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## October Event: Movie Night

This is useful only for reporting what did happen on October 4: it was Movie Night, and we watched some short videos, including a Spitfire promo film and a movie of a talk by Archie Maltbie, who had presented to us in January.

### UPCOMING EVENTS

#### November Chapter Meeting

**Thursday, November 1.** Terminal Building

#### Chapter 62 Board Meeting

**October 11** at 7:30 PM in the Terminal Building, all welcome.

**October 20** Chapter Barbecue & Picnic, RHV. We're hoping for airplane rides for attendees.

**September 22,** Palo Alto Airport Day, also Young Eagles.

**November 1, General Meeting.** Speaker coming

**November 9** Aero Club of Northern California Awards Dinner



Supermarine Spitfire  
Cisco, Texas

**EAA Chapter 62's April 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

## Editor's Notes, by Mark Wainwright

My sincerest apologies for delivering the October Newsletter in the middle of the month. This has been a busy and distracting time for me. At this moment I'm in New York for our daughter's wedding, and my mother, also in New York, has been ill and was in the hospital for a few days.

On last month's schedule of activities I included the "Annual West Coast Falco Fly-In" with the expectation that only one Chapter 62 member would show up, which was actually the case. This year, the "West Coast" was located in Fredericksburg, Texas, a nice town in the Texas Hill Country that is noted for being the home town of Admiral Chester Nimitz. The town hosts the Museum of the Pacific War, which feels a little odd as it is located half a continent away from the Pacific Ocean.

The Fly-In was unusually well-attended by Falco standards, with 7 airplanes arriving from all corners of the country. Jonas Dovydenas came the farthest—he flew from Lenox, Massachusetts after having picked up the founder of Sequoia Aircraft in Richmond, Virginia. Dave and Tamera Nason brought their airplane from their home field in Kent, Washington. On the Saturday of the Fly-In we visited Supermarine Aircraft in Cisco, Texas, a mere 132 nautical miles from Fredericksburg. Supermarine has been building 90% Spitfire replicas for the last 17 years and recently moved its operation from Australia to the U.S. Apparently the great state of Texas and the U.S. Government offered sufficient enticements to bring them here. It didn't hurt that most of the parts and end engines (Corvette, in this case) are sourced in the United States.

Mike O'Sullivan, the founder and CEO of Supermarine, gave us an air-show quality demonstration of the Spitfire's flying qualities, which reminded me of the movie "Battle of Britain". On Sunday morning I returned to California from Austin via JetBlue, which was a real letdown. Not that JetBlue was bad, it was a combination of the unpleasantness of the TSA combined with the banality of flying commercial that reminded me why I wanted to get my pilot's license.

Roy Henderson's  
Falco in Texas



same photo as last month



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## Dee Thurmond

November 16, 1921 - February 1, 2012, by Don Von Raesfeld

On February 1, 2012 Dee Thurmond passed away. She was 90 years old and a very good friend. I got my license in 1968 from Dee. I first met Dee back in 1966 when I decided I wanted to learn how to fly. I was introduced to her by John Soule, a flight engineer for TWA on the Boeing 707. John was one of the flight engineers Dee taught to fly. In the 60s TWA decided they wanted their flight engineers to learn to fly and Dee was awarded a contract to train them.

My dad told me if I wanted to learn to fly I would have to pay for it on my own. I started taking lessons in 1966. I got about six hours of dual instruction and ran out of money. It was almost a year before I saved up enough money to start flying again. I soloed and got to the cross-country phase when my money was running out again. I then asked Dee if she needed anyone to clean her aircraft. She said she could use someone and I started working for her in my spare time trading work for flight instruction. I got my license on August 16, 1969. My dad was my first passenger that day followed by my mom. I continued to work for Dee trading work for flight time. I did this till February 1973 when I started to manage my dad's hardware store in Los Gatos. I continued to keep in touch with Dee and would call her three or four times a year to see how she was doing and keep her up to date on my family. The last time I talked to her was on January 1, 2012. I will always remember and she will always have a special place in my heart. May she forever rest in peace.

