



President's Corner

Jon Garliepp

Congratulations are due to Allen Roark, as he recently passed his private pilot check ride, earning his Airplane, Single Engine Land certificate. Allen owns a Beech 77 Skipper, and he

was able to use it for his training. Allen is ready to go with his own airplane and his certificate in hand.



We had a great turn out in Monterey on April 2nd - 3rd, with 24 members and guests attending. We first visited Martin Hollmann's office and

saw some awesome and neat projects, then to his hangar to see his plane, the Stallion, and his gyrocopter. Next, we were off to the wharf for lunch and then to the Monterey Bay Aquarium for a very interesting tour. Three of us stayed over, and we had dinner together on the wharf. A great time was had by all, we owe Ron Carmichael a big thanks for setting this up, and thanks to Martin Hollmann for opening up his office and hangar for all of us.

The Young Eagle event on April 9th was well-attended, with approximately 26 young people getting to fly. We also had our wing rib building activity set up and we built quite a few. A special thanks to Rusty Wells for cutting out 100 wing rib leading edges for this program. Thanks to all who came out and helped make this event a success, a special thanks to Allen for chairing our Young Eagle program. The next event will be May 14th at South County Wings of History Museum open house. They expect up to 200 youngsters, so we need all the help that we can get. See you there!!!

Mike Studer has offered to have an open garage on Saturday, May 21st, 11AM to 3 PM. He is building a Cassutt 111M sport with a Corvair engine. His address is 6249 Quartz Place, Newark.

It not too late send in your dues. If you are not sure if you have paid or not, call Jon at 408-253-3769.

CHAPTER 62 EVENT SCHEDULE

- May 5 General Meeting
 Vern Miller Aviation
- May 7 - 8 Fly-out to Columbia
- May 12 Board Meeting - RHV Terminal Bldg.
- May 14 Young Eagles South County
 Wings of History Museum
- May 21 11 AM - 3 PM - Open Hangar/Garage
 Mike Studer's Garage
 Mike is building an Cassutt 111M
- June 2 General Meeting
 Vern Miller Aviation
- June 3 - 5 Golden West Fly-in, Marysville
- June 9 Board Meeting - RHV Terminal Bldg.

HAPPY MOTHER'S DAY!

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Calendar of Events

May

5/5 - General Meeting - 7:30 PM

Vern Miller Aviation, Reid-Hillview Airport
Carole Jewett, will talk about Wilderness First Aid for the Aviation Community

5/6 - 5/8 Second Annual RV Fly-In

Carson City, NV, Contact: Mike Jimenez
775-246-4025, mijimen@aol.com

5/6 - 5/8 B-17 in Watsonville

\$355 buys you a ride, <http://www.b17.org>

5/7- 5/8 - Columbia Fly-out

Flyout and camp at historic Columbia. For those that don't like roughing it, there are several B&B's and hotels available in the area.

5/11 - 5/15 - Red Star Fly-In, Castle Airport

Good place to see Yaks, MiGs in action.

5/12 - Board Meeting - 7:30 PM

Reid-Hillview Airport terminal building

5/13 - 5/15 - Southwest Regional Fly-in

EAA Southwest Regional Fly-in. New location at Hondo, TX (near San Antonio),
<http://www.swrfi.org>, phone 830-997-8802

5/13 - 5/15 Spring Gathering of Canards

Spring Gathering of Canards, Columbia, CA (O22)
Come join us for a spring get together of Western states Canardians. Camping on the field with hot showers. Tim LoDolce tiger@telis.org for more info.

5/14 - Wings of History Open House

Annual open house, Young Eagles flights for 200 kids

5/19 - 5/21 - Hayward Proficiency Air Race

<http://www.hwdairrace.org>

5/27 - 5/29 - Watsonville Fly-in and Air Show

World-class air show performers, static displays, food booths, aviation merchandise, fireworks
<http://www.watsonvilleflyin.org>

June

6/2 - General Meeting - 7:30 PM

Chapter 62's Ed Rosiak, who is also the newsletter/web editor for the California Pilots Association, will give a presentation on the 'How to Save Your Airport'. Here's your chance to get educated on how California's Airports are doing and what we can do to help them survive. After all, what good is an airplane if you have no where to fly it to?

