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#### Fly-Outs

October 7th  
 Mariposa EAA Chapter  
 Pancake Breakfast  
 Contact: Terri Gordon  
 (408)828-6707

#### Flying Gourmets

September 6th  
 Wednesday, October 18th  
 11:30 Meet inside Beebe's  
 Restaurant at the Livermore  
 Airport. Need a seat or have  
 a seat, contact Terri at 408-  
 828-6707  
 Flight Leader: Terri Gorman  
 (408) 828-6707

#### Newsletter Info

Newsletter contributions are  
 welcome, so send your news  
 items, cartoons, photos and  
 articles to the Editor, Paulette  
 Dal Porto at  
 pdalporto@sbcglobal.net  
 Newsletter Deadline is the  
 20<sup>th</sup> of each month.

### President's Corner - Terri Gorman



Thanks to Jack Bowlus, we have a new shed for our chapter equipment. Jack donated, delivered and set up the shed on Robin Reid's property. Thanks, also, to Robin Reid for providing the area for us. The tables and chairs we share with the Reid Hillview Airport Association remain in the small shed.

*Flying S Aviation* owned by Brian Stout, member of our chapter, has relocated and is now in Vern's former hangar. It's common to find an Edge or a Christen Eagle in the hangar along with Judy Stout's SeeBee tucked off in a corner. A few years ago, Judy was Vice President of our chapter and very involved with Young Eagles. Stop by and introduce yourselves to the Stouts.

A Nominating Committee has been formed consisting of Ron Carmichael, Rusty Wells and myself, and we will be looking for a new Board Member to replace Larry Reed who will be resigning as of December 31st 2006. Our Board Meetings meet on the second Thursday of the month in the Amelia Reid Conference room in the Reid Hillview Terminal Building. It is not necessary that a Board Member attend every meeting. If you are interested in this important position, please contact one of us. Larry has been very active within the chapter and wearing many hats and carrying many titles. Larry is employed full time at Lockheed and in his spare time, he teaches Ground School at Amelia Reid Aviation in the evenings. Larry, also, coordinated the EAA B-17 events at Moffett Field in April. He will be hard to replace.

Our Holiday Christmas Party will be held at the Bold Knight Bistro in downtown San Jose. The reservation form is on our website. Print it up, fill it out with your entree choice, include your check and send it off to me. Deadline for the Christmas Party will be 11/27. We are inviting EAA Chapter 338 to join us this year. We will have a Raffle Drawing at the Christmas Party. Tickets for the raffle will be sold at our October and November meetings and at the Christmas Party. Chapter 338 will be participating in the raffle and the raffle tickets will also be sold at their upcoming meetings. The raffle prizes are: two steak dinners at Harris' Ranch donated by Rusty Wells, a hand-made patch quilt donated by Barbara Waldrip, two EAA 2007 Calendars, a woman's hand made vest donated by Randy Wilde, a

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## Board of Directors

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Brian Dal Porto  
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Allen Roark  
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Wolfgang Polak  
(408) 735-8014  
Larry Reed  
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Rusty Wells  
(408) 243-9053

## President's Corner (continued)

knitted 'surprise' donated by our newsletter editor, Paulette Dal Porto.

EAA 2007 Calendars make great Christmas gifts. We will have them available for sale at the November and December meetings.

I am looking into ordering polo shirts and hats for the chapter. As soon as I have some figures, I will let you know. Most EAA Chapters have hats with their chapter name on it.

Our October speaker will be Jeff Lo. Jeff came in second place racing his biplane at Reno Air Races in September. Jeff will have his plane on display in front of the Terminal Building. We had Jeff as a speaker last year and we filled up Vern's hangar, so come early. Our meetings begin at 7 PM, not 7:30 PM. We need to vacate the building by 9 PM so the clean up squad can begin their work. We will skip the Business portion of the meeting and go directly into Jeff's presentation. If anyone is interested in seeing the Financial Report, Randy Wilde will have a copy of it at the meeting. This will save us a lot of time. I am still searching for a new location and things are looking brighter, but until it's a reality, we will begin all meetings at 7 PM, skipping the Business portion.

The HOT DOG DINNER is at 6 PM. Our September meal was held on the lawn outside of the Terminal Building. It was a great setting and there was a biplane flying the pattern while we all sat outside eating our 'dogs' and visiting. Kregg Victory, our guest speaker for September, joined in on the outdoor festivities with us. Kregg gave a great presentation and everyone enjoyed listening to him.

