



### President's Corner

*Jon Garliepp*

Congratulations to Jim Manley, for passing the check ride and receiving his private pilot certificate, and beginning instrument training. Congratulations also to Ron Carmichael for passing the check ride and receiving his instrument rating - I understand neither is an easy task!!!!



On a sad note, Erik Wahlstrom's wife, Madeleine, passed

away on Tuesday, August 10, 2004. She had been ill for a while. Our thoughts and prayers are with the family in this trying time.

As the year progresses, we have to be thinking about our Officers for the next year. We are always looking for volunteers to help us operate the Chapter, but none of the positions really require a huge amount of time. We also need a volunteer to coordinate the Young Eagles events.

Our next Young Eagle event will be at the Palo Alto Airport's Open House on September 12th. We need pilots and planes, and we also need ground crew members. We will also offer information about our Chapter and hope to sign up some new members. The Open House runs from 10:00 AM to 4:00 PM, so come enjoy and help out.

September 2 - Meeting - Oshkosh Rehash  
Everyone who was able to visit Oshkosh this year please bring your pictures and share your experience at our next meeting on Thursday, September 2nd.

Soon, if not already, Scott Miller's Aeronca Champ should be back in the air after a complete re-do from A to Z. Pictures of his progress can be reached through the EAA Chapter 62 Web site. Scott will next start on his DeHavilland Chipmunk!!

#### CHAPTER 62 EVENT SCHEDULE

- September 2 General Meeting - Vern Miller Aviation
- September 9 Board Meeting
- September 12 Young Eagles - Palo Alto Airport Open House
- September 25 Reid-Hillview Airport Open House
- October 7 General Meeting - Nominations  
Vern Miller Aviation
- October 9 Wings of History Museum Octoberfest  
Young Eagles
- October 14 Board Meeting
- December 2 Christmas Party

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# Calendar of Events

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## September

### **9/2 - General Meeting**

7:30 PM, Vern Miller Aviation

### **9/9 - Board Meeting**

7:30 PM, RHV Terminal

### **9/11 - Chapter 49 Fox Field Old Fashioned Fly-**

**In**, Lancaster, CA, General Fox (WJF), Gary Knapp  
661-270 3296, gdk5276@aol.com

### **9/11 - 2nd Annual National Radial Engine**

**Exhibition** - Akron, CO, Colorado Plains Regional  
Airport (AKO), Randy Hayes 970-345-2397,  
randy@hayesav.com

### **9/12 - Palo Alto Airport Open House**

Display aircraft, Young Eagles, and more, for details  
check <http://www.paloaltoairport.org>

### **9/16 - 9/19 - Reno Air Races**

41st National Championship Air Races and Air  
Show, details at <http://www.airrace.org>

### **9/18 - End Of Summer BBQ and Swap Meet**

Oroville, CA, Oroville Muni (OVE), Chuck Heindell  
530-534-7110, cazamel@hotmail.com,  
<http://eaa-oroville.8k.com>

### **9/23 - 9/26 - 22nd Annual West Coast Travel Air**

**Reunion**, El Cajon, CA, Gillespie Field,  
Harry Somers 619-583-0758

### **9/25 - Reid Hillview Airport Day**

Stay tuned for details.

### **9/25 - Chapter 427 Orland Fly-In**

Orland, CA, Haigh Field (O37), Bill Heeter,  
530-342-5497, eandb@chico.com

## October

### **10/2 - 10/3 - Salinas Air Show**

Blue Angels and Snow Birds will be there.  
Phone: 1-888-845-SHOW, or  
<http://www.salinasairshow.com>

### **10/2 - 10/10 - Albuquerque Balloon Fiesta**

Details at 1-888-422-7277 or <http://www.aibf.org>

### **10/2 - 10/3 - Yerington Air Fair 2004**

Yerington Municipal Airport (O43), Mary Catherine  
Tennant or Michael Smith, 775-463-3988,  
yeringtonaero@earthlink.net

### **10/7 - General Meeting - Officer Nominations**

7:30 PM, Vern Miller Aviation

### **10/7 - 10/10 - Copperstate Regional EAA Fly-In**

Maricopa, AZ, Phoenix Regional Airport (A39),  
Bob Hasson, <http://www.copperstate.org>

### **10/9 - Wings Of History Octoberfest**

This is the annual WoH Fall open house.  
Chapter 62 may run a Young Eagles event that day

