

President's Corner *Jon Garliepp*

REID HILLVIEW OPEN HOUSE - Allen Roark, Kelly Johnson and I manned a booth for the Chapter. We talked to many people and gave out information about our Chapter and the Young Eagle Program.



Congratulations again to Kelly Johnson and crew, they flew almost 90 Young Eagles at South County Airport on October 11. This event was done in conjunction with the Wings of History Museum

open house. Good job to everyone who pitched in to help.

NOMINATIONS AND VOTING - At our November meeting we will have nominations and voting for our next year's officers. We also need a Volunteer to be our Newsletter Editor. Be sure to be there. If you would like to volunteer for a position please let us know. I appreciate all of the support and help that I have

FUTURE PROGRAMS

NOVEMBER	<i>Ross Oliver</i> from West Valley Flying Club
DECEMBER	ANNUAL HOLIDAY PARTY

received from all of our present Officers, Board Members, and Members, thanks to all of you.

CHRISTMAS POTLUCK - Vern Miller is allowing us to hold our Christmas potluck at his hangar again this year. THANKS VERN! At the November meeting there will be a sign-up for the potluck. Plan ahead and get signed up for the potluck dinner, last year's dinner was a huge success. Jacquie Wanda will be our speaker; she flew in the 2003 Reno Air Races. Alex Piplani is heading up the dinner.

At the October meeting we voted to apply to sponsor the EAA B-17 at a local airport. We have applied and they are working on the schedule at present. We should know by the December dinner if we have been chosen.

Don't forget the NASA Ames Aero EXPO - December 8, 9, and 10. If you are available to help on one or all of the days please contact Patricia Guerrieri at 408-593-1640. They need help guiding the children and watching the airplanes that will be on display.

jcgarliepp@earthlink.net

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Calendar of Events

NOVEMBER

11/1- San Andreas: Antique Aircraft Display:
209-736-2546

11/6- CHAPTER 62 GENERAL MEETING

11/8 Frazier Lake Antique Aircraft Display

11/8 - Columbia, CA Northern Yosemite Chapter
1337 Young Eagles Rally, Columbia O22 Contact
Information: Elwin Smith (209) 588-9544 Email
Address: elwins24r@yahoo.com

11/9- Hayward Antique Aircraft Display 510-
471-6804

11/9 -Riverside, CA Veteran's Day Event, Flabob
Contact Information: Jon Goldenbaum 909-684-
4280

11/13-BOARD MEETING RHV 7:30

DECEMBER

12/4- Chapter 62 Holiday Potluck at Vern Miller
Aviation

12/11- Chapter 62 Board Meeting at RHV 7:30 PM

Wanted

Hangar to share. My low wing experimental aircraft fits well with high wings such as Cessna 170/185 etc. Willing to share costs. Please contact Tom Slappendel at 650-960-4044

Editor's Desk

Ed Rosiak

As I write this there are approximately two months left until I retire as Chapter 62's Newsletter Editor. As far as I know, no one has stepped forward to takeover as newsletter editor as of yet, which is disappointing. It



would be good if whoever is going to takeover the newsletter editor role and I could spend some time together putting out the December issue because my wife and I will be out of the state for the first seven (7) weeks of the new year. We already have a template in place, (unless the new newsletter editor decides to change it), and it will be fairly simple to take over the responsibility. Being an eternal optimist, I am hopeful that someone will read this and understand that this time I will not be continuing this responsibility as I have in the past. It's still not too late. Please contact me if you would like to start having more fun as a Chapter 62 member, by taking on this great responsibility.

HOLIDAY POTLUCK

The normal December meeting on the 4th will be used as it was last year to hold a Holiday Potluck Dinner. Last year's success will be hard to beat, but it sounds like the underpinnings are almost all in place. If you didn't attend last year's Holiday Potluck try to do so this year. It was a great time, and there was even a special visit from Santa Claus. It is a special time of the year to spend with friends and acquaintances, I hope to see you all there.

CHAPTER ELECTIONS

The November meeting is very important as the elections are held and as it is every year, we have some vacancies to fill. There will be Director's, Secretary, Vice President, and of course Newsletter Editor. The Officer positions are very important as they must be reported to National in December.

