

INTREPID



september 2003

Volume 39 Issue 9

San Jose, CA.

President's Corner

WELCOME to our guests at the August Meeting:
Shawn Burns - Building a Bearhawk from plans. Omri
Kolinsky - New pilot, congratulations and Steve
Roberts.



YOUNG EAGLES -
Congratulations to
Kelly Johnson for
the Young Eagle
Event at Reid-
Hillview, 81 young
eagles flown!!
The next young
eagle event will be
on Saturday
September 13th at
Reid-Hillview,

ground crew and pilots needed. Please contact Kelly at 224-4845 or areoncapilot@hotmail.com.

AUGUST MEETING - Thanks to all who brought information and pictures from Oshkosh, Jon Garliepp, Ted Robinson, Bob Muse, Rusty Wells, Steve Karkula, Greg Pisanich and Ed Rosiak. Greg and Ed both had a great picture show using their lap-tops. Thanks to each for their presentations, it was very good.

FLY OUT - Saturday September 20th to Santa Rosa, lunch and a visit to their Museum... *or* to Wings and Wheels 2003 at Marina Airport, Marina, CA. They will

FUTURE PROGRAMS

SEPTEMBER 4TH

SHOW&TELL
AIRCRAFT 'CAVALIER'

OCTOBER 2ND

GREG PISNACH
AUTONOMOUS AERIAL VEHICLE

Jon Garliepp

have a display of special interest aircraft and motorcars by the Monterey Peninsula Kiwanis.

Reid-Hillview Open House, Saturday September 27,
support your local airport!!

Now to the serious business of **NOMINATIONS**. Every year we are required to identify our new officers for National, and fill other important positions. This year we are in need of the following Officers:
Vice-President and Secretary.

We are also in need of a Newsletter Editor, and General Meeting Hot Dog Coordinator (we raise a lot of the chapter money during this important activity).

We need your help in these areas, please contact me, Jon Garliepp, at 408 253-3769.

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Calendar of Events

SEPTEMBER

9/4- CHAPTER 62 GENERAL MEETING

9/6- Sierra Skypark Fly-in Wes 559-435-6349

9/11- CHAPTER 62 BOARD MEETING RHV 7:30

9/13- -Truckee, CA Chapter 1073 Pancake

Breakfast,Truckee Tahoe TRK

9/20- Oroville, CA Chapter 1112 Fly-In/Drive-In
Pancake Breakfast,Oroville Muni OVE Contact
Information: Terry or Chuck 530/533-0698 or 530/534-
7110 Email Address:

rv6@cncnet.com or cazamel@hotmail.com <http://fly.to/eaa-oroville>

9/20 -Riverside, CA Chapter One EAA Open House/
Fly-In,Flabob Contact Information: 909-682-6236

OCTOBER

10/2-CHAPTER 62 GENERAL MEETING

10/4- Frazier Lake Antique Aircraft Display

10/11- CHAPTER 62 BOARD MEETING RHV 7:30

10/11 -Truckee, CA Chapter 1073 Pancake

Breakfast,Truckee Tahoe TRK530-587-4811

FUTURE AIR SHOWS

- ◆ September 13-14th Air Expo Moffett Field Air Show and Technology Showcase 650-599-3602
- ◆ October 9th- 12th Copperstate Fly-in PRA Phoenix Regional Airport <http://www.copperstate.org/>

Marina Wings & Wheels 2003

Dear fellow aviation enthusiasts,

Please be aware of our upcoming "Wings & Wheels" vintage aircraft & motorcar show, to be held at the Marina Muni Airport, Marina, CA on **Saturday, 20 September 2003**. Special interest aircraft & motorcars (Homebuilt's) are equally welcome. We'll have a bunch of interesting "stuff" to see & do. We hope you can attend!

The event will be held from 9 am to 5 pm; Marina Muni Airport (KOAR) - formerly the army field at Fort Ord, California- and is just north of Monterey Airport (KMRY), near the coast. Unicom is 122.7. Fuel is available. The field is under Monterey airspace, so if you don't want to deal with Monterey Bay Approach stay under 2500 feet north of Marina. The pattern at Marina is to the north of the field. The field is 2900 feet, paved, lighted (lights @ 122.7), at 134' ASL. Wind at Marina is usually steady, frequently around 15 or so knots in the afternoon. Runways are 11/29. Look for the red/white checkerboard water tower near the field (just to the south). Monterey ATIS is 119.25; Monterey tower is 118.4. Refer to the San Francisco Sectional for Monterey Bay Approach frequencies, etc. In case of fog, etc., other nearby alternates are Hollister (307), Salinas (KSNS), Watsonville (KWVI) and South County (Q99) at San Martin, CA. Salinas tower is 119.4, Hollister Unicom is 123.0, ATIS is 124.85,

South County Unicom is 122.7, and Watsonville Unicom is 122.8. A GPS is highly recommended.