### **10/9 - EAA Chapter 1261 Open House & Mariposa Fly-In**

Mariposa-Yosemite (068), 7:00 AM- 4:00 PM,  
Pancake Breakfast - 7:00 - 11:00 AM  
Trip Tip Lunch - 11:00 AM - 2:00 PM  
More info: 209-966-2143

### **10/11 - WINGS Weekend and Helicopter Symposium**

Laurel, MT, Laurel Municipal (6S8), Laurie Puckett, 406-  
628-2219, lpuckett@northernskies.com, <http://www.northernskies.com>

### **10/14 - Board Meeting**

7:30 PM, RHV Terminal

### **10/16 - Mooney Fly In, Palm Springs, CA**

Palm Springs International (KPSP), Wayne Fischer,  
562-221-3839, wfischer@mooney.com,  
<http://www.mooney.com>

## December

### **12/2 - Christmas Party**

7:30 PM, Vern Miller Aviation

## Editor's Desk

*Jim Manley*



### AIR VENTURE OSHKOSH

It was the best of times, it was the ... even better of times! At least, that was the report on the WWW and

from everyone I've communicated with who attended AirVenture this year. I reeeally was looking forward to participating in the mass landings (four runways, up to two planes per runway landing simultaneously - about 12,000 times, mostly on the first day of AirVenture). Oshkosh is getting so busy (the busiest airport in the world, two days a year), that they're getting a brand-spanking new tower by next Summer, hopefully in time for the next mass landing operation. Mike Melville, pilot of Scaled Composites' Space Ship One on its first foray past 100 km in altitude (talk about Class A airspace!) back in June, and scheduled for the first X Prize flight attempt on September 29th, was a featured speaker at AirVenture. Burt Rutan, the designer of SS-1 and its brother, White Knight, the lifting and launch vehicle, was also there and readily available to talk. In addition, apparently almost every aircraft, except for maybe the B-17G Flying Fortress bomber "Fuddy Duddy", had a shiny new "Light Sport Aircraft Ready!" sign on it, since the new Sport Pilot/Light Sport Aircraft rules were finally published on the Tuesday of AirVenture. The Director of the FAA, Marion Blakey, was present at AirVenture, and was also a featured speaker concerning the 11-year gauntlet that pilot, aircraft manufacturer and self-builder advocacy organizations had to thread their way through, led in very large part by the EAA leadership and many influential members, which includes members of Congress, federal government agency leaders, and celebrity pilots (for example, Harrison Ford, who is the new Young Eagles Program Chairman). Come heck or high water, I'm going to fly to, and land, at AirVenture 2005!

### POLAR CIRCUMNAVIGATION TO CONTINUE THIS YEAR

Gus McLeod ran into a number of problems when his attempt to fly around the world via the poles began late last year. Problems that included balky avionics, leaky gas tanks, and political misunderstandings contributed to him cutting the attempt short of his goal. But according to McLeod, the real problem was ice. "The reason we didn't make it last time was because we couldn't get over the top of icing. We took a look at it again and decided that icing is a phenomenon relegated to lower altitudes. Icing at 18,000 feet and above

is rare," he said, "so we're going to put turbochargers on the airplane, lighten it up 600 pounds and just go for altitude." Expectations are that installation will begin soon after he returns from AirVenture. The lighter load will come from leaving 100 gallons of fuel behind. Less fuel and the resulting shorter range prompted some changes in planning the flight. "Previously we didn't want to land on the [Antarctic] continent, but we rethought that and now we're going to land," McLeod said. This year's attempt will take McLeod over the North Pole first, and from there he will follow the East coasts of Asia and Africa to the South Pole. When asked about planning a flight like his, he said, "Actually one would think the planning with the countries would be the most difficult, but the logistics of fuel are really a bear. Most of the world is going turbine and getting avgas is more difficult every day. It's getting so that the only airport that they'll let you land at and that speaks English, doesn't have any avgas." McLeod's plane is an original South Korean design called the Firefly. His initial intent was to use a twin-engine Beech 18, but it was damaged in a snowplow accident, so he hooked up with the Korean Aerospace Research Institute (South Korea's NASA), and they were developing the Firefly to help promote general aviation in Korea. "I liked [the Firefly] because it was a canard that had better rudder response than I had seen in other canards," McLeod said, adding. "It also can lift three times its empty weight. As an engineer I haven't seen another airplane that can do that." Shin Young Heavy Industries will produce the Firefly as a kit airplane, which will be available both in the U.S. and Korea in 2005. A late September departure is planned, contingent on successful testing of the turbocharger installation. The flight's progress can be followed at [www.gusmcleod.com](http://www.gusmcleod.com).

