



# The Intrepid Airmen



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## September Event: Barbecue at Rusty Wells's House See His Seawind Project

Rusty and Randy Wilde, who normally provide our monthly feed at the Terminal Building, will be serving hot dogs, hamburgers, spaghetti, or whatever they chose, at Rusty's house in Santa Clara. Inside the specially-converted chicken coop is the Wells Airplane Factory, and Rusty will be pointing out to us the finer points of the Seawind construction.

This is **important**: Rusty's address is 898 Pepper Tree Court, Santa Clara 95051. It is located near the intersection of Lawrence Expressway and Homestead Road—use your favorite mapping software to print its exact location.

### UPCOMING EVENTS

**Monthly Meeting**  
**September 1**  
**Rusty Wells's House**

**EAA Chapter 62 Board Meeting**

**September 8** at 7:30 in the Terminal Building, all welcome.

**Watsonville Air Show**

**September 2 through 4**

**Palo Alto Airport Day**

**September 10**

**Reno Air Races**

**September 14—18**

**Chapter 62 Annual Barbecue!**

**September 24**

**Other chapters are invited, bring your friends, go flying**



Note: no color coding of the prop or mixture control required

**EAA Chapter 62's August meeting will be held at Rusty Wells's house—see above**

Everyone is welcome. Come and join us, share your experiences, and meet new friends.

6:30 PM General Meeting  
7:30 PM Presentation

## President's Column, by Wolfgang Polak

I hope some of you had a good trip to Oshkosh. If you did not go, then our last meeting was your chance to hear from those who did. Andy Werback was awarded a Bronze Lindy for his Lancair Legacy and Mark Wainwright received the third place newsletter editor award. Congratulations to both and thanks for their OSH reports.



This year our Chapter sent two excellent candidates to the Air Academy. One of them, Mike Hopkins, gave a great presentation at the last meeting. David Mendelsohn was traveling but we hope to hear his report in the future. Both are very serious about aviation and will be going to the aviation program at San Jose State. Aviation needs more guys like them.

Talking about growing general aviation, you may have read about the EAA's plans for a Young Eagles program for adults. The program details should be worked out by the end of the year so stay tuned for details. This program should be a great way to attract new members to the aviation community. Our chapter should definitely participate.

At the last Board meeting, several potential fly-out destinations were discussed. Catalina Island and Las Vegas were mentioned for possible overnight trips. There are several interesting places on the central coast and Fall may be a good time to go. San Luis Obispo, Santa Maria and Oceano came up. Any volunteer organizers?

The next big event coming up will be the Palo Alto Airport Day on September 10th. The Chapter will be present with Young Eagles and wing ribs. We can use all the help we can get. Then on September 24th we'll have our Chapter picnic. We'll invite members from other chapters to join us.

Finally, there have been requests for new Chapter shirts. If you're interested, please go to our website and pick out your favorite make and model shirt. Follow the link on the front page. If there is enough interest we'll put together an order in a couple of weeks.

Blue Skies,

Wolfgang

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# Rib Building at Santa Clara County Model Aircraft Skypark (SCCMAS) Open House

by Andy Werback

My wife, Sam, and I spent part of Sunday, July 10 at the Santa Clara County Model Airport Skypark, located just north of Morgan Hill on Hwy 101. You can usually see someone out there flying any day of the week, but their Open House events are not to be missed. There were lots of people, and many different aircraft, and there was a chance to try a little radio-control flying with one of their volunteers.



Building wing ribs

We set up the rib-building tent with the help of the League of United Latin American Citizens (LULAC) volunteers, Nadia, Diego, Edgar and Rosario. They spent the day helping children build their first wing rib. For many children, it was their first experience working with some simple tools and balsa wood, and there was a lot of leading by example. But, very quickly, they were off and running, using up lots of staples and soon walking away with their new wing ribs.



upside down Lancaster

Chapter President, Wolfgang Polak, also came out to enjoy the activity and brought his nephew, Matteo (from Germany), as part of a Young Eagle weekend. Besides the rib building, SCCMAS is famous for their varied flying contraptions: *Snoopy and His Dog House* and the *Flying Lawn Mower*. This

year we had the *Starship Enterprise* flying. Also some very nice models, such as the Avro Lancaster bomber, were shown being assembled. Former EAA62 member, Michael Luvara, is president of SCCMAS. We left some recruiting posters on the bulletin board to lure new members.

