



The Intrepid Airmen



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UPCOMING EVENTS

November Chapter Meeting

Thursday, November 7. Reid Hillview Terminal building.

October 19. Young Eagles at Reid Hillview Airport; this is the last event of the season. Volunteers are needed.

November 2. Memorial Service for Don Wiggin in Sunnyvale. See page 3 for details.

Chapter 62 Board Meeting

November 14 at 7:30 PM in the Terminal Building, all welcome.

November 16. Hanford, California. Display Day and Young Eagles organized by EAA Chapter 1138.

November 16-17. EAA SportAir Aircraft Building Workshops, Riverside, California.

December 12. Chapter 62 Annual Christmas Dinner at 3 Flames Restaurant in San Jose. Please mark your calendars. Chapter member Paul Marshall will be giving a presentation on his recent trip to Alaska in his Bonanza.

October Event

Frank Ducker and the Joy of Aerobatic Flight

Your Newsletter editor is just a bit late providing useful info about upcoming events, but here's what happened on October 3: Frank Ducker gave a very spirited and uplifting presentation on the joys of aerobatic flight; it made me want to take one of Aerodynamic's introductory aerobatic flights. Chapter Member and EAA 110 President John Gould was instrumental in getting Frank to visit us, and John cheerfully flipped hamburgers so that we could continue our tradition of providing dinner at our General Meetings. Thank you both, Frank and John.



EAA Chapter 62's November meeting will be at the Reid Hillview Terminal Building at the airport. Guests are welcome.

6:30 PM General Meeting / BBQ begins,
7:30 PM presentations.

Editor's / VP's Notes

by Mark Wainwright

My apologies to Chapter 62 members for delivering the October Newsletter so late. There are a number of explanations, but no really good excuses. One of the reasons is that I have been Newsletter Editor for a long enough time that I am not bringing an appropriate level of energy to complete the job punctually. There is a silver lining in this: Bob Kindlund has offered to step in and become the new editor as of January 1. I am truly grateful to Bob for taking this on: it requires a surprising amount of work to put out the Newsletter each month. Having been the editor in the past, Bob knows this well.

We do have Chapter 62 events coming up. On October 19 we will be having the last Young Eagles event at Reid Hillview Airport. I understand that many young people have signed up to fly, and we probably will be short of pilots and ground crew volunteers. If you are able to come help, please do. Russ Todd will be very appreciative, as will the young people who get the opportunity to fly.

Although I have done no actual flying in the last month, I was able to install a new graphics card in my computer that makes the virtual flight experience much smoother. I have an older Mac Pro - the only recent Apple model that allows upgraded video cards and other peripheral cards. The computer is still very fast, but the OEM card was a laggard. I am now able to "fly" my X-Plane Falco much more realistically than in the past.

Holiday Party—we will be having dinner at the Three Flames Restaurant in San Jose and Paul Marshall will give a presentation on his trip to Alaska this summer. I have seen a preview of Paul's slides, and I'm certain you won't want to miss his talk. We look forward to seeing you there.



In Maine with my friend
Steve Feinstein



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Don Wiggin

by Mark Wainwright with help from Bob Meuse, and Jon Garliepp.

Our long-time Chapter member, Don Wiggin, died at the age of 97 on September 14. Don grew up in New Hampshire and entered the Civilian Conservation Corps (CCC) as a young man. The CCC was a program started during Franklin Roosevelt's first term; it employed millions of young people building roads and backcountry trails. Many of the magnificent hiking and climbing trails in the Sierra Nevada were built by the CCC.

Don later worked for the Colt Corporation making 50 calibre guns, and later entered the military, spending most of his time in the service in the Arctic, where he taught Military Arctic Survival, and worked in an Army Weather Service unit that utilized radio-equipped weather balloons.

After the War, Don lived in the Reno-Sparks area and worked for the Post Office. Don was very active in the Truckee Meadows VFW Post 3819, and at one time was the Post Commander.

Building the Tundra homebuilt airplane kept three old duffers (Bob Meuse's word) busy for 2 years—Don, Bob, and Don Johnson. The Tundra flew perhaps 10 hours, first by John Fletcher of Turlock, and later by Bill Deke and Rusty Wells. Don passed his FAA medical at age 90 but never got the opportunity to fly the plane. Bob reports that his heart stopped when Don took the Tundra out for a few "high speed" taxi tests and thinks he saw Don put some air between the landing gear and the ground.

