me a 'softy' but 20 minutes off road jarring about was all I needed to realize the beauty of a smooth paved road. I'm glad to have done it and glad to be done.

Most of the staff that we spoke with were September to May workers. They bail from the 120 degree daytime summer heat to work at other park concessions also owned by Xanterra.

To my amazement, despite the summer

sauna-like heat, year round inhabitants spoke of really enjoying living in Death Valley. It wasn't the food, which was mediocre to say it kindly. Perhaps it's the expansive vistas of peaceful desolation, deep

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Death Valley, cont'

silence and brilliant stars at night. As is typical in the winter time, the day time temps were pleasantly in the low 70s with freezing temps at night.

On day two we took a ten minute drive to foothills for sunrise where the minerals deposits turn multiple colors of gold in the morning light. It was the prettiest part of the stay in Death Valley.

After returning the Jeep at midday we were shuttled back for an early afternoon departure east bound. Las Vegas area is Class B with a 10,000 ft. tall range of mountains to the west of the city. We steered a bit north to allow for a more gradual descent down a valley into North Las Vegas Airport at 4,800 MSL. On approach, it's easy to spot the towering hotel/casinos four miles south of the field on the mile long "strip". Eight miles to the south is McCarran International Airport, the much busier alternative airport.

We stayed at The Venetian, a big fancy hotel. I saw my first Las Vegas show, 'Le Rev'. Lights, music, rain, fire, performers dancing, somersaulting and twisting down from 4 story perches to the pool below.

Various stages would rise out of the water with various props and levels including a 30' tree like structure. It was over the top in scale and entertainment.

Day three, after breakfast the return flight over the rugged terrain was again surprisingly smooth.

It was a great trip. We really enjoyed the good weather, complete change of scenery, very interesting sights and night life on the trip.



Vegas!

News from Tradewinds:

One New Aircraft and More On The Way

Tradewinds has recently brought a Remos G-3/600 Light Sport Aircraft (N188WA) online. There are now two Remos Light Sport Aircraft in the fleet for flight training and general rental.

Light Sport Aircraft provide several advantages: lower cost to rent, availability to pilots with Sport Pilot certificates, ease of handling and fun to fly.



what to do when you're not flying

Membership Notes by Donald Von Raesfeld, Jr.

Membership Chairman
408-507-0951

On February 2, 2012 we held our second general meeting of the year. Rusty Wells with the help of Randy Wilde served a spaghetti dinner instead of the usual hot dog dinner. Thank you, Rusty and Randy.

About 7:30 PM Pres. Konstantin Blank called the meeting to order and introduced several visitors from Aerodynamic Aviation. Russ Todd, our Young Eagles coordinator, announced our Young Eagles schedule for this year. We will have seven events beginning in April and running through October. As always, we will need volunteer pilots and ground personnel to conduct these events and make them a success. Last year we flew 753 Young Eagles. Let's beat that number in 2012.

Andy Werback then introduced our speaker, Archie Maltbie, a WW II P-47 pilot. Archie, who flew 90 missions, shot down to enemy aircraft and was forced to bail out from his damaged P- 47 behind German lines. Archie also introduced his friend Don Barnes. Don has interviewed many WWII veterans and had a copy his new book, Thunderbolts of the Hell Hawks, by Don Barnes, John Crump and Roy Sutherland. This book will be available soon in hardback for \$60.

Archie gave a great presentation about his training and flying experiences in WW II. Archie enlisted in the service on his 19th birthday and at the age of 20 he was flying P-47s in combat in Europe. Archie and his fellow pilots from the "Hell Hawks" flew D-Day missions from England and then from several bases in France and Germany through all kinds of weather and adversity. When Archie downed his first enemy aircraft, an ME-109, he was forced to bail out of his own damaged aircraft. Archie spent 10 days escaping and evading the Germans while trying to get back to his unit. Archie passed around several mementos, including an ID card forged by the French underground, a silk escape map, ration cards, and several pictures. I have to say that I think Archie was the most interesting speaker we have had at any of our meetings since I have been a member. After Archie finished his talk, Konstantin presented him with a Chapter 62 hat. Thank you Archie for a great presentation and a very enjoyable evening. You are truly a member of the "Greatest Generation". It was an honor and a privilege to meet you.