Many thanks to Nadia, Diego, Edgar and Rosario for a successful event. We would also like to thank all of the LULAC volunteers who come out and help with these events and teach children what they can do. We are really lucky and happy to have you involved with Chapter 62. THANK YOU!

## Editor's Notes, by Mark Wainwright



less gray hair

Being a bit competitive, I decided to take a look at one of the EAA Chapter Newsletters that received a better award than we did. Chapter 932's *Galt Traffic* was selected as a sample newsletter in a recent EAA communication, and Beth Rehm, the Editor, won second place. There are certainly some things we can take note of; for example, they include congratulations to people who have recently soloed or passed a significant FAA exam. Somehow we are not attracting enough people who are training at RHV, and perhaps mentioning their recent achievements would be helpful for finding new members. The EAA guidelines specifically request that we include the Chapter's financial status and meeting notes in the Newsletter. Historically we have omitted these because they are readily available on our website, so if anyone really wants a full financial report or Board Meeting minutes, check [eaa62.org](http://eaa62.org).

Now a little bit of good news: They appear to have a much

(cont' on page 7)

# Safe Summer Program Takes Off at RHV

by Terri Gorman

The *Safe Summer Program* run by the City of San Jose, arranges day outings for young people aged 8 to 18. On Wednesday, August 10th, such an outing took place when 25 of these children and their leader, Angela, showed up at Reid Hillview Airport for a tour of the Control Tower, Tradewinds Aviation and Flying S Aviation. If you have ever attended an RHV Open House, you have heard Angela sing the National Anthem.

Sadly for the kids, the Tower Tour had to be canceled because construction was being done inside the building that houses the Tower, and, as if that were not enough, all except one of the airport staff were not well and could not assist Angela escort the group around the airport. So this is where I entered the picture. I guess it's a good thing that I spend most of my waking hours at RHV. I became the assigned Escort for the group and managed to keep all 25 of the children together and safe from moving aircraft.

We began the tour at Tradewinds Aviation where Walter Gyger, President of Flight Operations, took the kids through a brief and concise description of what makes an airplane go up and down, sideways, etc. These kids had some great questions. I felt like I was in a Ground School Review. After touring Tradewinds, we walked over to Flying S Aviation where Brian Stout explained the care and maintenance of all aircraft and his education and training to become a mechanic.



Walter Gyger

Since, the Tower Tour was not an option, I thought the kids would like to take a look at some real warbirds, so I took them over to the Victory Hangar which has, approximately, six Russian Yaks tied down outside and in the hangar. Vanessa, a mechanic, was willing to set down her tools to answer a few questions from the kids.

One of the questions was: "Is that a gun sticking out from under the wing?" Vanessa replied, "No, that's the pitot tube." (Well, it does *look* like a small gun!) Another question: "How much do Yaks cost?" Vanessa replied, "Around \$70,000."

Returning from the Victory Hangar, we walked over to the airport shop owned by Phoebe Peasley. I wanted to show the kids all the training materials, books, headsets, etc, but their attention quickly turned directly to FIONA, a beautiful bird which they referred to as a Parrot, but Fiona is not a parrot. She just likes to talk alot.



Not our Yak

After the kids returned to the RHV Terminal Building, Angela had them all write out a short summary of their visit to the airport. Here are a few of their comments. Their summaries and pictures of airplanes are available in a notebook inside the Terminal Building.

*Paula, 14 years old: "On Wednesday, I went to the airport. Ms. Terri showed my program around the airport. I learn that some airplanes were in the war. I went to the airport shop. I had a lot of fun at the airport. I want to thank you for letting us come here. I love the airport."*

*Brian, 12 years old: "Today we went to the airport. We saw a lot of things. We learned about planes and how to angle and drive them. We also learned that Russian planes have a*

*star on them. A guy named Brian showed us planes and he knew how to fix them. We had a lot of fun. I will never forget this experience."*

And I'm glad my second home is at Reid Hillview Airport and I was available to escort these kids and I know some day one of them may become a pilot or a mechanic, but the important thing is they enjoyed their visit.