REID HILLVIEW AIRPORT DAY OPEN HOUSE Many thanks to Jeff West who arrived early on RHV Airport Day and took over organizing and setting up the Wing Rib Booth. Again, our members pulled off a great day for the kids. According to Ron Carmichael, they built between 35 and 37 wing ribs. Donations amounted to \$61.36. Our Young Eagle and Wing Rib Booths were the most popular. I signed up 38 kids for Young Eagle Flights down at South County on 10/21. A Girl Scout Leader and a leader in the 4-H Clubs were very interested in our Young Eagle Programs. Several EAA Chapter 62 Membership Applications were given out to pilots who want to build planes and they heard we had an active chapter. Thanks to all of you who helped out. As they say at Air Venture, "*Volunteers make it happen.*"

YOUNG EAGLES Our Young Eagle Coordinator, Allen Roark, is in Ohio attending the funeral of his brother, Jesse. Many of you may have met Jesse. He came to our meetings and on many of our fly outs. Jesse was living with Allen for a year and was undergoing chemotherapy at Stanford. He died on September 12th. Our deepest sympathy to Allen and his family.

In Allen's absence, I'm asking all pilots to help out at South County on October 21st, 10 to 2. Some of the children we may be flying will

## Chapter 62 Contacts (continued)

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Membership  
**Jon Garliepp**  
408) 253-3769

Shop & Swap — OPEN

Calendar of Events

### OCTOBER

10/05 General Meeting  
7:00 pm  
Kregg Victory's Hanger  
Speaker: Jeff Lo, with his Reno  
Air Race Plane on display

10/5 -6 San Francisco Fleet  
Week

10/5 – 16 Albuquerque Balloon  
Festival

10/12 Board Meeting  
7:30pm  
Reid-Hillview Airport  
Terminal Building

10/21 Young Eagles at South  
County Airport

10/26 – 29 Copperstate, Casa  
Grandem AZ

### NOVEMBER

11/2 General Meeting  
7:00pm  
Kregg Victory's Hanger  
Speaker: Zdravko Podolski  
Sport Pilot Aviation

11/9 Board Meeting  
7:30pm  
Reid-Hillview Airport  
Terminal Building

### DECEMBER

12/7 General Meeting and  
Holiday Party at BOLD KNIGHT

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## President's Corner (continued)

be the handicapped kids that flew at Watsonville last year and who may not be receiving a flight at Hayward on Saturday, September 30th, due to lack of pilots. It's up to the discretion of the pilot whether they want to fly the handicapped children. Each child has to have a caregiver and/or a parent in the plane with them. I checked with EAA National and their insurance will cover the child and passenger. With 38 children who signed up at RHV Open House, plus the possibility of several Girl Scouts and 4-H members, we will definitely need a lot of pilots to help out. Allen will be back by the time you receive your newsletter, so please contact him. There will be food for all the pilots and ground crew. If you can help in any way, Allen would appreciate it.

If your address label is in red, your membership has expired. Please renew by sending in your renewal check to Jon Garliepp.

Fly safely,

Terri

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## FLYING GOURMETS

Wednesday, October 18th 11:30 Meet inside Beebe's Restaurant at the Livermore Airport. Need a seat or have a seat, contact Terri at 408-828-6707.

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## Meeting Minutes

Ron Carmichael  
**GENERAL MEETING**

Minutes from the Chapter EAA 62 General Meeting, 9/7/2006

President Terri Gorman started the official part of the meeting at 7:30 pm. This evening's speaker on prop balancing, Kregg Victory, was introduced and it was announced that long time member and past president, Rolland LaPelle, has had to resign due to a long commute from the Walnut Creek area. Rolland's presence and contributions will be missed.