The following article was written by David Severn for "The Windsock", the Santa Clara Valley Ninety-Nines monthly newsletter, and published in April 2012. David, a resident of Anderson Valley and local EMT became acquainted with Dee through an ambulance call because she had fallen. He continued to visit her. They became friends and he was well acquainted with her background and helped put the Santa Clara Valley Ninety-Nines in touch with her family. The article is reprinted with the permission of the Santa Clara Valley Ninety-Nines.

### Dee Thurmond, oh what a gal!

by David Severn

In the end, at least one of Dee Thurmond's wishes came true - she died before her live-in companion, Sparky, a little Yorkshire Terrier ball of fur.

For the last few years Dee had been frail but feisty and from her many stories she admittedly had a cantankerous streak her whole life, the self acknowledgment of which always gave her a chuckle. The last few years she stayed close to home saying she had been around the world and seen and done everything she wanted. In contemplating just what to say in this remembrance of Dee I was reminded of her response to a request I made on behalf of the Anderson Valley Advertiser for an interview. D flared and exclaimed, "It's my life and nobody else's. I'll slam the door in his face." So in honor of that sentiment I will keep this short though it would take a book to really scratch the surface of her remarkable experiences.

Flying was Dee's life. She was a pilot, flight instructor, a woman's woman who stood strong against the sexual discrimination that existed throughout



(cont' on page 4)

most of her career. Ironically though as a woman she was not allowed fly as a captain on commercial passenger flights, she was awarded a contract by TWA to train their flight engineers to fly. She was certified in many levels of flight instruction including multi-engine. Her final job, more of a semi-retirement, was to manage the airport outside of Weed in northern California for several years. Dee was instrumental in promoting and writing the rules for the Powder Puff Derby back in 1947, and flew in many of them over the years winning at least once in 1963. She was a member of the SCV 99s, an all-woman flight organization.



All of Dee's closest friends were women pilots and had preceded her on that last solo flight into the sunset. Her longtime housemate and business partner, Mary Anne Wetherby, passed some 17 years ago and was buried in Anderson Valley's Evergreen Cemetery. Irma 'Babe' Story, Ruth 'Gam' Ganber, both former WASPS and Betty Hicks, a world class golf pro as well as a pilot who wrote a book about her life referencing Dee often, were a core group of friends who almost seemed to be a club.

Though Dee did cherish her human companions, her pets and all animals held a special place in her heart. "They're more honest and loyal than people", she would say. One could never go wrong by gifting Dee with a sentimental book on any type of animal and would never have to read it because Dee would shortly recounted the gift on subsequent visits.

Dee is survived by her namesake and cousin, Dee Seiber affectionately known as "Little Dee" from the state of Washington.

Thank you to David Severn and the Santa Clara Valley 99s for remembering Dee Thurmond.

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### Hangar Availability per Terri Gorman

A T-Hangar at RHV is available for shared storage of "stuff"—anything but an airplane. The pilot (Nick) who rents the hangar for his V tail Bonanza hopes to share the space in order to cut down his monthly hangar fee. If you are interested, give Nick a call on his cell (408-504-3895) or pass Nick's contact information to anyone needing storage space at RHV. Thanks!



# THE EAGLE'S WINGS

A NEWSLETTER FOR CHAPTER COORDINATORS AND  
FIELD REPRESENTATIVES OF EAA'S YOUNG EAGLES PROGRAM

Volume 16, No. 2

## **GREETINGS!**

Fall is a great time of year for Young Eagles flights. The air is cool and crisp and the kids are back in school. It's a good time to contact local clubs and youth groups looking for activities. We will be sending this Newsletter to include Chapter Presidents in response to requests we have received to improve communications.