Bob says that Don was about the happiest fellow he ever knew, and we will surely miss him.

Don's memorial service will be at St. Thomas Episcopal Church on 231 South Sunset Avenue, Sunnyvale, at 2 o'clock on Saturday, November 2. I hope Don gets a good turnout from our Chapter.

September Young Eagles

by Don Von Raesfeld

On Sunday, September 29, 2013, our chapter held its sixth Young Eagles event of the year in conjunction with the Palo Alto Airport Day. We had 7 pilots who flew a total of 83 Young Eagles. The pilots who volunteered their time and their aircraft are:

Pilots	Total Young Eagles flown	Number of flights	Number of seats
Gerald Barker	15	4	3
David Goodin	21	7	3
Jim Horner	12	4	3
David Hinojosa	9	9	1
Bob Lueten	4	4	1
Scott Stauter	9	3	3
Rick Tavan	13	5	3
Total	83	37	17

In addition to the 7 pilots we had a number of Ground Volunteers. Among them were several young people from Sylvia Andrade's League of United Latin American Citizens group who helped with the wing rib building. Louise Lane and Arlene Williams handled the Young Eagles registrations and flight certificates, marshaling aircraft were Russ Todd, Jr. and John Castner, while Joel Williams, Niner and I, along with a few others escorted Young Eagles and their parents to and from the aircraft.

I would like to thank all these people and any others who were involved in making this event a success. A special

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September Young Eagles, cont'

thank you goes out to our Young Eagles Coordinator, Russ Todd, for all his hard work in setting up this event. It takes a lot of time to organize the pilots and ground support in addition to transporting everything we need to make these events happen. John Castner helped transport the tables, chairs and wing rib materials to all of these Young Eagles events. Again, thank you to everyone who helped out; you brought a lots of smiles to a lot of people.



Choppy ride, Cross-wind Landings and Hypoxia

by Steve Plyler

Two nights in Sedona and a day at the Grand Canyon was our spring 2012 plan... For the second time Terry, my venerable copilot, and I had a smooth ride across the San Joaquin Valley and over the mountains near Mount Whitney. We planned for a 3-hour nonstop flight to Sedona from San Jose. I used supplemental oxygen above 10 thousand ft, but in the interest of extending the ox tank Terry did not. At about 14 thousand feet and 30 minutes at altitude, Terry got a roaring case of the hypoxia giggles. It was very amusing. The subsequent use of ox restored her usual good humor.

As we approached Sedona, we viewed the enchanting red rock towers and formations to the north. The airport sits on a mesa at about 5 thousand feet right above and to the south of the city. The high altitude landing left me shorter on lift than I'm used to and resulted in a gentle nose-high main wheel space shuttle type landing. The aircraft nose wheel settled down some 15 seconds after the mains. It was really fun.

While in Sedona, we visited one of the fabled energy vortexes. Though it was a peaceful creekside setting, I didn't grow any new hair and Terry's hip didn't magically heal. So the jury is still out for us about the magic of a vortex.

We enjoyed two nights and a beautiful day in between, and then the winds came up with a vengeance for our departure from Sedona. At 19 kts and gusting to 25 kts with somewhat of a crosswind the departure at 10 AM was very choppy.

The Grand Canyon airport is a couple of miles south of the South Rim park entrance but has no car rentals and more than 500 aircraft operate out of it each day. Thus it was not appealing. Although there are numerous buses and limos at GC airport, Valle airport (40G) is only 18 miles further south

and, with car rentals, was looking like a better choice. Before our arrival to Valle, I overheard another pilot choose not to land due to a 13 knot crosswind. I was not sure if I was going to land: we were on short final after applying full right rudder and a moderate left bank, and the fuselage of my bird lined up with the runway. Knowing that the wind speed decreases closer to the ground, I was confident I could set it down without scratching the paint—and did.

For about \$100 we stayed at the somewhat spartan Maswick Lodge within a few hundred yards of the south rim of the Grand Canyon. The day we arrived, the weather went from beautiful to a white out snow blizzard in a matter of hours. We had to wait in the dining hall for the flurry to stop before walking back to our room. Though very painful for me, we got up for the sunrise at the rim at Terry's behest. Well worth it. The Grand Canyon is an amazing wonder in scale and beauty. The sunrise colors change and intensify with the birth of the day.