The following announcements were made. Bob Kindlund described an article suggesting that a device exists to adjust the fuel flow from a fuel pump station so that the fuel obtained meets the legal requirement for fueling at 60 degrees Fahrenheit. Paulette Dal Porto got a big hand for doing the Newsletter. Brian Dal Porto announced that he is getting ready to take the wings "out of the box" for his RV7 this weekend in the A.M. - if anyone would like to drop by and help. Brian also reminded all that the Booneville Event is the following weekend and that both he and Paulette will be going –



**BISTRO in downtown San Jose**  
**No Host Cocktails at 6:30 PM;**  
**Dinner at 7 PM. Prices, including**  
**tax and tip, will be \$19 to \$34.**  
**There will be a sign up sheet at**  
**the September and October**  
**meetings and a choice of**  
**selections will be online in**  
**November and/or attendees can**  
**make their selections at the**  
**November meeting.**  
**Deadline for the Holiday Party will**  
**be Friday, December 1st.**  
**Questions: Terri at 408-356-7443.**

**12/14 Board Meeting**  
**7:30 pm**  
**Reid-Hillview Airport**  
**Terminal Building**

**JANUARY**  
**1/4 General Meeting**  
**7:00pm**  
**Reid-Hillview Airport**  
**Speaker Dr. Tiffany Davies, AME**  
**will speak on medicals for all**  
**pilots, including Sport Pilots**

**SAN JOSE FUEL COMPANY**  
2655 Robert Fowler Way  
San Jose, CA 95148  
408.926.4030  
Email [RHVFUEL@yahoo.com](mailto:RHVFUEL@yahoo.com)  
Supporting Young Eagle Pilots  
with discounted fuel during  
Young Eagle Flights at Reid  
Hillview Airport

## **RHV Hangar Space Available**

I have an open spot in my hangar. The Swift Hangar is at the end of RHV row Juliet in the gray concrete tilt-up building. It is a shared, well-lit hangar with concrete floors and a bathroom. One spot is available immediately and another opening will be coming up in about a month. The rent is cheaper than a T-hangar at \$350/month and has much better lighting and workspace.  
**Contact:** bob mackey at 408-373-2625

## Meeting Minutes *(continued)*

details will be posted in the Newsletter. Allen Roark, Young Eagles

Coordinator, said that we are doing wing rib building during the RHV Airport Day and to contact him if you can volunteer for this important event. Jon Garliepp, Membership Chairman, said that he has extra badges if anyone needs one. Bob Kindlund announced that he plans on attending the AOPA event in Palm Springs this year and encourages all to join him to watch the "Parade of Planes". Terri said that Jeff Lo is racing at Reno the weekend of the 16th and 17th. He will be our speaker in October and will have his race plane on display then.

Kregg Victory of "Victory's Dynamic Propeller Balancing" gave a very interesting talk on the subject of reducing vibration in a prop as well as other parts of an airplane. Many questions were asked of Kregg and he generously answered them all and contributed greatly to our knowledge in this area.

The meeting adjourned at 9:25pm

Officers and Board members present: Paulette and Brian Deport, Jon Garliepp, Jack Bowlus, Jim Manley, Allen Roark, Larry Reed, Randy Wilde, Ron Carmichael, Rusty Wells, Terri Gorman, Wolfgang Polak, Ralph Reichold

Minutes submitted by Ron Carmichael

### **BOARD MEETING MINUTES**

RHV airport terminal building,  
San Jose, CA

The Meeting began at 7:30 in the Terminal Board Room.

President Terri Gorman reported on the death of Allen Roark's brother, Jesse, who passed after a long illness. Terri sent flowers back to Ohio for the service along with condolences from our Chapter. Our thoughts and prayers are with Allen and his family.

Minutes from the General Meeting were read and approved with minor corrections.

Treasurer, Randy Wilde, distributed the financial report for the month. The details have also been posted on our website. The Report was approved as read.

Membership Chairman, Jon Garliepp, submitted a bill for some wing rib building materials he had purchased. Thanks to Jon and Jack Bowlus for cutting and preparing some of the materials needed.

Terri reported that we will not be able to use Brian Stout's hanger (where we used to meet) due to insurance considerations. She is



Our web site [www.eaa62.org](http://www.eaa62.org) donated by



**HURRICANE ELECTRIC  
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**Brian Stout**  
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Manager (408) 258-9462  
Home (408) 683-7486  
Cell (408) 887-9901



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San Jose, CA 95148  
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[www.airportshoppe.com](http://www.airportshoppe.com)



## Meeting Minutes *(continued)*

looking into the old "Magnum Hanger" as a possibility as well as an old "avionics building". Stay tuned! A letter has also been sent to Larry Ellison for possible assistance in getting a location. Terri also reported that Jack Bowlus will soon be delivering a shed for the Chapter - to be put near the Amelia Reid Hanger. It will be much larger than our current shed. Thanks to Jack! We will share leftover space with Robin and Maricie Reid.