(cont' on page 5)

## PLANES OF FAME AIRSHOW, by Don Von Raesfeld

On Friday night of May 13, Jeff West and my oldest son, Mark, and I left Santa Clara about 9:30 PM and drove down to Chino to attend the Planes of Fame Air Show. We arrived in Chino at about 3:00 AM and drove over to the airport; we were the second car in line. Mark and I had tickets to the Earl Morning Photo shoot, so we rode the tram to the flight line and display area, found a good place to set out our chairs to watch the show, and proceeded to check out the aircraft. It was great being able to get shots of the aircraft without people all around them. At 8:00 AM the gates opened and soon there were people all over.

Pre-show activities included aircraft arrivals, 2 North American P-51 Mustangs giving rides, and 9 RVs making several passes in different formations. From 9:30 AM to 10:30 AM there was a Navy Veterans Panel moderated by Shaena Hoppes Dolittle, great granddaughter of General James “Jimmy” Dolittle.

The panel included Ted Chapman (1943 Naval aviator who flew the Navy’s Stearman, Vultee, SNJ, and TBF/TBM plus an Army version of the Curtiss SB2C.);

Wallace ‘Griff’ Griffin (1940 naval aviator who flew the Dauntless, then flew the SB2C in combat in several major WWII battles); Al Schade (U.S. Marine Corps Pilot); Paul Smith (Naval aviator 1952, flying: SNJ, Hellcat, Bearcat, TV2 (T33), Banshee, Cougar, Panther, and ended up in the A4 Skyhawk. Saw combat in Korea); Sherman Smoot (flew combat missions in F-4 Phantoms off carriers in Vietnam; races highly modified Yak-11 at Reno); and Al Taddeo (US Naval aviator). Some very interesting stories were told by these men.



Navy Veterans Panel

At 11:00 AM the flying started. The show opened with the National Anthem. As the National Anthem concluded, a flight of four Navy aircraft consisting of a F4U-1 Corsair, a F6F Hellcat, a SBD Dauntless, and a TBM Avenger approached show center in a finger four formation. At show center the Hellcat



line o’ Mustangs

pulled up out of the formation in tribute to those who have given their all for our Nation’s freedom.

Once all four aircraft recovered, the “Silver Wings Wing Walking” act took center stage. Pilot Hartley Folstad and his wing-walking wife, Margi Stivers, together in and on their 450-hp Stearman performed for the crowd. After they finished, Rob Harrison, “The Tumbling Bear”, took to the skies to perform in his Zlin 50. His aerobatic sequence was narrated by his wife.

The Navy Flight was up next. The Navy Flight consisted of Naval aircraft making several passes in single ship and formations. Aircraft in this flight

consisted of the Grumman J2F Duck, F3F, F6F Hellcat (2), F7F Tigercat (2), F8F Bearcat (2), and TBM Avenger (3). There were also 3 Chance Vought F4U Corsairs, a Lockheed PV-1 Ventura, a Douglas SBD Dauntless, an AD Skyraider, and a TA-4J Skyhawk. It was great to see these aircraft flying, especially the Skyhawk. Last year the Skyhawk was on static display and this year it was flying.

Once the Navy Flight concluded, Howard Pardue was up in his Grumman F8F-1 Bearcat to perform a graceful aerobatic sequence. With Howard back on deck, there was a 35-minute intermission. This gave us a chance to eat a quick lunch.

At 1:00 PM the flying resumed with aircraft of the Korean Air War. Aircraft included the North American T-6 Texan and F-86 Sabre, a Lockheed T-33 Shooting Star, a Chance Vought F4U Corsair, a Douglas AD Skyraider, and a Mikoyan-Gurevich Mig 15. Although the T-6 was designed as a trainer they were used in Korea as Forward Air Controllers. The T-33 was standing in for the P-80 as it is essentially a two-seat trainer version of the P-80. The F-86 and MIG 15 flew a simulated dog fight while the Skyraider and the F4U Corsair simulated strafing runs.



F-15 and P-38s

Aircraft of the Army Air Corps followed. These included the Lockheed P-38 Lightning, Curtiss P-40 Warhawk, North American P-51D Mustangs, a Bell P-63 King Cobra and a North American B-25 Mitchell. A Boeing B-17 was on the schedule but did not make the flying portion of the show although it was on static display.