This event has been expanded from what was formerly the "Monterey Peninsula British Car-Meet", held in Pacific Grove, California. The Monterey Peninsula Kiwanis Club is putting on Wings & Wheels. We do request a donation of \$15 per aircraft, etc., however please keep in mind that all profits-100% - will be used to help support children's charities and organizations that deal with the betterment of children.

Food will be available at the event, as well as the restaurant at the field. For those wishing to stay overnight, there are plenty of hotels & motels available at Marina, Seaside, & throughout the Monterey Peninsula, as well as Salinas. There are too many to list; I recommend booking through www.expedia.com www.hotels.com or other similar online agents. The local chambers of commerce can also be called. Email me at if further info or help is desired.

Transportation can be arranged, if need be, just let me know in advance. We look forward to having a lot of fun. I'll be there with my Stinson L-5. I hope you can join us!

For the Monterey Peninsula Kiwanis,
Rich Saylor, Event Chairman
(831) 643-1066, (fax) (831) 646-0676

Editor's Desk

September is upon us. Oshkosh is a pleasant memory and there are but a few Air Shows left to round out the end of the year. I have been considering Arizona's October

event, the Copperstate Fly-in at PRA Phoenix Regional Airport. Most year's we are traveling at that time, but not this year, so, maybe I will go and bask in the twilight of the Fall in Arizona. I'll keep you apprised.



TWO IN A ROW

I was honored to be Wolfgang's representative at Oshkosh accepting his second award in as many years, for the fantastic Web Site he has created for Chapter 62. Think about that for a second. Wolfgang placed in the Top 5 of all of the EAA Chapter Website's two years in a row. That's some record, and while I can't imagine how he will pull it off again next year, my money is on Wolfgang.



Congratulations Wolfgang! You are a major asset to the Chapter

WHERE DO WE RANK?

Having flown through numerous states to get to/from Oshkosh, we had the chance to stop at a variety of airports. We stopped at controlled and uncontrolled airports, and each and everyone was compared to the

Ed Rosiak

airports I know here. Given what I saw, I have to say that the State of California has no clue how important its airports are to its transportation infrastructure. That is not to say that the folks who run the Aeronautics Division are to blame either. It is the politician's who seem hell bent on spending more money than we can contribute to pay our own way on anything else but the aviation infrastructure it is supposed to support.

For example, have you landed at San Jose Airport lately? Did one of the FBO's try to charge you to stop there (assuming you didn't buy fuel)? Have you noticed that many of the airports you land at are lacking amenities, and weather availability? Due to weather during our return, we had to stop at Algona Iowa, which is in the north central part of the state. It is tiny, but let me tell you this airport had a great building with comfortable seating, weather provided by the State of Iowa, and plenty of room to relax. The asphalt northwest/southeast 4,000' runway was in perfect condition too.

I can't help but think that if, and this is a big IF, the politicians that supposedly run this state tried as hard to be fiscally responsible as they are creative in raising taxes and sneaking new user fee taxes in place, the majority of the airports might not be so in need of maintenance and upgrading.

It's a sorry time in the state, that's for sure.

TIME TO STEP UP

As we approach the end of the year, our President has asked that each of you consider a position for one of the chapter vacancies, of which there will be several. We will be in need of a new Vice President, Secretary, General Meeting Hot Dog Chef, and last but not least a Newsletter Editor.

Each of these positions is important and requires one of you to step forward to insure our continued success as a chapter. Please call the President or any of the Officer's to volunteer. You'll be happy you did because being involved makes things more fun. Just ask any of the current or past office holders.....ed

GENERAL MEETING

President Jon Garliepp called the meeting to order at 7:30. Guests were introduced. Treasurer Randy Wilde was absent; however, the treasurer's report is now on the website. Alec Piplani spoke on upcoming programs. September's program will be Ralph Reichhold's report on his Cavalier. Greg Pisanich of NASA will be



October's program.