6/3 - 6/5 - Golden West Fly-in

Let's make it a Chapter flyout. Detail are at
<http://www.goldenwestflyin.org/gwaahome.shtml>

6/3 - 6/4 48th Annual Merced Antique Fly-In

Maybe you can do this and Golden West in one trip

July

7/6 - 7/10 Arlington Fly-in

EAA North West 2005 Fly-in and Sport Aviation Convention. Arlington Municipal Airport.
<http://www.nweaa.org> , 360-435-5857

7/7 - General Meeting - 7:30 PM

Program to be announced

7/10 Festival of Bi-Planes, FlaBob Airport

Details at 951-683-2309

7/14 - Board Meeting - 7:30 PM

Reid-Hillview Airport terminal building

7/16 - Chapter 62 Annual Picnic

Plan to join us at the Wings of History Musuem for the annual Chapter picnic. More information will appear right here.

7/25 - 7/31 AirVenture Oshkosh

It's The Big One, Martha! <http://www.airventure.org>

7/30 - 7/31 NASA Air & Space Show, Moffett

Field Watch for airspace restrictions around Moffett.

Editor's Desk

Jim Manley



TROUBLE ON THE HORIZON

There's a fight brewing in Washington, D.C. that could have profound and far-reaching effects on

all of us who seek to enjoy the freedom of flight in America. As with most arguments in our nation's capital, it's over money; in this case, what's the best way to adequately and predictably fund the Federal Aviation Administration. The goal of course is to ensure that the future of our nation's aviation infrastructure allows us to compete in the global marketplace, but not at the expense of individual aviation enthusiasts' freedoms.

A number of organizations and companies including EAA were invited to Washington, D.C. earlier this week to take part in an FAA Funding Forum. Representing EAA was Doug Macnair, vice president of government affairs. "There is a belief on the part of many major airlines and the FAA that we are in a crisis with regard to funding the FAA," Macnair said. "However, there are conflicting opinions as to how we go about fixing it and even whether there is a crisis at all." One side, generally commercial aviation and the economically struggling airlines, favors a user fee-based approach. Airlines are looking to shed any costs they can, expecting others, including general aviation, to pick up the slack. GA organizations, including EAA, strongly and unanimously oppose the implementation of user fees, especially in the absence of clearly defined system modernization plans and effective cost controls and accountability for the capital improvement programs carried out by FAA.

The FAA is funded by primarily two mechanisms: The General Fund, or monies appropriated by Congress from taxes to pay for operations of the agency; and the Airport and Airway Trust Fund, originally conceived in 1971 for the purposes of funding capital improvements to the aviation infrastructure. The philosophy behind the funding mechanisms has traditionally been that the national airspace and air traffic system is a national utility for fostering commerce and economic growth.

Because the National Airspace System (NAS) benefits every citizen of the nation whether they fly or not, Congress

has long held that the FAA and the upkeep of the infrastructure should be paid out of the general fund. The aviation Trust Fund was conceived to help fund critical capital improvements such as airport construction and expansion and air traffic system modernization. Today, general aviation pilots pay into the trust fund through a special federal tax on aviation fuel, while airline passengers contribute through an excise tax on airline tickets.

In effect, the Administration has been robbing the trust fund to pay for the general operations of the FAA and its systems to make budget requests appear smaller. Current FAA projections are that the fund will be nearly depleted within the next two fiscal years, meaning there's a "double whammy" because without the trust fund money, there won't be any resources available for modernization, which is what it's supposed to be for in the first place. Compounding the situation is the approximate 20 percent drop in revenues generated by the airline ticket tax caused by market-driven low fares. As the airlines continue to sell tickets below the cost of providing service, the revenue into the trust fund continues to decline. The bottom line: With lower revenues flowing into the trust fund combined with the trust fund being robbed for general operations, the FAA will not be adequately funded into the future.

The air carriers are engaged in a very coordinated and considered effort to displace their economic problems and failing business model on everybody else. A main scapegoat: general aviation, which the carriers allege is not paying its fair share. FAA says more money needs to be brought into the system with a consistent, predictable funding stream, yet the whole point of the trust fund was to put money away for capital improvements and modernization, not FAA operations. If the FAA operations budget was properly funded as intended--out of the general fund--and capital improvements covered by the trust fund as intended, there would be no funding "crisis".

EAA will continue to work closely with all other general aviation organizations large and small to ensure that general aviation is in no way hindered or damaged by unnecessary and burdensome tax and user fee proposals. We are engaged in the dialogue and leave no ambiguity to our position.