After several passes by the aircraft of the Army Air Corps came dog fights. Aircraft involved in the dog fights consisted of The Lockheed P-38 Lightning vs. the Mitsubishi A6m-5 Zero. There are only 3 flying Zeros in the world and the museum's Zero is the only one with an original Nakajima Sakai 31 engine. Of the 10,449 aircraft built during WWII only 34 remain worldwide. Also included were a Focke-Wulf FW-190 vs. a Republic P-47 Thunderbolt. The FW-190 is a new-build flying replica by Flug-Werk of Germany owned by Rudy Frasca. There was also a Yakolev Yak-3 vs. Fairey Firefly. These aircraft made several passes chasing each other .

Following the dog fights, the museum's N9M Flying wing was scheduled to take to the air. During the dog fight sequence the Flying Wing was seen taxiing out to prepare for its display. A few minutes later it was seen taxiing back to the line with the back half of its canopy missing. I still don't know what happened but

the scheduled demonstration was cancelled.

Clay Lacy then took to the sky to perform an aerobatic demonstration in his 1966 Learjet Model 24. Clay put on an impressive display with loops, rolls, and lots of smoke.

During Clay's demonstration the next segment was preparing for take-off. This was the Air Power flight. The flight consisted of many of the aircraft from the Navy, Army Air Corps, and dog fights. There were 28 aircraft in this flight. It's quite an impressive sight to see this many Warbirds up at the same time. They do this every year at Chino and it's a great sight to see. Only thing better would be to be in one of those aircraft.



left to right: A4, Douglas Skyraider, Douglas SBD Dauntless

With the end of the show drawing near it was time for the Boeing (formally McDonnell Douglas) F-15E Strike Eagle Demonstration—another impressive display. After a demonstration of the aircraft’s capabilities, the F-15E was joined by 2 P-38 Lightnings to close the show with a Heritage Flight.

The USAF Heritage Flight program started in 1997 to honor the 50th Anniversary of the USAF. The Heritage Flight has become one of the most popular acts at air shows. This program presents the evolution of USAF air power by flying one of today’s current fighters with an historical war bird piloted by a civilian. Currently there are 8 active duty Air Force pilots and 9 civilian pilots trained and certified to fly the Heritage Flight Demos. With the conclusion of the Heritage Flight, the air show was over.



if you can name these you’re older than I am

Mark, Jeff, and I made our way back to the van. We left the Chino airport just after 5:00 PM and arrived back in Santa Clara at 10:55 PM. It was a long day but worth it. We will be doing it again next year. The Planes Of Fame Air Museum in conjunction with the County of San Bernardino puts on a great air show. It’s one of the best Warbird air shows in the country and one of the best shows on the West Coast. If you have never made it out to this show you should make it a point to attend some day. I’m sure you won’t be disappointed.

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## Editor’s Notes,

(cont’ from page 3)

larger membership than we do, yet our finances are much better.

Here are some specific newsworthy items for September: first, Zdravko of *Aerodynamic Aviation* reminds us that they have a Cessna 172RG on line, which is the least expensive complex airplane that one can rent at RHV. It’s an excellent choice for anyone wanting to do his/her commercial or CFI, or just a complex endorsement. Second, if there is anyone interested in Falcos other than me, the annual West Coast Falco Fly-In will take place in Livermore between Friday September 15th and the 18th. There will be all the usual airplane stuff, but with a couple of bonuses: Doug Henson has organized a tour of Lawrence Livermore National Lab on the 15th and there will be three or four Falcos for sale on display—a helpful note for those whose checkbooks are full.

If you are interested in the National Lab, let me know **now** (meaning no later than August 31). The best telephone number to reach me is 650-776-4623.



Doug Henson’s very nice steam gauge panel  
Doug visited us with his Falco in September last year

### Plane for sale:

‘69 Cherokee 180D TTAF 2900 hrs. SMOH 730 hrs  
Call or write June Armanino, 650-343-7151,  
flyarmo@gmail.com  
priced to sell: \$45,000

## Membership Notes by Donald Von Raesfeld, Jr.

Membership Chairman  
408-507-0951

Our last General Meeting was held at *Aerodynamic Aviation* on August 11. I would like to thank Zdravko Podolski for the use of his hangar that evening. Hot dogs were served at 6:30 PM and began shortly after 7:30 PM when President Wolfgang Polak called the meeting to order. Andy Werback was congratulated for winning a Bronze Lindy for his Lancair Legacy and Mark Wainwright was also congratulated for his 3rd place award for his efforts as our Newsletter Editor. Vice-President John Castner also reminded everyone in attendance that this month's meeting would be at Rusty Wells's home in Santa Clara. Rusty is building a Seawind and will be showing off his progress and answering any questions.