Terri reported on the Christmas Party and that we will invite Chapter 338. We will have it on December 7 (our meeting night). It was decided not to have a speaker. Check out the reservation form online. A discussion was held concerning a raffle and possible raffle prizes. It was decided to order 24 "New Year" Chapter calendars for sale.

It was decided that we will allow handicapped YE to fly with a caregiver/parent on board. Next YE event is in October. Ideas for advertising the event were discussed.

Our by-laws suggested that we need to have a Nominating Committee to interview and select one or more candidates for each position of Board of Directors and Officers to be filled. They shall present the slate of candidates to the members not less than 30 days prior to the election meeting either by mail or by a publication mailed to the members. The Committee selected tonight includes Terri, Rusty and Ron. Members interested in running for a position should contact the Nominating Committee.

It was suggested that we try to get our website brought up onto a screen for members to view at one of our General Meetings. This would allow many members who do not currently access this resource to see what they are missing. Various methods of doing this were discussed. This might also reduce the numbers of members who require the Newsletter to be mailed each month.

A discussion was held concerning how to get our Newsletter and Website in position to win another award at Oshkosh. Paulette said that we need to submit them each month to "National". More research will be done to determine who won this year and why!

Meeting Adjourned at 9:30 PM Officers and Board Members present were: Terri Gorman, Randy Wilde, Ron Carmichael, Wolfgang Polak, Jon Garliepp, Jim Manley, Rusty Wells, and Paulette and Brian Dal Porto

Minutes submitted by Ron Carmichael

**AIRCRAFT DESIGNS, INC.**

5 Harris Court. Building S., Monterey, CA 93940

[aircraft@mbay.net](mailto:aircraft@mbay.net)

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## Membership Corner

*Jon Garliepp*

Not much action in the membership area, of course I took six weeks off to go to OshKosh and tour across the USA (In my Chevrolet).

Our membership now stands at 73 paid members. In an effort to increase that number I would ask that our members invite people involved in aviation that they come in contact with, to join in at our meetings and events. We encourage non-members to join us at all of our events.

We have tried mailings and that had a very small percentage of success. I believe that we do better when people are personally invited to participate in our events. We are a very active Chapter with many events and a wide spectrum of members, pilots, pilot / builders and aviation interested people.

If you need a badge, please contact Jon Garliepp at (408)253-3769 or [jcgarliepp@earthlink.net](mailto:jcgarliepp@earthlink.net). Replacement badges are \$6.00 each. Badges are available for spouses also for \$6.00 each.

See you at the October 5th meeting. Jon G.

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## Aviation's Forgotten Pioneer

The story of Jerrie Mock may be the best-kept secret in aviation lore. Her story told below by Dan Pimentel is reprinted with the permission of the author. Please visit his website <http://www.three-eightcharlie.com/> to find out more information about his upcoming movie, Three-Eight Charlie, about Jerrie Mock.

BY DAN PIMENTEL

Stop by the coffee shop at any local airport and you'll find a couple of tables filled with general aviation pilots telling hangar stories, those wonderfully famous exaggerations of yesterday's flying adventures.

Everyone at the table will be an aviation historian on some level, each with his or her own wealth of knowledge, each happy to tell you about it. Ask them anything, and chances are the answer will be provided faster than Google could deliver it from somewhere out in cyberspace.

If you want to score the trivia equivalent of a slam-dunk, stroll up and ask them this one question, and watch as their faces go blank:

"Who was the first woman to fly solo around the world?"

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## Aviation's Forgotten Pioneer (*continued*)

Of course, everyone at the table will agree that a complex 23,206-mile, 19-stop flight around the globe alone in a Cessna 180 would be a noteworthy accomplishment. But ask someone to provide the name of the courageous woman who made such a significant and historic flight in 1964, and you'll win that trivia contest every time.

Oh sure, someone at the table will let the coffee do the talking and shout out, "Amelia Earhart," only to be quickly corrected by someone else who explains that Earhart failed to complete the mission when she and navigator Fred Noonan disappeared in the South Pacific.