THANKS

Finally, I would like to express my appreciation to everyone who participated in the newsletter while I was editor. There are a lot of you who have ranging from those providing builder reports to those providing some very interesting articles. Thanks for your help.....ed

Airport Day at RHV September 26th 2003



Meeting Minutes

Ted Robinson

GENERAL MEETING

President Jon Garliepp called the meeting to order at 7:30. 2003 Air Academy attendee Brittaney Cook spoke of her trip to Oshkosh. She made many new friends. She got the insider's tour of the EAA museum, then to the workshops to get hands on experience, then to the air show to sit in the VIP section for viewing the show. She was also chosen to



escort Bob Hoover; so she also got to speak with Chuck Yeager. She thanked the chapter and said she had a very good time.

There was discussion regarding whether we should sponsor the B-17 when it comes to the West Coast. The chapter voted to sponsor it. Trish Guerrieri spoke. She is the head of NASA Ames education dept. There will be an educational event at Ames for kids on Dec.8, 9 and 10. She needs WWII and earlier A/C for exhibition. You may contact her at (408) 729-4359.

Elections are in November. We need a VP, Secretary, Newsletter Editor, Membership Chairman and one Board Member.

The meeting was adjourned at 8:20. Raffle and donuts followed. The program was Greg Pisanich from NASA talking about unmanned flight. Officers and board members present were: Jon Garliepp, Alec

Piplani, Randy Wilde, Ted Robinson, Wolfgang Polak, Jack Bowlus, Brian Dal Porto, Larry Reed, Rolland LaPelle and Ralph Reichhold.

Respectfully submitted,
Ted Robinson,
Chapter secretary

BOARD MEETING

President Jon Garliepp called the meeting to order at 7:40. The Secretary's report was accepted with changes. Randy gave the treasurer's report. We were reminded that all Chapter 62 members are required to be members of EAA national. It was motioned and seconded to prorate the dues for new members by each third of the year. Dues payable would be \$30.00 up through April, \$20.00 from May through August and \$10.00 from September through December. The 2004 calendars are in. There will be an ad in the Intrepid. Richard Moriarity will handle the calendar sales. Ross Oliver will be the program for November; he will speak of his cross-country trip to Kitty Hawk.

We need a speaker for our Christmas party. It was moved and seconded to give Alec Piplani \$300.00 to cover expenses for the Christmas Party. Anyone interested in helping out, contact Alec. We now have 65 members. Wolfgang informed us there are no new fly-outs scheduled; also, nothing new on the website. Wolfgang and Larry Reed are working on the B-17 visit. They will have an update at November's meeting. We need to think about the Air Academy now, as we need to reserve our space by January with a \$100.00 check for each attendee.

The meeting was adjourned at 8:55. Officers and board members present were: Jon Garliepp, Alec Piplani, Randy Wilde, Ted Robinson, Jack Bowlus, Wolfgang Polak, Ralph Reichhold, Rolland LaPelle and Larry Reed.

Respectfully submitted,
Ted Robinson,
Chapter Secretary



If the presentation last month wasn't enough, here's some poop on another project we're working on at the stump works.

The Neural Engineering Group at NASA Ames Code IC have been developing a highly modified Micropilot UAV as a new platform for flight-testing neural control software. Conventional testing involves the rehost and integration of code on a full size aircraft platform with a long development cycle and attendant cost. The goal of the Ames' team is to demonstrate that a UAV platform can be used as a first step for evaluating new concepts.

The extensively modified Micropilot UAV now contains a PC 104 computer that interfaces with an MP 2000



autopilot that provides state information. Software on the PC 104 is used to control of the aircraft via a two-way air to ground control link and a servo control switch. The aircraft is flown up to altitude using conventional RC control then "handed over" to the computer-based operator on the ground.

This feasibility study is a first step along the way to advanced work in Strategic and Tactical maneuvering of aircraft.

Development Lead: Corey Ippolito, Project Manager: Greg Pisanich (both QSS Inc). NASA Task Requestor: John Kaneshige.