After the Chapter business was completed the August meeting was followed by presentations about AirVenture.

Our first speaker was Mike Hopkins. Mike was one of the two candidates our Chapter sent to the Air Academy at Oshkosh. He apologized that his partner, Davis Mendelsohn, was not able to be there as Davis was with his family back East. Both Mike and Davis will be attending San Jose State beginning this semester and majoring in Aviation. Mike gave an excellent presentation on his time spent at the Air Academy and thanked the Chapter for making this once-in-a-lifetime experience one they will never forget.

Following Mike was Mark Wainwright, our Newsletter Editor, who was able to attend AirVenture on Saturday July 30, where he received his 3rd place award for his work on our newsletter. Although he was only able to attend one day, he made the most of it. He showed a few of the many photos he took. Thank you, Mark, and congratulations again.

Following Mark was Andy Werback. Andy and his wife Samantha flew their Lancair Legacy back to AirVenture where he picked up a 3rd place award for his work. He told us he received several suggestions on improvements he could do and has about twenty items to work on. He and Sam made a vacation out of there trip to AirVenture and it appears they had a great time. Thank you Andy and congratulations again.

On August 13 our Chapter held a Young Eagles event at Reid Hillview. Eleven pilots flew 55 Young Eagles. Thanks to all the pilots and ground personnel who donated their time and the use of their aircraft. We would also like to offer a special thanks to Janet Hinojosa who has been a great help registering Young Eagles for their flights and printing out their certificates. Our next Young Eagles event will be on September 10 at the Palo Alto Airport. This will be during Palo Alto's Airport Day. We will need pilots and ground personnel. If you are able to help out, contact our Young Eagles Coordinator, Russ Todd.

Don't forget our annual Chapter BBQ. On September 24 we will be holding this event at Reid Hillview. Pilots are encouraged to bring their aircraft and share rides. We will also be inviting some other nearby Chapters so it will be a chance to meet some other EAA members. The Chapter will be providing hot dogs, hamburgers, and soft drinks. Please bring a dish to share. Hope to see you there.

Don Von Raesfeld, Jr.





Brian DalPorto

cool paint job



Andy and Sam

Mike Hopkins



## A "thank you" from one of our Air Academy attendees and a note from the EAA



Dear EAA Chapter 62,

I would like to express my extreme thankfulness to this chapter of the EAA for sponsoring me to attend the EAA Air Academy in Oshkosh, Wisconsin. It's a wonderful opportunity for which I have much appreciation.

At this camp, we have not only been learning about the vast world of aviation, but we have also been gaining experience in skills that will prove useful in areas stretching far beyond flying. For example, my fellow aviation lovers and I got an introduction to flying with a 45 minute flight, as well as a class on welding, which will likely come ~~and~~ in handy for a number of things in my future.

Furthermore, I have gained yet another thing from this camp. People here have a great amount of experience, ranging from Boeing engineers who've worked on the 787 and F-22 to certified flight instructors almost as young as me. Once again, thank you for this opportunity!

With much appreciation, Davis

Menzelsohn

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August 15, 2011

Russell Todd  
10484 Dempster Ave  
Cupertino, CA 95014

Dear EAA Chapter 62,

On behalf of the EAA Air Academy we would like to say thank you for helping young people from around the United States and the world attend the EAA Air Academy 2011 camps. This summer we had 376 young people experience one of our EAA Air Academy camps and it is because of your assistance that many could attend. Your involvement in the Young Eagles program has been a blessing to many young people and we would like to say thank you for your involvement in the program.

Enclosed are thank you notes from participants your chapter has assisted financially. If you have any questions about the EAA Air Academy camps, please contact us at [airacademy@eaa.org](mailto:airacademy@eaa.org).

Sincerely,  
Experimental Aircraft Association, Inc.

Bob Campbell  
Manager of Museum Operations & Resident Education

Scott Cameron  
EAA Air Academy Camp Supervisor

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