Now is a good time to see if your pilots have reached their "10 for 2012". [Check here](#). Pilots who fly 10 or more Young Eagles in a calendar year earn credits that can be used to help offset the cost of sending a Young Eagle to one of our EAA Air Academy camp sessions in 2013. Also, the credits can be used to enhance your local Young Eagles program. The credit program is a great way for pilots to know they are contributing to support a young person's interest in aviation. Keep in mind that the credits expire on 12/31/2012. For more details on how to use them, check out the [FAQ\\_page](#) on the Young Eagles website.

## **20<sup>TH</sup> ANNIVERSARY PIN**

To date, the Young Eagles Program has introduced more than 1.7 million young people to the world of aviation. Congratulations to each and every one of you for working to support the most successful youth aviation outreach program in history! Only time will tell what powerful impact we have had on the aviation world. If you didn't make it to EAA AirVenture 2012, I have some 20th Anniversary pins left over. Please contact me and I would be happy to fill your request.

## **WAIVER FOR ADULT PASSENGER**

We know there are times you have the opportunity to take a parent or adult along on a Young Eagles flight. However, in the past there was no insurance in place for that passenger. Good news! We now have a Liability Waiver that includes those adult passengers who accompany a Young Eagles flight or go for an Eagle Flight. You can order a packet of 25 directly from me or you can print them out yourself at the Young Eagles website. [Click here](#). Please keep in mind that the adult passenger should be in the back seat and the Young Eagle up front.

## **PILOTS HAVE A CHANCE TO WIN A LIGHTSPEED HEADSET**

Thanks to every one of you who tuned in to our recent Young Eagles Webinar. As advertised, we held a drawing for a Lightspeed Zulu headset to anyone who listened to the entire program. Pat Stallings from Vine Grove, KY was our lucky winner! If you missed the webinar you can still listen to it [here](#). We will hold another drawing for a pilot to win a Lightspeed Zulu headset, courtesy of Lightspeed. The noise-cancelling Zulu headset is valued at more than \$900.

Pilots who fly and register Young Eagles will be entered into a drawing to win for every Young Eagle they fly and register from September 1, 2012, through December 31, 2012. A random drawing will be held on January 21, 2013, to determine the winner.

## **GROUND VOLUNTEER RECOGNITION**

All volunteers should be recognized for their efforts, especially the ones we do not hear about. However, you all know how important your ground volunteers are to the success of your program. I would be happy to provide you with certificates and volunteer pins for the year. Please send me an email with the names and when you need them by. Many chapters plan recognition around their annual banquet or holiday party, so please plan ahead so I can have the items to you in advance.

# Young Eagles August 18, 2012, Reid Hillview

by Jon Garliepp

Our award winning Young Eagles Coordinator Russ Todd was off on vacation and I offered to stand in for him. All of the preparation had been done for me, all I had to do was show up.

I woke up Saturday morning and looked out the window to see that there was hardly any fog or clouds. It looked good to fly. I arrived at Reid-Hillview at approximately 8:20 AM. John Castner showed up in his truck with all we needed out of the storage unit. We then proceeded to put up signs and set up the registration area. Louise Lane was there also and helped set up the computer.

Young Eagles and their parents were there by 9:00 AM and were signing up the participants. We started flying by 9:15 AM, by 10:00 AM we had 15 Young Eagles in the air. We were busy with a steady stream of Young Eagles until 1:00 PM. We were able to fly 62 Young Eagles that day.

A big thanks to all the Pilots—Bob Leitch, Joel Williams, Patrick Dirks, Bruce Poulton, Paul Marshall, Allen Roark, Paul Donahue and Bob Lutten. Registration—Louise Lane, Arlene Williams and Emma Hinojosa. Ground Crew—Terri Gorman, Jeff West, Russ Todd Jr., John Castner and Jon Garliepp.



# Crystal Eagle Award Dinner

## invitation from Max Trescott

Please take a moment now to mark your calendar and plan to attend the premier aviation event in the San Francisco Bay Area:

The Crystal Eagle Award Dinner on November 9 at 6:30 PM at the Hiller Museum at San Carlos Airport.