Swap and Shop

PARTNERS WANTED—Van's RV 6/A or 9/A fractional ownership based at RHV. Great deal if you don't have time to build, or need thirty day access to a plane each month. Contact: John Bastian 408-375-4173 or jbastian@msn.com

WANTED HANGAR TO SHARE. My low wing experimental aircraft fits well with high wings such as Cessna 170/185 etc. Willing to share costs. Please contact Tom Slappendel at 650-960-4044

RV-3 empanage kit and RVator issues 1989-1998 \$350/OBO

LYC 0290G/D 125HP- 0 time since overhaul and conversion.

Disassembled and ready for inspection/assembly \$3000/OBO

Includes new wooden prop.

Rich Moriarity 510 979 9271 Email:

Richm60@aol.com

SELECTION OF EAA PUBLICATIONS (Aerocrafter, Advanced Composites, Aircraft Welding, etc). Available @ 25% discount November Chapter 62 meeting.

2004 EAA CALENDARS @ \$12 each on sale at Nov meeting. Format is standard 12 month, moon phases have been added for the evening flyers and plane-of-the-month photos are back to frame-able size.

Africa Part 4

Wolfgang Polak

Next on the itinerary was Victoria Falls via Kasane to clear outbound customs. Once in radio range we had to explain that we really came from a place where we could not possibly file a flight plan and then spell out the whole



thing over the air. On the way to Victoria Falls we circled the falls proper. It's a very impressive sight from the air and the ground. Even in the dry season, it dwarfs the Niagara Falls.

Victoria Falls is quite a tourist town - the first one we had visited on our trip. The airport was moderately busy and not setup for small planes at all. This means you go through airline security to get to your plane. It took some doing - "No, I don't have a ticket" - to be able to get back to the plane to inspect the leaking prop seal. It had left a very fine spray of oil on the windshield, just enough to be noticeable. I managed to find a working telephone and get a hold of Nick to explain the situation. He checked with the FBO and since there was no maintenance facility anywhere near, it was decided to keep flying until the situation got much worse - luckily, it never got much worse.

We had a rather scary taxi ride to town followed by a wonderful stay. Next to tourism, the biggest industry must be private security guards. They were everywhere. There must have been a dozen companies, all with their own uniforms, protecting banks, hotels, restaurants, and stores.

The town is filled with vendors that try to sell you very nice wood and soapstone carvings. There is one secret that no one had told us about: bring lots of old T-shirts, hats, ballpoint pens and the like. It turn out that you can trade two 10-cent pens for a carving that you can buy in a Carmel gallery for \$100.

It was onward to Hwange National Park. The book said runway length 14000 ft – wow that's more than Castle. But that's it, a huge runway in perfect condition, a tiny control tower and virtually no traffic. After some inquiry I found out it's Uncle Sam's. Someone a couple of years ago had decided that it might be useful to have a potential airbase in the middle of Africa - your tax dollars at work.

The next leg of our flight was Masvingo a small town in the southern part of Botswana with some rather famous ruins. I had planned to fly there via Bulawayo but navigation would be difficult since the area around Bulawayo is littered with restricted areas and other special use airspace, none of which was on my GPS map. I talked to a British pilot flying a C206 that I met in the tower. He suggested flying direct and calling for a clearance through the C airspace of the Gweru airforce base on the way. I was a bit reluctant since I did not have a map of the area but after studying his for a while I decided to go for it.

Things went pretty smoothly until I contacted the airforce base. Their radio produced only noise in my headset. So I figured I just tell them what I was doing and fly right through their area. After all, with radios like that they would have had a very hard time scrambling a fighter after me.

I cleared the Gweru area okay and called up Masvingo approach. No answer. I called again and again. After a good 5 minutes there finally was an answer. It turned out that the tower operator spends most of his time down on the ramp talking to the girls that staff the rest of the airport. He has the radio on a speaker and when a call comes, it just takes a while to finish the conversation, climb up the tower and hand out a clearance - this is Africa, after all.

In Masvingo we stayed in one of the most beautiful hotels anywhere. The whole place was built around the natural granite rocks and looked just like a modern version of the nearby ruins.