### HEAD IN THE CLOUDS

Your editor-in-cheap has been working on instrument training, now that the private pilot certificate is finally in the bag - well, at least the temporary one is. The permanent certificate is still a gleam in some computer's eye in a giant building somewhere inside the Washington, DC, Beltway (like where they stored the Ark of the Covenant at the end of "Indiana Jones"). I'm most of the way through Stage I of the Part 141 curriculum required by the Veteran's Administration. I'm now flying IFR-equipped Cessna 172s (can you spell Young Eagles?), and will eventually move up to the complex Piper Arrow (retractable gear), when I will finally be able to start flying cross-countries to the other side of the continent. I should have an instrument rating in a couple of months, and then it's on to a commercial certificate, and who knows what more (multi-engine, CFI, CFII, etc.?), before my VA benefits expire.

See you at the meetings and events - and in the clouds! ...  
Jim

# Meeting Minutes



*Ron Carmichael*

## GENERAL MEETING

August 12 - Vern Miller Aviation

President Garliepp called the meeting to order at 7:35 PM.

New Member Andy Werback, who just bought a Lancair kit, was welcomed by the Chapter. He has hangar space at the airport and he signed up online. Several guests were also present and were introduced.

Randy Wilde gave the Treasurer's Report and, as of July 31st, the totals were General Fund: \$4,327.10, Building Fund: \$2,703, and Educational Fund: \$2,496.52. Total in the checking account: \$9,526.62. Our net income is almost \$300 less than last year. The memorial donations in January accounted for the difference. A \$97 check was given to Randy for Young Eagles (YE) T-shirts (\$10 each), plus a \$7 donation collected at the last YE event.

Brian reported on the YE event for July. We flew 23 kids - this with little advertising, and we had 4 pilots. One student impressed our members as a possible Air Academy candidate. It was also mentioned that we need to call Richelle Harris to arrange for her to come to a meeting in the near future to describe her experiences as our Air Academy "graduate". September 12th is the Palo Alto (PAO) Open House, where we will have a booth and do YE flights. Several volunteered to be there for the event. September 25th is the RHV Open House and we will have an info booth there, also. The last YE event for the year will be October 9th, which will also be Kelly Johnson's last as coordinator. Kelly has done a great job, but we need a new YE coordinator for future events. Discussions were held on a future YE event at Moffett. Brian indicated that Kelly is not that enthused, as a result of past difficulties arranging things there. The "new" YE chairman will have to deal with this.

Wolfgang hopes for 10 pilots at PAO. There will be lots of advertising, so organizers expect a big turnout - possibly with TV coverage, and the event starts at 10 AM. Wolfgang also talked to TRACON over at Mather about a fly-in and tour. It looks like there could only be a maximum of 10 members for the tour because of TRACON'S limit for visitors (five at a time). Wolfgang's suggestion was that we could split the cost of a taxi to take the two groups over from Mather to TRACON, with lunch separating the two tours (one in the morning and one in the afternoon). About 10 members at this meeting raised their hand as "interested", so Wolfgang will pursue this further, with no date set, as yet.

Tom Slappendel presented some items from his "collection" (section of an ancient prop, etc.) to see if anyone wanted them. He also demonstrated "gorilla glue" and parts of a Mosquito aircraft skin for all to examine. Tom has a wooden airplane, and was very interested in the gorilla glue. Unfortunately, somebody pulled the wood apart with their hands as the sample was being passed around. Tom pointed out that the wood had broken - not the glue - and all had a good laugh.

Jon, our President, stayed three days at Oshkosh, and took the occasion to share, in detail, the experience of hearing Mike Melville, pilot of Scaled Composite's Space Ship One, and Burt Rutan himself. Jon was very enthusiastic and was impressed with what he saw and heard about this fascinating project. The first of the X Prize launch attempts is scheduled for September 29th, and if successful, the second launch attempt will need to occur by October 13th, in order to qualify for winning the \$10,000,000 in prize money. Both flights have to carry a pilot and a payload equivalent in weight and volume to two average adult human passengers, to an altitude of at least 100 kilometers (62.5 statute miles) on both flights.