Ed Rosiak picked up Wolfgang's website award at Oshkosh. It was awarded 3rd best web site in EAA. Wolfgang spoke on a tentative upcoming fly out, the Pacific Coast Air Museum at Santa Rosa, sometime in September. There will also be a tentative Young Eagles event at RHV on September 13th. There will be a Private Pilot ground school at the Independence Adult Education Center beginning September 3rd. It will run for 8 weeks, the cost is \$120.00. There will be a pancake breakfast at Columbia on August 23rd. Mike Reynolds spoke some on the two Air Academy attendees. They will speak at September's meeting. The meeting was adjourned at 7:50. The meeting, as is always the case in August, was member's reports from Oshkosh. Officers and board members present were: Jon Garliepp, Alec Piplani, Ted Robinson, Rolland LaPelle, Larry Reed, and Wolfgang Polak.

Chapter secretary
Respectfully submitted,
Ted Robinson,
Chapter Secretary

BOARD MEETING

RHV airport terminal building, San Jose, CA President Jon Garliepp called the meeting to order at 7:30 PM. The secretary's report was approved. EAA Chapter One, at Flabob (Riverside), is having an open house, September 20th. Many aviation dignitaries will be there, including Paul Poberezny. They are selling bricks to finance the project, \$39.00 ea. Brian Dal Porto gave a report on the recent Young Eagles event at RHV on August 10th. 81 rides were given and \$350.00 worth of T-shirts were sold. The next event is September 13th at RHV. Also October 11th at South County. Randy handed out the treasurer's report; it was accepted as is. Alec Piplani will not be the VP for 2004. We have programs for the next two months. Ralph Reichhold will give a report on his Cavalier for September. Greg Pisanich of NASA will speak on October. Out Webmaster, Wolfgang, spoke on the upcoming fly-out on September 20th. We will be flying to Santa Rosa. He also informed us that the website now has photos from various chapter functions. A reminder to all, nominations are in October. We will need a VP, Secretary, Hot Dog Chairman and Newsletter Editor.

Officers and Board Members present were: Jon Garliepp, Alec Piplani, Ted Robinson, Randy Wilde, Ralph Reichhold, Wolfgang Polak, Jack Bowlus, Brian Dal Porto and Larry Reed.

Respectfully submitted,
Ted Robinson,
Chapter Secretary

Flight Sites

Greg Pisnanach



September 2003 Flight Sites:

WAAS up?

Where were you on July 10th? Perhaps you were flying, and that fancy WAAS (Wide Area Augmentation System) enabled GPS you just bought seemed just a bit more accurate? Well it should have, because the next generation of GPS accuracy began with the FAA enabling that system that day.

(Caution: Better put your Acronym boots on, It's pretty deep coming up!)

How does WAAS improve my GPS? WAAS is based on a network of approximately 25 ground reference stations that covers a very large service area. Signals from GPS satellites are received by wide area ground reference stations (WRSs). Each of these precisely surveyed reference stations receive GPS signals and determine if any errors exist. These WRSs are linked to form the U.S. WAAS network. Each WRS in the network relays the data to the wide area master station (WMS) where correction information is computed. The WMS calculates correction algorithms and assesses the integrity of the system. A correction message is prepared and uplinked to a geosynchronous satellite via a ground uplink system (GUS). The message is then broadcast from the satellite on the same frequency as GPS (L1, 1575.42MHz) to receivers on board aircraft (or hand-held receivers) which are within the broadcast coverage area of the WAAS. These communications satellites also act as additional

navigation satellites for the aircraft, thus, providing additional navigation signals for position determination.

The WAAS will improve basic GPS accuracy to approximately 7 meters vertically and horizontally, improve system availability through the use of geostationary communication satellites (GEOs) carrying navigation payloads. WAAS will allow precision approaches to hundreds of airports all over North America.

Where can I get a WAAS enabled GPS? Well check out these pages:

<http://www.garmin.com/aboutGPS/waas.html>

<http://www.garminat.com/>

<http://www.pacific-coast-avionics.com/>

Questions

Question: Why do we “squawk” a transponder code? What is the origin of this term?

Answer: As with many unique aviation terms, this one has its roots in World War II. During the war, a radar transceiver was developed that could respond to radar interrogation with a specific code. British and American aircraft could be identified by their unique codes while enemy aircraft had no such codes, thus allowing their detection. The British called this system “Parrot.” The ground-based radar station would instruct the pilot to “squawk your Parrot” to a specific code. What remains today is, of course, the term “squawk,” meaning to set a code in your transponder.

Flying Across Africa

Wolfgang Polak

Part 1 of a four part story.....

The story begins at the AOPA convention in San Jose in 1996. Among the many exhibitors I found a small booth displaying a large map of Africa. Somehow the display attracted my attention and I found myself talking to Nick Hanks about his Flying Safari business. To be precise, it was just a business-to-be and I would end up becoming his second customer. The idea was rather simple: rent a plane in South Africa and fly to all sorts of interesting game places. The details turned out not be quite so simple but the idea caught my attention.