Steve's Glasair

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Flying wing at Valle

The entrance fee for seeing the bottom of the canyon is a 4+ hour donkey ride one way or a longer hike on foot. Not recommended for a single day round trip. Fewer than 1% of the visitors venture below the rim and fewer still get to the river 5 thousand feet below. Although we only hiked about a mile down before pooping out, the effort increased our sense of wonder and appreciation for time's artwork.

There is a 40-airplane air museum at Valle airport, where I saw a very rare small homebuilt flying wing (photo). Was told it is an "rk2". The homeward departure from Valle was shaping up to be a challenge: 15 kts dead cross gusting

to 24 kts on the only paved runway—#1. Without the gusts, a 15-kt cross component is the limit for my Glasair. Though officially closed, there was a gravel runway (#34), which was about 45 degrees cross to the wind. The first 800 feet of it was freshly rolled. The airport manager could not officially authorize its use, but indicated I could use runway 34 if I were willing to risk prop damage from the loose gravel. Since I have prop leading edge tape I thought the damage would be minimal. I applied power very slowly to reduce sucking up loose runway rocks and began the choppy 3 1/2-hr bump-a-thon home. We were running low on oxygen so Terry offered to try without. We stayed low until we got to Whitney and her tall friends where we had to climb to and stayed at 15 thousand ft for 30 minutes. This time the effect of the altitude wasn't so funny. With the moderate turbulence she felt quite sick toward the end of the half hour. Descending promptly cured her discomfort.

It was a great trip; we would do it again and the prop didn't get any notable damage.



Sedona landscape



Grand Canyon sunrise

Membership Notes

by Donald Von Raesfeld, Jr.

Membership Chairman
408-507-0951

Our last general meeting was held September 5, 2013 in the terminal building at Reid Hillview airport. Thanks to VP Mark Wainwright and Rusty Wells we did have a hamburger dinner available for those who wanted something to eat before the meeting began.

VP Mark Wainwright, called the meeting to order at 7:45 PM. Once again we only had about 12 members in attendance but we did have several visitors. Our speakers were Chandler Lougée and Clarissa Hoffman. Chandler and Clarissa were our chapter's two Air Academy candidates, whom we sent to Oshkosh this year.

Both young women spoke of their experiences at the Air Academy. Clarissa gave the first presentation along with some slides while Chandler followed with her own presentation and slides. They both agreed that it was a great experience and they both expressed gratitude to our chapter for having been selected and allowed to experience this event. One thing I noticed during their presentations was that both of them seemed to have been more enthusiastic about this experience than any of the previous candidates who have made reports.



Chandler Lougée and Clarissa Hoffman

They both agreed that day one was the longest yet shortest day. They did their traveling that day arriving in Wisconsin and then were transported to Oshkosh, arriving late in the day. They were able to watch, from a distance, a special showing of Disney's new movie *Planes*. Officials had expected about 5,000 people to turn out for this showing however around 15,000 showed up.

During the next two days they were able to attend AirVenture 2013 including the night air show. The following days were spent at the Air Academy. The students were divided into two groups, Alpha and Bravo. While one group was in the classroom the other group was in the shop. I also had time outside the

classroom and the shops to meet with other students. Both Chandler and Clarissa seemed to love the shops. They learned about welding, woodworking, composites, aviation technology and metalworking. They both loved the short flights they were able to take in a Bell 47 helicopter and a Cessna 162 Skycatcher.

If you were not at the meeting to see and hear their presentations you really missed out. I would like to thank Chandler and Clarissa for taking the time to tell us of their experiences at the Air Academy. I would also like to thank their parents for the sacrifices they are making to



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help them pursue their dreams.

ELECTIONS

In November our chapter will be holding elections for President, Vice President and Secretary. Randy Wilde has agreed to stay on as the chapter's Treasurer. Thank you Randy. We will also be looking for members who would like to serve on the Board of Directors. We will be electing three new board members. Board meetings are held the second Thursday of each month. Please think about running for one of these positions. Your help will be greatly appreciated.

YOUNG EAGLES

Our next young Eagles event will be held on Saturday, October 19, 2013 at Reid Hillview airport. This will be our last young Eagles event for this year. As always we need volunteer pilots and ground crew. If you will be able to help out at this event please let our Young Eagles coordinator, Russ Todd, know.

Thank You,

Don Von Raesfeld, Jr.

Membership



candidates and their families

Palo Alto Airport Day photos



Don Von Raesfeld
Membership Chairman
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Address Label is **RED**,
time to pay your dues.



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