Dan Dugan, test pilot at NASA with about 3,000 hours in helicopters and tilt-rotor aircraft, presented an extremely interesting talk on the latter. This same presentation is to be held in Yokohama, Japan, on September 1st. There were many slides and an interesting history on the development of this aircraft that has many unique and useful characteristics.

Meeting adjourned at 9:15 PM.

Officers and Board Members present were Jon Garliepp, Brian Dal Porto, Randy Wilde, Ron Carmichael, Rolland La Pelle, Jim Manley, Scott Miller, Wolfgang Polak, Larry Reed, and Rusty Wells.

Respectfully submitted,  
Ron Carmichael,  
Chapter Secretary

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## BOARD MEETING

July 8 - Reid-Hillview Terminal Building  
Conference Room

President Garliepp called the meeting to order at 7:30 PM.

The General Meeting minutes were read and approved. President Jon Garliepp instructed the Secretary to submit our next year's Board Meeting schedule to the RHV office so they can reserve the Conference Room in the Terminal for us.

Jon explained that Richelle Harris needs to be contacted to arrange for her being at the September 2nd General Meeting, where she can describe for us her visit to Oshkosh and the Air Academy experience. He also said that Kelly needs help on the Young Eagles activity for the PAO Open House September 12th. Larry Reed volunteered to haul the needed equipment from RHV to PAO. Jon will bring another awning from his own "collection". Jon also asked Randy Wilde if he could get an inventory of the "expensed" items held by the Chapter.

The Newsletter report was given by Jim Manley, who asked that we get all available info to him ASAP for the September issue, since time is short for him to get it printed by Monday.

Wolfgang Polak reported that the Web site was humming along, with no complaints, and that the PAO event is almost all set. He also said that Santa Clara County is putting out a newsletter which could include information on our Chapter. They would not have room for all aviation organizations' events to be published, but would publish a description of our organization. Wolfgang submitted a draft for our Board to review. All board members at the meeting read and approved of Wolfgang's excellent submission. Next, it will be sent to Carl Honacker for publication.

Jon shared a letter from a person interested in putting on a mountain flying clinic, including the selling of a DVD on the topic to members. It was decided that, due to the cost, this would not be acceptable for an organization like ours. Rolland La Pelle suggested we should have Guy Minor, from the San Jose FSDO, do a mountain flying presentation instead. He would tailor his talk to our wishes. Rolland also suggested that we should have Guy at least once a

year as a regular speaker at one of our General Meetings. It might also be connected somehow to the FAA Wings Program.

Wolfgang said that the Mather fly-in could be October 2nd, although that conflicts with the Reno Air Race. This schedule will be brought up at the next General Meeting.

Jon asked if we should do the Christmas Party again in Vern's hanger. It was unanimous that this be done! Joe Cotton could be a potential speaker for the event. Next, Jon brought up the subject of officer candidates for next year. We also need three new Board members. All officers present agreed to serve for another year in their current capacity, although Jon expressed the possibility of his moving North for retirement, at some point.

Sadly, Jon informed all that he had heard from Pat Johnson that Eric Wahlstrom's wife, Madeleine, passed away recently. Our heartfelt condolences will be sent by the Chapter to Eric.

Wolfgang suggested setting a date to get together on the wing rib project in time for the PAO Open House. No date was finalized at the meeting tonight.

Jim Manley suggested that the new Sport Pilot and Light Sport Aircraft rules and associated information are important for us to publicize, so as to make our members, and particularly prospective new members, aware of the opportunities opened up by the new rules.

Finally, Jon suggested that we might get a DVD on the Air Academy to show in the future - if one is available.

Meeting adjourned at 9:15 PM.

Members present were: Jon Garliepp, Brian Dal Porto, Randy Wilde, Ron Carmichael, Rolland La Pelle, Wolfgang Polak, Larry Reed, and Jim Manley.



## Flight Sites

*Greg Pisanich  
and  
Jim Manley*

### EAA SPORT AIRCRAFT WORKSHOPS:

The weather is starting to cool off just a bit, which can mean only one thing - it's time to start thinking about spending some quality time over the winter months with that pile of parts that you have been dreaming about someday becoming an aircraft (yes, that flies!). One way to prepare yourself for getting some real work done would be to buy a PhD's worth of books about how to master the thousands of techniques and tricks of the trade needed to assemble the aforementioned parts into a flying machine. It might be useful to keep a mallet handy, too, to conk yourself on the head every time you do something dumb, because you went ahead and did some work before you finished reading everything necessary to know before you start cutting, drilling, bending, etc. There is an easier way to do this, however, and that's attending an EAA Sport Aircraft workshop, which are held periodically in the Los Angeles, Denver, Cincinnati, and Lakeland, Florida, areas.