Some time later I carefully mentioned the idea to my wife and to my surprise she was rather receptive. As it turned out, she had met someone from Namibia a bit earlier and had come to the conclusion that this might be an interesting place to visit. Well, we never made it to Namibia but we got pretty close.

Nick and his wife Christine spend half of each year in New York and the other half in Johannesburg. They flew their Helio Courier to South Africa and keep it there. They use the plane to scout out interesting places all around the southern part of Africa. It turns out that South Africa, Botswana, Namibia, and Zimbabwe all are (or were in the late 90's) rather friendly to private aircraft.

Realizing that there were countless beautiful places to visit, the Hanks' figured they would help other pilots rent aircraft and fly around the continent. There is a minor twist though. You can take your US registered plane and fly it to pretty much anywhere in the world. But you can't just go and fly a plane registered in some arbitrary country. The general rule is that to fly a plane registered in country X you need a license issued by country X. The bottom line is that I needed to get South African license. It turns out that most countries have some arrangement whereby foreign nationals can get a temporary license without too much fuss.

The first step was to purchase a trip kit. This included charts, airport directories, flight rules and the like. Using Nick's experience and knowledge of the area and countless email messages we worked out an itinerary for our flight. Nick knew which places to visit, where to get fuel, where to clear customs, where to rent the plane and all the other details that someone unfamiliar with the area would likely forget.

The final itinerary turned out as follows:

- Lanseria for license validation.
- Tuli Lodge, Botswana, game drives and walks
- Nxamaseri Lodge in the Okawanga delta (Botswana)
- Tsodilo Hills, Botswana.
- Victoria Falls, major tourist town in Zimbabwe.
- Hwange National Park, Zimbabwe
- Masvingo (Zimbabwe) visit the Great Zimbabwe ruins.

- Londolozi bush camp (South Africa), great place for game drives.

- Rocktail Bay Lodge on the Indian Ocean

- Back to Johannesburg.

We planned for 3 weeks at the end of July and the beginning of August. This is winter in the southern hemisphere but unlike here, winter is the dry season in southern Africa. This means better flying weather and better game viewing because there is less vegetation for the animals to hide.

Now that the route and the time were fixed we started with preparations in earnest. The trip kit contained pretty much all I needed. But just to be sure, I purchased the Jeppesen IFR charts for Africa. My temporary license would not allow me to fly IFR but I figured it was good to have the information, just in case, and the Jep guides include a whole lot of other useful information about airports, flight rules and the like.

The South African equivalent of our AIM and the FAR parts 61 and 91 are contained in two 100+ page booklets. Most of the rules are very similar to ours but there are notable differences too. For example, anywhere above 3000 ft you fly at flight levels. For those that have not taken their Kitfox to 18,000ft, this means that above 3000ft you set your altimeter to 29.92. The rule makes sense if you consider that weather-reporting points that could provide a current altimeter setting are few and far between. So if everyone sets their altimeter to 29.92 the hemispheric flight rules will work out fine.

Any flight through controlled airspace requires a flight plan, IFR or VFR. VFR flight plans in Africa, and in most of the rest of the world for that matter, are quite different from those in the US. The only purpose of the US VFR flight plan is to get search and rescue services if you don't show up at your destination as expected. Air traffic control does not even know about your flight plan. Now international flight plans are different. They do go to ATC and the search and rescue feature is just an option. Indeed, in Africa I had several choices for the SAR feature. Mostly I used "nil", which means "don't come looking for me." Sounds like a stupid thing to do but the reason is that most places I flew to have no reliable way to close the flight plan on arrival. There aren't many telephones in the bush and those that exist are likely not to work. Even airborne there is no guarantee that anyone is in radio range. So for most part I had to trust that the people in the lodges that were expecting us would eventually notify someone if we were overdue. One of the added benefits of working with Nick was that he tried as best as possible to keep track of us.

Next, getting checked out and flying where an emergency could lead to you becoming a meal.....ed

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**Download the Newsletter
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award winning site
www.eaa62.org**

MEMBERS MEETING: THURSDAY SEPTEMBER 4TH, 2003
BOARD MEETING: THURSDAY SEPTEMBER 11TH, 2003 7:30 PM RHV

THIS MONTH'S PROGRAM

AIRCRAFT SHOW&TELL

Come see Rich Moriarity and Ralph Reichhold's beautiful 'Cavalier'. Hear all about the building process and what modifications were made to make the aircraft fit their requirements.



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.