HEAD IN THE GLIDE SLOPE

If you find yourself flying between RHV and Stockton, you might want to take a different route for the next few months, because I'm regularly shooting approaches and missed approaches at Stockton, and flying blind in between. You've been given fair warning! "See" you out there! ... Jim

Meeting Minutes



Ron Carmichael

GENERAL MEETING

April 7th - Vern Miller Aviation

President Jon Garliepp called the meeting to order at 7:30 PM. Guests were introduced as follows: Mac Spivak who has an RV4, and was referred to others building an RV4; Chuck Newman was introduced as a guest and the speaker for tonight. Jon Garliepp and Ron Carmichael gave a summary of the successful “taxi-out” to Martin Hollman’s and the Monterey Aquarium Saturday, April 2nd - 3rd. See the photos on the website, compliments of Webmaster, Wolfgang Polak.

V.P., Brian Dal Porto, brought a “show-and-tell” item, which was the modification he did on his instrument panel. Brian talked like it was easy to create new holes for the instruments in a thicker sheet of metal, but it was obvious his expertise made the difference. He explained how he used common OSH tools to do the job, showing the old and new panels -a great job, Brian. Brian reported that Terri Gorman has made reservations at the Lick Skillet Café for our Columbia flyout. Terri says it’s a very short walk from the airport for brunch/ lunch. Brian is still trying to reserve the “clubhouse”. He is anticipating about 20 in making the reservations.

Wolfgang Polak agreed to head up the upcoming flyout to Castle. Jon Garliepp said he needs a ride to this event.

Jon announced that the Young Eagle flights will be this Saturday, April 9th, and wing ribs will be built. He was “speaking directly” to Albert Alonga and Albert’s friend, Mabel, who do a great job helping out at the Wing Rib Table. Allen Roark, our YE Coordinator, reported that he was a little stressed about the number of available pilots and encouraged more signups. He plans to “stay on the ground” for this, his first as Coordinator, and learn.

Jon Garliepp announced he will be out of town for our next Board Meeting. Also, he has received a flyer for South County with our name on it for the YE event in May. Jon also commented on how fast Wolfgang Polak got the pictures, etc., on the website for our recent trip to Monterey. A terrific job, Wolfgang - who brought his laptop computer along so he could do this.

Wolfgang also reported that we can now access the NEW “Builders Section” of the Website and see our members’ work in progress.

The Treasurer’s Report was given by Randy Wilde. Current numbers can be viewed on the website. He reported we show a little more than actual because the EAA has not yet cashed our checks for the Air Academy.

Newsletter Editor, Jim Manley, directed everyone’s attention to the masthead of the current edition in regard to the advertised announcement of a Chapter astronaut. It turned out to be Jim’s April Fools joke on us. Very clever! Most of us fell for it!

Former Chapter Secretary, Ted Robinson, made an announcement that members should donate money in addition to their membership. This to go to the education fund and is a better method than multiple raffles, etc. A good suggestion.

Our speaker this evening was Chuck Newman, who brought his instrument panel modifications, which involve instrument light dimmers and computer monitoring of various flight parameters. As it was a relatively short presentation, questions elicited information on how Chuck became an airline pilot as well as his products. Chuck also showed off his RV8, which he flew over from Watsonville and parked outside Vern’s hanger for all to see. All in all, a very interesting program.

The meeting was adjourned at approximately 9:15 PM.

Officers and Board Members present were: Jon Garliepp, Brian Dal Porto, Randy Wilde, Ron Carmichael, Rolland La Pelle, Jim Manley, Wolfgang Polak, Allen Roark, Terri Gorman, Jack Bowlus, and Rusty Wells.

Respectfully submitted,
Ron Carmichael
Secretary

BOARD MEETING

April 14th - Reid-Hillview Terminal Building

Vice President Brian Dal Porto called the meeting to order at 7:30 PM. President Jon Garliepp was out of town. The minutes from the General Meeting were read and approved with several corrections.

Treasurer Randy Wilde was absent, so there was no Treasurer's Report. See the website for the latest financial information.