Right at that moment you tell them the famous aviation pioneer was Geraldine "Jerrie" Mock. She was a determined 38-year-old mother of three who left Port Columbus Airport in Ohio on March 19, 1964, and returned there 29 days later to a raucous welcome by 3,000 fans, completing the first solo around-the-world flight by a woman pilot.

Her flight should be considered by aviators to be more technically challenging than Charles Lindbergh's, and more successful than Earhart's. But because of a number of events that collectively worked against her, Mock's accomplishment fell through the cracks of the history books, and the story of her flight has remained hidden for 41 years.

Like most pilots, Mock's passion for aviation was ignited at a very young age, when her father, Tim Fredritz, arranged a ride in a Ford Tri-motor in 1931. Once the Tri-motor's wheels left the sod runway, this young aviatrix was hooked for life.

Jerrie grew up and married Russ Mock, also a pilot, and despite the responsibilities of a growing family, earned her private pilot certificate in 1958. She soon opened a flight school and aircraft rental business and continued spreading her wings as a pilot with longer and longer cross-country flights to destinations such as the Caribbean and New Brunswick.

During this time, an event took place on the small French Canadian island of St. Pierre that may have foreshadowed Mock's future. "Russ and I were eating in the dining room of the hotel, and I noticed there was a wireless room next door," Mock said. "I could hear pilots reporting their positions over the North Atlantic, and I was fascinated. It was all very exciting to me."

Since childhood, Mock had dreamed of visiting faraway destinations, just like a woman she had admired, Amelia Earhart. Those early around-the-world dreams began to come together for Mock around 1960 when a neighbor who was also an Air Force pilot gave her an outdated collection of world airways charts. Soon the walls in the basement of Mock's Bexley, Ohio, home were covered with these charts, and it was here that she planned her flight.

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## Aviation's Forgotten Pioneer (*continued*)

"I really had no intentions of being first at anything when this all began," Mock said recently. "I just wanted to see the world. But when I found out from the National Aeronautic Association [NAA] that a woman had never soloed around the world, it sounded like a fun thing to try."

It is important to note that Mock did nearly every bit of planning for the flight herself. Russ Mock — an advertising man — helped by arranging financing from an agreement with The Columbus Dispatch newspaper and nearly 20 aviation equipment manufacturers. But it was Jerrie who planned and executed the complicated preparations for the around-the-world attempt.

"There were women flying here and there back then, but they usually had a man along as copilot," Mock explained proudly. "If they did fly solo, someone else planned everything. I had none of that! Nobody in Columbus knew a thing about flying over oceans or long-range navigation because nothing like this had been done before. I planned every mile of the flight myself, in my basement."

Mock did receive some valuable advice from a few Air Force men, in particular Col. (later Gen.) O.F. "Dick" Lassiter and Brig. Gen. R.H. "Bob" Strauss. A letter from Mock's archives dated "17 March, 1964" shows that Strauss sent a request around the world asking others in the military to "extend any courtesies to Mrs. Mock should she land on or near your base."

Throughout both the planning phases and flight itself, Russ' mother, Sophie, was always at the Mock home, making sure the children were cared for at all times. This grew into a hot topic of discussion for some people in 1964, as society was not yet ready to embrace a "flying housewife" taking on the world with children still at home.

Mock would make several trips to the U.S. State Department and numerous embassies in Washington, D.C., along with trips to Fort Lauderdale, Florida, to install avionics, and Wichita, to install large ferry tanks in her 180, the Spirit of Columbus, nicknamed "Charlie." When those aluminum cabin tanks were filled, the Cessna 180 would carry 178 gallons of gasoline. With a tiny corner of the cabin left open for the pilot seat, Charlie was literally a flying gas can.

Everything was set for an April 1, 1964, launch when Mock received word that another woman was planning to depart March 15 on a similar mission to be the first woman to fly around the world solo. Joan Merriam Smith would be flying a slightly longer route in a twin Piper Apache, considerably faster than Mock's single-engine Skywagon.

The news sent Mock's planning into a tailspin. Because of a financial commitment to her many sponsors, Mock accelerated her preparations and rescheduled her launch for mid-March, losing two



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## Aviation's Forgotten Pioneer (*continued*)

weeks of critical time to finish fine-tuning Charlie's modifications.