The workshops available are: What's Involved in Kit Building (\$25 - 2 hours), Introduction to Aircraft Building (\$209 - 2 days), RV Assembly (\$359 - 2 1/2 days), Composite Construction (\$259 - 2 days), Sheet Metal Basics (\$289 - 2 days), Gas Welding (\$289 - 2 days), TIG Welding (\$359 - 2 1/2 days), Electrical Wiring (\$289 - 2 days), Fabric Covering (\$259 / 2 days), Finishing and Spray Painting (\$289 / 2 days), and Test Flying Your Project (\$99 - 1 day).

The descriptions of each workshop are here:

<http://www.sportair.com/workshops/index.html>



**YOUR PERSONAL ADS WANTED HERE - FOR FREE!**

Here are when and where the workshops will be held through the end of this year:

<http://www.sportair.com/schedule.html>

- September 10-12, 2004, Corona (LA area), CA  
Topics: RV Assembly
- September 25-26, 2004, Denver, CO  
Topic: : Introduction to Aircraft Building, Sheet Metal Basics, Composite Construction, Fabric Covering, Electrical Systems and Avionics, and What's Involved in Kitbuilding?
- October 16-17, 2004, Corona, CA  
Topic: Introduction to Aircraft Building, Sheet Metal Basics, Composite Construction, Fabric Covering, Electrical Systems and Avionics and What's Involved in Kitbuilding?
- December 3-5, 2004, Corona, CA  
Topics: RV Assembly

You can register for any course at:

<https://secure.eaa.org/sportair/registration.html>

Here are how-to books and videos on aircraft construction available from the EAA:

<http://www.sportair.com/howto.html>

- Basic Composites Video, \$24.95
- Advanced Composites, \$ 29.95
- Fiberglass 101, \$29.99
- Aircraft Fabric Covering Video, \$39.95
- Polyfiber Covering, \$10.00
- AC 43.13-1B/43.13-2A Combined - Acceptable Methods, Techniques and Practices - Aircraft Inspection and Repair, \$18.95
- AeroCrafter, 8th Edition, \$15
- Kitplane Construction, \$29.95
- Sportplane Construction Techniques, The Sportplane Builder, Firewall Forward, Tony Bingelis on Engines, \$24.95 each, or all four for \$79.99
- EAA's Building Your Own Airplane: Welding, \$19.99
- Performance Welding, \$16.95
- Understanding and Using Aircraft Tubing, \$6.00
- Welders Handbook, \$17.95
- EAA Wood Aircraft Building Techniques, \$11.95

Now, go enjoy building and flying your plane!

## CHAPTER 62 CONTACTS

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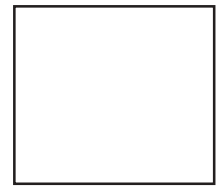
### Send New & Renewal Memberships to:

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- \$30.00 Annually
- National membership is required

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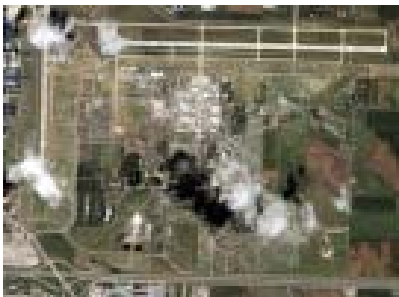
Download the Newsletter in  
color at  
[www.eaa62.org](http://www.eaa62.org)

**MEMBERS MEETING: THURSDAY, SEPTEMBER 2, 2004, 7:30 PM**  
**BOARD MEETING: THURSDAY, SEPTEMBER 9, 2004, 7:30 PM RHV TERMINAL**

## THIS MONTH'S PROGRAM

### 7:30 PM at Vern Miller Aviation

This month's meeting will feature presentations by members who attended AirVenture Oshkosh. If you were able to go to AirVenture, please be sure to come to this meeting so you can tell those who weren't able to attend what you saw, and bring your photos, videos, etc. See you all there!!!



**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 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 8:00 PM