You'll help us honor air show pilot Julie Clark and raise money for scholarships for students in Bay Area aviation programs. See video highlights of the 2011 dinner at: <http://youtu.be/PF7OAS8jnz0>

You can also snag great deals on aviation items at our Silent Auction. Last year's items included three noise reduction headsets, a portable GPS, flight bag and many other goodies, most of which went for less than list price.

This is the 30th year the Aero Club of Northern California has presented the Crystal eagle award. Past recipients include Jimmy Doolittle, Gen. Chuck Yeager, Stanley Hiller Jr., Burt Rutan, Jeana Yeager, Robert "Hoot" Gibson, Paul Poberezny, Wayne Handley, A. Scott Crossfield, Clay Lacy, Eileen Collins, Sean D. Tucker, Steve Fossett, Phil Boyer, Mike Melvill, Brian Shul and WWII triple ace C.E. "Bud" Anderson.

Dinner tickets, including museum admission, are \$60 each for Aero Club members and \$75 for non-members. Reservations are required. Tickets will not be sold at the door. For those of you who wish to join and take advantage of the membership ticket price, an application form and dinner reservation form are at [www.aeroclubnorcal.org](http://www.aeroclubnorcal.org). For additional information, contact the Aero Club at (408) 646-7139.

Please join us for a fun evening!

Sincerely,

Max Trescott

VP, Aero Club of Northern California

650-224-7124



Spitfire in Texas

## Membership Notes by Donald Von Raesfeld, Jr.

Membership Chairman  
408-507-0951

### OCTOBER 2012

Our Chapter's last General Meeting was held on September 6, 2012 in the Reid Hillview terminal building. A hot dog dinner was served by Rusty Wells and Randy Wilde before the meeting began.

Vice President and Newsletter Editor Mark Wainwright began the meeting at approximately 7:50 PM. Young Eagles Coordinator Russ Todd talked about our September 22 Young Eagle rally to be held at the Palo Alto airport in conjunction with the Palo Alto airport day. He mentioned there were currently seven pilots and 73 kids signed up for the event. He mentioned walk-ins would be expected and asked for additional ground volunteers.

Russ then talked about the Eagles program. This is the new program that the EAA rolled out in July for adults. He has received application forms from the EAA. He stated that the EAA suggests that adult Eagles not be flown during the young Eagle rallies but rather in a one-on-one situation with extensive pre-and post-flight briefings. The EAA is hoping to get more people interested in flying who may have the means to continue flight training and become pilots.

Russ also mentioned that airport vehicle ramp access at Reid Hillview now requires a key fob that authorized persons may obtain from airport staff. (Editor's note: you may ask your flight club or a friend who has an aircraft on the field for a key fob. In the absence of one of those choices, the airport staff will answer a request from the speaker phone at the locked gate.)

At the November general meeting we will be holding elections for officers and board members. Jon Garliepp asked for volunteers for the upcoming elections. We need candidates for Vice President, Secretary, and three Directors. If you would be interested in running for one of these positions please contact any one of the Chapter Officers or Directors. We need your help and support.

Vice President and Newsletter Editor Mark Wainwright apologized for the lateness of the September newsletter and once again asked for more input. If you have any stories or experiences you would like to share with the chapter put them in writing and send them to Mark.

The chapter business took about 10 minutes after which Mark Wainwright began his presentation. Mark had two short presentations which he gave that evening. His first presentation was titled "How I Spent My Summer Vacation". Although this really didn't have to do with flying it was a very interesting talk. Mark's family owned a vacation home in the Alaska Basin, in the Centennial Valley, Montana. They owned this property for many years and spent many happy times there. His father talked of selling the property at times but it always seemed to be just talk. This year the talk turned to reality as his father sold the property. The job of cleaning out the home fell upon Mark. He made his way to Montana with Helios, one of his two dogs, and began the task of cleaning out the home. With a rented trailer loaded with the home's possessions and a lifetime of memories he made his way back to California along with Helios. He showed several pictures of the home and the surrounding area. It looked like it was a great place to vacation.