The next stop was back in South Africa, which required stopping in Chiredzi for outbound and Nelspruit for inbound customs. In between was a large chunk of South African military airspace that required special permission to enter. This time, even repeated calls did not get any answer, so we made a substantial detour.

Nelspruit is a busy little place, kind of like Maun, with lots of C206s delivering tourists to their destination. It's an uphill runway with mountains on three sides. During the previous rainy season they had a mere six fatal accidents in

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the place. As usual I climbed the tower (remember the fees), and mentioned that I had a problem getting a clearance through the military airspace. "Oh," he answered, "they don't work Sundays. Then you just fly through their airspace."

It was a short hop from Nelspruit to Londolozi, a private game reserve next to Krueger national park and by far the best game-viewing place we visited. The airport directory contains the warning "don't leave airfield on foot" - and they really mean it; there's lot's of wild animals around. In fact, they would not even let us walk 50 yards from the dining area to our bungalow without an armed guard. But that was just why we went there.

The final destination was Rocktail Bay, a small place at the Indian Ocean. There was some scattered cumulus when we left Londolozi, and the clouds got thicker and lower as we flew further south. 50 miles short of the airport we had to clear a ridge that was mostly in clouds. But we found a low spot that allowed us to sneak through. Behind the ridge things got worse. Visibility went down way below my comfort level and we decided on a change of plans. Turning northwest was no option - that's Mozambique and I was warned they might shoot at us. Southwest and west the weather got even worse so that was out too. That meant turning back and hoping that the gap we came through was still open. I contemplated punching through the clouds and calling for an IFR clearance, never mind that my South African license did not allow that.

But thanks to the GPS that showed our track, we did find the gap and snug though towards better weather. Now we had another problem - where to go. The closest airport with a chance of a telephone and some accommodations was Matsapha, which happened to be in Swaziland. We decided to divert there and eventually managed to find a phone and reach Nick. He helped us organize a hotel and notify the Rocktail Bay lodge that we were not coming that day. As luck would have it, there are plenty of hotel rooms in Swaziland. That's because gambling is legal here and it's not in South Africa.

The next day's weather proved beautiful and we made it to Mbazwana, the closest airport to Racktail Bay, where I almost wrecked the plane. The airport is a grass strip and a lone Air Tractor that's converted as a fire fighting aircraft is based there. I landed right where everyone else did, in the center of the runway. I realized that this was a big mistake immediately after touchdown as I experienced extreme

deceleration and needed full power to taxi. It turned out the weather system that had stopped our progress the previous day had dumped 5 inches of rain on the field and I was stuck to the axles in the mud. Apparently a Bonanza had made the same mistake a couple of weeks earlier and sheared off its gear. I'm still amazed that our Cessna held together and stayed upright. It cost us 2 T-shirts to pay for the plane wash.



The trip back was uneventful. We stopped in Richards Bay for fuel, then it was a straight shot back to Johannesburg. Flying in Africa was a wonderful experience that I can highly recommend. Equally spectacular was the wildlife viewing that left us with a over 700 pictures and innumerable memories.

For information or to see all the pictures talk to Wolfgang.....ed



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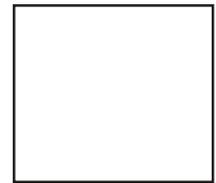
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- National membership is required

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Download the Newsletter in
color at
www.eaa62.org

MEMBERS MEETING: THURSDAY NOVEMBER 6TH, 2003

BOARD MEETING: THURSDAY NOVEMBER 13TH, 2003 7:30 PM RHV

THIS MONTH'S PROGRAM

Chapter Elections! Please make sure you attend so we can get our new officers in place. **PLUS.....**

ROSS OLIVER

Ever think about flying to Kittyhawk? Ever wonder what it takes to fly from one coast to another? Ross Oliver will talk about his flying trip last summer flying his Grob 115 from San Jose, CA. to Kittyhawk, North Carolina.

Find out what's really involved in planning and making a coast-to-coast flight.

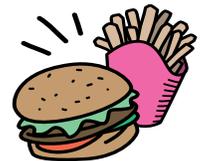
EAA Calendar's will be on sale too!!!!

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.