A discussion was held on the upcoming flyouts to Castle and Columbia. Wolfgang is heading up the Castle trip on April 23rd. Brian is still trying to get the clubhouse at Columbia reserved for us. The signup area on the website was discussed. Wolfgang pointed out that those who signup there can modify their signup later on, but the old info will still be there. Only the last, most current info will be counted for each signer. The Columbia flyout will occur right after the next General Meeting and we can get an update then also. The next event after Columbia is Young Eagles (YE) at South County Airport on May 14th. Allen Roark, YE Coordinator, noted that Brian Dal Porto and Kelly Johnson are planning to go. Allen is planning to send out a request next week for pilots and ground personnel to volunteer. Terri pointed out we will need a lot of ground crew at South County. There is also a need for tables/chairs to be hauled down – 3 tables plus the awning. Brian said that Jon Garliepp had indicated he would help haul.

Allen Roark reported that we flew 26 Young Eagles at our last event at RHV. Terri Gorman reported that we sold \$120 worth of shirts and there were \$50 in donations at the Wing Rib Activity. Allen Roark and Brian Dal Porto are trying to contact a youth group they know of in San Jose. There is a possibility of staging a YE event for this group alone, since they are fairly large.

Upcoming events are Watsonville and then Golden West in Marysville. Ron Carmichael added that Larry Reed had indicated he would try to contact the Watsonville leadership to see if we could get involved with them this year.

Brian Dal Porto reported that there were no responses from the prospective EAA Air Academy contacts made at the high schools this year. Brian's daughter has expressed an

interest and her application was submitted for review. She is in the 16-18 year old bracket. She has helped out at a number of YE events and flies with Brian. A good candidate! The deadline rapidly approaches to submit applications.

There was no membership report due to Jon's absence.

Editor Jim Manley gave the Newsletter Report. Jim announced that he will take input from anyone – including those who send in "ancient discs". Let's give Jim a helping hand!

Wolfgang reported on the Website. He described the method for signups and received accolades for improvements made since our last meeting. Wolfgang is heading up the Castle trip. So far, there are 3 airplanes going.

Many thanks were given to Terri Gorman for supplying some delicious baked goods for the meeting tonight.

Meeting Adjourned at 9 PM.

Officers and Board Members present were: Brian Dal Porto, Allen Roark, Ron Carmichael, Jim Manley, Terri Gorman, Wolfgang Polak, and Rolland LaPelle.

Respectfully submitted,
Ron Carmichael
Chapter Secretary

The logo for "Swap and Shop" is enclosed in a blue oval with a light blue background. The text "Swap and Shop" is written in a blue, serif font.

Swap and Shop

YOUR PERSONAL ADS WANTED HERE - FOR FREE!

Hangar Space Available at LVK

Hangar #136 - 60 x 50 ft, full size vertical door. Currently 3 Express experimentals in it. Hangar has drill press, sander, air-compressor. Active hangar with AC owners working 6 days/week. Call or stop by 8 AM - 2 PM Monday through Saturday. Rent \$400/month. Contact Jim Ward at 925-455-1036.

Flight Sites



Jim Manley

Next Stop - Oshkosh!

Yes, it's that time of year again - time to start planning to be a Visitor to the East. No, not the Mighty Carnac, although fancy headgear might be in order if you're going to travel in an open-cockpit aircraft (well, it *is* almost Summer). We're talking about the big one, Martha - AirVenture Oshkosh, July 25 - 31, this year. The main place to go for information is:

<http://www.AirVenture.org>

The following aircraft are now scheduled to appear at AirVenture:

* SpaceShipOne/White Knight: The world's first successful civilian spacecraft, which reached the edge of space last fall to claim the \$10 million Ansari X Prize.

* Virgin Atlantic GlobalFlyer: The amazing aircraft in which pilot Steve Fossett, in March 2005, became the first person to fly solo around the world without stopping or refueling.

* Eclipse 500 jet: The innovative business jet that is part of a new generation of jet transportation, making its first public flight activities at EAA AirVenture.

* 60th anniversary of the end of World War II: The Commemorative Air Force's legendary B-29 "Fifi" leads the hundreds of vintage airplanes from that era at AirVenture, an unmatched collection of fighters, bombers and transports (including FIVE of the world's dozen flying B-17 bombers).

* The U.S. Marine Corps "Harrier" jump jet: The unique military airplane that takes off and flies forward, backward, sideways and straight up.

* The Pitcairn Autogiro: A one-of-a-kind aircraft from the 1930s that served as the early forerunner of modern helicopters, and not seen at Oshkosh in nearly 20 years.

* The French Legion: More than 20 small aircraft flying from France for EAA AirVenture, including two 1950s-era Dassault "Flamingo" military liaison airplanes.