Mark's second topic was "Dogs and Avionics". This topic was about a density altitude kit which Mark purchased several years ago with the hopes of installing it in the Falco kit which he is building. He completed the density altitude kit and had it on display at the meeting. If you are



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wondering how dogs and avionics came together it was because Helios was born about the same time Mark purchased the avionics kit. Mark is not sure he will be able to use this kit in his Falco as it may be obsolete by the time he finishes his Falco. Thank you Mark for sharing these two topics with us. And thank you for all you do putting this newsletter together.

After Mark's presentation, Patrick McGuinness gave us a little more information on the airport vehicle ramp access at Reid Hillview airport. As Russ mentioned ramp access now requires a key fob that authorized persons may obtain from airport staff. Patrick noted that airport tenants will receive two key fobs at no charge. Additional key fobs may be obtained at the cost of \$13 each. The reason for these changes is because Reid Hillview airport has experienced too much unauthorized ramp access.

### YOUNG EAGLES

On September 22, 2012 our chapter held its last Young Eagle rally for the year. This event was held at Palo Alto airport in conjunction with the Palo Alto Airport Day. The event was a success. Russ Todd, our Young Eagles Coordinator, was there to put everything in place and make sure everything ran smoothly. A pilot briefing was conducted about 9:00 AM and the first Young Eagle flights began about 9:30 AM. We had eight pilots who flew a total of 107 Young Eagles. The eight pilots made a total of 42 flights with a total of 22 seats available. Pilots included Joel Williams, Bob Leuten, David Goodin, Paul Marshall, Scott Stauterer, Pat Dirks, Michael McDonald, and David Hinojosa. Joel Williams flew the most Young Eagles with a total of 18 in six flights. David Hinojosa was only able to fly eight young Eagles but he flew the most flights with a total of eight. David was flying his Euro Fox light sport aircraft which can only carry one passenger. All other pilots were flying aircraft which were capable of carrying three passengers. I would like to thank these pilots for donating their time and aircraft for this event.

I would also like to thank all those ground volunteers who took time out of their day to help make this a successful event. Wing ribs were handled by Sylvia Andrade and her group from LULAC. She had several young people there and they did a great job. I did not get their names but want to thank them for their time and effort. Arlene Williams and Emma Hinojosa did an outstanding job of registering all 107 Young Eagles and printing out their certificates. Janet Hinojosa and Jeff West matched up the kids with pilots. Russ Todd, Jr. marshaled the aircraft, John Castner, Jon Garliepp, Niner and I, and some members from LULAC escorted kids and parents to and from the aircraft. I hope I didn't leave anyone out and I apologize if I did.

Wolfgang Polak, who usually flies at these rallies, was also on hand, but unable to fly as he was flight lead for the formation flybys which took place that day. He led a formation of seven aircraft over the field in four different formations including the missing man formation. All four passes looked very good. Paul Marshall, who was one of our Young Eagle pilots, also participated in the formation flybys.

This was to be our last young Eagle rally of the year. We will begin young Eagle rallies in April of 2013. Thank you again to all who have helped make these successful.

### CHAPTER BARBECUE

Mark your calendars and plan to attend. Our annual chapter barbecue will be held on Saturday, October 20, 2012 at Reid Hillview Airport. The barbecue will be held on the grass in front of the terminal. The chapter will provide hamburgers and drinks and everyone attending is asked to bring a dish to share. Pilots are encouraged to bring their aircraft. The barbecue will start at 11:00 AM. Hope to see you all there.



Trail's End

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](http://www.eaa.org) \$40.00 per year  
EAA Chapter 62 [www.eaa62.org](http://www.eaa62.org) \$30.00 per year PayPal Available  
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