What had been intended to be a pleasure flight around the world and into the history books had become a race, with two determined women going head-to-head in a highly publicized but unofficial contest to be the first to circle the globe solo.

Smith departed Oakland, California, on March 17, followed by Mock departing Columbus two days later. Both flew eastbound, with Mock being pushed by husband Russ to fly through unsafe weather just to stay in the race. She continued to keep an aggressive schedule, but only on her terms.

"There was never any question who was PIC on this flight," Mock said, "and I never let trying to be first around the world get in the way of making the proper weather and flight-planning decisions. I never wanted it to be a race, but once it became one, I decided to try and win it."

Along the 19 legs of her adventure, Mock faced daily challenges that would test any pilot. Severe icing over the Atlantic, Sahara Desert sandstorms, and a vicious front inbound to Columbus were a few of the weather-related hurdles. While landing into strong winds on Bermuda, she handled the stout Skywagon with precision when faulty brakes couldn't keep Charlie on a crosswind taxiway, sending Mock into a series of 360-degree circles. New brake assemblies were supposed to be mounted on Charlie prior to departure, but in the rush to keep up with Smith's surprise early launch, Mock's crew sent her off without mentioning the brake problem, forcing her to fly much of the trip with brakes that had seen better days.

There were other mechanical issues as well. While her new Continental O-470-J operated flawlessly, Mock encountered several problems with her vital long-range VHF radio antenna. In Bermuda and again in Manila, Philippines, she had to completely remove the entire cabin fuel tank system to gain access to the motor that controlled her long-wire trailing antenna. When the radio tech in Bermuda found that a main wire to the antenna motor had been disconnected and taped off prior to her departure so the radio could have never operated, it led Mock to believe that foul play may have been at work.

As she passed through stops in Morocco, Algeria, Libya, Saudi Arabia, Pakistan, India, and Egypt, being a woman could have resulted in negative treatment and delays. When you consider that many Middle Eastern countries don't allow their veiled women to drive today, it is remarkable that Mock was able to rely on sheer determination and a quick wit to stand up for herself as a pilot first.

It was in the Middle East that Mock finally got to enjoy some of the cultures that had intrigued her since grade school. "I was fascinated by how the Muslim women dressed in different countries," she said,

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## Aviation's Forgotten Pioneer (*continued*)

"and I was treated with respect wherever I went. The nationals at each stop were always friendly. I don't think that would be the case on a similar flight through the region today."

Some well-timed advice from a U.S. Air Force pilot in Bangkok arranged by Strauss helped Mock tiptoe around the escalating Vietnam conflict. It was over the Pacific that she widened her lead over Smith, who fell farther behind because of mechanical and weather problems. Smith eventually returned to Oakland 25 days after Mock reached Columbus.

When Charlie's wheels touched down back at Port Columbus Airport on the evening of April 17, 1964, Jerrie Mock secured her rightful place as part of aviation's history. But in the months that followed her flight, the Southeast Asian war intensified, pushing her news quickly off the front pages of America's newspapers. And after writing her book, *Three-Eight Charlie*, in 1970, distribution glitches forced the book to have a limited release.

As for Charlie, the aircraft is about to be awarded its proper place of prominence at the Smithsonian Institution's Steven F. Udvar-Hazy Center in Chantilly, Virginia. "I do not have a firm date as to when the Spirit of Columbus will be installed at the Udvar-Hazy Center," said Dorothy Cochrane, curator of the museum's aeronautics division, "but it should be in 2005."

Send New & Renewal Memberships to:  
Jon Garliepp jcgartiepp@earthlink.net  
EAA 62 Membership  
11690 Regnart Canyon Drive  
Cupertino, CA 95014  
(408) 253-3769

- o \$30.00 Annually
- o National membership is required

**General Meeting: Thursday, October 5, 2006 7:00 PM**  
**Board Meeting: Thursday, October 12, 2006 7:30 PM**

***October Speaker: Jeff Lo, with his Reno Air Race Plane on display***

**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 Gregg Victory's Hanger

**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 7:00 during which time you can "hangar fly" or view various 'How To' videos. The meeting will start promptly at 7:00 PM, with 10 minutes of announcements, 10 minutes of "open mike," and 10 minutes for the coffee break. The program starts promptly at 7:30 PM

Paulette Dal Porto  
1464 Japaul Lane  
San Jose, CA 95132