More information on aircraft scheduled to be on display at AirVenture is available at this link:

http://www.airventure.org/2005/news/050505_lineup.html

If you plan to fly to Oshkosh, make sure you check out the following link to download the special arrival instructions in the AirVenture NOTAM (new arrival routes have been added this year, including for High Performance/Warbirds):

<http://www.airventure.org/2005/flying/index.html>

The current roster of airshow performers this year includes the following: Patty Wagstaff, the AeroShell Aerobatic Team, Kirby Chambliss, Chandy Clanton, Julie Clark, Jim Franklin, Mike Goulian, Jim LeRoy, Liberty Parachute Team, Mike Mancuso, John Mohr, Howard Pardue, Kent Pietsch, Gene Soucy, Teresa Stokes, Sean Tucker, and Bobby Younkin. This is a preliminary list, and subject to change, so bookmark this page to check for updates:

<http://www.airventure.org/2005/events/airshows.html>

Don't forget your tie-downs! If you haven't had to park your pride and joy on a grass field at a fly-in, you'll need to bring your own rope and tie-down stakes (a mechanic's hammer is light enough for flying, and heavy-duty enough to drive them, and works great to ward off spectators who don't obey the "do-not-touch-the-airplanes" rule!). Three 18 inch long, 1/2 inch diameter steel rods with a 90-degree point, driven in at a 45 degree angle to the ground and away from the direction of pull, are an absolute minimum. For more info on how to make even stronger tie-downs, go to this link:

http://www.airventure.org/2005/planning/tying_down.html

More AirVenture info to come in the next newsletter!

CHAPTER 62 CONTACTS

President Jon Garliepp
408-253-3769
jcgarliepp@earthlink.net

Vice Pres. Brian Dal Porto
408-802-7040
bdalporto@sbcglobal.net

Secretary Ron Carmichael
408-772-7745
luv2fly02@yahoo.com

Treasurer Randy Wilde
650-968-3048
rkwilde@pacbell.net

Website Wolfgang Polak
408-735-8014
webmaster@eaa62.org

Young Eagles Allen Roark
408-926-1711
allen.roark@hds.com

Flight Advisor Rolland LaPelle CFI/CFII & SMEL
925-939-0472
rlapelle@astound.net

Tech Counselors

ENGINEERING & DESIGN
Martin Hollmann
831-649-6212
aircraft@mbay.net

GENERAL TOPICS
Rolland LaPelle A&P IA
925-939-0472
rlapelle@astound.net

BOARD OF DIRECTORS 2005

- ◆ Jack Bowlus 831-637-1137
- ◆ Jim Manley 408-910-9858
- ◆ Terri Gorman 408-356-7443
- ◆ Wolfgang Polak 408-735-8014
- ◆ Larry Reed 408-978-0773
- ◆ Rusty Wells 408-243-9503

Past President

- ◆ Rolland LaPelle 925-939-0472

Newsletter Editor

Jim Manley 408-910-2128

Programs

Brian Dal Porto 408-802-7040

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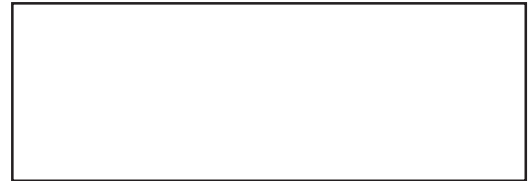
Send New & Renewal Memberships to:

Jon Garliepp
EAA 62 Membership
11690 Regnart Canyon Drive
Cupertino, CA 95014
(408) 253-3769 jcgarliepp@earthlink.net

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- National membership is required

EAA Chapter 62
San Jose, CA

Newsletter Editor
Jim Manley
415 N. Mary Ave.
Bldg. 112-385
Sunnyvale, CA 94085-2702



Download the Newsletter in
color at
www.eaa62.org

GENERAL MEETING: THURSDAY, MAY 5TH, 2005, 7:30 PM
BOARD MEETING: THURSDAY, MAY 12TH, 2005, 7:30 PM RHV TERMINAL

Wilderness First Aid

7:30 PM at Vern Miller Aviation

Carole Jewett, will talk about Wilderness First Aid for the Aviation Community. Carole is a private pilot and a Registered nurse. She has developed the presentation based on her experience as a pilot, a Navy combat trauma nurse, and a Wilderness First Responder.



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 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 fly" 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 8:00 PM