Archie Maltbie



at our meeting

Before the meeting began I introduced myself and Niner to Archie and asked him if it would be OK to record his presentation. He told me he had no problem at all with that. I recorded his entire talk and I am going to try to make up a DVD of Archie's presentation. I have not had a chance to listen to the audio yet but hopefully my Sony Handycam was able to capture the audio. I will let you know how this turns out and will make it available to anyone interested.

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CAPS AND SHIRTS

The chapter now has T-shirts and caps available at all of our general meetings for \$15 each. See me if you are interested in purchasing a shirt or cap.

MEMBERSHIP RENEWALS

It's that time of year again. Time to renew your 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 Meeting. As of February 19, 2012 we have 31 paid members. This includes three new members who have joined our chapter online. They are Bryan Cole, James Grass, and David McKenna. I would like to thank all of you who have renewed to date and hope that the rest of our current members will renew soon.



Archie, Mark Wainwright and Andy

FLY-OUT TO LAKE TAHOE

The chapter is planning a fly out to Lake Tahoe this month on Saturday, March 17. Details will be available on the chapter's website. You can contact President Konstantin Blank or Newsletter Editor/ Vice President Mark Wainwright.

Don Von Raesfeld, Jr.

408-507-0951



General Meeting Guests



The West Valley “Intro to Flight Training” Summer Program suggested by Max Trescott

Ashley Porath, Operations Manager, West Valley Flying Club
650-856-2030

What it is: A week-long, action packed, fun intro to flight training program

When: 1 Week - June 25-June 29, 10 AM - 3 PM

Who: Looking for High School students (age, 14-18). ***SIGN-UP NOW*** Only 4 spots available!

Cost: \$995 - includes everything except lunch

Why: Because it’s fun! Explore your dream in aviation.

Details:

Typical Day:

10:00 - 12:00	Ground classes and activities
Noon - 12:30	Lunch
12:30 - 3:00	Flight time
3:00 - 3:30	Wrap-up

Totals:

8 hours in an airplane - 4 hours at the controls!
2-3 activities such as tower tours
5+ hours of ground instruction

Must register by March 31st. There are only 4 spots available so be sure to register now! \$495 deposit due at registration. Please stop by the PAO clubhouse to register.



Douglas DC-7C
not available at PAO

One Day, PRACTICAL AIRCRAFT DESIGN CLASS

by Martin Hollmann

Date and time: Saturday, March 10. 9 AM to 4 PM

Place: 5 Harris Court, Building S, Monterey, CA. Telephone: 831-621-8760

Intended for all who have an interest in designing and building their own aircraft. The latest aircraft design technology, materials, and computer programs will be discussed. Each participant will have the opportunity to work on a computer and learn to use the design programs. These programs include performance, c.g., a.c., stability calculations, V-n diagram, wing sizing, fuselage plot, fuselage loads. All programs run on a PC using Windows XP. Each student will receive a copy of all aircraft design programs.

Seminar covers:

BASIC AIRCRAFT DESIGN:

Size your aircraft to your desired performance (top speed, endurance, climb angle, etc.) and calculate gross weight, wing area, engine power, etc.; determine c.g., aerodynamic center, airfoils, stall speed, tail trim, etc. for conventional or three surface configuration.

LOADS ANALYSIS:

Calculate load factors for your aircraft; construct V-n diagram; calculate air-load distributions, landing loads.

STRUCTURAL SIZING AND ANALYSIS:

Design and size your load structures, including wing spars, wing attach-fittings, stabilizers, etc.

OPTIMIZING COMPOSITE STRUCTURES:

Determine optimum ply orientations and calculate stiffness and strengths, safety factors and margins of safety. How to utilize foam moldless and molded layup methods; prepregs vs. wet layups and gel coats; plug construction; vacuum bagging; fabrication techniques for minimizing cost and weight.

ADVANCED TOPICS:

Designing structures for pressurization, lightning strike and icing protection.

COURSE TEXT NOTEBOOK:

Comprehensive, a 8 1/2 x 11 book includes all design and analysis formulas, materials data, and much more.

Advance Registration:

Due to limited size, advanced registration is required. Registration at the door will not be accepted. Sign up now! Registration fee: \$450 includes all course material.



one of Martin's designs

Don Von Raesfeld
Membership Chairman
930 Monroe Street
Santa Clara, CA 95050

Address Label is **RED**,
time to pay your dues.



MEMBERSHIP APPLICATION

Name _____ National EAA #. _____

Address _____ City _____ State _____
Zip _____

Phone _____ Email: _____

National Membership Required www.eaa.org \$40.00 per year
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